



AMDA NEWS

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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 varied urban issues. This is the fifth of six issues of AMDA NEWS programmed for 2005. We request our members to send us news that they wish to share for the next issue of November-December 2005. In October we had our General Body meeting and a new Executive Council has been formed for the two year period 2005-07. The Member Authorities/Corporations who constitute the new Executive Council are indicated in this newsletter. The Member Secretary of National Capital Region Planning Board (NCRPB), is the new Chairman of AMDA, whereas the Chairman, Bangalore Development Authority is the Vice-Chairman. We look forward to increased activities under their leadership and that of the Executive Council.

In this issue under the section of policy and strategy we report on the Right to Information Act, recommendations of 12th Central Finance Commission for local bodies, and key features of National Budget 2005-06 with respect to Infrastructure. A brief overview on airport upgradation and urban infrastructure has also been incorporated in this section. We also report on some of the greenfield projects of Bangalore and Hyderabad, as also a small comparative picture on waste disposal in Tokyo and toilets in Delhi and London and Delhi.

In the section dealing with initiatives by states, we report on the River linking program between Uttar Pradesh and Madhya Pradesh governments, the Bhagidari scheme of Delhi as an award winning example of governance by partnership, and the formation of MPCs in Karnataka. Initiatives by the states of Karnataka to develop smaller towns, and of Maharashtra Pollution Control Boards initiative to shut hotels in the eco-sensitive zone have been reported.

In the city section, reports on the initiatives taken by Delhi government to involve private partners in waste disposal and of CNG crematoriums initiated in Delhi to curb air pollution are reported. Besides, there are reports on efforts to strengthen drainage networks in Mumbai, Kozhikode Municipal Corporation's efforts to impose ban on plastic bag use and of the use of Global Positioning System to track garbage collection in Delhi.

In the final section we highlight several news and facts from around the world and of interest to readers. Book review and highlighting some forthcoming events/courses complete this newsletter.

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

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

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AMDA NEWS — INFORMATION, DOCUMENTATION & DISSEMINATION



AMDA has a new CHAIRMAN

Dr. Pramod K. Mishra, IAS, Member Secretary, National Capital Region Planning Board (NCRPB) took over as Chairman AMDA for the two year period 2005-07. Prior to joining NCRPB Dr. Mishra was Additional Secretary



(Centre-State relation), Ministry of Home Affairs, Govt. of India. His earlier posting were as Principal Secretary to Chief Minister, Gujarat; Chief Executive Officer, Gujarat State Disaster Management Authority and Principal Secretary, Agriculture & Cooperation and Revenue Department, Govt. of Gujarat. For over twelve years, after joining the Indian Administrative Service in 1972, he worked at important field level organizations – as Sub-divisional Magistrate, District Development Officer, Project Administrator (Tribal Development), District Magistrate etc. – holding both regulatory and development activities in the state of Gujarat.

Dr. Mishra has a Masters degree in Economics from the Delhi School of Economics as well as a Masters degree in Development Economics from the University of Sussex, UK. He also has a Ph. D in Economics/Development Studies from University of Sussex, U.K.

Recently Dr. Mishra has published a book entitled "The Kutch Earthquake 2001: Recollection Lessons and Insights" published by the National Institute of Disaster Management. He has edited a book on agricultural insurance for the Asian Productivity Organization, Tokyo. He has published a number of papers in national and international journals and has presented papers at a number of national and international seminars. His professional and academic interests focus on economic analysis of policy and operational issues.

AMDA welcomes Dr. Mishra as its new Chairman

List of Members of the Executive Council of AMDA

1. Member Secretary, National Capital Region Planning Board - Chairman
2. Chairman, Bangalore Development Authority - Vice-Chairman
3. Vice-Chairman, Delhi Development Authority - Member
4. Chief Executive Officer, Kolkata Metropolitan Development Authority - Member
5. Vice-Chairperson, Chennai Metropolitan Development Authority - Member
6. Chairman, Ahmedabad Urban Development Authority - Member
7. Chief Administrator, Punjab Urban Planning and Development Authority - Member
8. Chief Administrator, Haryana Urban Development Authority - Member
9. Municipal Commissioner, Indore Municipal Corporation - Member
10. Municipal Commissioner, Kanpur Nagar Nigam - Member
11. Jaipur Development Commissioner, Jaipur Development Authority - Member
12. Commissioner, Municipal Corporation of Delhi - Member
13. Chairperson, New Delhi Municipal Council - Member
14. Vice Chairman, Hyderabad Urban Development Authority - Member
15. Secretary, Greater Cochin Development Authority - Member
16. Chief Executive Officer, Silliguri-Jalpaiguri Development Authority - Member
17. Chairman, Research Programmes Committee of AMDA - Member
18. Director, AMDA - Member Secretary

DR. S.V. Joshi appointed as State Chief Information Commissioner

Dr. S.V. Joshi has relinquished charge of the post of Chairman, AMDA was recently the Metropolitan Commissioner of the MMRDA. He has been appointed the State Chief Information Commissioner by the Govt. of Maharashtra under the central Right to Information Act. This is crucial State appointment and the AMDA fraternity is thanking him for his several contribution to AMDA's growth, wish him a very happy and fruitful innings in this newly created post.

1. POLICY AND STRATEGY ISSUES

1.1 RIGHT TO INFORMATION ACT

The Right to Information (RTI) Act comes into force in the country on October 12, 2005. Although the new law doesn't permit citizens to seek information on certain matters affecting security, strategic, scientific or economic interests of the country, it gives them legal rights to be informed about utilisation of public funds, progress reports of ongoing projects, state circulars, contracts etc.

The new law places India among 55 countries in the world to have such legislation. The Act empowers the Central Information Commission / State Information Commission to receive complaints if a PIO doesn't provide correct and timely information. The CIC will be headed by a Chief Information Commissioner who will be assisted by information commissioners.

One of the most attractive features of the Central RTI is that it's a lot cheaper. While the cost of application in Rs.10, the charges per page of information is only rs.2 under the Central Act, it's Rs.25 and Rs.5 per page of information respectively under the State Act. The Central Act again is more accessible to poor people. Those below the poverty line can seek information for free.

What's Right to Information?

Law giving statutory rights to citizens to get information from public authorities. Penalty up to Rs.25,000 for failure to give information.

Who will give information ?

Each state will have a public information officer (PIO). In addition, it'll have designated officers at sub-divisional level. These officers will route requests to the relevant department.

What's the procedure ?

Requests in writing including 3-mail, to be sent to PIO. Response must come within 30 days. For cases concerning life and liberty, it must come within 48 hours. Rejection will have to be in writing, giving reasons.

Who is exempt ?

Right does not extend to J&K or to security agencies like IB, RAW and BSF. Also, file notings by bureaucrats won't be made public

Personnel Drag on Right to Information Act

- One obstacle is the appointment of retired civil servants as information commissioners at the centre and in the states. Ironically, bureaucrats had in the past denied people access to information.
- In the absence of guidelines from the Department of Personnel and Training, officials way down in the bureaucratic hierarchy have been appointed information officers (IOs). The IOs are expected to deliver on specific requests for information. For instance, the Environment Ministry has joint secretary level officials as IOs while the Ministry of Human Resource Development has an undersecretary in the same role.
- Ministries where junior officials have been appointed will witness slow deliver of information, as the IOs would be on the same footing as the officers in possession of answers to queries.
- All ministries were also required to put up information counters. But so far, they have not set up such outlets or displayed the names of the IOs at reception desks
- More worrisome, however, is the danger of information commissions becoming job-placement agencies for retired bureaucrats.

There's good news for Delhiites, while organisations like the Delhi Police, DDA and the MTNL are now covered under the Right to Information (RTI) Act, the notification of the Central Right to Information Act enables them to avail of both the Central and the State Acts.

Source: The Times of India and Hindustan Times, Oct. 13, 2005 and The Indian Express, Oct. 14, 2005, Delhi Edition.

1.2 RECOMMENDATIONS OF 12TH 'CENTRAL FINANCE COMMISSION' FOR LOCAL BODIES

Keeping in view the spirit of the 73rd and 74th amendments and the clear need to provide an impetus to the decentralization process, the 12th Central Finance Commission (CFC) made recommendations on the measures needed to augment the Consolidated Fund of a State to supplement the resources of the Panchayats and



Municipalities. The division of the grants-in-aid will be in the ratio of 80:20 for panchayats and municipalities respectively. It was reasoned that the urban local bodies had greater access to tax and non-tax resources of their own therefore; it is the Panchayati Raj Institutions (PRIs), which require substantial support.

Recommendations at a Glance

1. The best practices may be considered for adoption by states to improve the resources of the panchayats.
2. The states should avoid delays in the constitution of the State Finance Commission (SFCs), their constitution in phases, frequent reconstitution, submission of reports and tabling of the Action Taken Report (ATR) in the legislature.
3. The SFCs reports should be readily available to the CFC, when the latter is constituted so that an assessment of the various states' need could be made by the CFC on the basis of uniform principles.
4. SFCs must be constituted with people of eminence and competence, with qualification and experience in the relevant fields.
5. The convention established at the national level of accepting the principal recommendations of the finance commission without modification, should be followed at the state level in respect of SFC reports.
6. The SFCs must clearly identify the issues which require action on the part of the central government to augment the Consolidated Fund of the state and list them out in a separate chapter for the consideration of the CFC.
7. The suggestions made by SFCs regarding raising the ceiling on professional tax is endorsed for action by the central government.
8. It is desirable that the SFCs follow the procedure adopted by the CFC for transfer of resources from the centre to the states in respect of resource transfers from state governments to local bodies.
9. While estimating the resources of the local bodies, the SFCs should follow a normative approach in the assessment of revenues

and expenditure rather than forecasts based on historical trends.

10. A permanent SFC cell may be created in the finance department of the state governments as the collection and collation of data would need to be done constantly.
11. A sum of Rs. 20,000 crore for the panchayats and Rs. 5,000 crore for the municipalities may be provided as grants-in-aid to augment the Consolidated Fund of the states for the period 2005-10 to be distributed with inter se shares.
12. The PRIs should be encouraged to take over the assets relating to water supply and sanitation and utilize the grants for repairs/rejuvenation as also the O&M costs.
13. Of the grants allocated for panchayats, priority should be given to expenditure on the O&M costs of water supply and sanitation. This will facilitate panchayats to take over the schemes and operate them.
14. At least 50 per cent of the grants-in-aid provided to each state for the urban local bodies should be earmarked for the scheme of solid waste management.
15. Separate grants-in-aid for the normal and the excluded areas are not proposed. It is for the state concerned to distribute the grants recommended for the state among the local bodies' including those in the excluded areas' in a fair and just manner.

Source: *Urban Finance*, Vol. 8, No. 1, Jan-Mar, 2005

1.3 THE POLITICS OF 'CUT-OFF DATES' FOR SLUMS & SQUATTER SETTLEMENTS

The growth of slums and squatter settlements has been a continuing aspect of Indian urbanization. The phenomenon is in striking contrast to all the ostensible symbols of modernization and prosperity such as the skyscrapers of office and luxury flats. In spite of all the data available, most people – the middle and upper income classes as well as the corporate sector – refuse to recognize that slum growth is caused by the same socio-economic factors of which they themselves are the beneficiaries. To appease both the slum population – which is a large vote bank – on the one hand and business interests on the other, the political leadership resorts to the

gimmick of 'cut-off' dates, declaring that slum dwellers, usually migrants to the city, who have set up their shacks on or before a particular date, would be rehabilitated through alternative plots or flats. Invariably, the cut-off dates lapse and the promise of the government remains unfulfilled. The authorities then announce a fresh cut-off date.

Delhi can claim special expertise in this business of cut-off dates. As of 1993, there were over 1200 JJ clusters and 1071 unauthorised colonies. The latest cut-off date is 2002 but there have been other cut-off dates before.

As part of the dream to transform Mumbai into rival Shanghai, authorities in the city recently started demolition of slums to enable redevelopment of the land. In a spate of demolitions early this year, about one-lakh slum dwellers were affected. The rehabilitation of slum dwellers who occupied the sites prior to 1995 was promised by the government but the alternative sites were opposed by the Residents Association in some localities and one of them went to court. The Bombay High Court has now asked the government to work out a proper long term solution rather than stop gap arrangements. The court has also observed how the government could fix a cut-off date when under the Constitution, citizens have the right to go anywhere to seek livelihood options. There can be no cut-off of economic growth or the demographic changes in its wake. A cut-off for migrants has no meaning in such a dynamics.

Source: *Nagarpalika Update*, Vol. 3, No. 3, May-June 05.

Water for Life Decade 2005-2015

The UN has declared the decade 2005-2015 as 'Water for Life'. During this decade the priorities will include coping with water scarcity and pollution, sanitation, safe drinking water and health, trans-boundary water issues and disaster risk reduction. Achieving the goals of the 'Water for Life' Decade will require sustained commitment, cooperation and investment on the part of all stakeholders, from 2005 to 2015 and beyond.

It is expected that all interested stakeholders, such as international and regional organizations, government of different countries, non-governmental organizations and others, will link their water-related activities to the Decade, or consider newer and broader partnerships.

Source: *Spatio-Economic Development Record (SDR)*, Vol. 12, No. 5, September-October, 2005.

1.4 KEY FEATURES OF NATIONAL BUDGET 2005-06 – with respect to Infrastructure

- **National Highway Development Project (NHDP):** NHDP III to be launched in 2005-06 to target selected high density highways not part of the Golden Quadrilateral or North-South and East-West corridors; Rs.1,400 crore provided in 2005-06 to four-lane 4000 kms; a special package of Rs.450 crore for NE region.
- **Indira Awas Yojana:** Allocation increased to Rs.2,750 crore in 2005-06 and 15 lakh houses to be constructed during the next year.
- **Special Purpose Vehicle:** To be established to lend funds, especially debt of longer term maturity, directly to eligible, appraised projects to supplement other loans; limit for 2005-06 to be fixed at Rs.10,000 crore.
- **Provision of Urban Amenities in Rural Areas (PURA):** The National Commission on Enterprises in the Unorganized/Informal Sector has proposed pilot projects for 'growth poles' applying the PURA principles; creation of a few growth poles, as pilot projects to be taken up in 2005-06 in the clusters of rural areas.
- **National Urban Renewal Mission:** To cover the seven mega-cities (population of over a million); outlay of Rs.55,00 crore in 2005-06 including a grant component of Rs.1,650 crore.

Source: *Urban Finance*, Vol. 8, No. 1, Jan-Mar, 2005

1.5 AIRPORT UPGRADATION - AN OVERVIEW

- The importance of civil aviation cannot be overemphasized in the boosting of trade and tourism as well as overall international competitiveness
- In India, air cargo accounts for 35 percent of the total value of exports and 97 percent of foreign tourists arrive by air.
- With air travel an increasingly popular and cheap option, along with high economic growth, the Indian civil aviation sector is

buzzing with activity. The sector grew 20 percent last year and is poised to grow at 25 percent annually over the next several years.

- Civil aviation is a central subject. Broadly, the sector covers airports and the airlines industry. The Ministry of Civil Aviation oversees the sector.
- All of the 450 Indian airports are administered by the union government and held under national public ownership. The Airports Authority of India (AAI) under the ministry manages most operational airports. It owns and operates 125 airports. Of these, only 61 airports are on commercial airline routes.
- Delhi and Mumbai airports account for 50 percent of total passenger traffic and 33 percent of AAI's total revenue.
- The revamping and modernization of airports as well as the setting up of greenfield airports are taken to boost the sector.
- The modernization of Delhi and Mumbai airports has finally taken off with the help of private investors.

Freedom from want

Proposals in the area of development call for breakthroughs in debt relief and trade liberalization, and increases in aid to revitalize infrastructure and improve health and education services, in order to achieve the Millennium Development Goals (MDGs), including cutting extreme poverty in half by 2015. Developing countries are being asked to devise national strategies to meet the MDG targets and to facilitate transparent and accountable governance, while developed countries are being urged to increase aid and reduce trade barriers, debt and other burdens that hamper development. It has been proposed to set up an International Financing Facility that would make official development assistance (ODA) more predictable and accessible. Many donors are on track to meet the target of dedicating 0.7 percent of gross national income to ODA by the year 2015. Others have promised to make substantial increases in ODA over the next ten years. Leaders meeting at the Group of 8 Summit in early July, 2005 agreed to increase annual aid flows by at least \$50 billion as of 2010, with at least half of that increase to be directed at Africa, and to write off the debts of eighteen of the world's poorest countries.

Source: UNews, Vol. 60, No. 8, August 2005.

- The government is also revamping 25-30 non-metro airports over a period of time. Work has already begun on Srinagar, Amritsar, Ahmedabad and Udiapur.
- While there is a lot of hope and optimism, Indian aviation lags behind international standards. The ground infrastructure is saturated and cannot cater to increasing demand. While the big metro airports need expansion, newer airports in other cities are also needed to meet rising demand. Indian airports also urgently need to upgrade technology in air traffic management and other services.
- The new aviation policy focus on making FDI norms flexible, enhancing infrastructure, lowering fares to make air travel affordable and examine ways to remove price monopolies in aviation turbine fuel.
- There are 450 airports and airstrips in India. All except one, namely, Cochin International Airport Limited, are administered by the union government and held under national public ownership. The Airports Authority of India (AAI) under the ministry manages most operational airports. It owns and operates 125 airports. Of these, only 61 airports are on commercial airline routes. The rest of India's airports and airstrips are effectively non-functional.
- The majority of airports are running at losses. Thus, there is an uneven distribution in the flow of traffic resulting in pressure on infrastructure at certain airports and a massive under-utilization of the existing infrastructure in others.
- Two new international airports at Bangalore and Hyderabad are being developed through the private-public partnership route. Both these greenfield airport projects have achieved financial closure and are being developed through special purpose vehicles. The Bangalore airport is being developed by Bangalore International Airport limited, while the Hyderabad airport is being developed by Hyderabad International Airport Limited. An international greenfield airport has already been built and is operational in Kochi.
- Indian airports urgently need to upgrade technology in air traffic management and



other services. Improved technology can help in faster traffic evacuation and increased efficiency as well as improving safety standards.

Source: *Indian Infrastructure*, Vol. 8, No.1 & 2, August & September 2005

1.6 URBAN INFRASTRUCTURE – AN OVERVIEW

Better Governance and ULB Autonomy required

- The relentless increase in urban population has placed great pressure on urban infrastructure. The urban Indian population stood at about 285 million compared to 217 million in 1991, thereby registering an annual rise of 2.73 percent. Consequently, the quality of urban services such as water supply, housing, urban transport and sewerage has been deteriorating rapidly.
- The present state of urban infrastructure is unsatisfactory with low service levels, straitened financial resources and poor governance. To remedy this situation requires structural reforms. Many state governments have changed the method of property taxation and some municipalities are in the process of shifting from a single-entry, case-based system to a more effective accrual-based accounting system.
- Rapid urbanisation has also led to a shortage of adequate transportation facilities in urban areas. Due to the rapid increase in the number of private vehicles, road congestion has increased substantially. The provision for urban rail services is limited, with only four metro cities served by suburban rail systems.
- The housing sector is in a continuous boom. This can be attributed to a combination of lower interest rates and easier accessibility to loans. The supply of housing has increased in urban areas. As more corporate operations shift to suburban areas, there has been an expansion in facilities such as IT parks as well as in the residential real estate market.
- The present system of water supply and sanitation in the country offers inadequate

coverage and the demand-supply gap is increasing. The 74th Amendment makes ULBs responsible for service delivery like water supply and sanitation. Many initiatives have been taken in the water sector, mostly in south and west India. The only successes seem to be the Visakhapatnam industrial water supply project and ongoing Tiruppur water supply project.

- Urban areas in India generate 98,700 tonnes of municipal solid waste per day. Only 7 percent of this solid waste is treated. ULBs have been progressing slowly. ULBs have been making efforts in waste minimisation through private participation.
- The most basic problem is the lack of budgetary resources. There is also a need to improve efficiencies in service delivery.
- IT has provided Rs.55 billion for the National Urban Renewal Mission in 2005 and introduced the National e-Governance Action Plan, which aims at efficient service delivery and good governance.
- The government has also embarked on the creation of special economic zones (SEZs) to improve the country's competitive position.
- There is a need for long-term, massive improvements in standards of governance

Energy Panel Constituted

The Prime Minister has constituted a high-power Energy Coordination Committee (ECC) to guide government policy in the energy sector. The committee, chaired by the Prime Minister, will enable the government to pursue a systemic approach for policy formulation in area of energy Planning and security. The ECC-comprising the Finance Minister, the Petroleum and Natural Gas Minister, the Power Minister, and the Deputy Chairman of the Planning Commission, as members will provide institutional support to decision-making in the energy sector.

The committee will also have member (energy) of Planning Commission, Minister of Non-Conventional Energy Sources, Chairman of Economic Advisory Council to the PM, National Security Advisor and Cabinet Secretary. The Principal Secretary to the PM has been nominated as the committee's convener.

Source: *IIPA Newsletter*, Vol. XLIX, No. 10, October 2005

and autonomy at the ULB level for private players to develop an interest in the sector.

Recent Development

- The urban infrastructure sector saw some fundamental changes at the municipality level but little progress in private participation in such projects. MRTS plans have got off the ground in a few more cities; the housing boom remains in force due to easily available housing finance. The waste water and sewerage sector has achieved a little success. But large-scale private sector involvement still eludes urban infrastructure.
- The union budget allocated Rs.28.77 billion in 2005-06 towards urban development. But the ongoing schemes of urban infrastructure development in cities and town have not met the desired requirement.
- Other schemes like the Urban Reform Incentive Fund (URIF) have also not achieved much.
- The other two funds – the City Challenge Fund (CCF) and the Pooled Finance Development Fund (PFDF) – which were envisaged earlier for providing reform-linked assistance were not operational.
- The ministry developed the draft model municipal law to assist ULBs in the areas of accounting reforms, resource mobilisation and the entry of the private sector in the commercial provisioning of urban services.
- There was little progress in the municipal finance mechanism, which continues to be based on traditional budgetary systems. The municipal bond market has remained narrow and underdeveloped.
- The government has taken a significant initiative by preparing a scheme to give a thrust to urban infrastructure services, called the National Urban Renewal Mission.
- Mass transit metro projects are gaining popularity.
- The housing sector boom continued. The residential market was already booming. Today, 80 percent of the demands is for commercial space, due to the growth of IT parks.

- Some municipal bodies have started to rationalize price structures. These include the water supply and sewerage boards of Bangalore and Chennai.
- Bangalore and Vijayawada have introduced accounting reforms as well as citizen-friendly e-governance measures. The Municipal Corporation of Ahmedabad has undertaken property tax reform while that of Hyderabad has introduced transparency and reengineered its financial and accounting policies.

Source: *Indian Infrastructure*, Vol. 8, No. 1, Aug. 2005

1.7 GREENFIELD PROJECTS

To ease the capacity constraint at major airport across the country, the government is planning many new greenfield airports. Two airport projects in particular, those being undertaken at Hyderabad and Bangalore, are at an advanced stage. Both projects have tied up funds and are expected to start operations by 2008. Both these airports are being undertaken on a public-private partnership framework. Two SPV's – Hyderabad International Airport Limited (HIAL) and Bangalore International Airport Limited (BIAL) – have been created to implement the projects. A brief update of Bangalore and Hyderabad airports are as below:

Bangalore airport

- The Bangalore airport project was conceived 14 years ago in 1991. The project recently achieved financial closure. The construction work started in July 2005 and the airport is scheduled to become operational from April 2008.

Greenfield Airports

The union government has given its approval for the construction of new greenfield airports at Mopa in Goa and Kannur in Kerala. There are also plans for the construction of greenfield airports at Navi Mumbai, Ludhiana, Chakan near Pune, Pakyong in Sikkim and Kohima in Nagaland. The proposed projects are expected to follow in the foot steps of the two ongoing greenfield airport projects at Bangalore and Hyderabad.

Source: *Indian Infrastructure*, Vol. 8, No. 1, Aug. 2005

- The greenfield airport will be built on a 4,050 acre plot in Devanahalli, 30 km away from Bangalore. The initial capacity would enable the airport to handle 4.5 million passengers per year and 140,000 tonnes of cargo per year. However, the airport will eventually have two runways, 120 aircraft stands and two terminal buildings that can handle more than 40 million passengers a year and cargo capacity of up to 1 million tonnes per year. The main runway and many buildings of the terminal and other structures such as the air traffic control tower are expected to be ready by April 2008, when the first flights will land at Devanahalli.
- Work on the 4,000 metre runway for the first phase is on.

Hyderabad airport

- The airport is scheduled to commence operations in the first quarter of 2008. The airport is being developed by an SPV incorporated under the name of HIAL. HIAL is a public private partnership initiative between the GMR Group, Malaysian Airports Holding Berhad (MAHB), AAI and the Andhra Pradesh government.
- The airport is coming up on 5,400 acres of land at Shamshabad, 25 km from the city. The capacity of the upcoming airport has been increased to 7 million passengers per year during the first phase against the earlier estimate of 5 million passengers, in view of the high growth in passenger traffic and the capacity constraints at the existing airport.
- The runway would be 4,260 metres long and 60 metres wide to accommodate wide body aircraft including new-generation aircraft such as Airbus-380. There will be 20 aircraft parking bays and 10 aerobridges. There will also be 60 check-in counters, eight self-check-in kiosks and 18 immigration countess. The cargo terminal will have an initial capacity to handle 100,000 tonnes per year. To facilitate easy access to the airport, there is a proposal for an elevated roadway to the airport from the city along with a rail link.

Source: Indian Infrastructure, Volume 8, No. 2, Sept. 2005

1.8 ACCESS BY POOR TO RENEWABLE ENERGY

The UN Secretary-General Mr. Kofi Annan on 19 August 2005 called for intensified efforts to promote access to new and renewable energy sources for the poor as some 1.6 billion people in developing countries still lacking access to electricity and about 2.4 billion still relying on fuelwood and crop and animal residues for cooking and heating.

One of the growing concerns of the international community is the persistent 'energy poverty' that is seriously impeding socio-economic development, particularly in sub-Saharan Africa and in countries in South Asia. Mr. Annan observed that accelerated development and increased use of new and renewable energy sources can offer multiple benefits for sustainable development. Renewable sources of energy can be used to provide modern energy services to the poor, contribute to meeting the increasing global energy demand, reduce air pollution, mitigate climate change and delay the eventual fossil-fuel depletion.

A major impact of the Programme is that during the period of its implementation, new and renewable energy sources have begun entering the mainstream of national and international energy policy formulation and now constitute a major element of the global vision for sustainable development.

Mr. Annan observed that although the share of energy derived from new and renewable sources is gradually increasing, the total share of commercial energy desired from solar, wind and other sources still remains far below its economic potential. He said that meeting the UN Millennium Development Goal (MDG) of halving, by 2015, the proportion of the world's population living on less than \$ 1 a day would depend on providing these people with access to modern energy services for their basic needs and for income generation.

Source: UNews, Vol. 60, No. 8, August 2005.

100% FDI in Housing

Maharashtra is set to be the first Indian state to allow 100% foreign direct investment (FDI) in the housing sector. Draft policy is on with two important stipulations: one, it allows for 100% FDI in housing sector and two, it makes mandatory for any developer constructing a township on more than 100 acres (40.5 ha) area to set aside about 25% of the total land to house the poor by constructing 400 sq. ft flats.



1.9 BEST PRACTICES

A PUBLIC TOILETS - lessons from London's loos

World standards say that there should be a public convenience available after every 1 km. But in Delhi toilets are few and far between, and also a complete disaster. No wonder then that most Delhities make walls their urinals. Here's the London solution:

CRITERIA	LONDON	DELHI
Population	74 lakh	1.40 crore
Pop. Density	4,699 per sq. km.	9,294 per sq. km.
Public Toilets	5,539 public toilets, including in car parks, stations and shopping malls.	2,500 public toilets
Signages	Signboards on main streets give directions and mention the distance to reach the nearest public convenience. Toilets have multi-lingual signage for the convenience of overseas visitors. Helpline numbers pasted on all toilets for complaints / queries.	No concept of street signages, but the unbearable stink is a sure giveaway. While some toilets have bilingual sign boards, most are in a dilapidated state.
Mode	Majority is pay and use; average charge 20 pence. At tourist destinations, cost for using a loo is included in ticket.	Both free and pay. Signboards indicating user fee prescribed by the Corporation are mostly missing. Complaints of attendants overcharging customers are common.
Manning	The toilets have both men and women attendants	Mostly male attendants, often poorly paid.
Technology	London has 678 automatic public toilets, including 14 constructed by the London Corporation. Does away with the need for attendants and are open 24-hours. Entry allowed on inserting coin and each user gets 15 minutes. Automatic cleaning cycle covers flush, toilet bowl, seat, hand wash basin, disinfecting of floor and complete drying after each use. Process takes 40 seconds.	No sophistication introduced till now. MCD toying with idea of introducing water free urinals. But the ones at Delhi airport really stink.
Other Features	Toilets are disabled-friendly	Only a few have ramps for the disabled but none have special cubicles for them. Vandalism is rampant in unattended lavatories. Women travelling late avoid using public toilets in the night – only option available is five-star hotels if they are well-off or open fields for those living in slums.
Strict Penalties	Street urination can lead to on-the-spot £80 fine.	Though Municipal laws have a provision to penalise those urinating on streets, the clause has never been invoked.
Appraisal	Carried out annually. Rapporteur group formed in September 2005 to improve availability of toilets.	No system of monitoring. Even basic standards of cleanliness not adhered to. Water shortage, poor lighting and falling plaster makes them avoidable.

Source: Hindustan Times, New Delhi Edition, October 3, 2005.



B. WASTE DISPOSAL – Lowdown from Little Tokyo

Severe shortage of space and natural resources and a crippling environmental crisis in the 1960s forced Japan to adopt a really strict garbage disposal policy. Herein a comparison between Tokyo, the biggest Municipality in the world with and Delhi shows how Tokyo to solve their problems.

CRITERIA	TOKYO	DELHI
Population	1.20 crore	1,40 crore
Waste Generation	2 kg waste generated per person per day (highest in the world)	0.45 kg waste generated per person per day
Waste Composition	Paper and plastic constitute the bulk; organic matter 20% (people mostly buy packed food). The byproducts of units manufacturing packed food (eg. Pizza base factory) are treated as industrial waste, and its disposal is the industrialist's responsibility.	Organic matter constitutes 45-50%. Other components include paper, plastic and construction material. Most cook meals in homes, hence used oil flows in drains (it's considered the worst form of pollution).
Budget for waste disposal	30% of the Municipality's budget.	8-10% of the MCD's budget.
The challenges	Incinerators and landfills – both options emit green house gases. Incinerators emits carbon dioxide, landfills methane. Decision: Incineration; leftover ash dumped in landfills.	Shortage of land to dump waste, poor infrastructure. Decision: Landfills. However, no planning means harmful gases and ground water pollution.
Action plan	<ul style="list-style-type: none"> ● 3R principle: Reduce, reuse, recycle waste ● Clear solid waste management plan; strict emission standards ● Standardised equipment used 	Ban on plastics and garbage segregating has come a cropper. Rag-pickers (an informal sector) help segregate 20% of the waste generated.
Achievements	<ul style="list-style-type: none"> ● Garbage collection fully mechanised ● 80% garbage is segregated ● 5-10% waste composted. Incinerated waste mass reduced to 20% when dumped. 	<ul style="list-style-type: none"> ● Hardly any. Emission standards not followed; no policy on e-waste ● Private firms in garbage collection ● Target for 2006: 5% garbage separation.

Source: Hindustan Times, New Delhi Edition, September 12, 2005.

1.10 NO MONITORING IN 'MoEF'

It was in 1994 that the Union Ministry of Environment and Forest (MoEF) came out with a notification on environmental impact assessment (EIA). The assessment became mandatory for certain kinds of industrial and development activities to obtain environmental clearance from the Central government. The idea was to evaluate the potential impacts – environmental and social – of projects, to ascertain likely 'costs' and whether projected benefits justified these costs. The entire exercise sought to minimize environmental and social damages or minimize such effects in the ones that could not be avoided. The clearance should be done by an expert committee of MoEF.

In April 2005, 59 civil society groups questioned the composition of the Union Ministry of Environment and Forests' (MoEF) expert committees for environment clearance (EC). "The seven environmental assessment expert committees of the MoEF...are dominated by current and former bureaucrats, politicians and engineers. There is little environmental expertise in these committees", says a letter they issued. Of the 64 members of these committees (based on a November 2004 analysis of six such committees):

- All the committees are headed by ex-secretaries although the law mandates that the chair should "be an outstanding and experienced ecologist or environmentalist or technical professional..."

- Nearly two-thirds of the members are based in Delhi/Noida and Tamil Nadu (mostly Chennai)
- Nearly half the members are from government or government affiliated agencies.
- There are no sociologists, anthropology experts or social work professionals, whereas committees require the presence of experts in social sciences/rehabilitation
- Three out of six committees have individuals who are listed by their name and residential address only. Out of these, three individuals are office bearers of the Dravida Munnetra Kazhgam, which happens to be the political party to which the present and previous minister in charge of MoEF belongs.
- No representation from recognised civil-society groups.
- There are only two wildlife experts put together in all the committees (though the notification requires a flora/fauna expert in each committee)

Down to Earth found that most committees are still chaired by ex-bureaucrats. They are listed in individual capacity and their past designation has not been mentioned.

A number of institutions, where many EC members are employed, also conduct EIA studies. Thus EC members could be assessing studies their own institutions have done.

Source: Down to Earth, Vol. 14, No. 8, Sept. 15, 2005.

1.11 CLIMATE WORRY FOR KONKAN RAILWAYS

By 2050, traveling in trains could be riskier than what it is today. A study by the Indian Institute of Management, Ahmedabad indicating that by then, climate changes could affect the stability of rail networks and increase maintenance costs.

IIM studied the effect of four climate changes – increase in temperature, precipitation, sea level change and incidence of extreme events or natural disasters. Here are the problems of Konkan Railways will have to brace for:

- **Temperature:** An increase in temperature can affect the stability and strength of the railways' infrastructure. Indirectly, it will

mean more air-conditioning in trains. Since temperatures are set to increase by 4 to 5 degrees by 2050, Konkan will have to spend more on its trains.

- **Rainfall:** Experts also predict more rainfall in the next 30 to 50 years. If that happens, water logging and soil erosion, already the Konkan network's problem area, will get worse.
- **Sea level rise:** According to an Indo-UK report on climate change, the sea is rising between Kochi and Mumbai by 0.78 mm to 1.14 mm every year. In the next 30-50 years, the sea can be a major threat to the Konkan Rail as it runs very close to the sea.

Source: Hindustan Times, New Delhi Edition, Sep. 12, 05.

Green Building Technology

Delivering the inaugural address at 'Green Building Congress' on September 15, 2005, President Dr. A.P.J. Abdul Kalam said that the time has come for 'green building technology' to benefit the middle and lower classes, besides rural India, in order to achieve goals of energy independence and housing for all. He told that Green technology to the people was key to harnessing the benefits of development and modern technology and preserving the environment.

A nationwide certification programme for builders and architects for their green and safety awareness to be launched was suggested. It was suggested that the congress may lead to green building code evolution and a process for the best practices. Green technology of the future would have a significant component of high tech and cutting edge research and development in material science. Water harvesting and recycling will make every building less dependent on external water supply, thus reducing the load on the town and city resources. The green tech itself will become sustainable only when it reaches the rural population.

Speaking at the function, Indian Green Building Council Chairman, asked the government to make it mandatory for the buildings above 2,000 sq. ft. to incorporate minimum green features and at the State level, the urban development authorities would come up with green measures.

Source: The Hindu, New Delhi edition, Sept. 16, 2005.



2. STATE INITIATIVES

2.1 RIVER-LINKING TAKES OFF

The Inter-Linking of Rivers (ILR) programme got a major boost with Uttar Pradesh and Madhya Pradesh signing the first MoU to connect the Ken and Betwa rivers to enhance irrigation and water supply in the two states of Uttar Pradesh and Madhya Pradesh.

The tripartite agreement, paving the way for the preparation of the detailed project report (DPR) by the Centre, was signed by UP chief minister Mulayam Singh Yadav, his counterpart Babulal Gaur and water resources development minister P.R. Dasmuni in the presence of Prime Minister Dr. Manmohan Singh.

Estimated to cost over Rs.4,000 crore, the project envisages diversion of surplus water in the Ken river basin to the water-deficit Betwa basin through the construction of a Daudhan dam on Ken river and a 231-km link canal.

Once surplus water from the Ken basin is transferred to the Betwa basin, it will enhance irrigation and water supply in the Chhatarpur, Tikamgarh, Panna, Raisen and Vidisha districts of MP and the Hamirpur, Banda and Jhansi districts of U.P.

Source: Hindustan Times, New Delhi Edition, August 26, 2005.

2.2 GOVERNANCE BY PARTNERSHIP

Bhagidari scheme bagged the UN Public Service Award recently for its attempt at involving the common man in the decision-making process! At home too, nearly 75 per cent of Delhiites questioned in a TNS-MODE survey (October 2003) gave the thumbs up to the scheme, with one small rider, had it not been for the restraining influence of the babudom, the scheme would have generated better results.

This year the UN received 215 nominations, out of which the Bhagidari was one among the eight that finally won the "UN Public Service Award". The other seven are i) Canada's Vancouver Agreement that has revitalised downtown Eastside, ii) Mexico's fresh water supply to millions of suburban homes,

iii) Morocco's decentralisation of the quality monitoring process for the country's fruit and vegetable export, iv) Spain's public employment service for Castile and Leon regions, v) Canada's consumer affairs gateway that links 450 government and NGOs, vi) Mexico's digital-governance model and vii) Singapore's online application system that has made establishing a new business enterprise in the island city so much simpler!

Bhagidari is a grass-root change that makes people realise that they have a definite stake in governance and that they must volunteer to shoulder this responsibility seriously. The scheme is entirely voluntary in nature. When it was launched in 1998 amidst much skepticism, there were just a handful of Resident Welfare Associations (RWAs), willing to be part of the scheme. Today, there are some 1,100 citizens groups involved in the programme. On a model proposed by the Asian Centre for Organisational Research and Development (ACORD), they are involved in all civic issues that concern the common man: water, electricity, cleanliness, and solutions are mooted and implemented through collaborative means.

Changes recorded through Bhagidari Schemes are:

- Successful implementation of 'Clean Yamuna', 'Say no to plastic bags' and 'No crackers on Diwali' campaign;
- Switching on/off of streetlights by RWAs;
- Meter reading by RWAs in their respective colonies;
- Some impact of 'Clean Delhi:Green Delhi' campaign;
- Tenant verification has begun to happen;
- Rain-water harvesting;
- Water bill collection and payment by RWAs;
- Co-ordinating with DVB for handling shedding and power breakdowns;

Rs.1.4 Billion for Himachal Roads

NABARD has sanctioned Rs.1.4 billion for construction of roads and bridges besides other development projects in Himachal Pradesh. This money will be provided under the Rural Infrastructure Development Fund (RIDE-XI). Of this, about Rs.400 million will connect 221 villages and 146 marketing centres, benefiting 177,000 people.

Source: Indian Infrastructure, Vol. 8, No. 1, August 2005.



- Decrease in power pilferation; and
- Door-to-door collection of garbage.

Not all solutions produce stellar results. For instance, by all accounts the coloured bin scheme lost steam within the few months of its implementation, but there are also a few success stories and major initiatives undertaken, such as the nomination of 500 Water Wardens and 1,500 Assistant Water Wardens from among citizens groups, the launch of old age pension and Smart Card (Ayush Patra) schemes for senior citizens and the appointment of Social Welfare Committees in 600 government aided schools. Overall, it has been such a positive change that even the UN has taken notice!

Source: Hindustan Times (HT Estate), New Delhi edition, 23 July 2005.

2.3 DEVELOPMENT OF SMALLER TOWNS

The Karnataka government is trying to develop smaller towns like Belgaum and Davangere. The state government's ongoing urban development projects span 25 towns and cities. These are being undertaken under the North Karnataka Urban Infrastructure Development Project with ADB assistance. The total project cost is pegged at Rs.18 billion. Another Karnataka municipal reforms project, assisted by the World Bank, will cover 14 towns in Karnataka in its first phase. This project will cost Rs.14.49 billion.

Source: Indian Infrastructure, Vol. 8, No. 1, Aug. 2005.

2.4 'MPC' IN KARNATAKA

On 16 April 2005, the Karnataka High Court has held that the Metropolitan Planning Committee, comprising as it does, elected representatives, has the 'sovereign power' to plan and approve schemes for metropolitan development. Accordingly, the court quashed the acquisition of land for Arkavathy Layout by Bangalore Development Authority (BDA) and held that BDA has no jurisdiction to frame developmental activities outside the city limits of the Bangalore Metropolitan Area. The court has further held that the provisions of the Karnataka Municipal Corporation Amendment Act following the 74th Constitution Amendment Act would prevail over

the Bangalore Development Authority Act. The court directed the Karnataka Government to take steps to constitute the MPC. This should serve as a timely reminder to the other state governments also to fulfill their constitutional obligation to set up District Planning Committees (DPCs) and Metropolitan Planning Committees (MPCs).

Source: Nagarpalika Update, Vol. 3, No. 3, May-June, 2005

2.5 IMPROVEMENT OF ROADS IN RAJASTHAN

The Rajasthan state government and Infrastructure Leasing & Financial Services (L&FS) have entered into a 50-50 joint venture for improving and maintaining 1,053 km of roads at a cost of Rs.12 billion. The project, called the Rajasthan Road Development Project, has a completion deadline of 24 months.

Source: Indian Infrastructure, Vol. 8, No. 1, Aug. 2005.

2.6 HILL STATION HOTELS ORDERED SHUT

The Maharashtra Pollution Control Board (MPCB) has finally ordered the closure of 38 hotels in the twin hill stations of Mahabaleshwar and Panchgani, located in an eco-sensitive zone. Mahabaleshwar and Panchgani together generate 3,960 cubic meter sewage per day and discharge most of this in untreated form in Venna Lake and Koyna valley, respectively. The MPCB has directed local authorities to immediately disconnect water and power supply to erring hotels, in accordance with the Water (Prevention and Control of Pollution) Act, 1974.

Local municipalities will follow the orders. The connection of the blacklisted properties that receive the municipal water and power supply have been discontinued till further orders from the Bombay High court (HC), which is hearing the matter. The HC had asked these hotels to apply to MPCB for consent to operate. Initially most hotels refused to do so, claiming they were not an industry. But MPCB argued that they were a service industry, following which 150 hotels applied. This forced HC to ask MPCB to shut down the erring hotels.

Source: Down to Earth, Vol. 14, No. 10, Oct. 15, 2005

3. CITY INITIATIVES

3.1 OCEAN OF GROUNDWATER ON CITY BORDER

A subterranean path appears to have been found for reviving the fading Delhi – the Sonia Vihar water plant. The Central Ground Water Board has found an “ocean” of groundwater in the belt around the Upper Ganga Canal, at depths ranging from 200 to 600 metres, with enough water to meet the plan’s needs for 50 to 100 years.

The deep aquifers (under-ground geographical formations that hold water) are located in the Ghaziabad and Meerut districts. CGWB has proposed that 350 tubewells be drilled to a depth of 250 metres. Running these for just 12 hours a day can yield the water required for the plant - about 140 million gallons per day.

Each tubewell, say experts, would draw between 2,200 and 3,000 litres per minute. Then the water can simply be put into the existing Upper Ganga Canal and taken to Sonia Vihar through the conduit laid from Muradnagar to the plant.

Source: *Times of India, New Delhi Edition, July 23,05.*

3.2 PRIVATE PARTNERS IN WASTE DISPOSAL

The Delhi Government has launched a public-private initiative aimed at modernizing solid waste disposal in the Capital. Once the initiative takes off, its expected the State Government to save more than Rs.30 crore every year.

The programme aims at educating citizens to segregate biodegradable and non-biodegradable wastes generated at homes, before putting them in separate bins. The practice at present is to collect garbage in one common dump.

The first initiative would be carried out in south and central Delhi. Delhi Waste Management (DWM), a private consortium, would be responsible for collecting, segregating, transporting and disposing solid waste in the two districts. A third party, not in any way connected DWM, would monitor the initiative. DWM would invest Rs.51 crore in the project. A private party from last month is managing waste disposal in the West zone. The

process of involving private parties in waste disposal in six city zones had started two years ago with the invitation of global tenders.

DWM, which in January won the contract nine years, would put up separate bins for biodegradable and non-biodegradable waste from which they would collect from by specially designed compactors.

Source: *Hindustan Times, New Delhi edition, 28 Aug.05.*

3.3 CNG CREMATORIUM

Delhi recently opened four crematoriums powered by compressed natural gas (CNG), the fuel mandated for public transport in the capital, to curb air pollution. Two crematoriums are new while two have been converted from electric-powered facilities. Officials say that cremating bodies with CNG will save both money and fuel compared to wood or electric processes. CNG crematoriums will cost less than half and will finish in around two hours, two to five times faster than previous methods. Starting in January 2006, 24 additional CNG crematoriums are slated for construction.

Source: *Down to Earth, Vol. 14, No. 10, Oct. 15, 2005.*

3.4 STRENGTHENING OF DRAINAGE NETWORK IN MUMBAI

The Maharashtra government has sent a Rs.12 billion proposal to the union government for strengthening the drainage and sewerage network in Mumbai city under the proposed National Urban Renewal Mission scheme in the wake of the damage after the heavy rains. It, however, does

‘GPS’ to Track Garbage in Delhi

To streamline waste management in the city, the Municipal Corporation of Delhi (MCD) plans to use the Global Positioning System (GPS) - a US-funded satellite-based navigation system. The GPS will enable the MCD to monitor the movement of the garbage trucks and ensure that private trucks do not miss any area allotted to them. The GPS receivers fitted on to them will disseminate data on the route followed by them, time of reaching the spot for garbage collection, time taken to dispose of garbage, quantity of garbage collected, and so on.

Source: *Nagarpalika Update, Vol. 3, No. 4, July-Aug.,05*



not want the government to insist on civic reforms to qualify for central assistance.

Source: *Indian Infrastructure*, Vol. 8, No. 1, Aug., 2005.

3.5 KOZHIKODE - A LITTER-FREE CITY

In an effort to make the city clean and litter-free, the use of plastic bags with a thickness of less than 20 microns unloading of construction materials and discarding debris of buildings at public places have been banned. Kozhikode Municipal Corporation has drawn plans to impose a spot fine of Rs.250 against the offenders. For monitoring, four flying squads, apart from a general one, have been constituted.

Source: *Nagarpalika Update*, Vol. 3, No. 4, July - August, 2005

3.6 VIZAG CITY GETS 62 WARDS

The existing 50 wards in the city of Visakhapatnam have been reorganized into 62 after delimitation. The revision was done to ensure that each ward would have a population of roughly 15,000, with a 10 percent variation. The state government has approved the proposal.

Source: *Nagarpalika Update* Vol 3, No. 3, May-June 2005

4. NEWS IN BRIEF

4.1 WOMEN POWER

A UN report says that panchayats in India have become more responsive to demands of health-care and housing since women entered them. Is this not a reason enough for the parliamentarians to push the women's Reservation Bill?

One million women serve in our panchayats.

Women as Panchayat Heads

- Change public agendas
- Reduce corruption
- Improve governance
- Draft policies sensitive to women, children and families.

Women's political participation transforms the process of setting priorities for public policy and helps make governance more egalitarian and inclusive.

Around the World

Most countries do not want to give women power

- Women hold 16 per cent of parliamentary seats globally.
- UN had set a target of 30 per cent seats for women by 1995.
- Only 19 countries have met this target.

Source: *Hindustan Times*, New Delhi edition, Oct. 20, 2005.

4.2 ECO-CITY PLAN

The Union Ministry of Environment and Forests observes World Environment Day on 5 June every year. This year, it launched a 21-point Eco-City plan for six cities - Vrindavan, Ujjain, Puri, Kottayam, Tirupati and Thanjavur. This selection of cities is based on heritage and religious importance. The thrust of the plan is on renewable energy, waste reduction, improvement of slums, habitat restoration, water access and efficiency. It is felt that by working on these core areas of the cities, it will be possible to create enough impact to multiply the change to other cities.

Source: *Nagarpalika Update*, Vol. 3, No. 3, May-June, 2005

4.3 CONCRETE ROADS IN VILLAGES

The union government has drawn up an ambitious Rs.480 billion programme to connect all villages with concrete roads by June 2009. About 7,000

Paradise Threatened

Oil slick and oil tar were washed off into the Arabian Sea, polluting half a dozen beaches in Goa, the top tourist destination. Goa Pollution Control Board blamed big ships, empty tankers and ocean liners which wash themselves in the Arabia Sea after delivery, a practice that is otherwise banned. The coast guard authorities in Goa cite natural churning process or vigorous monsoon as possible causes. Some claim it to be a planned terrorist attack on the beaches to break the backbone of the tourism industry.

Source: *Down to Earth*, Vol. 14, No. 11, Oct. 31, 2005.

km of roads will be constructed by the end of 2005-06. This task has been allotted to five entities – Ircan International, National Buildings Construction Corporation, National Projects Construction Corporation and the Central Public Works Division.

Source: *India Infrastructure*, Volume 8, No.2, Sept. 2005

4.4 UNIFEM: HELPING WOMEN TO HELP THEMSELVES

In collaboration with Action India and MYRADO, UNIFEM has piloted the formation of mahila panchayats, a women's voluntary advocacy group within a community, in four panchayats (traditional local councils) in Dakshinpuri, Tuglakabad, Dharampura, Premnagar-Najafgarh, located in south and south-west Delhi. A community-based redress mechanism, the mahila panchayat is anchored in the traditional form of a community organization for social justice. Its capacity-building activities span a host of issues, and these include: bridging the international communication gap between daughters-in-law and mothers-in-law; training paralegal workers; training or process documentation of actual cases of violence against women under the guidance of a lawyer; and building the capacity of mahila panchayat members to conceptualize, direct and perform street theatre to highlight issues related to violations of women's right.

Capacities of both mahila panchayat members and paralegal workers are enhanced with regard to legal literacy and advocacy against violence, simultaneously using innovative methods to raise awareness on the issue. For example, information on gender violence is regularly put up on a notice board in a prominent place in the community. This action has motivated the youth of the area to mobilize around social issues and approach the mahila panchayat for help to form a pressure group in the community. The initiative has successfully resolved disputes, encouraged community women to speak out against violence and improved their status in society; it has also enabled people in the area to break the silence around violence.

"Corruption impedes economic growth, weakens democratic institutions, disrupts social order, destroys public confidence and undermines the rule of law. It fosters organized crime and helps terrorist groups to finance their brutal attacks. No country

– rich or poor – is immune to this phenomenon. Both public and private sectors are involved. And no matter when, where or how corruption happens, what always suffer is the public good."

From UN Secretary-General Kofi Annan's message to the fourth Global Forum on Fighting Corruption and Safeguarding Integrity, Brasilia, 7 June 2005.

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

5. BOOK REVIEW

5.1 REDISIGNING GOVERNANCE – the Relevance of Management Information system in Municipal Bodies Dr. Ravikant Joshi, Published by YUVA Books, Mumbai

Information is a stimulant for public action; it acts as a catalyst in ensuring accountability, transparency, efficiency and peoples' participation. The common lacuna observed regarding failure of 'state' or 'market' to serve people is a lack of asymmetrical availability of information. There is a worldwide movement to overcome information asymmetries. In India we also observe civil movements for the right to information and disclosure laws, and reciprocal efforts of the 'state'. Information must exist before one tries to overcome the problems of information asymmetry or before one tries to exercise the right to information. But in Indian municipal bodies the information management system has non-existent throughout the pre and post-independence period. Information is not even available for municipal decision-makers. In recent years, several municipal bodies have taken the initiative to introduce Management Information Systems. However, such initiatives have remained confined to a few metropolitan cities and holistic information management has not emerged in these municipal bodies. The lack of literature and research regarding managing information in municipal bodies is one of the reasons. This handbook is an attempt to fill this void.

This handbook is based on first-hand experience and thus a ready-to-use tool for municipal chiefs to create, implement and run management



information systems in their municipal bodies. It explains what basic minimum information should exist in a municipal body and in which format. This book is also written with the objective to help urban activists and common men at large, who find it difficult to get any sort of information from a municipal body. It is hoped that it will help them to understand what types of information can exist in a municipal body and how it can be retrieved. It is hoped that this book will stimulate others to write on this subject, to address the growing demand arising from the widespread implementation of the right to information/disclosures laws. Eventually, the two instruments of RTI and Disclosure should co-exist; the first, to be used as a scalpel to extract specific bits of information at great depth, and the second, to provide a steady rhythm of performance information.

For an Urban Local Body, generating this kind of information is difficult, especially on a sustained basis. This requires fundamental internal organizational transformation, almost like re-doing the plumbing of information flow. There is often internal resistance; this is invariably caused not because of vested interest (there is plenty of this), but more because people have not functioned in this manner of using information before.

This book takes a different approach; rather than look at the complex internal changes that are required to do accounting reforms, Dr. Ravikant Joshi has looked at information from a user-perspective. This book is aimed at orienting various stakeholders towards standardized formats to understand information, through the use of Management Information Systems (MIS) reports.

The book has value for a range of stakeholders: within municipalities, at different levels of the organisation, to begin to see the value of correctly-structured information for decision-making; among civil society stakeholders, to see how information demands could be organised, so that more meaningful debate could take place in public forums; for change consultants, who could use the book to understand the organisational and internal process changes that are required to generate information in such formats; and many others as well.

Source: For details visit: www.yuvaindia.org

5.2 THE MILLENNIUM DECLARATION – AN URBAN PERSPECTIVE

Language: English French

Publisher: UN-HABITAT/World Bank

In their Millennium Declaration in 2000, world leaders pledged to combat urban poverty by adopting the relatively modest target of improving “significantly” the lives of at least 100 million slum dwellers by the year 2020 in what constituted a first step towards addressing one of the key challenges on the urban millennium.

An estimated 1 billion people live in slums around the world, and this publication recommends that the commitment be strengthened to improve the lives of 500 million slum dwellers. It explains how UN-Habitat and the World Bank, with other members of the Cities Alliance are ready to support this new commitment in years to come.

This report gives useful insights on where and how the problems of growing urbanisation, and urban poverty can best be tackled.

Source: *Habitat Debate*, Vol. 11, No. 2, June 2005

5.3 STRATEGY FOR THE IMPLEMENTATION OF ‘MDG’-7, TARGET-11

Language: English

Publisher: UN HABITAT

Growing concerns about urban poverty led governments around the world to adopt a specific target to achieve significant improvement in lives of at least 100 million slum dwellers, by 2020, Slums represent the two biggest challenges in human settlements development at the start of the new millennium-rapid urbanisation, and the urbanisation of poverty. The thirteenth session of the Commission on Sustainable Development decided to support countries in their ability to provide data and information on existing slums with a projection on new slum formation by 2020 and to adopt and implement plans to achieve national targets.

Source: *Habitat Debate*, Vol. 11, No. 2, June 2005



6. FORTHCOMING EVENTS/ COURSES

- **XIIth World Water Congress**
22-26 November, 2005
New Delhi
Organised by: International Water Resource Association
For details mail to sunil@cbip.org
- **Three day CEP Course on
"Urban Drainage Management–State-of-the-Art"**
1-3 December 2005
IIT Bombay,
Organised by Dept. of Civil Engg. IIT Bombay,
For details visit: <http://www.iitb.ac.in/-cep/>
- **Delhi Sustainable Development Summit on
"Linking across MDGs : Towards innovative
partnerships and governance"**
2-4 February, 2006
New Delhi,
Organised by: The Energy and Resource
Institute (TERI)
For details visit: www.teriin.org/dsds
- **National Conference on
"Alternative Technologies for Public
Transport"**
8-10 February, 2006
Vigyan Bhawan, New Delhi,
Organised by: Institute of Urban Transport, New
Delhi,
For details visit: www.iutindia.org
- **New Courses of IHS:**
**3-month International Course on Housing
and Urban Development - ICHUD** (April 2006
until June 23, 2006);
**Master Course in Urban Management and
Development** (October 2006 until September
2007);
**1-month Land Management and Informal
Settlement** course (a co-operation with the
Lincoln Institute) (August 1, 2006 until August
31, 2006)
Courses conducted by Institute for Housing
and Urban Development Studies (IHS),
Rotterdam
For details visit: www.ihs.nl

FACTSHEET

INDIA in 2025

- 33.9% will be India's young age dependency ratio in 2025 against world's 37.5%.
- 17 out of every 100 people in the world will be Indians by 2020 against 19 Chinese.
- 71.6 years will be India's life expectancy in 2025 against 64.2 years now.
- 64.3% will be India's working age population in 2025 against US's 56%.
- 46.1 % will be our total dependency ratio in 2025 against world's average 53.2%.
- 23.2% will be our proportion of younger people in 2025 against China's 18.4%.
- 12.5% will be India's proportion of old people in 2025 against developed countries 28.2%.
- 0.8% will be India's average annual population growth rate in 2025 against 1.5% now.

URBAN INDIA: FOOD FOR THOUGHT

- The average monthly per capita consumption expenditure (MPCE) in urban India is Rs 1,022, out of which Rs 429 is spent on food. A major chunk of the latter – Rs 102 – is used to buy cereals and cereal substitutes. About 14 per cent (Rs 62) is spent on beverages, refreshments and processed food.
- Inter-state variation in MPCE in urban areas is much less than that rural parts of the country. Except for Bihar (Rs. 338) and Uttar Pradesh (Rs 355), the expenditure is limited to the Rs 375 – Rs 500 range for other major states.
- The share of food expenditure (as percentage of MPCE) is between 36 per cent and 50 per cent. People in urban Tamil Nadu spend the most on beverages, refreshments and processed food while the northeastern states spend the least.

Source: *Indian Infrastructure*, Vol. 8, No.1, August 2005.
Hindustan Times, New Delhi Edition, October 3, 2005.
Down to Earth, Vol. 14, No. 10, October 15, 2005.

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

- 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:-

- Full Day : Rs. 1200/- per day*
- Half Day (pre lunch or post lunch) : Rs. 800/-
- 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

- Urban Services Delivery in India : Toolkit for Contract Management. (Rs.250/-)
- Simplification of Urban Development Control Regulations and Incorporation of Heritage Regulations in Urban Development Plans; AMDA Annual Councference 2000. (Rs.500/-)
- Urban Governance and Management of Urban Environment. Proceedings of Consultation Organised by AMDA. (Rs.300/-)
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Interested Organisations/Individuals/Professionals who wish to purchase publication(s) may send the Demand Draft drawn in favour of "**Association of Urban Management and Development Authorities**" adding postage charges of Rs.50/- inland and US\$ 12 for overseas per report to the Director at :



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