

URBAN INFRASTRUCTURE

9.114 As per the 2001 Census, 285.35 million people reside in urban areas constituting approximately 28 per cent of the total population. It is estimated that the share of urban population may increase to about 40 per cent of the total population by 2020-21. In this context, improving the urban infrastructure covering basic civic services like water supply, sewerage, solid waste management and urban transport assume great significance. Municipal institutions responsible for providing these civic services are facing acute shortage of capacity and resource.

9.115 The Jawaharlal Nehru National Urban Renewal Mission (JNNURM) was launched in 2005-06 to encourage cities to initiate steps to bring about improvement in the existing civic services levels in a sustainable manner. The components under the sub-mission, namely, Urban Infrastructure and Governance include urban renewal, water supply (including desalination plants), sanitation, sewerage and solid waste management, urban transport, development of heritage areas, preservation of water bodies, etc. A provision of Rs. 50,000 crore has been made as Central assistance for the entire JNNURM for a period of seven years beginning from 2005-06. A corresponding amount of Rs. 50,000 crore would come from the State Governments and Urban local bodies (ULB).

9.116 With the launching of the JNNURM, the reform process of urban local bodies has begun. There is now a better appreciation at the State level of the importance of developing and sustaining the infrastructure through appropriate user charges. While sanctioning the projects, efforts are made to ensure public-private participation in the areas where it is feasible. What is also important is that many States and ULBs have started meeting timelines as far as implementation of the reforms which are directly linked to the approval and release of the Central grant.

9.117 An amount of Rs. 2,805 crore has been provided for the year 2007-08 for the Sub-Mission on Urban Infrastructure and Governance. A total number of 279 projects (as on January 1, 2008) have been sanctioned at an approved cost totaling Rs. 25,287.08 crore for 51 cities out of the listed 63 mission cities across 26 States. During this year 74 projects have been approved which will

cost Rs. 8,301.64 crore and a sum of Rs. 1172.55 crore has been released as Additional Central Assistance (ACA) in the form of admissible Central share. The ACA admissible for these projects is Rs. 12,223.42 crore out of which Rs. 2,525.62 crore has been released. While sanctioning these projects, highest priority has been accorded to sectors that directly benefit the common man and the urban poor, viz., water supply, sanitation and storm water drainage. Ninety projects are expected to be completed by December 2008.

9.118 A total investment of Rs. 3,35,350 crore has been envisaged by the mission cities for the development of urban services. The sectoral composition in the City Development Plans (CDP) submitted for 63 mission cities shows that the share of urban transport in the investment envisaged is 51 per cent, water supply - 14 per cent, sewerage - 13 per cent, drainage - 8 per cent and solid waste management - 3 per cent.

9.119 The Memorandum of Agreement in respect of the reforms agenda has been negotiated and signed with all the 63 mission cities. In order to facilitate better understanding and easy implementation at the State level, the Ministry of Urban Development has prepared toolkits on all components of the programme. The need to strengthen capacity building through experience sharing has been recognized and a programme called PEARL (Peer Experience and Reflective Learning) has been launched on January 31, 2007. The objective of the PEARL programme is to create networks between JNNURM cities for cross learning and knowledge sharing on urban reforms and city governance so that the objectives of the mission are successfully achieved to make cities more livable, economically vibrant and environmentally sustainable.

9.120 Ongoing programmes of both the Central and State Governments may not be adequate to fill the resource gap given the large resource requirement. Therefore the Government approved the Pooled Finance Development Fund (PFDF) scheme on September 29, 2006, to provide credit enhancement to urban local bodies to access market borrowings based on their creditworthiness through State-level pooled finance mechanism. PFDF will ensure availability of resources to urban local bodies to improve urban infrastructure, service delivery and to ultimately achieve the goal of self-sustainability.

9.121 The other component of the JNNURM for the remaining small towns is called Urban Infrastructure Development Scheme for Small and Medium Towns (UIDSSMT), which was launched in December 2005 for a period of seven years with the same objective by subsuming the erstwhile schemes of the Integrated Development of Small and Medium Towns (IDSMT) and Accelerated Urban Water Supply Programme (AUWSP) and to provide financial assistance/grants for urban infrastructure development activities to the cities/towns not covered under JNNURM. The Ministry of Urban Development has approved 590 projects in 477 towns and released ACA to 305 towns for 376 projects. Out of 305 towns, 23 towns have utilized

Box 9.6

CRISIL Awards for Excellence in Municipal Initiatives, 2006-07

When the Government of India launched the JNNURM programme in December 2005, it recognized that mere funding of infrastructure projects in cities would not transform them. Reforms of the Urban local bodies, Parastatal and the State level was essential for a city's sustainable, long-term growth. Urban local bodies need to reengineer their processes through the adoption of technology. States have to eliminate legal, institutional and financial constraints impeding investment in urban infrastructure and services. JNNURM specifies 13 mandatory and 9 optional reforms, which States and cities have to execute over the seven-year mission period.

The CRISIL Awards are being launched in partnership with the Ministry of Urban Development, Government of India. A city's "Commitment to Reforms" was the theme of CRISIL Awards for Excellence in Municipal Initiatives, 2006-07. The following cities were awarded for their performance at the National Conference on JNNURM held on October 9, 2007.

- Water Supply: Chandigarh and Nanded
Sewerage: Chandigarh and Bangalore
- SWM: Vijayawada and Nanded
- Financial Management: Mumbai and Pimpri-Chinchwad Municipal Corp.
- Progress on e-governance set-up is being made in 8 cities
- 100 per cent cost recovery (water supply) has been achieved in 3 cities.

more than 70 per cent of ACA and the corresponding State share has been released under the scheme.

Urban Transportation

9.122 Urban transport is one of the key elements of urban infrastructure. Effective urban transportation enhances productivity and growth of the economy. The urban transportation covers two broad modes, viz. private transport and public transport. The public transport empowers poor by making access to economic opportunities easier. It is also more energy efficient and less polluting. Public transport system also helps to improve urban-rural linkage and improves access of the rural/semi-urban population in the periphery to the city centres for the purpose of labour supply without proliferation of slums.

9.123 The major objective of urban transport initiative is to provide efficient and affordable public transport. The Ministry of Urban Development has formulated a National Urban Transport Policy (NUTP), with the objective of ensuring easily accessible, safe, affordable, quick, comfortable, reliable and sustainable mobility for all. Revised guidelines for preparation of comprehensive city transport plans and detailed project report have been prepared and circulated to all the State Governments/ UTs for availing of financial assistance to the extent of 40 per cent of cost as Central assistance under the present scheme of Urban Transport Planning. To make this scheme more attractive, a new scheme of providing 80 per cent of the cost as Central assistance has been prepared for sanction in the Eleventh Five Year Plan. Detailed guidelines have also been formulated for the guidance of the States and cities and preparation of DPRs for both rail-based and road-based public transport.

9.124 Delhi and Kolkata have introduced the Metro Rail system. The Kolkata Metro is presently under the direct control of the Ministry of Railways and the Delhi Metro is a joint venture company of the Government of India and the Government of the National Capital Territory of Delhi (Box 9.7).

9.125 The Government of West Bengal is also planning to set up an East-West Corridor metro rail project for Kolkata on the DMRC model covering a length of 13.7 km. (8 km underground and 5.7 km elevated) from Howrah to Salt Lake V. This is to be implemented on the Delhi Metro

Box 9.7**Delhi Metro Rail System**

The Delhi Metro Rail System, technically known as Delhi Mass Rapid Transit System (MRTS) and popularly called the Delhi Metro, has transformed the way people travel where it has already been commissioned in Phase I in 65.1 km. It has incentivized model shift from the private to public transport. Delhi Metro has also set standards for completion of projects with quality and without time and cost overrun as well as no inconvenience to the general public. Ever since it is commissioned, it has maintained the same level of quality of service. The unique joint venture institutional structure of 50:50 partnership of the Government of India (GoI) and the Government of the National Capital Territory of Delhi (GNCTD), set up for speedy implementation of this project, has proved to be very successful. Hence the venture is being repeated in other States as well.

Delhi MRTS project Phase I (65.1 km), already completed, consist of the following corridors:

Line 1: Shahdara–Rithala

Line 2: Vishwavidyalaya–Central Secretariat

Line 3: Barakhamba Road–Dwarka, and Extension of Line 3 to Dwarka sub-city and Barakhamba Road Indraprastha.

The Government has now sanctioned construction of DMRC Phase II and its extension, totaling to 115.505 km on the following corridors:

1. Vishwavidyalaya–Jahangir Puri
2. Central Secretariat–Qutab Minar
3. Shahdara–Dilshad Garden
4. Indraprastha–New Ashok Nagar
5. Yamuna Bank–Anand Vihar Inter-State Bus Terminus (ISBT)
6. Kirti Nagar–Mundka
7. Qutab Minar–Sushant Lok in Gurgaon
8. New Ashok Nagar–Noida
9. High Speed Express Link from New Delhi Railway Station to Indira Gandhi International Airport.

model. Based on a study conducted by the Japan Bank for International Cooperation (JBIC), the State Government has estimated the cost of the project at Rs. 5,165 crore. They are also proposing to avail of the JBIC loan to the tune of 50 per cent of the cost.

9.126 The Bangalore Mass Rapid Transit System (MRTS), called the Bangalore Metro Rail Project, was approved by the Government of India on April 27, 2006 for construction over a total length of 33 km (elevated: 25.65 km; underground: 6.7 km; at-grade: 0.65 km) in two corridors. The first East-West Corridor from Byappanahalli to Mysore Road is 18.1 km long and the second North-South Corridor from Yeshwanthpur to R.V. Road Jayanagar is 14.9 km long. The project is scheduled to be completed in five years, by December 2011. The first section of 7 km will be completed by March 2010.

9.127 Bangalore Metro Rail Corporation (BMRC), which is a joint venture company of the Government of India and the Government of Karnataka, is executing the project at an estimated cost of Rs. 6,395 crore. JBIC will lend Rs. 1,796 crore for the project. The civil construction work for the first section of 7 km. from Byappanahalli to the Cricket Stadium has been awarded in January 2007 and the work is in progress for other stretches and pre-construction works are under way.

9.128 The Government of Maharashtra got a master plan for the Mumbai Metro prepared by the Delhi Metro Rail Corporation which suggested implementation in three phases over nine corridors. The first corridor of Phase-I (Versova-Andheri-Ghatkopar) is fully elevated covering a total length of 11.07 km. This is to be implemented in the PPP mode on BOT basis. The Government of Maharashtra is also considering construction of a fully elevated corridor (second corridor of Phase-I), viz., Charcop-Bandra-Mankhurd over a length of 31.87 km at an estimated cost of Rs. 5,527 crore.

9.129 To provide better public transport and ease congestion, proposals for Bus Rapid Transit System (BRTS) have been approved for Ahmedabad, Bhopal, Indore, Jaipur, Pune, Rajkot, Vijayawada and Visakhapatnam cities under JNNURM covering a total length of more than 310 km with total estimated cost of Rs. 2,740 crore, out of which the Central assistance is around Rs. 1,295 crore.

9.130 Considering the low cost, ease of implementation, wide area coverage and overall sustainability, a number of other cities are also coming up with BRTS proposal to be funded under JNNURM. The States/UTs have also been advised to introduce modern city bus service with the state-

of-the-art buses on a public-private partnership basis so that public transportation can be marketed to people as a branded product and people are incentivized to use public transport rather than the personal vehicles.

9.131 Since the problems associated with urban transport are of relatively recent origin in India, the

ability to fully understand and deal with these problems is yet to fully mature. This calls for concerted efforts for capacity building. Accordingly, a scheme for capacity building at institutional and individual level in Urban local bodies, State Governments and Central Government has been proposed for the Eleventh Five Year Plan.