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Regional Centre for Urban & Environmental Studies (RCUES), Mumbai (Fully supported by Ministry of Urban Development, Government of India)

Established in 1926, the All India Institute of Local Self Government (AIIILSG), India is a premier autonomous research and training institution in India. The Institute was recognized as an Educational Institution by Government of Maharashtra in the year 1971. The Institute offers several regular training courses in urban development management and municipal administration, which are recognized by the Government of India and several State Governments in India.

In the year 1968, the erstwhile Ministry of Health, Family Planning and Urban Development and (now known as Ministry of Urban Development), Government of India established the Regional Centre for Urban & Environmental Studies (RCUES) at AIIILSG, Mumbai to undertake urban policy research, technical advisory services, and building work capabilities of senior and middle level municipal officials, and elected members from the States of Goa, Gujarat, Maharashtra, Rajasthan and UT's of Diu, Daman, Dadra & Nagar Haveli in western region and Assam and Tripura States in North East Region. The RCUES is fully supported by the Ministry of Urban Development, Government of India. The Ministry of Urban Development, Government of India has formed National Review and Monitoring Committee for RCUES under the chairmanship of the Secretary, Ministry of Urban Development, Government of India. The Principal Secretary, Urban Development Department of Government of Maharashtra is the ex-officio Chairman of the Advisory Committee of the RCUES, Mumbai, which is constituted by Ministry of Urban Development, Government of India.

In the year 1991, the RCUES was recognized by the Ministry of Urban Development, Government of India as a National Training Institute (NTI) to undertake capacity building of project functionary, municipal officials, and municipal elected members under the earlier urban poverty alleviation programme-UBSP. In the year 1997, the Ministry of Urban Affairs and Employment recognized RCUES of AIIILSG as a NTI for capacity building under SJSRY, the centrally sponsored poverty alleviation programme in the States and UT's in the western region, Madhya Pradesh, and Chattisgarh.

In 2005, the Ministry of Urban Employment and Poverty Alleviation (MOUE&PA), Government of India and UNDP have set up the 'National Resource Centre on Urban Poverty' (NRCUP), which is anchored by Regional Centre for Urban and Environmental Studies (RCUES), All India Institute of Local Self Government (AIIILSG), Mumbai under GOI – UNDP, project titled 'National Strategy for the Urban Poor'.

In 2009, the RCUES, AIIILSG Mumbai was recognized as a 'Nodal Resource Centre' on SJSRY (NRCS) by Ministry of Housing and Urban Poverty Alleviation, Government of India.

Since 2000, the AIIILSG, Mumbai houses the Solid Waste Management (SWM) Cell backed by the Government of Maharashtra for capacity building of municipal bodies and provide technical advisory services to ULBs in the State. In 2008 Mumbai Metropolitan Regional Development Authority (MMRDA) established Solid Waste Management Cell to provide technical advise for development of regional landfill sites and capacity enhancement in Solid Waste Management for urban local bodies in Mumbai Metropolitan Region (MMR).

On 13th January, 2010 Water Supply & Sanitation Department, Government of Maharashtra established Change Management Unit (CMU) in AIIILSG, Mumbai which was supported by Government of Maharashtra. The CMU was anchored by AIIILSG, Mumbai for Water Supply and Sanitation Department, Government of Maharashtra from 13th January, 2010 to 30th June, 2014.

In 2010, the AIIILSG, Mumbai is selected as a Nodal Agency by Water Supply and Sanitation Department, Government of Maharashtra in preparation of City Sanitation Plans for 19 Municipal Corporations and 15 A Class Municipal Councils in Maharashtra State, under the assistance of Ministry of Urban Development, Government of India.

On 3rd September, 2011, Water Supply & Sanitation Department, Government of Maharashtra established Waste Management & Research Centre in AIIILSG, Mumbai, which will be supported by Government of Maharashtra and MMRDA.

The RCUES, AIIILSG, Mumbai is recognized in October 2011 as a Nodal Resource Centre (NRC) for RAY by Ministry of Housing and Urban Poverty Alleviation, Government of India.

The AIIILSG, Mumbai is empanelled in November, 2011 as National Resource Institution for North, East, West and South Regions for 'Social Development & Community Mobilization by RAY Directorate, Ministry of Housing and Urban Poverty Alleviation, Government of India.

In August, 2013 the AIIILSG, Mumbai is empanelled as Agency by Ministry of Urban Development, Government of India, for providing technical support to the Cities / Towns of States / Urban Local Bodies (ULBs) in the field of Water Supply and Sanitation, Sewerage and Drainage systems.

In July 2015, the RCUES & AIIILSG, Mumbai is empanelled for Municipal Solid Waste Management project under Swachh Bharat Mission (SBM) programmes undertaken by the Ministry of Urban Development, Government of India.

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(January - March, 2016)

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20. Implementation of 74th CAA, 1992 in Urban Local Bodies and Impact Assessment of Training of Women Elected Members.

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Editorial

Mumbai best placed to provide quality citizen services

Mumbai has topped the list of Indian cities considered best governed. In its Annual Survey of India's City Systems (ASICS) 2015, the Bangalore based Janaagraha Centre for Citizenship and Democracy jointly with IDFC Foundation ranked 21 Indian cities in 18 states. Mumbai with a score of 4.2 out of 10 improved its ranking compared to the previous 2014 Survey by 8 positions. Thiruvananthapuram also with a score of 4.2 was ranked second. Kolkata, Pune and Bhopal are other cities in the top 5.

The Survey measured the ability of city administrations to deliver to citizens a good quality of life sustainably, over the medium and long term. Rather than focus on outcomes like quality of public transport or reliability of water supply systems, the survey focusses on the institutional framework within the local bodies including, planning, capacities, legislation, systems and processes which enable the delivery of quality services to citizens. It brings out the crucial role of capacity building within local bodies accompanied by transparency and accountability which puts in place mechanisms and arrangements which enable citizens derive quality services. While many interventions in our city systems are based on infrastructure, i.e., hardware, there is as much need to focus on the software aspects that is capacity building, systems and procedures. Not surprisingly, the survey studied four aspects which determine the ability of our local bodies to deliver quality of life to citizens-urban planning and design, urban capacities and resources, empowered and legitimate political representation and transparency, accountability and participation. There is a clear pointer here as to where our cities need to focus in order to improve performance. While injection of large financial resources will result in improved outcomes with better infrastructure, it needs to be supported with adequate inputs on capacity building, systems and legislation to ensure that the outcomes are robust and sustainable in the medium to long term.

Financial resources of local bodies are no doubt crucial in determining their ability to perform city functions efficiently. The survey finds that this aspect is of concern for all cities. Very few cities have robust income streams and adequate own share of revenue. Most end up depending on central and state grants for capital expenditure. This calls for improvement.

The recent urban rejuvenation efforts by the national, state and local body governments are providing sharp focus on quality of life in our cities. However looking at the score of our best performing city (4.2) in the ASICS Survey in conjunction with global benchmarks such as London (score 9.4) and New York (score 9.7), there is more to be done.

Place : Mumbai

Date : 31 March, 2016

Constitutional and Legal Rights of Women

Dr. Vibhuti Patel,

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"Constitutional morality is not a natural sentiment, it has to be cultivated. We must realise that our people have yet to learn it and "our people" include women and men, leaders and citizens, litigants, lawyers and judges alike."

Dr. Babasaheb Ambedkar

The constitutional guarantees for empowerment of women

The constitutional guarantees for empowerment of women are as follows:

Fundamental Rights ensure empowerment of women thro'

Article 14- equal rights and opportunities for men and women in the political, economic and social sphere

Article 15- prohibition of discrimination on the grounds of sex, religion, caste etc

Article 15(3) - empowers the State to take affirmative measures for women

Article 16- provides for equality of opportunities in the matter of public appointments

The directive Principles ensure empowerment of women thro'

- Article 39- enjoins the state to provide an
 - adequate means of livelihood to men and women and
 - Equal pay for equal work
 - Article 42- State to ensure the provision for just and humane condition of work and maternity relief.

- Fundamental duties
- Article 51v (A) (e) - fundamental duty on every citizen to renounce the practices derogatory to the dignity of women.
- Financial Accountability
- Article 151- reports relating to the accounts of the Union and states to be prepared and placed before the Parliament and State legislatures respectively.

Articulation of the demands and alternatives suggested by the women's movement constantly refer to the Fundamental Rights in the Constitution of India such as

Article 14- equal rights and opportunities for men and women in the political, economic and social sphere

Article 15- prohibition of discrimination on the grounds of sex, religion, caste etc

Article 15(3) that empowers the State to take affirmative measures for women

Article 16- that provides for equality of opportunities in the matter of public appointments. When the government of India signed the UN charter on Equality, Development and Peace in 1975, the process of gender audit in the governance got an official stamp. In 1976, the Equal Remuneration Act was enacted to provide equal opportunities, equal treatment and equal wages for work of similar nature. NGOs have been consistently doing public scrutiny of Maternity Benefit Act, 1961 and specific provisions for women in general labour laws, The Factories Act,

1948 – Section 34 provides that the State government can lay down rules prescribing weights that may be carried by men and women, The Contract Labour (Abolition and Regulation) Act and Rules- that separate provision of utilities for women and fixed working hours.

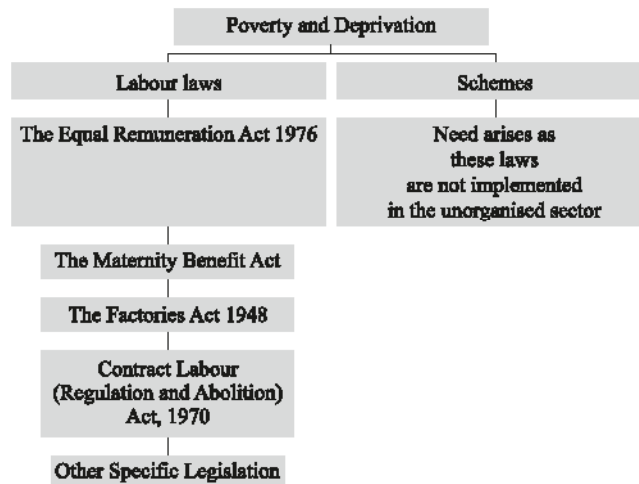
Though these laws have proper implementation mechanisms, there is no provision for monitoring the effect of these laws on women. Allowance for special provisions for women has often proven to be detrimental to their employment opportunities. Participation of working women in the decision-making processes in the industrial and agrarian relations is abysmally low. Women's access to legal service largely remains inadequate in spite of the legal service Act, 1987¹.

What are the labour laws for Empowerment of women?

The labour laws for empowerment of women are based on principle of gender justice. They are as follows:

- Equal Remuneration Act, 1976 ensures equal opportunity, equal treatment and equal wages.
- Maternity Benefit Act, 1961 provides 90 days paid leave for working women
- The Factories Act, 1948 – Section 34 provides that the State government can lay down rules prescribing weights that may be carried by men and women.
- The Contract Labour (Abolition and Regulation) Act and Rules- separate provision of utilities for women and fixed working hours.
- Women in the unorganized sector don't get benefits of the labour laws.

In the formal or organized sector there are industrial legislations and other protective legislations for workers. Most of these legislative provisions, unfortunately, seem to be working against the interests of workers, lack implementation and need reform. Government



regulated minimum wages ensure only the bare essentials of survival but even that basic level is denied to workers in the informal sector. Factory inspectors usually avoid reporting as employers complain of low profitability, threaten closure and bribe them to keep quiet. At present crèches are provided in industries that employ more than 30 women employees and there too, ways and means are used to avoid this facility by the employers. There is no provision for providing crèches in the service sector and for both men and women working in shifts².

In India, The **Equal Remuneration Act, 1976** was enacted pursuant to Article 39 (d) of the Constitution of India provides for the payment of equal remuneration to men and women workers, for providing equal opportunities to women and men and for the prevention of discrimination on the grounds of sex against women in the matter of employment. The task of ensuring that there is no discrimination is very difficult, as there is no effective way of implementing the limited findings of the advisory committee. Secondly the definition and evaluation of the same work or work of similar nature leave much to be desired. Even the courts have used different expressions relating to valuation of identical work. This is one of the least invoked legislation.

Maternity Benefit Act, 1961 provides for maternity benefit in case of childbirth, miscarriages, abortions, Medical Termination of Pregnancies (Maps) and tubectomy. Establishments employing less than ten persons are left out from the purview of the Maternity Benefit Act or the Employees State Insurance Act. Under the present Maternity Benefit Act, 1961 the eligibility for maternity leave is that the woman before availing the leave must have worked for eighty days in that establishment or organization. These eighty days include paid holidays and weekly holidays and the period for which she was laid off. In many organizations they are never allowed to complete the required number of days on record.

Women Movement is demanding an umbrella legislation to cover all women (From formal/organised as well as informal/unorganised sectors of the economy) under maternity protection and ratification of ILO Convention No. 183.

Problems in Implementation of Employment Guarantee Scheme (EGS)

The nation-states must introduce EGS. Wherever EGS is already introduced, there is a need for stocktaking as the advisors of Dr. Manmohan Singh, the Prime Minister for Common Minimum Programme Ms. Aruna Roy and Jean Dreze have circulated the great of Employment Guarantee Act.

In India (in Maharashtra), as far as the EGS is concerned, at the implementation level, it has been revealed that³

1. Women have never been paid maternity leave benefits, though the act says so. The problem is the stipulation of 185 days of work; EGS work is never that long; it is in bits and pieces. The entire work of woman regardless of where she is working should entitle them to maternity benefit.
2. Though wages are apparently equal between men and women what happens is the allocation of work is different- men do trench digging

which carries more wages. Women have been saying they can also do this work without trouble. Secondly wages are often paid to the group of a few from the same village on the basis of equal pay for men and women but the group leader determines how much a woman gets. This should be remedied.

3. The most serious complaint is lack of facilities- shelter; schooling for the children of women who are the major reporters for EGS work.
4. The most serious lacunae are the stopping of registration of applicants. This has made it difficult to know how many need work. The work site merely records how many turn up. The absence of registering how many want (not just turn up) with details of who the applicants are again loses data regarding the status of the worker- small farmer, marginal farmer, landless worker etc; details of land holding. Plans will be better done if one knows the status of the worker also with regard to improving agriculture.
5. The timing of EGS work is another problem. It clashes with seasonal migration.
6. The most important demand of women workers on EGS sites is skill up-gradation. They are tired of unskilled manual labour and building roads. The objective of employment under EGS is building good infrastructure. But it is done so badly the asset does not last even one year. This needs to be rectified. More choices and better technologies should be introduced in EGS work. Labour processes and labour relations in EGS work should be humanised and gender-sensitive. Women employees working for the scheme should not be targeted for population control programmes.

Violation of basic Human Rights in Informal Sector

The informal sector as opposed to the formal sector is often loosely defined as one in which workers do not have recognition as workers and

work without any social protection. In the informal sector, women workers are forced to work without contracts, without social security, with low wages under bad working conditions. In the absence of health insurance, income security, it is difficult for women workers in informal sector to place importance on their health. The lack of income security often has direct consequence on the access to education for the children of women workers in informal sector. They are not able to study and alleviate their poverty. Often children get absorbed into the informal sector themselves as adults due to lack of education or as children to help adults earn more (e.g. home based workers, vendors, self employed)⁴ Unorganised labour is usually perceived as 'poor' and as a beneficiary, consequently there are provisions in the national budgets to help them out of their poverty and vulnerability. They are treated as beneficiaries of anti-poverty programs. The main concern of informal sector workers is irregular employment.

Rag pickers- Poorest of the Poor

A Case Study of Women Rag Pickers in Mumbai⁵ has revealed that urbanization and the use of land for large-scale agriculture have led to mass migrations to the cities, where the displaced rural poor eke out a living on the margins of India's overcrowded cities. Unable to find work in the formal sector, many turn to street trading and rubbish collection in order to survive. Rag picking is a caste and gender based activity. Rag pickers comprise the poorest of the poor – an estimated 25,000 of them in Mumbai, dwelling in shanties, mainly women and children who collect garbage - plastic, paper, metal, etc., usually from municipal dustbins, landfills and garbage dumps for recycling. They work seven days a week, earning on average less than Rs. 60 / 70 a day. They help maintain the environment of Mumbai by keeping the streets clean and recycling and re-using waste. Mumbai produces 6000 metric tons (600 truckloads) of garbage every day, of which around 7 to 8% is collected by rag pickers. Rag pickers are highly vulnerable because they

have few assets and few alternative livelihood options. Because of their hazardous working conditions the rag pickers suffer many more illnesses and injuries than the general population. Rag pickers live in constant fear of displacement, while others simply sleep on the pavements. Illiteracy among rag pickers and their children is high, and access to formal training or employment is non-existent. Many rag pickers have limited knowledge of their rights as citizens, including basic rights like access to free primary education.

No skills training

Women are not taught specific skills and are themselves diffident to take up skill training. The government's existing ITI network has a low number of women students. There is a need for improvement of courses and optimal use of space and teachers.

Abuse in Special Economic Zones

Adoption of Export oriented model and competition for foreign investment has led to the opening of more and more Special Economic Zones (also Free Trade Zones and Export Processing Zones etc.). In these zones labour laws are generally not applicable. Women are being used as 'cheap labour' force. They work under harsh working conditions. There is the abuse of labour and human rights and several instances of sexual harassment at workplace. Governments have had tendency to turn a blind eye to the abuse by capitalists to keep foreign investment.

Night Work- the Issue and the debate

Business process outsourcing has resulted into thousands of call centers employing young, computer savvy, English-knowing women for night work.

Global tourism industry has given rise to mushrooming of bars and night clubs through out Asia. In Mumbai, bar girls campaigned to work at night, as their work is possible only during that time and also more remunerative. According to ILO,

'night signifies a time period of 'at least 11 consecutive hours, including an interval between 10 p.m. and 7 a.m.⁶. But many women workers face a lot of problems due to work at night including sexual harassment, molestation and rape. It is unfair to put a blanket prohibition on night work is discrimination against women to prevent access to jobs and contravening the principle of equality. The questions regarding sexual harassment and assault on them needs to be addressed. The state and employers must be forced to provide safe work environment and safe transport to women employees.

Sexual harassment at Workplace

Accusations of sexual harassment are much more common today, reflecting the new consciousness and a new sense of power of people to end inappropriate behavior directed towards them. The existence of an effective, informal conflict resolution process is immensely important.

Recommendations for Employment

A Policy for Women's Employment⁷

A policy for women's employment has to include strategies for challenging the sexual division of labour and gender ideology inside as well as outside the workplace.

- Policies for access- include access to employment, education, training, credit etc.
- Policies to improve the quality of employment, including her position in the household.
- Policies to preserve employment and to protect material and human resources and assets.

Proper Implementation of Laws, Schemes⁸

1. The existing labour legislation, i.e. the Industrial Disputes Act, the Factories Act, the E.S.I.S. Act and the Minimum Wages Act, should not be withdrawn but strengthened to cover all workers⁹.
2. Some mechanism is required to evaluate the value of work under ERA.

3. Minimum wages need to be strictly implemented with ward level committees of workers.
4. Employment Guarantee Scheme-The central and state government has to ensure macro policies that will absorb workers in labour intensive units and occupations. The Employment Guarantee Scheme needs to be expanded and improved for urban workers. The focus of such employment schemes can be on building infrastructure, slum development and housing. The National Renewal Fund should be extended to cover the unorganised sector and a substantial part should go into the retraining of workers¹⁰.

Law Reform¹¹

- i. **Maternity Benefit** for ALL working Mothers irrespective of the number of employees. Crèches should be provided for children of all workers and not merely women workers irrespective of the number of employees. There could be a common fund for each industry.
- ii. **Family Leave:** The minimum paid maternity leave period to be applicable to ALL working mothers irrespective of the necessary length of continuous service or the number of employees, irrespective whether married or un married and whether the child is natural born or adopted. Birth or adoptive fathers of a new child entitled to paid paternity leave on the birth or adoption of a child Employees to have a right to take time off to care for children, disabled or sick dependants. The options available include: unpaid leave with automatic re-entry to an equivalent post in terms of grade, type of work etc., Part time working, Temporary re-arrangement of working pattern, Flexi-time Request Right available to working parents with young children (below 5 years of age or employees who have to care for disabled or sick dependants. The request can cover: the employee will have a right to return to work

following availing of any of the above leave. The staff member must undertake in writing to return to work. No employee will suffer a detriment, be unfairly dismissed or be discriminated against for a reason connected, with pregnancy, childbirth, maternity, paternity, adoption, dependant care leave or the right to request flexible working, or time off to take care for a dependant. There shall be no loss of seniority, sick leave entitlements and incremental progression¹²

iii. **Public education** of Protection of Children from Sexual Offense Act, 2012 (POCSO) and Amendments in the Rape Law (2013) must be done thro' audio visual and print media as well as social media.

iv. **Sexual Harassment**

To address Sexual harassment in the informal and small-scale industries, free trade zones, special economic zones, the labour departments may be directed to set up complaints committees and give them publicity or it could be made mandatory for every industrial estate and export zone to have its governing body set up a grievance cell for complaints.

This will require co-operation between women's groups, official bodies, trade unions and employers. Women's groups can play an active role in disseminating information about sexual harassment and redressal procedures in industrial zones and estates. They can also raise the issue of the definition of skills and equal pay for comparable work so as to tackle gender inequality at the workplace. **The Sexual Harassment at Workplace (Prevention) Act, 2013 must be judiciously implemented states to provide a remedy within the criminal justice system.** This is to provide for prevention of sexual harassment of women and women an employee that is work related.¹³

v. **Legal Protection for Informal Sector**

Legal protection has to be given to the informal sector worker in the form of regular employment, notice period, compensatory pay or some form of unemployment insurance. It has been a long-standing demand of the representatives of the informal sector workers, trade unions and NGOs (Non Governmental Organisations) that workers should be registered as daily or piece rated workers with an identity card. This single act would provide information on the number of irregular workers and access to them for welfare measures. Social welfare for the informal sector workers can be implemented by levying a cess on employers in industrial estates. Social services can be dispensed to the workers through existing government infrastructure and tripartite boards.¹⁴

Rag-pickers' need:

Recognition as workers, Supplementary development programs, Vocational training for skill up gradation, Provision for maternity benefit and post natal medical facilities, Protection against domestic violence and sexual harassment, Family benefits, Medical reimbursements, Retirement benefits (old age pension), Insurance schemes and policies, Compulsory savings schemes, Micro finance schemes and interest free loans, Legal guidance and awareness¹⁵

Emphasis on Education and Skills

A clear emphasis needs to be given to education, type of education of poor and especially of women. Women's access to employment is limited (amongst other reasons) because of lack of education and skills. The central and state government has a free education policy for girls but there is no follow up on the number of dropouts. Girls usually drop out from the high school. Special attention and incentives should be given to girls and parents for them to return to school.

Capacity Building and Training

Extra allocations of funds will be necessary for tying up the training institutions with job placement organisations or industries. Trainings for jobs have to be combined with additional inputs around building other life-skills towards critical awareness about women's status, improvement in negotiating skills and programs around building and maintaining women's assets including savings.

Social Audits

International consumer and workers groups have attempted social audits at the firm level to ensure workers' rights. They have to be made mandatory not only for export firms but for all production units.

Self Help Group Movement

Self Help Groups are organisations of women from the downtrodden section of the society that empower the women to be self reliant through capacity and confidence building and by making micro-credit available and accessible to women. The SHG movement has taught women the value of saving and the strength of working as a group.

Some of the problems faced by the movement are¹⁶:

- Weak groups being formed.
- Delay in gradation of groups by banks
- Subsidy seekers have ruined the programme.
- Implementation by raw NGOs – need for their training.
- Regarding bank credit to 'defaulters'
- Insensitivity of bankers
- Delays in release of money by District Rural Development Authorities
- Group activity does not take place
- All members may not take up economic activities

Recommendations for strengthening the SHGs:¹⁷

- Groups should be only formed by NGOs or Women Development Corporations with the requisite knowledge and ethos of SHG development and micro-credit movement.
- Once an NGO is selected, the nurturing grants should be released every quarter to it, after reviewing training milestones, group savings and internal lending data and not on the basis of bank gradation. NGOs should receive nurturing grants for at least five years, during which they should support the group.
- A state level agency should be appointed to train NGOs and also be permitted to appoint their own NGOs to implement the programme in addition to implementation through its field workers.
- SHG groups are not broken up by the banks insistence to drop the member who is a defaulter or whose family member is a defaulter of the bank.
- Along with initiatives improving the programme delivery mechanism, bankers need to be trained and sensitized every three months, because of the high turnover of bankers in rural areas and the ignorance of bankers coming from urban postings to the needs of rural areas.
- NGO releases should not be made contingent to the group taking up economic activities. NGOs should be evaluated in the basis of group capacity building and training.
- This SHG movement is now at the crossroads and is poised for expansion and the problems need to be addressed immediately.

Property and Land Rights

There is much gender bias in our property laws. Everything appears equal on paper and that is where it ends.

Recommendations

- Testamentary powers that deny the daughters their property rights should be restricted
- Allow daughters full right of residence in the parental dwelling houses.
- Women must be given 'the right to residence' hence putting private household property in the joint names of partners. A care however has to be taken that wherever women have property in their name, men did not appropriate under the pretext of property being in joint name¹⁸.

A woman on being abused in her matrimonial home has little choice but to continue to endure it. Her natal household is usually unwilling to have her back for fear of the social stigma attached to single women. These and other considerations restrict a women's reliance on her parents' households in times of potentially dangerous marital relations. **Bill on Matrimonial property** has been drafted that needs to be passed. The matrimonial property bill will give her rights

The 73rd and 74th Amendments to the Constitution

The 73rd and 74th Amendments to the Constitution providing for 33% reservations of seats for women in Panchayats and Municipalities as of now we have 1.2 million women elected representatives in gram panchayat, taluka panchayat, zilla panchayat, municipal councils and municipal corporations.

UNDP Report, 2002 reported, "The evidence on gender and decentralisation in India suggests that while women have played a positive role in addressing, or attempting to address, a range of practical gender needs (Practical gender needs Practical Gender Needs are identified keeping into consideration, gender based division of labour or women's subordinate position in the economy. They are a response to immediate perceived necessity, identified within a specific context. They are practical in nature and often are concerned with

inadequacies in living conditions such as provision of fuel, water, healthcare and employment.), their impact on strategic gender needs (Strategic gender needs Strategic Gender Needs are different in different economic contexts and are determined by statutory provisions, affirmative action by the state, pro-active role of the employers to enhance women's position in the economy and social movements) is not remarkable."

Following the introduction of economic liberalization policies in 1991, India has registered steady gains in terms of conventional economic indices such as external trade, investment inflows, and foreign exchange reserves. However, globalization has also caused the feminization of poverty.

To counter this trend of marginalization of women, it is necessary to address the gender imbalance in decision-making positions. A Constitutional Amendment Bill seeking 33 percent reservation for women in parliament and state legislatures has, however, been scuttled by three successive governments since 1996, even while each party swears by its commitment to gender equity.

The reasons for this curious schism showcase a classic example of gender-class-caste alignments and divisions, under political compulsions. This paper examines this ongoing gender-caste-class imbroglio, in the context of Indian affirmative action policies (economic, social, political), which have generated "backlash" reactions.

The PCPNDT Act, 2002

Prenatal Diagnostic Techniques (Regulation and Prevention of Misuse) PCPNDT Act was enacted in 1994 by the Centre followed by similar Acts by several state governments and union territories of India during 1988 (after Maharashtra legislation to regulate prenatal sex determination tests), as a result of pressure created by Forum Against Sex-determination and Sex -preselection. But there was a gross violation of this central legislation.

In response to the public interest petition filed by Dr. Sabu George, Centre for Inquiry into Health and Allied Themes Mumbai) and MASUM fought on their behalf by the Lawyers Collective (Delhi)¹⁹; the Supreme Court of India gave a directive on 4-5-2001 to all state governments to make an effective and prompt implementation of the Pre-natal Diagnostics Techniques (Regulation and Prevention of Misuse) Act (enacted in 1994 and brought into operation from 1-1-1996). Now, it stands renamed as “The Pre-conception and Pre-natal Diagnostic Techniques (Prohibition of Sex Selection) Act”.

Recently enacted Prenatal Diagnostic Techniques (Prohibition of Sex Selection) Act, 2003 tightens the screws on sex selection at pre-conception stage and puts in place a string of checks and balance to ensure that the act is effective²⁰. The Pre-natal Diagnostics Techniques (Regulation and Prevention of Misuse) Amendment Act, 2002 received the assent of the President of India on 17-1-2003. The Act provides “for the prohibition of sex selection, before or after conception, and for regulation of pre-natal diagnostic techniques for the purposes of detecting genetic abnormalities or metabolic disorders or sex-linked disorders and for the prevention of their misuse for sex determination leading to female feticide and for matters connected therewith or incidental thereto”.

Under the Act, the person who seeks help for sex selection can face, at first conviction, imprisonment for a 3-year period and be required to pay a fine of Rs. 50000. The state Medical Council can suspend the registration of the doctor involved in such malpractice and, at the stage of conviction, can remove his/her name from the register of the council.

The Pre-Natal Diagnostic Techniques (Regulation and Prevention of Misuse) Amendment Rules, 2003 have activated the implementation machinery to curb nefarious practices contributing for MISSING GIRLS. According to the rules this all bodies under PNDT

Act namely Genetic Counselling Centre, Genetic Laboratories or Genetic Clinic cannot function unless registered²¹. The Bombay Municipal Corporation has initiated a drive against the unauthorised determination of gender of the foetus as per the directive of the Ministry of Law and Justice. All sonography centres are required to register themselves with the appropriate authority—the medical officer of the particular ward. The registration certificate and the message that under no circumstances, sex of foetus will be disclosed are mandatory to be displayed²².

The Shortcomings of the PNDT Act (2003) lie in criteria set for establishing a genetic counseling centre, genetic laboratory and genetic clinic/ultrasound clinic/imaging centre and person qualified to perform the tests.

- The terms genetic clinic/ultrasound clinic/imaging centre can't be used interchangeably. But the Act does.
- Moreover, the amended Act should have categorically defined persons, laboratories, hospitals, institutions involved in pre-conception sex-selective techniques such as artificial reproductive techniques and pre-implantation genetic diagnosis.
- Who is a qualified medical geneticist? As per the Act, “a person who possesses a degree or diploma or certificate in medical genetics in the field of PNDT or has minimum 2 years experience after obtaining any medical qualification under the MCI Act 1956 or a P.G. in biological sciences”. Many medical experts feel that a degree or diploma or 2 years experience in medical genetics can't be made synonymous²³.
- As per the Act, an ultrasound machine falls under the requirement of genetic clinic, while it is widely used also by the hospitals and nursing homes not conducting Pre-implantation Genetic Diagnosis (PGD) and PNDT.

Ban on the Advertisements of SD & SP Techniques

Another important initiative that has been taken is against any institution or agency whose advertisement or displayed promotional poster or television serial is suggestive of any inviting gestures involving/supporting sex determination. MASUM, Pune made a complain to the Maharashtra State Women's Commission against Balaji Telefilms because its top rated television serial's episode telecast during February 2002 showed a young couple checking the sex of their unborn baby. The Commission approached Bombay Municipal Corporation (BMC) and a First Investigation Report (FIR) was lodged at the police station. After an uproar created by the Commission, the Balaji tele-film came forward to salvage the damage by preparing an ad based on the Commission's script that conveyed that sex determination tests for selective abortion of female foetus is a criminal offence. Now there is another battle brewing. The women's groups insist that the ad should be telecast for 3 months before each episode, while the Balaji Tele-films found it too much.²⁴

The Protection of Women from Domestic Violence, 2005

An Act to provide for more effective protection of the rights of women guaranteed under the Constitution who are victims of violence of any kind occurring within the family and for matters connected therewith or incidental thereto.

The bill on domestic Violence circulated in 2002 had generated heated debate around the issue, whether casual/ occasional beating should be considered as "domestic violence"²⁵. After massive signature campaign and lobbying, the Indian women managed to get THE PROTECTION OF WOMEN FROM DOMESTIC VIOLENCE Act, 2005 to provide for more effective protection of the

rights of women guaranteed under the Constitution who are victims of violence-physical (beating, slapping, hitting, kicking, pushing), sexual (forced intercourse, forcing her to look at pornography or any other obscene pictures or material and child sexual abuse), verbal (name-calling and insults), psychological- and economic (preventing one's wife from taking up a job or forcing her to leave job) and emotional abuse of any kind occurring within the family. Domestic violence under the act includes harassment by way of unlawful dowry demands to the women or her relatives. It empowers the women victim to stay in the matrimonial, shared household and/or parental home whether or not she has nay title in the household. Recently formulated rules of the Act also empower the protection officer, police, public hospital and the community to take proactive steps to stop the violence and provide services to the victim.

The scope of this legislation has been widened to include persons who have "shared households and are related by consanguinity, marriage or a relationship in the nature of marriage or adoption to relationship with family members---Even those women who are sisters, widows, mothers, single women or living with the abuser entitled to get protection."

As a result of the pressure of women's groups and judicial activism, new legal provisions such as recognition of the right to residence of a woman in the parental or matrimonial homes, **provision for the appointment of protection officers and the recognition of service providers, gender sensitisation trainings for Protection Officers and Judges with regard to criminal legal system-**substantive law, procedural law, rules and infrastructure and budgetary allocation for strengthening the structures and mechanisms for implementation of laws have been provided.

List of Acts having direct bearing on women

| Ministry of Women and Child Development | |
|--|--|
| 1 | The Commission of Sati (Prevention) Act, 1987 |
| 2 | Dowry Prohibition Act, 1961 |
| 3 | Indecent Representation of Women (Prohibition) Act, 1986 |
| 4 | Immoral Traffic (Prevention) Act, 1956 |
| 5 | Protection of Women from Domestic Violence Act, 2005 |
| 6 | National Commission for Women Act, 1990 |
| 7 | The Prohibition of Child Marriage Act, 2006 |
| 8 | Juvenile Justice (Care and Protection of Children) Act, 2000 |
| Ministry of Labour & Employment | |
| 9 | Bonded Labour System (Abolition) Act, 1976 |
| 10 | Contract Labour (Regulation & Abolition) Act, 1979 |
| 11 | Employees State Insurance Act, 1948 |
| 12 | Equal Remuneration Act, 1976 |
| 13 | Factories Act, 1948 |
| 14 | Inter-state Migrant Workmen (Regulation of Employment & Conditions of Service) Act, 1979 |
| 15 | Legal Practitioners (Women) Act, 1923 |
| 16 | Maternity Benefit Act, 1961 |
| 17 | Minimum Wages Act, 194818Child Labour (Prohibition and Regulation) Act, 1986 |
| 19 | Payment of Wages Act, 1936 |
| 20 | Plantations Labour Act, 1951 |
| 21 | Workmen's Compensation Act, 1923 |
| 22 | Beedi & Cigar Workers (Conditions of Employment) Act, 1966 |
| 23 | Cine Workers and Cinema Theatre Workers (Regulation of Employment) Act, 1981 |

| Legislative Department | |
|--|---|
| 24 | Foreign Marriage Act, 1969 |
| 25 | Guardians and Wards Act. 1890 |
| 26 | Indian Succession Act, 1925 |
| 27 | Married Women's Property Act, 1874 |
| 28 | Hindu Marriage Act, 1955 |
| 29 | Hindu Succession Act, 1956 |
| 30 | Indian Divorce Act, 1869 |
| 31 | Hindu Minority & Guardianship Act, 1956 |
| 32 | Hindu Adoption & Maintenance Act, 1956 |
| 33 | Special Marriage Act, 1954 |
| 34 | Muslim Personal Law (Shariat) Application Act, 1937 |
| 35 | Relevant provisions of Indian Evidence Act |
| 36 | Converts Marriage Dissolution Act, 1966 |
| 37 | Christian Marriage Act, 1872 |
| Ministry of Health & Family Welfare | |
| 38 | Medical Termination of Pregnancy Act, 1971 |
| 39 | Pre-natal Diagnostic Techniques (Regulation & Prevention of Misuse) Act, 1994 |
| 40 | Mental Health Act, 1987 |
| Ministry of Home Affairs | |
| 41 | Relevant provisions of Indian Penal Code, 1860 |
| 42 | Relevant provisions of Code of Criminal Procedure |
| Department of Justice | |
| 43 | Family Courts Act, 1984 |
| Department of Mines | |
| 44 | Mines Act, 1952 |

Source: Ministry of Women & Child Development, Government of India 2008.

Conclusion

The Indian state has been pro-active so far as legal safeguards for women are concerned. The provision of protection of women is key intervention in the Eleventh plan. Ministry of Women and Child Development has launched public education on laws concerning women. It has set out proactive, affirmative approaches and actions necessary for realizing the rights of women and providing equality of opportunity. Involvement of civil society groups, women's groups, educational institutions and judicial activism can strengthen these efforts.

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- 4 *"Social Security for the Informal Sector" Edited by Wouter van Ginneken, Asian Women Workers Newsletter, Vol 23, No. 1, January 2004*
- 5 *Recommendations of the Tribunal at Jan Sunwai organized by National Commission for Women and Stree Mukti Sanghatana (Public Hearing on the issues of rag picker women) in May 18, 2004 at the State Secretariat in Mumbai.*
- 6 *Article 2 of Convention 89 of ILO*
- 7 *Nandita Shah and Nandita Gandhi, Akshara*²*This section is based on the joint draft policy paper prepared by the WWOS team for the National Seminar: Policies and Strategies for Working Women in the Context of Industrial Restructuring held on 22-25th September, 1997. It was organised as part of the early phase of this study by FREA and ISS and supported by the Department of Development Co-operation, The*

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- 10 *Maithreyi Krishnaraj*
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Transportation in Mumbai: Commuters' Perspective

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Introduction

Mumbai, earlier known as Bombay, capital of Maharashtra and financial capital of India, is located on the Western coast of India. It is a group of seven islands in the Arabian Sea. The population of Mumbai is more than 1.24 crore. In addition, lakhs of people come here every day in search of livelihood. Almost all the government administrative and commercial offices function from the southern end of this island. Residential areas are expanded towards eastern and western coasts of the island. This makes transport linear, on either side. Transportation in Mumbai is a huge problem, and becoming worse day-by-day. This paper is based on commuters' first hand experiences, collected through informal discussion. The technical information is collected through various websites.

Transportation facilities in Mumbai

Commuting in Mumbai is inevitable. Mumbai transportation includes road, railway, air and water. Local transport includes suburban trains, buses (single decker, double decker and air conditioned), metro, monorail, taxis (black and yellow, Meru, Tab, Cool cabs, etc.), auto rickshaws, two and four wheeler vehicles. In the main city, only taxis are allowed, whereas in suburban parts, auto rickshaws are more common modes for transportation. The local trains have three lines namely Central Line (from Chhatrapati Shivaji Terminus (CST) (earlier known as VT) to Khopoli and Kasara), Western Line (Churchgate to Dahanu) and Harbour Line (from CST to Panvel and CST to Andheri). There is also trans-harbour line from Thane to Vashi and Panvel. Local train is the lifeline of Mumbaikars.

Around 75 lakh commuters travel everyday by local trains. Public transport system in Mumbai is dismal.

Agencies responsible for providing transportation facility in Mumbai

There are various agencies that are responsible for maintaining transport system in Mumbai. Mumbai Metropolitan Region Development Authority (MMRDA) is responsible for overall coordination and monitoring of transport projects. Mumbai Rail Vikas Corporation (MRVC) is responsible for implementation of all railway projects, Research Development and Standards Organization (RDSO). Municipal Corporation of Greater Mumbai (MCGM) constructs ROBs, pedestrian subways, SATIS and overall traffic management. Construction of JVLR and UCLR is the responsibility of Maharashtra State Road Development Corporation (MSRDC). Bombay Electric Supply and Transport, popularly known as BEST, procures and runs local buses in the city. Mumbai Traffic police has the hard task of managing the traffic in the whole city.

Despite the availability of the above transport agencies in Mumbai, there is a lack of coordination between these agencies. Each one functions independently. Many projects get sanctions very late. By the time the projects are implemented, the costs manifold many times. Delays in completion of projects over burden present system. Incomplete bridges, dug-up roads and potholes add to transport problems. Mumbaikars suffer immensely due to self-serving nature of political parties. All these problems are major hindrances in the growth of the city.

Problems

Road transport: Congestion on roads is increasing day-by-day. Politicians, to get popularity, just make stunning statements. They want to make Mumbai like Shanghai, but they overlook the real problems. Surprisingly, many interventions are needed, which are (purposefully!) neglected. We do not have an Urban Transport Policy. We also lack dedicated bus lanes. Countries such as Singapore, Shanghai, impose congestion charges. Our politicians and ruling party in MCGM, are interested in giving facilities to private cars. Their interest resulted in the construction of more than 60 flyovers all over the city in last two decades. Construction of so many skywalks has failed in its purpose. It neither gave any solution to the problem of congestion nor to the pedestrians.

Efficiency of public transport has deteriorated in the last decade. This has resulted in the increase in private transport. Middle class people are using their own transport. Numbers of two wheelers have increased drastically. Around 450 vehicles are registered everyday! More than 20 lakhs vehicles run on road everyday! Operating bus services in congested streets has become very difficult. It has affected the speeds of buses and number of trips.

Purchasing power of people has increased. Banks are encouraging people to buy vehicles at zero interest rates and with very less or no paper work. Having one's own vehicle has become a status symbol! All these factors have increased number of private vehicles, adding to traffic problem.

The tragedy is, in all this development, pedestrians are totally neglected! Broadening of roads is done at the cost of the pedestrians. On one side, the industrialists, corporate sectors and banks are encouraging private cars and on the other side government is not taking any steps to improve the public transportation facility. Government has forgotten to invest in public transport. BEST, in Mumbai, is running in loss. They don't have funds

to purchase new buses, money to pay bonus to staff/employees. The current public transport is unable to meet the needs of common people.

In the last two decade, the city has expanded tremendously. The traffic police department is struggling to manage traffic on roads. Their workload has increased due to construction of VAG Metro line, Eastern Freeway and Santacruz - Chembur Link Road. New recruitment in traffic police department is not done. They have to manage the increasing number of vehicles with the current limited staff. During the festivals of Ganapati and Navaratri, and during VIP visits, their burden increases.

Pothole is another big problem in smooth transportation. Many two-wheeler riders die in accidents due to potholes. Yet the MCGM simply neglects this issue. Only temporary patchwork is done. Contracts are given to private contractors with political connections, who have absolutely zero accountability. Same contractor get contracts to 'maintain' roads every year! Tax payers' money is spent carelessly.

The road congestion has increased air pollution due to Carbon di Oxide (CO₂) emission. Highest pollution levels can be experienced at junctions such a Sion circle, Andheri area. The rising CO₂ emission has huge ramifications on the health and environmental fronts. Cough, cold and other related breathing problems have increased in the city. Lakhs of vehicles on the road are also contributing to noise pollutions. Traffic on roads affects mobility of aged and differently able people. They cannot cross roads easily. Skywalks have become good places for love birds and hawkers. They are also occupied by drug addicts. Skywalks and underground subways are not safe, especially during night.

Parking is another issue. At most of the places, there is no planned parking. Vehicles are parked on road sides, adding to the congestion of traffic. The situation is worst outside all suburban local

stations. Huge lines of auto rickshaws, unauthorised hawkers, two-wheeler parking etc., make it impossible for people to walk. One has to learn the skill to overcome this congestion. Walking through is very difficult for pregnant and child bearing women, differently able people and old people.

Local train: Mumbai suburban railway is the world's busiest transport system. Local trains are lifeline of Mumbaikars. This is the fastest and cheapest mode of transport in Mumbai. But since last few years, train derailments, track fractures and damaging over head wire problems have increased. This raises the question of safety of commuters. Local trains are over stretched. Suburban trains run for over 20 hours a day. Maintenance of track is done on almost all Sundays by observing blocks/mega blocks (during this period, train services are discontinued).

Number of Local train compartments has increased from nine to twelve. Still, they are overcrowded during peak hours. Many a times, fans in compartments, especially in ladies compartments, do not work. Ladies compartments are mostly dirty littered with human excreta. Number of ladies compartments are ONLY three (in twelve car train), which are very less, as women's mobility has increased. Eunuchs, women carrying monkey, beggars and hawkers also encroach upon ladies compartment. All this makes travelling in trains a nightmare. During peak hours, only a few lucky commuters get seat, the rest are forced to complete their journey standing. People travel for minimum 30 minutes to two hours on a daily basis. The fellow commuters become extended family for each other. They share their joy and sorrows. They celebrate birthdays, anniversaries and all festivals in train itself. Otherwise, Mumbaikars have very less social life due to their tight life schedule.

Now-a-days, travelling in trains is becoming unsafe, especially during night. Though the railway has appointed police force in ladies compartments in night, incidences of theft, chain snatching, and rape in train have increased.

Availability of clean toilets on platforms at each station is an area of research. Toilets on station are disgustingly filthy. Women are forced to restrain themselves till they reach home. Drinking water facility and first aid is not available at all platforms.

Basic amenities like fans and lights don't work mostly in the ladies compartments. No authority is available at the platforms to register their complaints.

Management of Central Railway is worse, compared to Western railway. There is no proper system of announcing the correct arrival and departure times of the trains on particular platforms. The indicators indicate about this at the last moment and people go haywire, resulting in mad rush. Patients, old people, handicapped, pregnant women are badly affected by this. But the authorities are not bothered about these problems and do not pay any heed to this everyday problem. If trains are late, no specific reason is given. It only says, 'due to technical problem,.....'. Railway must use latest technology and give right information about the status of trains to commuters, which is their right. This will reduce the stress of commuters.

Long serpentine queues at the ticket windows are another problem. Most of the stations have minimum three to four ticket windows. During peak hours also, all of them are not opened. This increases queue. Even though railway has introduced ATVM machines to reduce the queues, most of them are not in working condition.

Rainy season is the most difficult period for daily commuters. Delays, cancellations due to submerging of railway tracks, create havoc for them. Lack of proper announcement by railway authorities add to the peoples' woes.

Auto rickshaws: travelling by auto rickshaws is not safe anymore, especially during night for single women. Drivers refuse to take passengers for short distance. Meter hike is a common feature;

rude behaviour of the drivers is another problem. Strikes of taxi/rickshaw drivers add to the problems of commuters.

Recommendations

- There should be a single body to look after transportation in the city of Mumbai. It should have proper vision for long term development and maintenance of the transport system, which will supply satisfactory services of transport to ever-growing population. This body should ensure that citizens can travel with ease. They should develop such coordination between all types of transport that a person should be able to take the local train, hop onto the metro and then board bus and/or rickshaw to reach to the destination on time, without any hassle. Having such single body will also help to reduce the cost. Decisions will be taken very fast.
- Use of ICT in transport system is a must. People should get (SMS) messages about particular road congestion, or information about trains running late. Like railway time table, people can download apps, where latest information will be available.
- There should be facility of clean toilets with sufficient water on all the platforms (especially for women commuters).
- Number of ladies trains should be increased, especially on central line.
- Safety and security in local trains should be improved.
- Local train coaches should be cleaned daily. Compared to western railway locals, central railway need to pay immediate attention to this issue. Fans in Central trains are never cleaned.
- Separate tracks for through trains (out station trains) should be introduced. This will increase frequency and speed of local trains resulting in reducing commuting time. This will encourage people to opt for public transport.
- Introduce congestion pricing mechanism like in Stockholm and Singapore. To reduce the congestion on busiest routes, start charging some amount. This will reduce vehicular traffic during peak hours. This will help to increase speed of vehicles.
- Introduce new higher speed rakes and increase their frequencies.
- Timings of government offices and private offices should be changed. So that pressure during peak hours will be reduced to some extent.
- School timings should be changed so that they need not commute during peak hours.
- Separate lane should be devoted to public transport such as buses (BEST).
- Use of cycles should be promoted. This will help to reduce air and noise pollution.
- Car pool in system should be encouraged.
- If public transport is improved, commuters' stress will be reduced. Commuters will reach on time in their respective offices and at their residence. This will give them more time to spend with their family. In other words, improvement in public transport will help commuters to spend quality time with family. This will help to improve family life, increase happiness.
- Build foot over bridges, especially on crossings and encourage people to use them. This will reduce number of deaths happening while crossing the tracks.
- There should be permanent solution for water logging during rainy season. Government should think of and use modern technology for this problem. If whole city of Venice can be built-up in water, why not our transport system?
- Like Japan, government should impose strict rules for car owners. Those who have parking

facility at their residence and workplace should be allowed to purchase cars. No vehicle should be allowed to park on road, at any time.

- Government should introduce more 'pay and park' places.
- Car owners should be charged extra taxes, as they are contributing to pollution.
- Every vehicle should be checked at regular intervals by pollution control board. Vehicles emitting black fumes should not be allowed to run on roads.
- Create public awareness on how to use the public transport facilities-not to litter train compartments, platforms, tracks. They should not misuse the public property and the facilities. They should switch off the fans and lights in the local train compartments whenever not needed.

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Impact of JNNURM Status under UIG in Andhra Pradesh

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Abstract

The urban population of the world is increasing at a more rapid rate than the population growth. Urbanization is faster in developing countries than the developed countries. The growth rate of urban population is faster than the overall population growth rate in India. Over a third of India's population lives in urban areas. The haphazard growth poses planning problems and the rapid growth of urban population demands more urban services and better infrastructural facilities.

The ever increasing number of slum dwellers cause tremendous pressure on urban basic services and infrastructure. The major urban concern is the growing gap between the demand and supply of basic infrastructure services like safe drinking water, sanitation, sewerage, housing, energy, transport, communication, health and education. In order to cope with massive problems that have emerged as a result of rapid urban growth, it has become imperative to draw up a coherent urbanization policy / strategy to implement projects in select cities on mission mode. JNNURM was initiated in order to carry out planned development of key cities of the country. The scheme aimed at creating economically productive, efficient, equitable and responsive cities in an integrated framework with focus on economic and social infrastructure, basic services to urban poor, urban sector reforms, and strengthening of Municipal Government and their functioning. As the scheme is currently in its second phase, its impact and significance in developing cities needs to be

examined. Hence the present paper is focused on the Impact of JNNURM in the state of Andhra Pradesh. The important urban development programmes since Independence in India are also discussed briefly.

The migration trends are increasing due to various reasons and in order to contain this phenomenon, the Government of India released more funds to Andhra Pradesh State in order to achieve planned development. Greater Hyderabad Municipal Corporation (GHMC) is among four mission cities selected in Andhra Pradesh where 22 projects were sanctioned with a budget of Rs. 1,88,976.03 lakhs out of which 79% percent project works were completed. The Government of India has sanctioned 52 project works and the amount is to a tune of Rs. 3,66,295.18 lakhs, overall the four mission cities and 26 project works i.e. 75% percent project works were completed. The Government of India has extended the JNNURM Scheme upto 2014-15, in order to complete the remaining project works.

1. Introduction

There are three great socio-economic revolutions namely the Industrial revolution, the Agrarian revolution and Transport revolutions are considered as great socio-economic revolutions and these in turn sparked of another great revolution, which is 'the Urban Revolution'. The world to-day is experiencing an urban explosion. The population avalanche in developing countries is mainly responsible for the spurt of urban population in the world. The explosive increase in

population and the sprawling urban growth have far reaching social, economic demographic, ecological and political implications in developing countries, as it brings in the strenuous burden on the weary shoulders of the developing nations to create and provide urban infrastructure, facilities and services for the surging population. The urban population of the world is on an increasing scale with a rapid rate than the population growth. Urbanization is faster in developing countries than the developed countries. The growth rate of urban population is faster than the population growth rate in India also. Urbanization refers to an increase in the number of people living in the urban areas mainly following non-agricultural activity. The percentage of urban population vis-a-vis the total population of a country reveals the level of urban growth.

Urbanization is associated with development is something normal as has been the experience of the present developed countries. Simultaneously, the industrial and service sectors also developed. As a result, commercial, financial and other activities like repair, maintenance etc., got expanded, with some cities specializing in them. The same can be said about the industrial towns that have come into existence in India. The level of urbanization of a region is classically regarded as a meaningful indicator of economic development. In a country like India, economic development is generally associated with the growth of urbanization. Some economists go so far as to assert that the acid test of development lies in the shift of population from the rural to urban areas.

The Indian urban scene is rapidly transforming due to the advancing level of economic development. This has led to a massive movement of people from areas of low economic opportunities, concentrated in rural areas and in small size towns to centres of high economic opportunities which are hyper-concentrated in the big cities with population exceeding one lakh. The movement of this population is conditioned both,

by the gravitation pull of Class I Cities and the push of the poverty stricken under-developed rural villages. This uncontrolled influx of migrants into the metropolitan cities of Indian is fraught with disastrous consequences.

The present paper is focused on the Impact of JNNURM status under Urban Infrastructure and Governance (UIG) programmes in Andhra Pradesh and the population is migrating more to urban areas and the Government of India released more funds to Andhra Pradesh State. Selected four Mission Cities in Andhra Pradesh are Greater Hyderabad Municipal Corporation (GHMC), Greater Vishakhapatnam Municipal Corporation, Greater Vijayawada Municipal Corporation and Tirupati Municipal Corporation (TMC).

2. Urban Population Growth in India

Urbanization has been making big strides in India since Independence. Between 1901 and 2001, there was more than a ten-fold increase in the urban population while the total population did not increase even five-fold. The urban population growth of Andhra Pradesh state also follows the all India pattern as per the trends observed over a century (Table-1).

The Table-1 shows that between 1901 and 2011, the total population has increased by about 407.64 per cent from 238 million to 1210 million while the urban population has increased by 1508 per cent from about 26 million to 377 million. The corresponding increase in rural population was less than 250 percent. As a result, the rate of increase in urban population more than doubled from less than 11 per cent in 1901 to over 23 percent in 1981 (Sharma, 2012).

The State of Andhra Pradesh is known for its agricultural base. It is the fifth largest state in India, both in area and population. Keeping in view of the state, it shows a very slow process of urbanization since 1901. In 1901, only 10 percent of the state's population lived in urban areas while the remaining 90 percent lived in rural areas. The urban

Table-1
Urbanization Trends in India and Andhra Pradesh : 1901-2011

| Census Year | India | | | Andhra Pradesh | | |
|-------------|--------------------|--------|--------------------------------------|--------------------|-------|--------------------------------------|
| | Population (000's) | | | Population (000's) | | |
| | Total | Urban | Percentage of total urban population | Total | Urban | Percentage of total urban population |
| 1901 | 238.40 | 25.8 | 10.8 | 19.1 | 1.8 | 9.42 |
| 1911 | 252.09 | 25.9 | 10.3 | 21.4 | 2.2 | 10.26 |
| 1921 | 251.32 | 28.1 | 11.2 | 21.4 | 2.2 | 10.28 |
| 1931 | 278.98 | 33.5 | 12.0 | 24.3 | 2.7 | 11.25 |
| 1941 | 318.66 | 44.2 | 13.9 | 27.3 | 2.7 | 13.55 |
| 1951 | 361.09 | 62.4 | 17.3 | 31.1 | 5.4 | 17.36 |
| 1961 | 439.23 | 78.9 | 18.0 | 36.0 | 6.3 | 17.44 |
| 1971 | 548.16 | 109.1 | 19.9 | 43.5 | 8.4 | 19.31 |
| 1981 | 683.33 | 159.3 | 23.3 | 53.5 | 12.5 | 23.32 |
| 1991 | 846.39 | 217.42 | 25.7 | 66.5 | 17.9 | 26.89 |
| 2001 | 1027.02 | 285.35 | 27.8 | 75.7 | 20.5 | 27.08 |
| 2011 | 1210.19 | 377.10 | 31.16 | 84.6 | 25.2 | 33.50 |

population had increased by one or two percent every decade following all India pattern but in 1991, the urban population of Andhra Pradesh registered 26.9 percent which is 1.2 percent higher than that of the whole nation. The state has taken more than seven decades to double its urban population. However, in 2011, the urban population has registered 33.50 per cent, which is less than the nation's figure.

India's urbanization is a paradox of sorts. The country's urban population is undoubtedly vast at 377 million (2011 Census). In international terms, however, India's urban growth can hardly be described as rapid. Despite the fact that the fastest urbanization rates are being witnessed in the developing world, India's urban population increased from 17.3 per cent in 1971 to just 23.3 per cent in 1981, and 27.78 per cent in 2001

3. Urban Development Problems

There are 35 urban agglomerations with population of more than one million, and about 37 percent of the total urban population lives in these million-plus cities. The overall urbanization in India is proceeding at a modest pace. The likely increase in urban productivity and population due to the new economic policies of the Government of India will place a heavy demand on all kinds of urban infrastructure and services. But, the infrastructure deficiencies in urban areas are serious impediments in enhancing the productivity.

India will probably continue on a path of distributed model of urbanization because this suits its federal structure and helps to ensure that migration flows aren't unbalanced toward any particular city or cities. Recent reports suggest that India spends \$17 per capita per year in urban

infrastructure, whereas the most benchmarks suggest a requirement of \$100. The investment required for building urban infrastructure in India, over the next 20 years, is estimated at approximately US\$ 1 trillion (Planning Commission, 2012). Under-spending by the urban local governments in general has led to gross inadequacies in the basic services and infrastructure in the cities and towns across the country.

Traditionally, the urban local governments lacked adequate resources and powers and support of the state governments in India. The functioning of the urban government institutions declined over a period after Independence where as the urban demands and needs grew enormously. The 74th Constitutional Amendment Act, 1991 has given Constitutional status to municipal governments while defining the municipal responsibilities in broad terms. The state governments continue to have wide powers and control over the ULBs. The urban development initiatives and efforts differ from state to state depending on the level of commitment the state governments have for strengthening of ULBs. But, in general the state governments prefer to neglect the interests of ULBs in spite of the 74th Constitutional Amendment..

4. Urban Challenges

The urban areas are facing several demands and challenges and are posing governance problems. If the haphazard growth poses planning problems, the rapid growth of urban population growth demands more urban services and better infrastructure facilities. The population also brings housing shortage and leads to more slums. The incapacities of the urban local bodies at the other end are making service delivery inefficient. These issues are elaborated further in the following :

Planning:

- Many urban governments lack a modern planning framework while the multiplicity of agencies obstructs integrated and efficient planning and land use.

- Rigid master plans and restrictive zoning regulations limit the land available for building, constricting cities' abilities to grow in accordance with changing needs.

Housing:

- Building regulations limit urban density such as floor space indexes and reduce the number of houses available thereby pushing up property prices.
- Outdated rent control regulations reduce the number of houses available on rent – a critical option for the poor.
- Poor access to micro finance and mortgage finance limit the ability of low income groups to buy or improve their homes.
- Policy, planning, and regulation deficiencies lead to proliferation of slums.
- Weak finances of urban local bodies and service providers leave them unable to expand the trunk infrastructure that housing developers need to develop in new sites.

Service delivery:

- Most services are delivered by city governments with unclear lines of accountability.
- There is a strong bias towards adding physical infrastructure rather than providing financially and environmentally sustainable services.
- Service providers are unable to recover operations and maintenance costs and depend on the government for finance.
- Independent regulatory authorities that set tariffs, decide on subsidies, and enforce service quality are generally absent.

Infrastructure:

- Most urban bodies do not generate the revenues needed to renew infrastructure, nor do they have the creditworthiness to access capital markets for funds.

- Urban transport planning needs to be more holistic – there is a focus on moving vehicles rather than meeting the needs of the large numbers of people who walk or ride bicycles in India's towns and cities.

Environment:

- Industrial pollution has become critical factor leading to environmental decline in cities and towns.
- The deteriorating urban environment is taking a toll on people's health and diminishing productivity.

5 Urban Sector Development Programmes in India

Migration from rural areas to urban areas in search of employment, establishment of business in search of livelihood, for social connectedness, education and for professional development, etc. increases the burden on cities / urban areas regarding civic services, employment, housing etc. Poverty has been the centre point for the influx of rural people to urban areas who generally prefer to move towards cities for livelihood. Keeping all these aspects in view, the Government of India has introduced several urban poverty alleviation programmes with an objective to up-lift the urban poor in their socio-economic conditions. The poor people migrated from rural areas in search of employment generally find accommodation in old part of cities or outskirts of the cities either increasing the existing slum population or creating new slums. Thus, the creation of new slums has become an additional problem to civic administration. Apart from Urban Poverty Alleviation programmes, different other programmes have been introduced in urban areas to provide infrastructural facilities like roads, drains, street lights, sanitation and water supply. Especially for mega cities, million plus cities and other cities, the Government of India has introduced several development programmes. The important urban development programmes since Independence in India are discussed briefly the following.

i. Slum Clearance programme

In the First Five Year Plan (1951-56), the emphasis was given on institution building and on construction of houses for Government employees and weaker sections. The Ministry of Works & Housing was constituted and National Building Organisation and Town & Country Planning Organisation were set up. A sizeable part of the plan outlay was spent for rehabilitation of the refugees from Pakistan and on building the new city of Chandigarh. An Industrial Housing Scheme was also initiated. The Central Government provided subsidy to the extent of 50% towards the cost of land and construction.

Slums have grown up in practically all the major industrial cities of India as a result of negligence in enforcing building regulations. These slums are a disgrace to the country. No city can be considered healthy which tolerates within itself the existence of a highly congested area with only the minimum amenities of life where some of the poorest elements of population are huddled together in almost sub-human conditions. It is observed that slums are a national problem. In certain cities, improvement trusts have made some efforts at slum-clearance. Their efforts have been rather sporadic in character, mainly because the improvement trusts, to a greater degree than other local authorities, suffer from limitation of funds. The competent authority should, after proper survey and enquiry, issue a clearance order. Compensation should be assessed on the basis of the use to which the land was put on the date of the issue of the clearance order. No additional compensation on account of the compulsory nature of acquisition should be allowed in case of acquisition of slum, out of the provision of Rs. 38-5 crores for housing schemes in the period of the Plan a certain amount should be set apart every year for issue as loans by the Central Government to improvement trusts and other local authorities through the State Government concerned for providing the initial capital for acquisition and

demolition of slums. These limitations made the slum clearance programme difficult and it was slowly abandoned. The community development strategy was considered more effective and the community development initiatives were made in different parts of the country.

ii. Urban Community Development

The Urban Community Development Programme (UCD) is the oldest programme initiated immediately after Independence in 1967. Initially community based social work was started under this programme. Just after British regime in 1947, the country faced huge social problems especially in urban areas. A high degree of poverty, illiteracy, ill-health, limited resources, the great influx of refugees from India, lack of employment opportunity and social prejudice were the common problems for the nation. Problems of housing, sanitation, health, education, recreation, and unemployment problems were cropped up in communities, making people poorer and more distressed. The planners and social thinkers could foresee the resultant proliferation of lawlessness, dependency, and its effect on economic development. To overcome these problems, social thinkers initiated social service activities especially, in urban areas which shaped the Urban Community Development Programmes.

The Community Development Programme has gained wide appreciation from both, the private and the Government sectors because of its focus on social welfare programmes like family planning, skill training and adult education. This led to the birth of 12 Urban Community Development (UCD) projects during 1959-60. By the year 1982, a total of 80 UCD units were established in the country.

Objectives of UCD

The objectives of community development were to:

- Identify the problems and needs through survey and improve the environmental condition of the slum dwellers.

- Provide vocational training facilities and interest free micro-credit at the rate of 2000 to 5000 BDT for self employment of the poor for the slum dwellers Organize programme for children in difficult circumstances for their education, health, training and socio-economic development.
- Provide primary medicare and family planning assistance.
- Motivate the immigrants from village to go back to their paternal houses.
- Co-ordinate among the slum dwellers and the service oriented organizations/ institutions.
- Build up local leadership and formation of Project Co-ordination Council and Initiate welfare programme making a balance between need and resources.

iii. Environmental Improvement of Urban Slums (EIUS)

With the failure of the slum clearance strategy, the attention was shifted to environmental improvement of slums. Providing of basic civic and social services in the existing slums was considered a better option compared to clearing slums which is riddled with dislocation and, land and administrative issues and problems. The EIUS scheme launched in 1974 continued in some form or other.

iv. Urban Integrated Child Development Services (UICDS)

Integrated Child Development Services (ICDS) was initiated in India in 1975, and was operational for over 17 years. It happens to be the largest single programme in the area of child development anywhere in the world. It includes services not only to children, but also to pregnant and lactating women.

Objective of the ICDS

- To raise the health and nutritional level of poor Indian children below 6 years of age;

- To create a base for proper mental, physical and social development of children in India;
- To reduce instances of mortality, malnutrition and school dropouts among Indian Children;
- To coordinate activities of policy formulation and implementation among all departments of various ministries involved in the different government programmes and schemes aimed at child development across India;
- To provide health and nutritional information and education to mothers of young children to enhance child rearing capabilities of mothers in country of India;
- To provide nutritional food to the mothers of young children & also at the time of pregnancy period.

v. Integrated Development of Small and Medium Towns (IDSMT)

The centrally sponsored scheme of Integrated Development of Small & Medium Towns (IDSMT) was initiated in the year 1979-80 and is continued with timely amendments and modifications up-to 2004-2005 and in December 2005 it was subsumed in UIDSSMT Scheme under JNNURM. Investments in the development of small urban centers were expected to reduce migration to large cities while supporting the growth of small and medium towns including growth in the surrounding rural areas as well.

Objectives of IDSMT scheme are:

- a) Improving infrastructural facilities and helping in the creation of durable public assets in small and medium towns.
- b) Decentralizing economic growth and employment opportunities and promoting dispersed urbanization.
- c) Increasing the availability of serviced sites for housing, commercial and industrial uses.
- d) Integrating spatial and socio-economic planning in smaller towns and cities.

- (e) Promoting resource-generating schemes for the urban local bodies to improve their overall financial position.

The selection of towns was made on the basis of the potential growth and priorities as identified by the state governments based on local conditions. The following components were prescribed for investments.

- Strengthening of Master Plan road facilities including ring, arterial, bypass/link roads and small bridges,
- Sites and services,
- Development of bus/truck terminals,
- Construction/upgradation of Master Plan drains including Storm water channels,
- Solid waste management
- Development of market complexes/shopping centres,
- Provision of tourist facilities,
- Development of City/Town Parks
- Street lighting for Master Plan roads,
- Slaughter houses,
- Major public amenities like Gardens, Playgrounds, Marriage halls, Pay-and-use toilets, etc.,
- Cycle/Rickshaw stands,
- Traffic improvement and management schemes,
- Construction of retaining walls and slope stability measures in hill station towns,
- Social amenities, especially for the poorer sections.

The IDSMT scheme received top priority in the development of small and medium towns in the country for quite a long period and it continues to receive attention even though it is integrated with the JNNURM.

vi. Urban Basic Services Programme (UBSP)

The Urban Basic Services Programme was launched by Ministry of Urban Development, Government of India in May 1985. It is based on assessing the needs of the community at large, through community participation.

The objectives of Urban Basic Services Programme are:

- a. To reduce substantially morbidity and mortality rates of children.
- b. Develop potential of children through improved access of learning opportunities and other basic services.
- c. Enhance the awareness and ability of the urban low-income community to meet its own needs particularly those of children and women.
- d. To enhance capacity building efforts of Delhi Government and local agencies and to train manpower as skilled and specialized resource.

vii. Urban Basic Services for the Poor (UBSP)

The Urban Basic Services (UBS) Programme was initiated during the 7th Five Year Plan period as an urban poverty alleviation project. Based on the experience of implementing the UBS Programme and the recommendations of the National Commission on Urbanisation, the Government revised it as "Urban Basic Services for the Poor" (UBSP) (1991) and integrated it with other urban poverty alleviation programmes, namely Environmental Improvement of Urban Slums (EIUS), Nehru Rozgar Yojana (NRY) and Low Cost Sanitation (LCS).

The objective of UBSP

- to create participatory community based structures through which community.
- to participate in identifying normative felt needs.
- to prioritize them and play a major role in planning, implementing, maintaining services and monitoring progress.

Salient Features

One of the important features is to provide social services and physical amenities through convergence of various ongoing schemes of Ministry of Urban Affairs & Employment and various specialist departments like Health, Family Welfare, Women & Child Development, Education, Welfare, Labour, Small Scale Industry, Non-Conventional Energy Sources and Science and Technology. Such a convergent approach will lead to optimum utilization of scarce resources and help in successful implementation of various sectoral programmes thereby providing social services and physical amenities to the urban poor.

The urban poor residing in low income Neighborhoods are the target groups for provision of social services under the Scheme and physical amenities to be provided under the Environmental Improvement of Urban Slums (EIUS) Scheme. Urban poor residing contiguous to low income neighborhoods/slums would also be able to avail of the social services provided under the Scheme. Special emphasis is given to women and child beneficiaries.

viii. Prime Minister's Integrated Urban Poverty Eradication Programme (PMIUPEP)

The Prime Minister's Integrated Urban Poverty Eradication Programme (PMIUPEP) for improving the quality of life of urban poor by creating a facilitating environment for them through community based planning and implementation was launched in 1995. The objective of the scheme was effective achievement of social sector goals, community empowerment, employment generation and environmental improvement. The programme was applicable to 345 Class II towns and 79 specifically identified district headquarters and hill areas. It may be observed that the NRY, UBSP and the PMIUPEP were launched at different times having overlapping features. The PMIUPEP incorporated within itself, all the Components of UBSP as also

the self-employment, physical infrastructure creation component and the shelter upgradation components of NRY. However, the PMIUPEP applied only to Class II urban agglomerations whereas NRY applied to all other towns and the UBSP applied to selected towns only.

There were some dis-similarities between these Programmes as well. The NRY and PMIUPEP, because the latter was launched six years after the former, differed widely on vital ingredients such as, definition of “family”, amount of available subsidies, amount of loan both for self-employment as well as for the shelter upgradation components. The abysmally low allocations for these programmes to States and Urban Local Bodies ensured that these programmes got the minimum priority both, in the State Governments as well as with the Urban Local Bodies.

ix. Swarna Jayanti Shahari Rojgar Yojana (SJSRY)

The Swarna Jayanti Shahari Rojgar Yojana (SJSRY) was launched in 1997 as a poverty alleviation programme in the country focusing on urban poor and employment. Later, it has been comprehensively revamped with a view to addressing the drawbacks observed in implementation in 2009. The three key objectives of the revised Swarna Jayanti Shahari Rojgar Yojana (SJSRY) are:

- Addressing urban poverty alleviation through gainful employment to the urban unemployed or underemployed poor;
- Supporting skill development and training to enable the urban poor have access to employment opportunities provided by the market or undertake self-employment; and
- Empowering the community to tackle the issues of urban poverty through suitable self-managed community structures and capacity building programmes.

The delivery of inputs under the Scheme shall be through the medium of Urban Local Bodies (ULBs) and community structures. Thus, SJSRY calls for strengthening of these local bodies and community organizations to enable them to address the issues of employment and income generation faced by the urban poor.

The revamped SJSRY has five major components, namely-

- (i) Urban Self Employment Programme (USEP)
- (ii) Urban Women Self-help Programme (UWSP)
- (iii) Skill Training for Employment Promotion amongst Urban Poor (STEP-UP)
- (iv) Urban Wage Employment Programme (UWEP)
- (v) Urban Community Development Network (UCDN)

The above programmes have to be implemented in convergence with other programmes relating to slum development/urban poverty alleviation such as Jawaharlal Nehru National Urban Renewal Mission (JNNURM), Prime Minister's Employment Generation Programme (PMEGP), Aam Aadmi Bima Yojana (AABY), Rashtriya Swasthya Bima Yojana (RSBY), National Rural Health Mission (NRHM), Sarva Shiksha Abhiyan (SSA), Mid-day Meals Scheme (MMS), Integrated Child Development Scheme (ICDS), Janani Suraksha Yojana (JSS), National Social Assistance Programme (NSAP), Skill Development Initiative Scheme (SDIS)-Modular Employable Skills (MES), etc.

As the problems of urban poverty are likely to assume critical proportions with the level of urbanization going up, SJSRY Guidelines 2009 contemplate that States/UTs develop appropriate policy frameworks for the planned development of economically productive, environmentally sustainable, financially vibrant, socially just and inclusive cities. It is suggested that States/UTs embark upon a Mission mode approach for the

alleviation/reduction /eradication of urban poverty by launching State/UT-wide Mission and providing adequate support staff and funding for implementing the same.

x. Jawaharlal Nehru National Urban Renewal Mission

Jawaharlal Nehru National Urban Renewal Mission (JNNURM) is a massive city-modernization scheme launched by the Government of India under Ministry of Urban Development. It envisages a total investment of over 1,00,000-00 crores over seven years. Named after Jawaharlal Nehru, the first Prime Minister of India, the scheme was officially inaugurated by Prime Minister Manmohan Singh on 3rd December 2005 as a programme meant to improve the quality of life and infrastructure in the cities. It was launched in 2005 for a seven-year period (up to March 2012) to encourage cities to initiate steps for bringing phased improvements in their civic service levels. The government has extended the tenure of the mission for two years, i.e., from April 2012 to March 31, 2014.

JnNURM, a huge urban sector scheme launched in mission mode, relates primarily to urban development in the Indian cities. It aims at creating 'economically productive, efficient, equitable and responsive Cities' by a strategy of upgrading the social and economic infrastructure in cities, provision of basic services to urban poor and wide-ranging urban sector reforms to strengthen municipal governance in accordance with the 74th Constitutional Amendment Act, 1992.

xi. National Urban Livelihood Mission (NULM)

With the rapid urbanization in India, there is a high rate of un-skilled and semi-skilled labor migrating from rural areas. The migration of this demography has led to a boom in low paid jobs and creation of a huge unorganized sector. The National Urban livelihood Mission (NULM) was launched in the year 2013 to reduce issues around livelihood for the urban poor.

- In The NULM is actually an improved version of the earlier poverty alleviation programme for the urban poor titled Swarna Jayanti Shahari Rojgar Yojana (SJSRY) which was found to be wanting for a variety of reasons.
- Having identified the problem areas in the implementation of the SJSRY and recognising the need to address the needs of the growing population flocking to cities in search of a better livelihood, the Ministry of Housing and Urban Poverty Alleviation (HUPA) re structured the old scheme and unveiled it in its new avatar as the NULM.
- It has also expanded the beneficiaries of urban poor to include the homeless and street vendors who are invariably ignored in government programmes.

Urban Problems

- Labor force participation rate in India is 84% amongst males, and 29% amongst females.
- Long term unemployment in India is 1.4% of total unemployment which is comparable with international standards
- The service sector work force participation in India for women is 20% for females as against 92% for US, indicating large gender gap in high-skill jobs in India

Objectives of NULM

- Build strong grassroots level institutions for the urban poor to enable them access to gainful and sustainable employment opportunities to achieve the broader goals of poverty and vulnerability reduction.
- NULM would place a very high emphasis on convergence with schemes/ programs of the relevant line
- Ministries/Departments and programs of state governments dealing with skills, livelihoods, entrepreneurship development, health, education, social assistance, etc.

- Forge relevant support and ensure adequate participation of private sector and civil societies
- As per the Constitution (74th Amendment) Act, 1992, urban poverty alleviation is a legitimate function of the Urban Local Bodies (ULB). Therefore, ULBs would need to undertake a lead role for all issues and programs concerning the urban poor in cities/towns, including skills and livelihoods.
- Universal coverage of the urban poor for skill development for market based jobs and self-employment
- Facilitate easy access to credit

Reforms under JNNURM

The urban sector reforms in India are closely linked to economic liberalization and international funding which picked-up since 1990's. Several reform initiatives were attempted viz., introduction of accrual based double entry accounting, property tax reforms, cost recovery, public-private partnerships, accessing capital market for funding etc. Initially, the reforms were confined to certain cities. The states like Tamil Nadu and Karnataka institutionalized the reforms through state level involvement. All these reforms culminated into national initiatives and ultimately in the Jawharal Nehru National Urban Renewal Mission (JNNURM) which is a reform driven infrastructure improvement programme aiming to create economically productive, efficient, equitable and responsive cities. To bring about this urban transformation, JNNURM requires the State Governments and Urban Local Bodies (ULBs) in the Mission cities to undertake a series of reforms to ensure sustainability of the infrastructure investments to be made under the Mission and also to establish the urban local bodies as accountable and self-sustaining units of self governance.

Reforms are the building blocks of JNNURM. The main objective of the reforms is to provide an enabling environment of the growth of the cities by

improving urban governance, enhancing effective urban service delivery and augmenting civic infrastructure.

Through the reform agenda, which forms the fulcrum of the Memorandum of Agreement, the Mission has sought to strengthen the urban local bodies and bring them to the forefront of urban management by strengthening the systems of planning & decision making, creating accountability & transparency and ensuring long term sustainability.

Types of Reforms

The Reform Agenda comprises a set of "mandatory Reforms" and Optional Reforms" to be implemented at the State and ULB level. A total of twenty three reforms are further classified into State level, ULB level and Optional Reforms. However this nomenclature is merely for ease of categorization since most of the reforms require close co-ordination between the Urban Local Bodies (ULBs) and State Government, for e.g. the ULB level reforms such as e-governance and Municipal Accounting require state intervention in the initial stages of implementation.

State level Reforms

1. 74th CAA (Transfer of 12 Schedule Functions),
2. 74th CAA (Constitution of DPC).
3. 74th CAA (Constitution of MPC)
4. Transfer-City Planning Function
5. Transfer-Waste Supply & Sanitation
6. Reform in Rent Control
7. Repeal of Urban Land Ceiling and Regulation Act (ULCRA)
8. Enactment of Community Participation Law
9. Enactment of Public Disclosure Law.

ULB level Reforms

1. E-Governance set-up
2. Shift to accrual based Double Entry Accounting.

3. Property tax (85% coverage & 90% collection efficiency)
4. User Charges (100% Cost Recovery of Water Supply & Solid Waste)
5. Internal Earmarking of Funds for Service to Urban Poor
6. Provision of Basic Services for Urban Poor.

Optional Reforms

1. Introduction of Property Title Certification System in ULBs
2. Shift to Accrual based Double Entry Accounting
3. Revision of Building Bye Laws – Streamlining the Approval Process.
4. Revision of Building Bye Laws – Mandatory Rainwater Harvesting in all buildings.
5. Provision of Basic Services for Urban Poor.
6. Earmarking 25% developed land in all housing projects for EWS/LIG.
7. Simplification of legal & procedural framework for conversion of agricultural land for non-agricultural purposes.
8. Introduction of computerized process of registration of land and property.
9. Byelaws on Reuse of Recycled Water.
10. Administrative reforms
11. Structural Reforms
12. Encouraging Public Private Partnership.

xii. Atal Mission for Rejuvenation and Urban Transformation (AMRUT)

Providing basic services (e.g. water supply, sewerage, urban transport) to households and build amenities in cities which will improve the quality of life for all, especially the poor and the disadvantaged is a national priority. An estimate of the funds required over a 20 year period, at 2009-10

prices, was made by the High Powered Expert Committee (HPEC) during 2011. The Committee estimated that Rs. 39.2 lakh crore for creation of urban infrastructure, including Rs. 17.3 lakh crore for urban roads and Rs. 8 lakh crore for services, such as water supply, sewerage, solid waste management and storm water drains. Moreover, the requirement for Operation and Maintenance (O&M) was separately estimated to be Rs. 19.9 lakh crore.

Learning from the earlier Mission have shown that infrastructure creation should have direct impact on the real needs of people such as providing taps and toilet connections to all households. This means that the focus should be on infrastructure creation that has a direct link to provision of better services to people and this was explicitly stated by the President of India in his speeches to the Joint Sessions of the Parliament on 9th June, 2014 and 23th February, 2015.

Therefore, the purpose of Atal Mission for Rejuvenation and Urban Transformation (AMRUT) is to (i) ensure that every household has access to a tap with assured supply of water and a sewerage connection; (ii) increase the amenity value of cities by developing greenery and well maintained open spaces (e.g. parks); and (iii) reduce pollution by switching to public transport or constructing facilities for non-motorized transport (e.g. walking and cycling). All these outcomes are valued by citizens, particularly women, and indicators and standards have been prescribed by the Ministry of Urban Development (MoUD) in the form of Service Level Benchmarks (SLBs). In Telangana state 11 cities are selected i.e, GHMC, Khammam municipality, Warangal Municipal Corporation, Nizamabad Municipal Corporation, Karimnagar Municipal Corporation, Mahbubnagar Municipality, Nalgonda Municipality, Adilabad Municipality, Suryapet Municipality and Miryalaguda Municipality.

AMRUT Urban Reforms

Providing basic services (e.g. water supply, sewerage, urban transport) to households and build amenities in cities which will improve the quality of life for all, especially the poor and the disadvantaged is a national priority. An estimate of the funds required over a 20 year period, at 2009-10 prices, was made by the High Powered Expert Committee (HPEC) during 2011. The Committee estimated that Rs. 39.2 lakh crore for creation of urban infrastructure, including Rs. 17.3 lakh crore for urban roads and Rs. 8 lakh crore for services, such as water supply, sewerage, solid waste management and storm water drains. Moreover, the requirement for Operation and Maintenance (O&M) was separately estimated to be Rs. 19.9 lakh crore. The following AMRUT Urban Reforms as follows:

1. A National Conclave was held with Ministers of Housing and Urban Development of States/UTs in New Delhi on 2 and 3 July, 2014 and a National Declaration on Urban Governance and 'Housing for All' was adopted during the National Conclave. The Reforms to improve service delivery, mobilize resources and make municipal functioning more transparent and functionaries more accountable are based on the spirit of the National Declaration.
2. Specifically, the Mission mandates a set of 11 Reforms which have to be implemented by all the States and 500 Mission cities within a period of 4 years as given in Annexure-2 (Tables-5.1 to 5.4). The State has to submit the road map of implementation as part of the SAAP, which will include Reforms to be implemented at both the State and ULB levels.

During the earlier mission, 10% ACA retained for non-completion of Reforms. However, the AMRUT incentivizes Reforms implementation by setting aside 10% funds as incentives for States/ULBs. The incentive fund will be in addition to the Central Share as allocated annually.

6. Jawaharlal Nehru National Urban Renewal Mission (JNNURM)

The ever increasing number of slum dwellers causes tremendous pressure on urban basic services and infrastructure. The major urban concern is the growing gap between the demand and supply of basic infrastructure services like safe drinking water, sanitation, sewerage, housing, energy, transport, communication, health and education. In order to cope with massive problems that have emerged as a result of rapid urban growth, it has become imperative to draw-up a coherent urbanization policy / strategy to implement projects in select cities on mission mode. With this view, the Hon'ble Prime Minister of India, Dr. Manmohan Singh, has launched the Jawaharlal Nehru Urban Renewal Mission (JNNURM) on 3rd of December 2005, which is the single largest and most important initiative of Government of India for planned development of key cities of the country. The Mission aims at creating economically productive, efficient, equitable and responsive cities in an integrated framework with a focus on economic and social infrastructure, basic services to urban poor, urban sector reforms, and strengthening of Municipal Government and their functioning.

The Urban Development Programmes and Policies so far introduced in the country have brought changes in urban development scenario. The Government of India has thought of introducing an effective urban development programme with an adequate financial outlay to improve the urban areas, especially mega cities, million plus cities and cities have less than million populations. It is against this backdrop, an idea of introducing JNNURM has been floated in the policy makers in the country.

Cities and towns of India constitute the world's second largest urban system. They contribute over fifty percent of Country's Gross Domestic Product (GDP) and are central to economic growth. For

these cities to realize their full potential and become true engines of growth, it is necessary that focused attention be given to the improvement of infrastructure therein. For achieving this objective, a Mission mode approach is essential. It is against this background the JNNURM has been launched with the following strategy and objectives.

7. Strategy of JNNURM

➤ Planned urban perspective frameworks for a period of 20-25 years (with 5 yearly updates) indicating policies, programmes and strategies of meeting fund requirements would be prepared by every identified city. This perspective plan would be followed by preparation of Development Plans integrating land use with services, urban transport and environment management for every five year plan period.

➤ Cities/Urban Agglomerations/Parastatals will be required to prepare Detailed Project Reports for undertaking projects under identified areas.

➤ Private Sector Participation in development, management and financing of Urban Infrastructure would be clearly delineated.

➤ Funds for the identified cities would be released to the designated State Nodal Agency, which in turn would leverage, to the extent feasible, additional resources from the financial institutions/private sector/capital market.

➤ Funds from Central and State Government will flow directly to the nodal agency designated by the State, as grant. The nodal agency will disburse central assistance to ULBs or para-statal agencies as the case may be, as soft loan or grant-cum-loan or grant.

➤ A revolving fund will be created to meet the operation and maintenance costs of the assets created under the Mission.

8. Objectives of JNNURM

➤ Focused attention to integrated development of infrastructural services in the cities covered under the Mission.

➤ Secure effective linkages between asset creation and asset management so that the infrastructural services created in the cities are not only maintained efficiently but also become self-sustaining over time.

➤ Ensure adequate investment of funds to fulfill deficiencies in the urban infrastructural services.

➤ Planned development of identified cities including peri-urban areas, out growths, urban corridors, so that urbanization takes place in a dispersed manner.

➤ Scale up delivery of civic amenities and provision of utilities with emphasis on universal access to urban poor.

➤ To take up urban renewal programme, i.e., re-development of inner (old) cities area to reduce congestion.

9. Duration, Scope and Budget of the Mission

The duration of the Mission is seven years beginning from 2005-06. The main thrust of the sub-Mission on Urban Infrastructure and Governance is on major infrastructure projects relating to water supply including sanitation, sewerage, solid waste management, road network, urban transport and redevelopment of inner (old) city areas with a view to upgrading infrastructure therein, shifting industrial / commercial establishments to conforming areas, etc. An amount of Rs. 50,000 crores was earmarked for the seven years period.

10. JNNURM Comprises of Two sub-missions

1. Urban Infrastructure and Governance (UI&G) and
2. Basic Services to the Urban Poor (BSUP).

There are in addition two other components (i) Urban Infrastructure Development of Small and Medium Towns (UIDSSMT) and (ii) Integrated Housing and Slum Development Programme (IHSDP). Ministry of Housing and Urban Poverty Alleviation (UPA) is the Nodal Ministry for Basic

Services for the Urban Poor (BSUP) and Integrated Housing and Slum Development Programme (IHSDP) and Ministry of Urban Development (UD) is the nodal Ministry for the UIG and UIDSSMT.

11. Mission Coverage

Keeping in view the paucity of resources and administrative constraints in taking up all cities and towns under this intensive urban infrastructure improvement programme, it is suggested that under JNNURM only selected cities/ Urban Agglomerations (UAs) as per 2001 Census will be taken up, as per norms/criteria mentioned below:

| | | |
|---|---|-----|
| A | Cities/UAs with 4 million plus population as per 2001 census | 07 |
| B | Cities/UAs with 1 million plus but less than 4 million population as per 2001 Census | 28 |
| C | Selected Cities/UAs (State Capitals and other cities/UA of religious/historic and touristic importance) | 30* |
| | Total | 65 |

* The number of cities in Jawaharlal Nehru National Urban Renewal Mission is 65 by the end of 2009, the last two mission cities are added Tirupati and Porbundar. All the selected cities should have elected bodies in position.

12. Urban Reforms

The main thrust of the revised strategy of urban renewal is to ensure improvement in urban governance so that Urban Local Bodies (ULBs) and para-statal agencies become financially sound with enhanced credit rating and ability to access market capital for undertaking new programmes and expansion of services. In this improved environment, public-private participation models for provisioning of various services would also become feasible. To achieve this objective, State Governments, Urban Local Bodies and para-statal agencies will be required to accept implementation of an agenda of reforms.

13. JNNURM in Andhra Pradesh

Andhra Pradesh Urban Finance and Infrastructure Development Corporation Ltd. (APUFIDC) is the designated state level Nodal Agency for facilitation and monitoring of JNNURM. Two components of JNNURM i.e. Urban Infrastructure and Governance (UI&G) and Basic Services for the Urban Poor (BSUP), cover in four cities namely Hyderabad, Vishakhapatnam, Vijayawada and Tirupati (Tirupati Municipal Corporation was included in the mission in 2009). The remaining two components of JNNURM, namely Urban Infrastructure Development Scheme for Small and Medium Towns (UIDSSMT) and Integrated Housing and slum Development Programme (IHSDP), cover all other census towns (121) in the State of Andhra Pradesh.

Financing pattern for BSUP project is 50% Government of India, 20% State Government and 30% Urban Local Body and Beneficiary share. Financial assistance from Government of India is in the form of a grant-in-aid is routed through the State Government and designated state level Nodal Agency i.e. Andhra Pradesh Urban Finance and Infrastructure Development Corporation Ltd. (APUFIDC) to the implementing agencies.

14. Conclusion

The Government of India selected four cities in Andhra Pradesh State, viz. Hyderabad, Vishakhapatnam, Vijayawada, and Tirupati.

Greater Hyderabad Municipal Corporation is highest populated city and it is Common Capital for Telangana and Andhra Pradesh States. The Government of India has sanctioned 22 project works such as water pipe lines, sanitation, storm water drains and flyovers, Road Widening, etc. in the GHMC. Out of these 22 project works, 10 project works were completed and the highest amount was sanctioned to GHMC is Rs. 1,88,976.03 lakhs. Out this 79% percent project works were completed and only 21 percent project works are to be completed (Table-2).

Table-2
Projects Implementation Status under UIG: Greater Hyderabad Municipal Corporation
(GHMC) in Andhra Pradesh
Rs. in Lakhs

| Sl. No. | Project Title | Approved Cost | Total ACA Commitment (Central Share) | As per MoF Release Order ACA Released till date | Utilisation as per Sept'13 QPR | % of Amount Utilised against Approved Cost |
|---------|--|---------------|--------------------------------------|---|--------------------------------|--|
| 1. | Remodelling of Storm Water Drainage – MURKI NALA Secondary Drains | 1,925.97 | 674.09 | 962.55 | 1953.00 | 101% |
| 2. | Remodelling of Storm Water Drainage-MURKI NALA P-11, P-12 | 2,388.23 | 835.88 | 750.52 | 2,176.00 | 91% |
| 3 | Remodelling of Storm Water Drainage – KUKATPALLY | 2,921.00 | 1,022.35 | 986.24 | 2,840.00 | 97% |
| 4. | Balkapur Channel | 2,222.41 | 777.84 | 813.74 | 3,144.00 | 141% |
| 5. | Flyover at Rajiv Gandhi Circle-Volume-II | 3,300.00 | 1,155.00 | 1,023.75 | 3,715.61 | 113% |
| 6. | Flyover at Green Lands Junction | 1,727.00 | 604.45 | 485.55 | 1,761.17 | 102% |
| 7. | Flyover at Chandrayangutta | 1,101.00 | 385.35 | 362.09 | 1,049.82 | 95% |
| 8. | DPR for laying pipeline from Sahebnagar TBR to Prashasan Nagar | 9,493.00 | 3,322.55 | 2,991.39 | 8,932.07 | 94% |
| 9. | Diversion of Krishna Water to Secunderabad | 8,120.00 | 2,842.00 | 2,558.30 | 7,928.83 | 98% |
| 10. | Road Widening on Outer Ring Road and Inner Ring Road under Charminar Pedestrianisation Project (Heritage) | 3,510.00 | 1,228.50 | 1,105.67 | 3,050.00 | 87% |
| 11 | Rehabilitation and Strengthening of Sewerage System in Old City Area on South of Musi (in Zone-2 in Catchments S7 to S11, S13 and S15) | 24,690.00 | 8,641.50 | 5,715.94 | 17,789.64 | 72% |
| 12. | Grid improvement works building additional storage facilities on North of Musi | 2,981.00 | 1,043.35 | 939.00 | 2,025.22 | 68% |

| | | | | | | |
|-----|---|--------------------|------------------|------------------|--------------------|------------|
| 13. | Grid improvement works building additional storage facilities on South of Musi | 3,335.00 | 1,174.25 | 1,056.82 | 2,126.09 | 64% |
| 14. | Musi campaign Musi Revitalization project | 4,426.51 | 1,549.28 | 1,161.96 | 4,451.00 | 101% |
| 15. | Providing Flow, Level and Chlorine Measurements and Supervisory Control and Data Acquisition System (SCADA) for All Reservoirs and bulk supply pipe lines in the entire system. | 990.00 | 346.50 | 311.83 | 948.18 | 96% |
| 16. | Rehabilitation and Strengthening of Sewerage System in Old City area on South of Musi (In Zone-I) | 14,505.00 | 5,076.75 | 3,385.41 | 13,351.83 | 92% |
| 17. | Krishna Drinking Water Supply Project – Phase-II | 60,650.00 | 21,227.50 | 21,227.50 | 60,650.00 | 100% |
| 18. | Implementation of Sewerage Master Plan in Serilingampally Municipality of Hyderabad U.A. | 15,602.00 | 5,460.70 | 3,549.46 | 12,995.00 | 83% |
| 19. | Refurbishment of existing feeder system including distribution network for 10 zones in Old Municipal Corporation of Hyderabad | 20,496.00 | 7,173.60 | 6,456.24 | 11,970.00 | 58% |
| 20. | Commuter Amenity Centres (CAC) | 12,392.00 | 4,337.20 | 2,269.81 | 5,833.71 | 47% |
| 21. | Improvement of Storm Water Drainage in Zone-I and II of MCH Area | 12,410.00 | 4,343.50 | 1,086.00 | 3,905.00 | 31% |
| 22. | Comprehensive Water Supply Distribution Network and Implementation of Sewerage Master Plan for identified priority zones of Rajendranagar Municipal Circle of GHMC | 31,426.00 | 9,000.00 | 5,850.00 | 16,320.71 | 52% |
| | Hyderabad Total | 2,40,632.12 | 82,222.14 | 65,049.77 | 1,88,976.03 | 79% |

Source: Ministry of Urban Development, Government of India.

Table-3
Projects Implementation Status under UIG: Greater Hyderabad Municipal Corporation
(GHMC) in Andhra Pradesh
Rs. in Lakhs

| Sl. No. | Project Title | Approved Cost | Total ACA Commitment (Central Share) | As per MoF Release Order ACA Released till date | Utilisation as per Sept'13 QPR | % of Amount Utilised against Approved Cost |
|---------|--|---------------|--------------------------------------|---|--------------------------------|--|
| 1. | DPR for replacement of existing Thatipudi pipeline from Thatipudi reservoir to town service reservoir and pumping units | 6,228.00 | 3,114.00 | 2,803.03 | 5,979.03 | 96% |
| 2. | Regularisation of S.L. Canal | 339.00 | 169.50 | 152.33 | 335.40 | 99% |
| 3 | Improvement of Yerri Gedda Storm Water drain including bench drain | 921.00 | 460.50 | 460.00 | 1,084.13 | 118% |
| 4. | Providing sewerage system in Old city area of Vishakapatnam | 3,708.00 | 1,854.00 | 1,668.60 | 3,708.00 | 100% |
| 5. | Providing sewerage system to Central part of Visakhapatnam city | 24,444.00 | 12,222.00 | 10,999.30 | 22,950.00 | 94% |
| 6. | Augmentation of Water Supply to Gajuvaka Area | 3,976.00 | 1,988.00 | 1,789.20 | 3,635.00 | 91% |
| 7. | Providing water supply distribution system to Gajuwaka area of GVMC (Phase-II) | 4,600.00 | 2,300.00 | 2,070.00 | 3,628.00 | 79% |
| 8. | Augmentation of Drinking Water Supply to the 32 peripheral areas | 24,074.00 | 12,037.00 | 10,833.30 | 21,363.56 | 89% |
| 9. | Providing water supply pipeline from TSR to Yendada and to Kommadi junction for augmenting water supply | 2,340.00 | 1,170.00 | 1,053.00 | 2,335.00 | 100% |
| 10. | Refurbishment of distribution of Comprehensive water supply system in North Eastern Zone in Central Area of Greater Vishakhapatnam Municipal Corporation | 18,508.00 | 9,254.00 | 8,328.60 | 12,278.60 | 66% |
| 11 | Comprehensive Water Supply Scheme in Old City of GVMC | 4,793 | 2,396.76 | 2,157.05 | 3,846.66 | 80% |

| | | | | | | |
|-----|--|--------------------|------------------|------------------|--------------------|------------|
| 12. | Bus Rapid Transit System for Vishakhapatnam (i) Simhachalam Transit corridor including tunnel, (ii) Pendurthi Transit Corridor- 45.20 Km | 45.1703.00 | 22,585.00 | 20,381.87 | 35,807.08 | 79% |
| 13. | Improvement of Storm Water drains for Zone VIII of Greater Vishakhapatnam city (Gangulhedda and Yerrigada branch canals) | 7,227.00 | 3,613.50 | 3,252.19 | 6,042.00 | 84% |
| 14. | Implementation of 24X7 water supply in left out areas of south west sectors of central region of GVMC | 8,349.00 | 4,174.50 | 1,043.63 | 0 | 0% |
| | Vishakhapatnam Total | 1,54,677.48 | 77,338.76 | 66,992.17 | 1,22,992.46 | 80% |

Table-4
Projects Implementation Status under UIG: Greater Vijayawada Municipal Corporation in Andhra Pradesh
(Data as on 07-08-2014)

Rs. in Lakhs

| Sl. No. | Project Title | Approved Cost | Total ACA Commitment (Central Share) | As per MoF Release Order ACA Released till date | Utilisation as per Sept'13 QPR | % of Amount Utilised against Approved Cost |
|---------|---|---------------|--------------------------------------|---|--------------------------------|--|
| 1. | Providing Water Supply facilities in un-served areas | 3,548.00 | 1,774.00 | 1,598.10 | 3,314.44 | 93% |
| 2. | Providing under-ground drainage facilities to the un-served areas | 5,656.00 | 2,828.00 | 2,545.20 | 6,738.02 | 119% |
| 3 | Providing sewerage system in Krishnalanka area of Vijayawada | 743.00 | 371.50 | 334.33 | 773.53 | 104% |
| 4. | Providing sewerage treatment plan at Singhnagar (UASBR) (Sector-8) | 949.00 | 474.50 | 427.07 | 2,169.02 | 229% |
| 5. | Storm Water Drainage System for uncovered areas in Circle I,II, III and MG and of VMC | 4,912.00 | 2,456.00 | 2,210.40 | 4,306.32 | 88% |
| 6. | Augmentation of water supply utility in Vijayawada Municipal Corporation | 8,857.58 | 3,615.50 | 3,253.97 | 7,610.15 | 86% |

| | | | | | | |
|-----|---|------------------|------------------|------------------|------------------|------------|
| 7. | Providing sewage facilities in unserved areas of VMC covering Housing Board Colony, Gundala Devinagar, Kadereswarapet etc. | 1,985.00 | 992.50 | 889.27 | 2,376.64 | 120% |
| 8. | Bus Rapid Transport System for Vijayawada (i) MG Road, (ii) Nujiveedu Road, (iii) Eluru Road, (iv) Route No.5, (v) S.N. Puram Road and (vi) Loop Road – 15.18 Kms | 15,100.00 | 7,550.00 | 6,795.00 | 9,185.00 | 61% |
| 9. | Restoration of roads damaged due to sewerage in Vijayawada Municipal Corporation | 3,625.02 | 1,812.52 | 1,631.23 | 4,517.87 | 125% |
| 10. | Formation of IRR connecting NH-9 and NH-5 in between the flyovers at Milk Project and Ramvarappadu in Vijayawada City | 7,424.00 | 3,712.00 | 3,340.80 | 4,629.01 | 62% |
| 11. | Solid Waste Improvement Management Scheme | 5,805.00 | 2,902.50 | 1,885.30 | 2,395.89 | 41% |
| 12. | Providing Storm Water Drains at Managalagiri Town in Vijayawada | 3,016.00 | 1,508.00 | 1,357.20 | 1,969.83 | 65% |
| 13. | Providing Sewerage for Northern part of Vijayawada City | 17,815.00 | 8,907.50 | 5,790.01 | 8,065.35 | 45% |
| | Vijayawada Total | 79,435.60 | 38,904.52 | 32,057.88 | 58,051.57 | 73% |

Table-5
Projects Implementation Status under UIG: Tirupati Municipal Corporation (TMC) in Andhra Pradesh

| Rs. in Lakhs | | | | | | |
|--------------|--|-----------------|--------------------------------------|---|---------------------------------|--|
| Sl. No. | Project Title | Approved Cost | Total ACA Commitment (Central Share) | As per MoF Release Order ACA Released till date | Utilisation as per Sept' 13 QPR | % of Amount Utilised against Approved Cost |
| 1. | Underground Drainage Scheme for Tirupati | 1,613.00 | 1,290.40 | 1,162.20 | 1,764.49 | 109% |
| 2. | Storm Water Drainage System for TMC | 4,556.00 | 3,644.80 | 2,368.70 | 2,718.00 | 60% |
| 3. | Solid Waste Management in Tirupati Municipal Corporation | 2,329.00 | 1,863.20 | 465.80 | | 0% |
| | Total | 8,498.00 | 6,798.40 | 3,996.70 | 4,482.49 | 53% |

Table-6
Abstract of
Projects Implementation Status under UIG: JNNURM Cities in Andhra Pradesh

Rs. in Lakhs

| Sl. No. | Project Title | No. of Projects | Approved Cost | Total ACA Commitment (Central Share) | As per MoF Release Order ACA Released till date | Utilisation as per Sept'13 QPR | % of Amount Utilised against Approved Cost | Completion as per latest QPR |
|---------|--|-----------------|--------------------|--------------------------------------|---|--------------------------------|--|------------------------------|
| 1 | Greater Hyderabad Municipal Corporation (GHMC) | 22 | 2,40,632.12 | 82,222.14 | 65,049.77 | 1,88,976.03 | 79% | 10 |
| 2 | Greater Vishakhapatnam Municipal Corporation | 14 | 1,54,677.48 | 77,338.76 | 66,992.17 | 1,22,992.46 | 80% | 8 |
| 3 | Greater Vijayawada Municipal Corporation | 13 | 79,435.60 | 38,904.52 | 32,057.88 | 58,051.57 | 73% | 6 |
| 4 | Tirupati Municipal Corporation (TMC) | 3 | 8,498.00 | 6,798.40 | 3,996.70 | 4,482.49 | 53% | 2 |
| | Total | 52 | 4,88,964.59 | 2,07,284.76 | 1,65,102.37 | 3,66,295.18 | 75% | 26 |

Source: Ministry of Urban Development, Government of India.

Greater Vishakhapatnam Municipal Corporation is commercial city and it is nearby port of Andhra Pradesh. The Government of India have implemented 14 projects, and amounts were sanctioned towards water supply, sanitation, storm water drains and flyovers, road widening in this city. Out of these 14 projects, 8 projects were completed, and the amount sanctioned was to a tune of Rs. 1,22,992.46 lakhs. 80% percent projects were completed and only 20% works are to be completed (Table-3).

Greater Vijayawada Municipal Corporation, it is a Historical City in Andhra Pradesh. The Government of India have implemented 13 project works such as water supply, sanitation, storm water drains and flyovers, road widening in Vijayawada

city. Out of these 13 project works, 6 project works were completed and the amount was sanctioned to a tune of Rs. 58,051.57 lakhs. 73 percent project works were completed and only 27 percent project works are to be completed (Table-4).

Tirupati Municipal Corporation (TMC) is Holistic city of Andhra Pradesh. The Government of India have implemented 3 projects in this city, and the amounts were sanctioned towards underground drainage, storm water drainage and solid waste management. Out of these 3 projects, 2 projects were completed and the amount was sanctioned to a tune of Rs. 4,482.49 lakhs. It can be seen from Table-5 that only 53% percent projects were completed, 47% works are be completed.

The **Table-6** shows the overall status of Jawaharlal Nehru Urban Renewal Mission (JNNURM) in Andhra Pradesh. The Government of India sanctioned 52 project works with an amount of Rs. 3,66,295.18 lakhs for Andhra Pradesh. Out of 52 project works, 26 project works i.e. 75% percent project works were completed and the Government of India has extended the JNNURM Scheme upto 2014-15 to complete the 25 percent of remaining project.

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Developing Framework for Women Friendly Cities

Suggestions for Action

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Suggestions for Action:

1. Make available adequate access to information, networking, education, responsive civic governance, training to elected women representatives.
2. Facilitation for the formation of forums of women elected representatives at different levels to facilitate them to share their experiences and build up a supportive peer network and enable the women elected representatives to attain unity and consensus on common concerns to function as pressure groups.
3. Sharing and dissemination of information on programs and policies of the governments and Municipal Corporation with all women elected representatives on a regular basis.
4. Documentation of best practices in urban management and local governance for cross learning and experience sharing.
5. Sharing and dissemination of information on programs and policies of the governments with all women stakeholders on a regular basis at city level.
6. Safety policy need to be developed up by the Municipal Corporation that addresses the complexity of issues related to women and development.
7. Safety plan be prepared by Municipal Corporation for interventions to encourage the safety of women and girls.
8. Monitor municipal schemes and programs and evaluate the data so that verification can be used to show how programmes improve women's participation, active citizenship and equality.
9. Review citizens-service aspects of municipal services delivery to develop women-friendly services.
10. Community Engagement on Municipal gender equity Plan.
11. Form a community based women's association and/or, an internal gender equity working group to help nurture wide-spread support for actions.
12. Local Participatory Safety Assessment Audit as an instrument to find out the level of criminal activities in the city, its manifestations, causes and impacts on females and the society overall..
13. Periodic legal awareness programmes by Municipal Corporation amongst the citizens mainly women.
14. Shelter to be provided through institutionalized care to protect women against hazards of street life and provide opportunities for a better future.
15. Homeless girls are highly vulnerable to sexual exploitation. For the girls on streets, a network should be developed with NGOs / CBOs working in the same operational area to make the necessary services made accessible to women and girls.
16. Improving the level and quality of physical infrastructure (including barrier-free infrastructures) Transport, Housing, Sanitation Services, Healthcare, Waste Management, etc.
17. Easy access to public transport need to be provided
18. Reserved seats for senior citizen women in public transport, and its implementation.
19. Proper lighting and CCTV surveillance along Streets, Major Highways, sidewalks, bus stops, railway platforms, entrances and exits of Bus Stations and Railway Stations, and Subways is necessary.

20. Well lit roads with proper signage, maps, display of names and directions to be provided in all areas, particularly in newly developed areas.
21. In case of the Business Process Outsourcing (BPO) sector, the women employees must be in groups during night shifts; they should not be the first to be picked up from their homes and the last to be dropped home by the drivers and attendants.
22. Provision of adequate public toilets with clean, safe and adequately lit Restroom facilities in public places such as - Railway stations, Market areas, Bus stops, ST stands, long distance roads and other public places .
23. Take proper measures to reduce Incidents of sexual harassment while availing sanitation facilities at Community Toilet Complexes (CTCs).
24. Keep CTCs open for the entire day for women to meet their sanitary needs.
25. Prepare a plan for ODF City with special focus on women needs.
26. Barrier Free Sanitation Facilities for women and men senior citizens and physically challenged in all wards of the city.
27. Awareness programmes against sexual harassment in schools and public places.
28. Establishing Vocational Training Centers and Skill Development Centers for the girls who cannot afford higher education, but need to develop other skills.
29. Computer education to be provided to promote women's employability and to increase their work potentials from home.
30. Organising special free health checkups or at subsidized costs by the Municipal Corporation.
31. Provision of adequate water supply, electricity, and drainage facilities in all the public toilets.
32. Special attention to Anemia, Osteoporosis, etc. and other stress related problems of women.
33. Proper understanding of mental health issues faced by the working women in urban areas and group counseling sessions for women to share their experiences, problems and ideas.
34. Counselling centers in collaboration with hospitals and NGOs to provide the necessary counselling, legal aid and temporary shelter to the victims of domestic violence.
35. Need for Inclusive Development of women in planning process itself.
36. Need to involve women as partners in improving basic services delivery at slum level.
37. Involvement of SHGs and RCVs in spreading awareness amongst women about cleanliness and various health hazards due to lack of not maintaining cleanliness within and outside of the surrounding.
38. Establishment of support systems within communities such as Women-run Mohalla Committees to whom women in slums can approach in case of any problems.
39. Reliable Crèche services to take care of the children of working women.
40. Day Care Centers for the senior citizens.
41. Day care centers for women with special needs and aged women.
42. Good and safe recreational spaces for women to spend time with their family members or when there is an off from work.
43. Development Plan of the city should provide for a proper social and women friendly infrastructure in the city catering to all the neighbourhoods.
44. Formation of a 'Gender Cell' within the Municipal Corporation to provide the necessary counseling to women in distress and plan gender sensitive activities in the city.
45. A 24X7 Helpline for women related complaints in the Gender Cell.
46. The parking area should be under CCTV surveillance and monitored 24 hours.
47. The doors of the elevators should have a transparent part for improved visibility.
48. Emergency phone service provisions in the buildings, shopping or commercial complexes.
49. Skill Training and education to the urban poor women for jobs in the service sector.

50. Developing City Livelihood Centre (CLC) for women SHGs, women in slums, BPL families in all wards of the city. The Proposed CLC will work under the Urban Community Development (UCD) Department at Municipal Corporation.

51. The CLC to have a special Marketing Outlet to increase and regulate the income generation avenues for the urban poor women in the city.

52. Municipal Corporation to introduce some skill development programmes for girls on streets (above 16 years) and provide marketing outlets for the products prepared by these girls.

53. Promoting and expanding micro- credit institutions, especially for the poor women.

54. Promoting the establishment of Seva Kendra's run by women in all the wards of the city.

55. Awareness programmes on a large scale for the citizens to become sensitive to the issue of female feticide and PCPNDT Act.

56. The health institutions to be regularly monitored by the Municipal Corporation to make aware of their work ethics and duties to prevent any illegal use of the Sonography facilities.

57. The Sonography machines at all private clinics as well as hospitals should be installed with devices for recording all the sonographies conducted. This will help in maintaining and analysing records of the sonographies conducted at all the centres in the city.

58. A 'Helpline' for women to help them in directly contacting the Police Department for the help while dealing with abusive conditions.

59. Sharing and dissemination of information on programs and policies of the governments with all women stakeholders on a regular basis at city level.

60. Ensuring a participatory gender friendly budget in the Municipal Corporation.

61. Budgetary allocation for women under the four categories of-

a) Protective and welfare services

b) Social services expenditure for capacity building, reduction of domestic drudgery and a better quality of life for girls and women

c) Economic services

d) Regulatory Services to put in place Institutional Structures and Mechanisms

62. Developing strategic gender tools like gender audits, gender impact assessments, gender analysis and gender budgeting to monitor implementation and impacts. This will help in controlling any significant deviations between Budget Estimates and Revised Estimates.

63. Segregation and introduction of transparency in the budget to protect provisions earmarked for women in the composite programmes under health, education and social sector development.

64. Elected women representatives in the Municipal Corporation must be involved in the making the budgets so as to avoid disjunction between planning and budget that has on the one hand excluded women and on the other hand made the budget exercise totally centralized, with priorities and schemes that are not rooted in local government's needs.

65. There is need for gender audit and gender outcome appraisal of all departments at the municipal levels. Very often, resource allocations made under gender budgeting do not reach in time and they remain unspent. There should be proper monitoring and supervision of the allocated funds with greater transparency and accountability at all levels.

66. Periodic orientation programmes should be organised for municipal elected representatives and municipal officials on gender budgeting in the Municipal Corporation.

(Source : Based on the Report titled 'Framework for Developing Women Friendly City-Pune' prepared for Pune Municipal Corporation, 2013-14).



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