



# AMDA NEWS

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### EDITORIAL

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

This issue in its first section on policy and strategy reports the initiative of Directorate of Municipal Administration, Government of Karnataka on launching of website on Karnataka Municipal Information Systems. It is an accurate database giving all details of the municipal services, personnel and financial status of the municipalities. The Union Cabinet Committee on Economic Affairs is going to set up pooled finance development fund (PFDF), which would enable urban local bodies (ULBs) to raise funds from the market on a sustainable basis to meet investment needs. A brief on general guidelines drawn by the Supreme Court for holding elections to panchayats and municipalities and the proposed housing regulatory authority bill is also reported in this section. The problems and solutions of private participatory in water supply is highlighted in this section as well as the mission statements of the Network for Indian Cities of Living Heritage formed by UNESCO and role of GIS in urban infrastructure and utility planning. A separate working group of urban transport set up by the Planning Commission together with its terms of reference also finds a place in this newsletter.

In the section dealing with initiatives by states, the decision of Karnataka High Court on the power to prepare master plan by BMRDA, steep increase in ratio of urban poor and the initiatives of the Government of Haryana on the changing landscape of Haryana sub-region of NCR are reported.

Need of cycle-rickshaws in Delhi and Master plan for Mumbai airport, are highlighted in the section of city initiatives. This section also reports on the proposed water act of the government of the NCT of Delhi.

The final section highlights several news mainly on the internet portal of interactive maps of Indian cities, urban legal regulatory framework suggested by 'Assocham' and the decision of the Union Government for the proper use of funds for urban development under the JNNURM. Due to global change of climate, the world's poor are suffering; a brief overview of the scenario of world's poor is highlighted in this section. In this issue we also include a Fact Sheet showing the population and growth rate of UAs/towns identified for JNNURM.

We hope this issue will provide our members and other readers with valuable information on current issues of urban development. We look forward to comments and suggestions in improving the newsletter.

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

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**AMDA NEWS — INFORMATION, DOCUMENTATION & DISSEMINATION**

## 1. POLICY AND STRATEGY

### 1.1 MUNICIPAL INFORMATION SYSTEMS

The Directorate of Municipal Administration (DMA), Government of Karnataka has launched Karnataka Municipal Information System of various urban local bodies (ULBs) in Karnataka with the help of National Informatics Centre (NIC). Municipalities by their very nature are service oriented and are required to discharge their duties for public welfare. Often the service delivery of municipalities is found to be unsatisfactory, as there is no proper system to check and monitor the functioning of these municipalities. An accurate database giving all the details of the municipal services, personnel and financial status of the municipalities is very important for the betterment of these municipalities. Keeping this in mind, a study was initiated by the DMA through City Managers' Association Karnataka (CMAK) to collect and analyze the municipal information system of the various urban local bodies (ULBs) in Karnataka. The website address is <http://municipaladmn.kar.nic.in>.

The study which started in 2003-04, with the case study of Dasarahalli Municipal Council, was followed by template preparation for data collection, data entry and data compilation, creating a web-based system of application and finally the analysis of the database for identification of potential areas and formulation of strategies for improved service delivery by the Municipalities. The study aims at creating and analyzing a database, which gives extensive micro-level municipal information like, service delivery, the financial details and the personnel information of the employees. The data collection was done using three templates developed by the DMA through CMAK, namely:

**Form A - Municipal Profile:** This contains the data on municipal services and micro-level statistics which had to be filled by the Municipalities.

**Form B - Employee Profile** (Permanent Employees): This contains personnel information like personal details, service details, educational details, recruitment details, salary details, etc.

**Form C - Employee Profile** (Equal pay for equal work and contract staff): This contains details of the employees' who work on contract basis.

A web-based application has been developed which enables the ULBs to access the data on the Internet and update/correct the data wherever necessary.

This user manual gives step-by-step procedure to access the Web-based Municipal Information System. This is prepared to assist the Deputy Commissioners (DCs), the Project Directors of the District Urban Development Cells (DUDCs) and the Chief Officers/Commissioners to use the web based system of information.

The **User Guide** has two sections:

**Section I** - This section deals with the step-by-step process to access the Web-based Municipal Information System.

**Section II** - This is the analytical section which gives a brief description of the various reports generated on municipal services, status of human resources, and utilization of finances. Four sets of reports have been generated using the web-based application, namely:

- 1) Municipal Information System (MIS)
- 2) Financial Information System (FIS)
- 3) Personnel Information System (PIS)
- 4) Municipal Indicator Systems (MINDS)

**MIS Reports:** This set of report gives the municipal information of the ULBs. It consists of nine reports. Each report gives particular municipal information of the ULB(s).

**FIS Reports:** This report gives the financial information of the ULBs like:

- Receipts - revenue receipts, own receipts, own tax receipts, non tax receipts, grants, capital receipts
- Disbursement (Expenditure) - discretionary revenue disbursement, expenditure on obligatory and discretionary services, capital disbursement and surplus/deficit.

**PIS Reports:** This set of report gives the information of the permanent employees working in the ULBs. It comprises of thirteen reports. These reports give details of the human resource deployed in each ULB like the number of employees in each grade, their educational qualifications, the training programmes they have undergone, their retirement details, any legal proceedings undertaken against them and so forth.



**MINDS Reports:** This is a set of reports generated using the MIS, PIS and FIS information. Each report is a comparison of the existing with the prescribed rules. These reports give the deficit/excess of human resource both in terms of skills and numbers, finances, etc.

*Source: Directorate of Municipal Administration, Government of Karnataka, Bangalore*

## 1.2 POOLED FINANCE DEVELOPMENT FUND (PFDF)

On 29 September, 2006, the Union Cabinet's Committee on Economic Affairs gave its nod for setting up a pooled finance development fund (PFDF) which would enable urban local bodies to raise funds from the market on a sustainable basis to meet investment needs. The fund would provide them credit enhancement to access market borrowing based on their credit worthiness through State-level pooled finance entities.

An allocation of Rs. 400 crore was made for the scheme under the Tenth Five-Year Plan. Of the funds available with the Centre, five per cent of which would be utilised for project development assistance and the balance for contribution to a fund to improve the credit rating of the municipal bonds to the investment grade. Three-fourths of the cost of project development for each local body would be reimbursed by the Centre and one-fourth by the State Government or the Union Territory or the local body.

There would be a ceiling on the amounts which could be disbursed to individual cities - Rs. 1 crore for Delhi, Mumbai, Chennai, Kolkata, Bangalore, Ahmedabad and Hyderabad; Rs. 50 lakh for other cities with a population above 10 lakh and Rs. 25 lakh for cities with a population less than 10 lakh.

**Tax-free status:** The bonds issued under the pooled finance network would be eligible for a tax-free status. However, interest and dividend income earned from investments made in the credit rating enhancement fund corpus would not be exempted from income tax.

There would be state-level sanctioning and monitoring committees to approve proposals for accessing PFDF. The panels would be headed by the State Secretary of Urban Development and include the Joint Secretary in the Union Ministry of Urban Development,

representatives of the Planning Commission and the Finance Ministry. The State Secretary of Finance or his representative and the Director of Municipal Administration/Director of Town Panchayats would also be members. In addition, the panels may appoint experts. The fund would be set up within a month.

*Source: The Hindu, 30 September, 2006*

## 1.3 HOUSING REGULATORY AUTHORITY BILL

The Minister of State for Urban Development said at an Assocham meeting on 10 October, 2006 that the model Housing Regulatory Authority Bill is ready for circulation among all the states, including that of Delhi, for setting up a Regulatory Housing Authority, and will be introduced in Parliament in its Winter session.

The Minister also announced that the draft Bill for the proposed regulatory authority would be referred to the Parliamentary Standing Committee on Housing in a few weeks, before it is placed in Parliament in the Winter session. The authority would have single-window system for giving clearance to real estate developers within a stipulated period of 40 days.

*Source: The Financial Express, 11 October, 2006*

## 1.4 GUIDELINES FOR LOCAL BODY POLLS

On 19 October 2006, the Supreme Court laid down general guidelines for holding timely elections to panchayats and municipalities. A five-judge Constitution Bench, headed by Chief Justice Y.K. Sabharwal, said that the Election Commission should try to complete the polls before the expiry of the five-year term and only in exceptional circumstances like calamities or breakdown of law and order, the delay would be justified. Under no circumstances elections to panchayats and municipalities should be extended and made a regular feature. Any revision of the electoral rolls should be carried out in time failing which polls should be conducted on the existing rolls. The Election Commission shall complete the polls before the expiry of the duration of five-year period as stipulated and not yield to a situation that may be created by vested interests to postpone elections from being held within the stipulated time, the Bench said.



Expressing confidence that the Commission would take steps to prepare the electoral rolls on time, the Bench said that under no circumstance it shall be delayed so as to cause gross violation of mandatory provisions contained in Article 243-U of the Constitution.

Source: *Hindustan Times*, October 20, 2006

## 1.5 PRIVATE PARTICIPATION IN WATER SUPPLY – Problems and Solutions

It is a myth that urban India suffers from an acute shortage of water. What is lacking is the skill to prevent losses of a large magnitude inside the supply system. Urban local bodies (ULBs) need to be encouraged to seek the help of the private sector to bring accountability and prevent the deterioration of assets.

Water is a state subject and municipal responsibility. The 74th Constitution Amendment (1992) placed responsibility for delivery of drinking water to consumers on ULBs. The intention was to place accountability upon the municipal authorities, who are directly elected by the citizens they serve. However, the purpose is defeated because there is hardly any ULB which supplies continuous pressurised water, an absolute necessity and precondition for the delivery of “safe” drinking water. On the one hand, the pressure on supply continues to mount due to a rapidly growing population, as well as increased economic activities and on the other, the existing infrastructure continues to deteriorate with little hope for improvements or expansion.

There is no measurement of the quantity of water abstracted from the ground or rivers and the quantity of water actually reaching the consumers’ taps. In the absence of “metering” there is no accountability placed upon the engineers responsible for the production, transmission or distribution of water. This has resulted in water losses to the tune of 40-50 per cent in most Indian water utilities.

### Investment in production versus maintenance

Although Indian cities lose 40-50 per cent of water inside the supply system, they continue to invest in a flawed policy of creating more production plants without plugging the leakages in the transmission and distribution pipelines. The investment required to maintain the existing system is completely ignored. If the investments made in production were instead diverted to maintain

and upgrade the existing plants and pipes to reduce water losses, more water could be made available to the consumers and there would be much better returns on the investment for the ULBs.

### The bogey of privatization

As soon as some positive initiative is launched to engage the skills of the private sector, protests arise from one quarter or the other against the concept of “privatisation”. For years now the ULBs around the world engage private sector contractors to build plants and lay pipelines. It is by applying the same principle that they should hire the skills of the private sector to operate these water systems.

### Need for appropriate formats to engage the private sector in O&M

The first requirement for an appropriate format to engage private sector operators is the collection of authentic information, such as the quantity of water abstracted, treated, transmitted and distributed; the expenditure on electricity, personnel and maintenance; the amount of revenue collected; the customer database and number of connections. It may seem surprising that most ULBs do not possess this basic information. Due diligence and professional help is needed to conduct and document this basic information, which will cost money to procure hardware and services. The ULBs have no motivation in the prevailing systems of unaccountability to spare money from their overstretched budgets for groundwork like this. Yet it is essential to carry out such an exercise to bring about any lasting improvements.

Therefore, ULBs have so far engaged the private sector in the O&M of treatment plants or pumping stations, primarily to provide labour and technicians. This does not allow experienced operators to impart efficiency to the municipality’s operations. So far, ULBs continue to rejoice in assumed baseline data, which is not substantiated through any scientific methods, and the same is put forward to demand unrealistic targets to be achieved by the private sector, if at all there is any attempt to introduce “performance-based contracts”.

As and when credible information on the prevailing situation is made available, the municipalities will require help to prepare appropriate tender documents for “performance-based contracts” whereby the private

sector is given the responsibility and provided the flexibility to improve the efficiency in O&M.

*Source: Indian Infrastructure, Volume 9, No. 2, Sep. 2006*

## 1.6 INDIAN CITIES OF LIVING HERITAGE

In order to strengthen the Indian cities and towns to cope with rapid industrialization since the turn of the century, and more recently globalization, UNESCO has formed the Network for Indian Cities of Living Heritage. Its Mission Statements are:

- Projection of the Indian city as a unique cultural resource,
- Preservation of its distinctiveness, diversity and cultural identity,
- Promotion of heritage and creativity as the driving force for urban and cultural development, employment generation, and balanced socio-economic growth,
- Encouragement for setting up a 'Cultural Knowledge Database for Cities' through a network of its member cities.

The objectives of this Network are:

- To foster development of cities and their citizens,
- To strengthen their traditions, cultural identity, crafts, historic urban spaces, architectural fabric and social neighbourhoods, while mainstreaming conservation as part of overall sustainable development,
- To raise awareness of the exceptional variety of living heritage in Indian cities, as well as the benefits and potentials of its conservation,
- To promote local community participation in all heritage matters,
- To advocate development into vibrant 21st century centers with modern amenities, appropriate transport systems and vital economies without losing historical assets,
- To work towards the alleviation of inner city poverty through financial and technical

empowerment of its inhabitants,

- To support Indian cities to participate and profit from existing international networks of heritage cities such as the UNESCO Creative Cities Program.

*Source: INTACH VIRASAT, Vol. 1, No. 9, July-Sep. 2006*

## 1.7 INCLUDE URBAN POOR IN HEALTH MISSION

The 285 million urban people in India account for 28 per cent of the country's total population, a number that is estimated to double by 2025. Approximately one-fourth of urban India, comprising over 70 million people, lives in slums or illegal settlements without basic infrastructure and public services.

Though it appears that health facilities are concentrated in urban areas, these are often not accessible or affordable to most urban poor. The Integrated Child Development Schemes (ICDS), an important health and nutrition initiative of the Government, covers only one-sixth of the urban population. Under the government's ambitious flagship National Rural Health Mission (NRHM), the focus on rural areas has pushed urban health into the background.

There is lack of targeted health programmes for the urban poor. According to Urban Health Resource Centre (UHRC), a non-profit organisation of health services usually do not reach hidden and missing pockets of urban poor which in many instances are not part of official slum lists. These unnotified slums and their inhabitants with no regular incomes, social exclusion, insecurity relating to land tenancy, lack of basic amenities are the most vulnerable when it comes to health.

The UHRC believes that the scope and focus of the NRHM should be broadened to include urban poor and the private sector given a role in the implementation of the health programmes besides developing innovative urban health programmes for cities. However, successful implementation of these programmes in urban areas would largely depend on efficient municipal governance. The strain on the urban health infrastructure is reflected in the health of its inhabitants, particularly the poor.

*Source: The Hindu, 11 September, 2006*



### URBAN UNEMPLOYMENT RATE

*The 61st round of employment and unemployment for July 2004 to June 2005 carried out by the National Sample Survey Organisation (NSSO), the unemployment rate - the number of person unemployed per 1,000 persons in the labour force was 17 in the rural areas and 45 in the urban areas. The survey also found that the unemployment rates for females was higher than that of males and was highest among urban females.*

*The survey that covered over 7,999 villages and 4,602 urban blocks (covering 79,306 households in the rural areas and 45,374 households in the urban areas) showed that between 1999-2000 to 2004-05, the unemployment rate remained almost the same for rural males and decreased by 1 per cent point for urban males. However, this increased by about 1 per cent points for women in both rural and urban areas.*

*Out of the sample that was surveyed, NSSO found that in rural areas, during 2004-05, about 64 per cent of males and 45 per cent of females were literate. In urban areas, this figure was 81 and 69 per cent respectively.*

*Source: Indian Express, 30 September, 2006*

## 1.8 'GIS' IN URBAN INFRASTRUCTURE AND UTILITY PLANNING

In the context of municipal affairs, GIS is primarily a computerised database attached with computerised maps. It also integrates spatial and non-spatial data, facilitates the retrieval of data with speed, and manipulates data sets to arrive at alternative scenarios. All this is done by attaching the database to each referenced location of the map. In other words, GIS improves upon the typical computerised information system by providing for:

- Graphic representation of information
- Instant retrieval of information from maps
- Retrieval of queries from CIS-linked maps

The chief utility of GIS in infrastructure is in improving the response time for the planning of infrastructure services, and integrating this planning with that of other line departments like telecommunication and electricity.

The availability of existing data in any form is crucial before planning for any infrastructure (whether physical such as water, power, sewer-age, drainage, solid waste management, or social such as health, education, communication, security, fire, distributive services and

other sociocultural facilities). The use of GIS makes the information readily available on a common platform for planning. This common platform once generated, becomes easy to operate and maintain.

The following are some areas where GIS helps to provide models of a target location, detailing its topography and spatial complexities. These GIS models are presented as several maps based on a collection of a large number of data points.

- laying pipelines for gas distribution,
- identifying locations for equipment installation and repairs in electricity distribution, setting up new power/gas transmission projects,
- developing water supply networks,
- providing drainage/sanitation solutions,
- laying roads, directing traffic,
- managing telecom networks,
- urban planning.

### Features of GIS

GIS consists of special software, which integrates spatial and related-attribute data. One can make different types of queries on the database. Data is stored in different layers and analysis can be undertaken for any combination of layers. The overlaying of proposals on the base map, for example, can give a total picture of the proposed development superimposed on the existing one. When processed with the RS data, change in land use, both according to location and extent, is easily obtained through GIS. It helps in evaluating the likely impact of proposals and in guiding their formulation. Advanced GIS packages have the capability to undertake a three-dimensional analysis required to plan, for example, a road network in an undulated terrain. Facilities for user-friendly interactions for making queries and flexibility in visualisation and presentation of data are the other striking features of GIS.

### Prerequisites to use GIS in infrastructure planning

GIS revolutionizes the planning, implementation and timely monitoring of infrastructure. The comprehensive GIS-based information and management system for infrastructure planning requires a wide range of issues to be addressed. The system has to be user-friendly in terms of its use, and at the same time be versatile enough to include a wide range of applications and users.

*Source: Indian Infrastructure, Volume 9, No. 3, Oct., 2006*

## 'GIS' IN VARIOUS FUNCTIONS OF URBAN INFRASTRUCTURE PLANNING

### Development and planning

- Land use details visualisation-querying and editing
- Tracking land use changes
- Plot and building details and layout
- Location geo-coding
- Site plan generation for building permission
- Statistical report generation
- Revenue generation details for plotting maps/site plans
- Raster image attachment as hot link with any land base entities as plot boundaries

### Land and estates

- Council property details visualisation-querying and editing
- Tracking of council property encroachments and rent defaulters
- Revenue report generation for leased-out council properties
- Geo-coding of council properties

### Land acquisitions

- Tracking of land acquisitions for development activities such as road widening, mass rapid transit, etc.
- Querying and reporting the details of current property owner and usage, acquisition areas, acquisition status, compensation details, legal status, etc
- Statistical report generation
- Geo-coding of acquired plots

### Water supply

- Water supply network - valves, pipe, fire hydrant, pumps, etc.
- Valve closure analysis
- Engineering drawing attachment as hot link with water supply entities
- Hydraulic analysis and network optimisation
- Monitoring progress with budgetary and billing details

### Drainage and sanitation

- Drainage network – manholes, location of lift/booster pumps, etc.

- Upstream and downstream tracing of the drainage network
- Engineering drawing attachment as hot link with drainage network entities
- Drawing network designing, flow calculation and analysis
- Monitoring progress details with budgetary and billing details

### Traffic and roads

- Transportation network, traffic junctions, traffic furniture, etc., detailed layouts
- Shortest route analysis with different impedance option (time, distance, direction of traffic flow, etc.)
- Accident sites and details
- Statistical report generation
- Phase diagram/raster images attachment as link with traffic junctions/entities
- Monitoring of progress with budgetary and billing details

### Electricity

- Electricity network layout with street poles and lighting and feeder pole details
- Transformer location and details
- Switch closure analysis
- Operation and maintenance of street lighting
- Monitoring progress with budgetary and billing details

### Telecom

- Service area boundaries
- Landmarks and utilities
- Jointing and branching plus termination and route information
- Service delivery and utilisation of network details
- Telephone number mapping

### Utilities

- Topology generation for point and line entities
- Proximity analysis
- For identification of utilities and facilities within a defined radius or buffer
- Map and report generation facilities
- Data verification for entities, attributes and topology verification

Source: Indian Infrastructure, Volume 9; No. 3, Oct., 2006

## 1.9 WORKING GROUP ON URBAN TRANSPORT

The Planning Commission, Government of India, have set up a Working Group on Urban Transport including Mass Rapid Transport Systems for the Eleventh Five-Year Plan (2007-2012). It is for the first time that a separate Working Group of Urban Transport has been set up by the Planning Commission, in the context of formulation of Eleventh Five-Year Plan. The Working Group has been given a wide range of Terms of Reference including estimation of city transport needs, preparation of comprehensive and integrated city development plans and transport plans under the Jawaharlal Nehru National Urban Renewal Mission for each city including review of policies and programmes in urban transport including Mass Rapid Transport Systems, and suggestions on the objectives, policies, strategies and for the improvement of urban transport facilities during the Eleventh Five-Year Plan period.

*Source: Institute of Urban Transport (India), Newsletter, Vol. 10, No. 2, September, 2006*

## 2. STATE INITIATIVES

### 2.1 KARNATAKA HIGH COURT UPHOLDS THE BMRDA'S POWER TO PREPARE MASTER PLAN

The Karnataka High Court in its judgement of 11 September, 2006 while disposing the writ petition filed by the Karnataka Land Developers Association and others challenging the notifications dated 14 July and 15 July issued by the Commissioner, Bangalore Metropolitan Region Development Authority (BMRDA) upheld the notifications that no person or authority can change the land use without prior permission of BMRDA and the BMRDA has got the power and authority to prepare schemes including Master Plan. The petitioners had challenged the notifications issued by BMRDA for undertaking the task of preparing Interim Master Plan for five planning

areas namely Anekal, Hoskote, Kanakapura, Magadi and Nelamangala falling within its jurisdiction. The main contention was that there is no statutory duty on BMRDA to prepare the Master Plan under the Karnataka Town and Country Planning Act, 1961. The Court held that the BMRDA was established for the purpose of planning, coordinating and supervising the proper and orderly development in the area within Bangalore Metropolitan Region. The authority is a body corporate and it consists of the Chief Minister of Karnataka as a Chairman, the Minister-in-charge of the Urban Development as the Vice Chairman, the Chairman of Bangalore Development Authority, the Mayor of the Corporation, the Chief Secretary of the Government of Karnataka and several other heads of statutory boards and authorities as members. The authority is required to prepare a Structure Plan and formulate schemes for implementing the Structure Plan. The authority is established for planning, coordinating, supervising the proper and orderly development of the area falling within Bangalore Metropolitan Region. BMRDA Act is a special legislation for Bangalore Metropolitan Region. The local planning authorities established for the areas falling within the metropolitan region are conferred with the powers and duties to prepare the Master Plan. The Court held that the change of land use cannot be undertaken without the permission of BMRDA and BMRDA has got the power and authority to prepare schemes including a Master Plan for the area within the jurisdiction of BMRDA.

*Source: Karnataka High Court Judgement, dated 11 September, 2006 (ILR 2006 KAR 3802)*

### 2.2 STEEP INCREASE IN RATIO OF U.P. URBAN POOR

“Garibi hatao” in Uttar Pradesh may well re-main a pipe dream considering the alarming increase in urban poverty across the State. The ratio of urban poor in the last five years has gone up to 33 per cent from 29 per cent at the turn of the 20th Century. Compared to this, the number of persons living below the poverty line in the rural areas, or the rural poor, has declined from 29 per cent to 26 per cent. With the thrust on poverty alleviation, U.P. has proposed bringing the ratio of urban poverty down to 15 per cent and rural poverty to 10 per cent in the 11th Five Year Plan (2007-12).



The rise in urban poverty was attributed mainly to migration to town areas, or the "rural-urban" shift of population. Plan estimates have it that on an average the urban migration was around 5 per cent, enough to cast a heavy burden on the urban economy, given the paucity of jobs, civic services and housing. The poverty alleviation programmes in the rural areas saw an intervention of Rs.5,000 crore annually in the form of funds for the schemes, for the urban poor money spent on uplift schemes added up to about Rs. 100 crore. There is no proper strategy or clear vision for making a dent in urban poverty.

The absence of strategy was evident from the fact that whereas 10 lakh houses are proposed to be built for the rural poor under the Indira Awas Yojana, the Valmiki Ambedkar Malin Basti Awas Yojana (VAMBAY) scheme for building low-cost houses for the urban poor has remained a non-starter. The State officials reportedly told the Planning Commission member that a strong intervention was needed to make a determined assault on poverty for making the Plan more effective. As for the reduction in rural poverty, U.P. had proposed to adopt the Gujarat pattern of creating economic profile of each BPL household.

Source: *The Hindu*, October 29, 2006

### 2.3 KUNDLI EXPRESSWAY IN 3 YEARS

The construction of the 136-km Kundli-Manesar-Palwal (KMP) Expressway is to begin in the month of November, 2006 and has to be completed within three years. This is expected to rid Delhi of at least half the traffic from other states passing through the city for other destinations.

The Haryana State Industrial Development Corporation (HSIDC) has already acquired land in a width of 100 metres along the alignment of the proposed expressway. It will take off from NH-1 near Kundli and intersect NH-10 at West Bahadurgarh and NH-8 near Manesar, finally joining NH-2 near Palwal. The expressway will be a dual carriageway with four lanes with a provision for widening it to six lanes. Hence, major traffic coming from Punjab, Haryana and Rajasthan will no longer need to enter Delhi. The expressway will have grade separators at intersections. To keep this stretch exclusively for high-speed traffic, no slow moving or pedestrian traffic will be allowed on it. It will reduce pollution and accidents in Delhi.

At a later stage, land along the expressway will be acquired and tourist spots developed along the stretch. As per the environment impact assessment report prepared by RITES for environmental enhancement along this stretch, greenery and water bodies will be developed. Truck parks, bus stops, rest areas and cultural properties will be created.

The expressway had been proposed following Supreme Court orders on December 16, 2001 and July 15, 2002 that no heavy, medium and light goods vehicles on interstate routes would ply through Delhi. It had also ordered that there could be no corridor or bypass joining different national highways through the Capital.

Source: *Times of India*, October 25, 2006

### 2.4 CHANGING LANDSCAPE OF HARYANA SUB-REGION OF 'NCR'

The Haryana government has launched a multi-crore master plan for improving urban infrastructure in its National Capital Region towns.

#### Major projects coming up

- A greenfield Special Economic Zone project in collaboration with the Reliance Industries with an investment of \$8.7 billion on 25,000 acres in Gurgaon and Jhajjar districts.
- 17,000 acres being developed at a cost of \$2.25 billion for Industrial Model Townships and SEZs.
- A Mega Petro-Chemical Hub over 5,000 acres being developed near Panipat in collaboration with the Indian Oil Corporation and private developers to catalyse investment of \$6.75 billion over 10 years.
- Economic Development Corridor around Kundli-Manesar-Palwal Expressway.
- Technology parks, including IT parks, biotechnology parks and R&D centres, being established at IMT-Manesar.
- Dedicated industrial estates like precision tools complex at Rohtak, footwear park at Bahadurgarh, agriculture implements cluster at Karnal and apparel park at Barhi.



### Prominent SEZs being developed

- Reliance Industries Limited at Gurgaon and Jhajjar; 25,000 acres.
- DLF Universal Limited at Gurgaon; 20,000 acres.
- Unitech Commercial Limited at Kundli; 20,000 acres.
- DS Construction Limited at Palwal (Faridabad); 12,500 acres.
- Raheja Haryana SEZ Developers, Dharuhera (Rewari); 5,000 acres.
- SRM Infrastructure at Mewat; 5,000 acres.

### Other mega projects coming up

- Kundli-Manesar-Palwal Expressway.
- Special Economic Zone at Gurgaon, Mewat, Faridabad, Sonipat, Jhajjar.
- Industrial Model Townships at Faridabad, Sonipat, Rohtak and Jagadhari.
- Theme Parks such as food parks, apparel parks, footwear and leather garments parks.
- Rajiv Gandhi Education city at Kundli.
- Trade Exhibition and Conventional Centres are being planned.
- Medicity at Gurgaon.
- National Institute of Food Technology Entrepreneurship & Management at Kundli.
- Law University at Manesar.
- Technology parks at Manesar, Panchkula and Bawal.

Source: Hindustan Times, October 25, 2006

## 3. CITY INITIATIVES

### 3.1 DELHI NEEDS CYCLE-RICKSHAWS

They are clean, efficient, safe and flexible — and on their way to extinction in Delhi. The humble cycle-

rickshaw may have gained popularity as an eco-friendly pedicab in European and American cities, but its survival in Delhi is in doubt. A court ban and motor-vehicle-driven transport and road development policies of the government are driving rickshaws towards an uncertain future.

#### Ideal Solution

Cycle-rickshaws are ideal for short-distance trips and do not cause safety/accident risk in residential areas and near schools. It uses renewable energy. Pedal-driven rickshaws provide three times the walking speed. It meets urban mobility requirement in colonies dominated by middle-income and lower-middle-income groups and provide a low-cost alternative to transporting household goods and furniture. It reduces air pollution by saving fuel on 10 crore motorised trips all over the country and 1 crore trips in Delhi alone, saving huge government investments in parking and thousands of crore of rupees that would otherwise have been spent on motorised transport for the same number of trips. Besides, they provide honest means of living to three per cent of India's population without any financial investment or support from the government.

It is estimated that there are six lakh cycle-rickshaws (only 89,429 are licensed by the Municipal Corporation of Delhi) and four lakh goods rickshaws plying in Delhi.

#### **RICKSHAW JOURNEY: FROM JAPAN TO NEW YORK**

*The origin of cycle rickshaw perhaps is in Japan. The "jinrikishas" or hand-pulled carts, an improvement over palanquins, first made their appearance around 1870 in Japan before they made their way to India. Interestingly, it was not in Kolkata where the hand-pulled rickshaw made its first appearance. It was in Shimla in the 1880s. Pedal-powered cycle-rickshaws appeared in Indian cities in the 1930s, first in united Bengal. Today it is part of local transport in several Asian cities, including Dhaka, Rangoon, Manila, Hanoi, Yogyakarta, Penang, Singapore and Macau.*

*The cycle rickshaw journey does not end in Asia. It has been introduced in Frankfurt, London, Paris and New York. Indian rickshaws have also inspired Oxford's Erica Sterinhauer, who set up Oxford Rickshaw Company with help from James Rickshaw Industries of Chennai. Cycle-rickshaws were introduced in Cambridge also in 1997.*

Source: Hindustan Times, October 23, 2006

### Observations of experts

Director of the Centre for Science and Environment (CSE), Dr. Sunita Narain, makes a strong pitch in favour of cycle-rickshaws and other modes of non-motorised transport. A study carried out by CSE in Ambedkar Nagar shows that over 60 per cent commuters travel by public transport buses that use up 8 per cent road space, while cars move only 20 per cent people and take over 75 per cent road space. Bicycles move 20 per cent passengers and use 18 per cent road space. It is the cars that have taken over road space and need to be taken off the road by introducing a dense network of Metro trains, High Capacity Bus System, and Light Rail System with auto-rickshaws and cycle-rickshaws providing the feeder services.

Dr Geetam Tiwari of IIT, Delhi, said that redesigning the roads is all that is required to allow the cycle-rickshaws to ply on the arterial roads. The rickshaws then will not come in the way of fast-moving vehicles. The cycle-rickshaws are already providing feeder services at 50 metro stations, including the Delhi University station, and they need to be formally integrated with our public transport system, she adds. As for Old Delhi, it is the motorised vehicles that need to be banned so that rickshaws can provide noiseless, pollution-free, door-to-door service to the citizens in the narrow street's and bylanes. Banning the cycle-rickshaws is only going to compound the environmental and socio-economic problems in the city, planners and experts say.

### Policy flaws

- Cycle-rickshaws are not recognised by planners and transport policy makers
- Rickshaw pullers have no insurance cover. They rarely have identity cards or ration cards
- No fund available for research and design development
- Master Plan for Delhi – 2021 makes a weak statement by merely stating that wherever possible cycle-rickshaws should be introduced

Source: *Hindustan Times*, October 23, 2006

## 3.2 WATER ACT

Delhi government is going to introduce an amendment to the Delhi Water Board (DJB) Act, 1998, in the

forthcoming Assembly session. The draft amendment will again try to give DJB some control over groundwater extraction. Main features of the amendment are as follows:

- Section 35-H authorizes DJB to enter a premise from 9 am to 5 pm after an inspection notice; if unauthorised groundwater withdrawal is suspected
- Under Section 35-H, DJB would impose user charges for different categories for withdrawal of groundwater. It would be empowered to revise these charges or impose multiple charges
- Under 35-E, users of new wells would have to register even if they are in areas not notified as critical zones for groundwater
- New Section 35-J will give impetus to rainwater harvesting and make it mandatory in some areas, including government buildings

Delhi has been unable to introduce amendments for the last one year, other states and union territories, including Tamil Nadu, Lakshadweep and Pondicherry, have already passed a new legislation to restrict groundwater extraction.

Source: *Times of India*, October 10, 2006

## 3.3 MASTER PLAN FOR MUMBAI AIRPORT

Mumbai International Airport Limited (MIAL) has unveiled the Rs 70 billion, 20-year, master plan for the modernisation of Chhatrapati Shivaji International Airport, Mumbai. The aim is to transform the airport into one which is benchmarked on global standards of airport operations and services. The airport will cater to 40 million passengers annually and move one million metric tonnes of cargo per year. This is much higher than the present capacity, at 17 million passengers and 0.49 million tonnes of cargo annually.

MIAL is a joint venture between GVK International, Airports Company of South Africa and Airports Authority of India (AAI). It was awarded the mandate for modernising and upgrading Mumbai airport in January 2006.

The master plan has been designed by Netherlands Airports Consultants. In addition, officials of Changi Airport (Singapore) were appointed to review the plan



and help improve operations. The plan proposes to achieve the twin objectives of enhancing the existing capacity of the airport as well as making the airport technologically superior. As per the plan, the modernisation will be carried out in two phases. Under the first phase, several immediate upgradation measures will be taken. These include: refurbishment of Terminal 2B by incorporating new air-line lounges, retail outlets and duty-free shops; a revamp of Terminal 1A to upgrade and expand facilities such as check-in counters and boarding bridges; setting up of temporary cargo facilities to add capacity; upgradation of airside and city-side facilities such as construction of rapid exit taxiways to increase the runway capacity; and construction of multi-level car parks. The second phase is expected to cause a paradigm shift in airport operations. It involves the construction of a brand new terminal at Sahar, catering to both domestic and international passengers. A direct road link from the Western Expressway to the new terminal will also be constructed. Other works under this phase will involve shifting of the air traffic control tower, construction of a parallel runway and building of new cargo facilities.

While Phase I will be completed by 2008, the second phase will be completed only by 2010. Ultimately, the revamped airport will have two passenger terminals - T2 at Sahar, catering to 30 million passengers (both domestic and international) annually and T1 at Santa Cruz, catering to domestic passenger traffic of 10-12 million per annum.

*Source: Indian Infrastructure, Volume 9, No. 3, October, 2006*

## 4. NEWS IN BRIEF

### 4.1 MAPPING GOES HI-TECH

Mapmyindia.com, the Internet portal of interactive maps of Indian cities with useful services to general and business travellers, has come up with what is described as a new beta version (v-2007) of digitised maps of Indian cities and villages. Developed by CE Info Systems, the company that has pioneered Geographic Information System (GIS) in India, the new version will have the maps of bigger towns and cities in greater details.

Some of the important features of the new version includes location of any specific place - along with the nearest landmarks - in a city, easy access to driving directions from one location to another within the country as well as during intra-city travel between two points in a metropolitan city and last-mile directions to any place in a city. Also, anyone may record his unique e-location that will enable others to spot the person's exact location on the map.

The product has been developed on the basis of mapping data gathered by an in-house team of surveyors. The services of the portal will also be available on GPRS-enabled mobile phones. All this could well mean that finding ones way through cities and villages would become much simpler and easy in the days to come.

*Source: The Hindu, October 11, 2006*

### 4.2 URBAN LEGAL REGULATORY FRAMEWORK

The Associated Chambers of Commerce and Industry (Assocham) has called for urban sector reforms including creation of a legal and regulatory framework for private sector investment in urban infrastructure particularly in municipal tax structure and user charges, taking into account the poor-paying capacity of a sizable section of the urban population.

The chamber has also highlighted the fact that urban infrastructure facilities face serious problems due to population pressure, deterioration in physical environment and quality of life. According to estimates, it says nearly one-third of urban Indians live below the poverty line. About 15 per cent of urbanites do not have access to safe drinking water and about 50 per cent are not covered by sanitary facilities. There is a huge and widening gap between demand and supply of essential services and infrastructure. The urban poor in India are forced to live under unhygienic conditions in slums, lacking in basic amenities. The chamber has noted that private sector investments for urban infrastructure cannot take place unless a proper legal and regulatory framework for such investment is created and developed. Such a framework alone can ensure a full cost plus recovery of such investment.

*Source: The Hindu, 30 October, 2006*

### 4.3 REFORMS MUST FOR URBAN DEVELOPMENT FUNDS

Inaugurating a workshop on JNNURM for the Mayors and people's representatives of south Indian States at the Kerala Institute for Local Administration (KILA) at Mulankunnathukavu on 9 October, 2006, the Union Minister for Urban Development said that scrapping of the Urban Land Ceiling Act and Rent Control Act and imposition of user charge on services such as water supply were some of the reform proposals. He also emphasized that Funds under the Jawaharlal Nehru National Urban Renewal Mission (JNNURM) can be made use of only by urban local bodies that are prepared to implement the associated reform package. Corporations must switch over to the double-entry

accounting system and use facilities such as GIS during their Plan formulation. The Corporations must make their financial position known to the people on a continuous basis. City Development Plans (CDPs) submitted by the Corporations for getting the funds would be subjected to strict appraisals by competent agencies. There would be constant monitoring of the expenditure of the funds, the Minister said.

The Minister said the Centre proposed to sanction Rs. 50,000 crore as aid to urban local bodies under the JNNURM in the next six years. Since local bodies and State Governments were expected to contribute an equal amount, Rs.1,00,000 crore was likely to be spent for the development of urban areas in the country in next six years under the Mission.

Source: *The Hindu*, October 10, 2006

### CLIMATE CHANGE THREATENS THE WORLD'S POOR

- *A temperature rise of 2°C would dramatically shrink the land available for growing robusta coffee in Uganda and restrict it to upland areas.*
- *In Africa fertile land is already turning into desert.*
- *Rainfall in the wet season in Pakistan could increase by 5-50 per cent by 2070 which would have significant impact on cotton, the country's main cash crop.*
- *Less rain and higher temperatures in sub-Saharan Africa will shorten the growing season-crop yields.*
- *The area of the world stricken by drought has doubled between 1970 and early 2000s.*
- *A temperature rise of 3.5° C in India would reduce farmers' incomes by between 9 and 25 per cent.*
- *97 per cent of all deaths from natural disasters are in poor countries.*
- *Storm surges in coastal areas are a threat to the economies of low-lying countries like Egypt and Thailand, where many factories and offices are less than a metre above sea-level.*
- *Unpredictable rainfall, together with rising sea-levels and higher sea temperatures, will lead more frequent storms, floods and droughts.*
- *Longer rainy seasons have already led to increased malaria in parts of Rwanda and Tanzania.*
- *Loss of roads and power cables, can set back a country's economy by years. Take Honduras: in 1998, Hurricane Mitch hit more than 25 per cent of households and led to a 7 per cent drop in agricultural output. Previously, economic growth was on track to lift half a million people out of the poverty. Now the number of people living in poverty is growing.*
- *Over 3 billion people in the Middle East and the Indian sub-continent could be facing acute shortages of water – affecting productivity and jobs.*
- *Climate change brings the risk of increases in serious diseases such as malaria, dengue, yellow fever and polio.*

Source: *Developments*, Issue 35, 2006



## FACT SHEET

### Population and Growth Rate of UAs/Towns (1991-2001) identified for JNNURM

Sl. No.	UA/Town	State/UT	Population(in lakh)		Urban Status	Growth Rate 1991-2001	Range (in per cent)
			1991	2001			
1	Itanagar	Arunachal Pradesh	0.17	0.35	CT	105.88	>60
2	Surat	Gujarat	15.19	28.11	UA	85.06	
3	Faridabad	Haryana	6.13	10.56	M. Corp	70.87	
4	Hyderabad	Andhra Pradesh	35.75	57.42	UA	60.62	
5	Nashik	Maharashtra	7.25	11.52	UA	58.90	50 - 60
6	Patna	Bihar	11.00	16.98	UA	54.36	
7	Rajkot	Gujarat	6.54	10.03	UA	53.36	
8	Jaipur	Rajasthan	15.18	23.27	M. Corp	53.29	
9	Delhi	Delhi	84.19	128.77	UA	52.95	
10	Raipur	Chhattisgarh	4.63	7.00	UA	51.19	
11	Kohima	Nagaland	0.51	0.77	UA	50.98	40 - 50
12	Pune	Maharashtra	24.94	37.60	UA	50.76	
13	Indore	Madhya Pradesh	11.09	16.40	UA	47.88	
14	Aizawl	Mizoram	1.55	2.28	TC	47.09	
15	Vijaywada	Andhra Pradesh	7.08	10.39	UA	46.75	
16	Dehradun	Uttaranchal	3.68	5.30	UA	44.02	
17	Amritsar	Punjab	7.09	10.03	M. Corp	41.47	
18	Agra	Uttar Pradesh	9.48	13.31	UA	40.40	
19	Ranchi	Jharkhand	6.15	8.63	UA	40.32	
20	Chandigarh	Haryana & Punjab	5.76	8.08	M. Corp	40.28	
21	Guwahati	Assam	5.84	8.19	UA	40.24	30 - 40
22	Asansol	West Bengal	7.64	10.67	UA	39.66	
23	Nanded-Waghala	Maharashtra	3.09	4.31	M. Corp	39.48	
24	Bhubaneswar	Orissa	4.12	6.58	M. Corp	38.76	
25	Bangalore	Karnataka	41.30	57.01	UA	38.04	
26	Bhopal	Madhya Pradesh	10.63	14.58	UA	37.16	
27	Mathura	Uttar Pradesh	2.36	3.23	UA	36.86	
28	Ahmedabad	Gujarat	33.12	45.25	UA	36.62	
29	Meerut	Uttar Pradesh	8.50	11.61	UA	36.59	
30	Lucknow	Uttar Pradesh	16.69	22.46	UA	34.57	
31	Ludhiana	Punjab	10.43	13.98	M. Corp	34.04	
32	Bodh Gaya (Gaya)	Bihar	2.94	3.94	UA	34.01	
33	Kanpur	Uttar Pradesh	20.30	27.15	UA	33.74	
34	Jamshedpur	Jharkhand	8.29	11.04	UA	33.17	
35	Coimbatore	Tamil Nadu	11.01	14.61	UA	32.70	
36	Shimla	Himachal Pradesh	1.10	1.45	UA	31.82	
37	Dhanbad	Jharkhand	8.15	10.65	UA	30.67	
38	Greater Mumbai	Maharashtra	125.96	164.34	UA	30.47	

**Population and Growth Rate of UAs/Towns (1991-2001) identified for JNNURM (Contd.)**

Sl. No.	UA/Town	State/UT	Population (in lakh)		Urban Status	Growth Rate 1991-2001	Range (in per cent)
			1991	2001			
39	Nainital	Uttaranchal	0.31	0.40	UA	29.03	20 - 30
40	Nagpur	Maharashtra	16.64	21.29	UA	27.94	
41	Visakhapatnam	Andhra Pradesh	10.57	13.45	UA	27.25	
42	Puri	Orissa	1.25	1.58	M	26.40	
43	Pondicherry	Pondicherry	4.01	5.05	UA	25.94	
44	Vadodara	Gujarat	11.27	14.91	UA	25.91	
45	Jabalpur	Madhya Pradesh	8.89	10.98	UA	23.51	
46	Allahabad	Uttar Pradesh	8.45	10.42	UA	23.31	
47	Imphal	Manipur	2.03	2.50	UA	23.15	
48	Mysore	Karnataka	6.53	7.99	UA	22.36	
49	Ajmer-Pushkar	Rajasthan	4.14	5.04	MC+UA	21.74	
50	Agartala	Tripura	1.57	1.90	M. Cl	21.02	
51	Chennai	Tamil Nadu	54.22	65.60	UA	20.99	
52	Shillong	Meghalaya	2.23	2.68	UA	20.18	
53	Kolkata	West Bengal	110.22	132.06	UA	19.81	
54	Cochin	Kerala	11.41	13.55	UA	18.76	
55	Ujjain	Madhya Pradesh	3.63	4.31	UA	18.73	
56	Hardwar	Uttaranchal	1.87	2.21	UA	18.18	
57	Varanasi	Uttar Pradesh	10.31	12.04	UA	16.78	
58	Gangtok	Sikkim	0.25	0.29	NTA	16.00	
59	Panaji	Goa	0.86	0.99	UA	15.12	
60	Madurai	Tamil Nadu	10.86	12.03	UA	10.77	
61	Thiruvananthapuram	Kerala	8.26	8.90	UA	7.75	
62	Jammu	Jammu & Kasbmir	NA	6.12	UA	NA	NA
63	Srinagar	Jammu & Kashmir	NA	9.88	UA	NA	

CT = Census Town, M = Municipality, M. Corp. = Municipal Corporation, M. Cl. = Municipal Council, NA = Notified Area, NT = Notified Town. NTA = Notified Town Area, UA = Urban Agglomeration.

Source: Census of India, 1991 and 2001, Toolkits of JNNURM

## 5. FORTHCOMING EVENTS

- **AMDA National Seminar on “Urban Governance in the context of Jawaharlal Nehru National Urban Renewal Mission (JNNURM)”**  
24-25 November, 2006  
India Habitat Centre, New Delhi  
Organised by : Association of Urban Management and Development Authorities (AMDA)  
For details contact: Director, AMDA  
E-mail: [india738@nda.vsnl.net.in](mailto:india738@nda.vsnl.net.in)

- **55th National Town and Country Planners’ Congress on “Reforms in Urban and Regional Planning Legislations”**  
9-11 January 2007  
Hotel Sarovaram, Cochin; Kerala  
Organised by: Institute of Town Planners, India  
For details contact: Sh. Pradeep Kapoor,  
Secretary General, ITPI,  
e-mail: [itpidel@nda.vsnl.net.in](mailto:itpidel@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. Breakfast / 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. August 1. 2006), is as under :-

## GUEST HOUSE TARIFF

S. No.	Category of Members	Occupancy			
		Single	Double	Triple	Quadraple
1	External Guests (subject to availability of accommodation)	650	900	1050	1170
2	AMDA members and their staff on duty and authorised guests	325	450	525	585
3	ASRTU members (while on official duty)	490	675	790	880

## CONFERENCE ROOM TARIFF

S. No.	Category	Full day (09.00 hrs to 19.00 hrs)		Half day (09.00 to 14.00 hrs) or (14.00 hrs to 19.00 hrs)	
		Working days	Holidays	Working days	Holidays
1	Non-member organisations	Working days	2,000/-	Working days	1,335/-
		Holidays	2,500/-	Holidays	1,670/-
2	AMDA members	Working days	1,000/-	Working days	675/-
		Holidays	1,250/-	Holidays	835/-
3	ASRTU	Working days	1,500/-	Working days	1,000/-
		Holidays	1,875/-	Holidays	1,250/-

## CONFERENCE ROOM FACILITY

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

Not : The damages, if any, caused to OHP Projector and the LCD Projector will be got rectified by the user/organisation concerned.

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