



ASSOCIATION OF
MUNICIPALITIES AND
DEVELOPMENT AUTHORITIES

AMDA BULLETIN

April-June, 2018 Volume-VIII, Issue-II





B K Tripathi
Chairman, AMDA

Chairman's Message



In the coming decades India will be the epicentre of urbanization. We have undertaken the most comprehensive planned urbanisation programme in the world leading the global eyes to focus on urban development in India. The planned urbanisation will not be decided by the Union Government solely, but the Urban Local Bodies and Development Authorities need to be affectively included in planning and development.

It is my firm conviction that ULBs, Municipalities and the Development Authorities form the backbone to cater the multi-dimensional demands arising out of increasing urbanization. These institutions form the harmonizing interface between micro and macro level aspects of development and play an important role in providing quality urban life. Such institutions have to play key supportive role in the development of Smart Cities and to introduce latest technologies including e-governance, which are essential to champion the mission and at this juncture AMDA may be an important platform for exchange of ideas and dissemination of knowledge and sharing good practices.

Smart leadership and vision at this level with ability to act decisively will be the important factor to determine the success of the Mission. Cities will be the drivers of new India. The country's growth will depend on how well we plan, finance and govern our cities. AMDA feels pleasure to collaborate with the stakeholders as well as institutions which are associated with the urban development and seeks support from all its members who are spread over length and breadth of the country.

I am sure that the ULBs and the Development Authorities will continue their support and help to deliver the mission in developing urban India as well as make the association stronger with sharing ideas and good practices in their organizations.

B K Tripathi
Chairman AMDA & Member Secretary,
NCR Planning Board

Contents

I	Smart City – Way To Go	Page 01
II	Can Delhi be a Smart City?	Page 05
III	Role of E-Governance in Citizen Centric Services	Page 08
IV	Executive Council Meeting	Page 10
V	AMDA Invites	Page 11
VI	Members List	Page 12

Editor In-Chief

B K Tripathi
Chairman, AMDA

Editor

Shri V. P. Sharma
Admin-cum-Accounts Officer

Team in Support

Renu Rana
Assistant (Training)

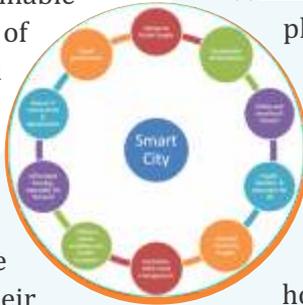
Smart City – Way to Go

By Shri V.P. Sharma, Admn.-Cum-Accounts Officer, AMDA

Smart City! How a city can be called a Smart City? Precisely, a city can be termed as Smart when investments in human and social capital inclusive of traditional as well as modern communication infrastructure, fuel sustainable economic development and a high quality of life, with a wise management of natural resources, through participatory action is followed. In Indian context we may state that Smart City offers sustainability in terms of economic activities and employment opportunities to a wide section of its residents, regardless of their level of education, skills or income levels. In the Indian context a smart city is conceptualized to provide for the aspirations and needs of the citizens, urban planners ideally aim at developing the entire urban eco-system, which is represented by the four pillars of comprehensive development-institutional, physical, social and economic infrastructure. This can be a long term goal and cities can work towards developing such comprehensive infrastructure incrementally, adding on layers of 'smartness'.

A smart city is an Urban area that uses different types of electronic data collection sensors to supply information, which is used to manage assets and resources efficiently. This includes data collected from citizens, devices, and assets which is processed and analyzed to monitor and manage traffic and transportation systems, power plants, water supply networks, waste management, law enforcement,

information systems, education institutions, libraries, hospitals, and other social cum community services. The smart city concept integrates information and communication technology (ICT), and various physical devices connected to the network to optimize the efficiency of city operations and services with proper connection to citizens. Smart city technology allows city officials to interact directly with both community and city infrastructure and to monitor what is happening in the city and how the city is evolving.



Core Infrastructure Elements for a Smart City-

- Adequate water supply,
- Assured electricity supply,
- Sanitation, including Solid Waste Management,
- Efficient urban mobility and Public Transport,
- Roads and connectivity,
- Affordable Housing, especially for the poor,
- Robust Information Technology connectivity and digitalization,
- Good governance, especially e-Governance and citizens' participation,
- Sustainable environment,
- Safety and security of citizens,
- Secured women, children and the elderly,
- Health and education,
- Sports and playgrounds,
- Optimum utilization of the resources



Smart City Features- India's Way

Features involved for the comprehensive development in Smart Cities could be described as under

- Encouragement to the mixed land use on area based developments.
- Concerted planning for in the unplanned areas.
- Range of compatible activities and land uses close to one another in order to make land use more efficient.
- Flexibility in land use and building bye laws.
- Housing and housing opportunities for all.
- Reduce congestion, air pollution and resource depletion and boost local economy with promotion towards security.
- The road network is created or refurbished not only for vehicles and public transport, but also for pedestrians and cyclists.
- Developing open spaces - parks, playgrounds, and recreational spaces in order to enhance the quality of life of citizens.
- Citizen-friendly and cost effective governance. Increasingly rely on online services to bring about accountability and transparency, using mobiles to reduce cost and to go to municipal offices.
- Giving an identity to the city.
- Developing main economic activity, such as local cuisine, health, education, arts and craft, culture, sports goods, furniture, hosiery, textile, dairy, etc.
- Applying Smart Solutions to infrastructure and services with area-based development.

- Making Areas less vulnerable to disasters, using fewer resources, and providing cheaper services.

Challenges

The biggest challenge appears in India mainly relates to transaction, transportation and telecommunication besides the mushrooming of unplanned dwelling structures. The transportation is marred by congestions. The concept of smart cities is premised on integrating information, communications and Internet technologies with sensors and cameras in a secured fashion to manage a city's assets. For some time cities began integrating their traffic management systems with geographical information systems (GIS) so the city planners and city traffic managers could observe traffic flows, determine maintenance needs, and plan for future infrastructure. By collecting real time IT data from trucking fleets or heavy traffic, cities can acquire data about weather, road conditions, intersections, traffic lights, dwelling times, and traffic jams.

States and ULBs require playing key supportive role in the development of Smart Cities. Smart leadership and vision at this level and ability to act decisively will be important factors determining the success of the Mission. Implementers and other stakeholders at different levels are required for capacity assistance



including technical support. It is also important to preserve the land with concerted efforts from the local self Govts. to protect it from the reach of the unscrupulous elements. Simultaneously, a policy is to be evolved at the municipal level to develop a methodology as to how the land under encroachment is taken back. It is also a requirement for understanding the concepts of retrofitting, redevelopment and green field development by the municipal authorities. Major investments in time and resources will have to be made during the



planning and the phase prior to participation in the Challenge. This is different from the conventional DPR-driven approach.

Most cities in India do not have their master plans as well as the development plans. This is one of a difficult situation when we think about developing most of the cities as smart cities. The presence of both the requisites as stated above is the key to the implementation and encapsulation of the smart city project. It is equally important to assess the areas of changes which could be monitored to make it simple, better and efficient.

MODI'S 'SMART' VISION TAKES SHAPE

The urban development ministry has identified almost all the places where the NDA's 100 smart cities will come up

SMART CITIES

WHAT THEY ARE AND HOW THEY WILL HELP

- Smart cities, in the most basic terms, are urban settlements that exploit technology to offer more structured and hospitable living conditions for residents.
- Information and Communication Technology (ICT) forms the backbone of smart cities and is the main tool to address common problems like congestion and waste of energy.
- Such cities have a centralised control system which provides real-time inputs on availability of water, electricity, public transport, healthcare and education.
- Intelligent communication tools enable administrators to manage and respond to emergencies faster.
- Consumption of scarce resources like water and energy is streamlined through the use of technology.
- Better energy management systems help people automate energy-consuming systems in buildings.
- There is emphasis on the use of renewable sources of energy.

INTELLIGENT TRANSPORT

- Smart cities have an integrated transit corridor, where Bus Rapid Transit corridors as well as suburban train networks are linked with pedestrian and cycle lanes. Furthermore, there are pods to carry people directly from point to point, with no stop at intervening stations.
- Smart cards facilitate travel in multiple modes of public transport.
- Real-time transport displays can provide visibility and information on availability of public transport as well as the condition of traffic on routes.
- Digital parking meters send information to mobile phones when a space opens up.

THE PRIME MINISTER'S DREAM PROJECT

- The Narendra Modi government plans to build 100 smart cities across India and made an allocation of ₹7,060 crore to this end in the Budget 2014-15.
- Cities such as Delhi, Hyderabad, Surat, Coimbatore, Bangalore, Mangalore, Jamshedpur, Mumbai and Chennai have launched initiatives for deployment of advanced communications systems, Metro networks, traffic management frameworks, smart meters, GPRS for solid waste management, online water quality monitoring, online building plan approval schemes, etc

Seven smart cities are being developed by states with foreign assistance as part of the Delhi-Mumbai Industrial Corridor (DMIC); work has already begun.

Seven smart cities each will be built in Rajasthan, Gujarat, Karnataka and Kerala

Unfortunately, most cities in India lack the presence of master plans, development plans as well as the indicators to monitor the changes required in transformation of a city into a smart city. Implementation of a project can be done only if there is a co-ordination between various government bodies which is apparently missing most of the places. There is a need of proper regulation when it comes to planning for the development of smart cities.

It is also equally necessary that the Smart City shall also have smart citizen. We are very much aware of the unfortunate fact that India as of now is not that equipped when it comes to skilled manpower and advanced technology requirements for developing smart cities. It is equally paining that the attitude of the citizens to accept a change is not commensurating the required standard as the colonial thinking is so deeply imbibed into them that they by and large, depends upon the Govt. for all their necessities without contribution from their ends. If we talk about creating skilled labour and capacity building, either the fund allocation comes across or the desired level

of training is not taken seriously. The projects involve training, research and database for execution is not found readily available. This is a huge problem in our country as it is an area which has not been focused upon as of now. Smart Cities Mission also requires smart people with changed mindset who can actively participate in governance and reforms. Citizens' involvement is much more important than conventional participation in governance. Smart people need to involve themselves in the making of the Smart City decisions and deploying Smart Solutions.

When we talk about Smart City some uncommon phrases or words with different conclusions from different mind sets emerges. Smart City envisages connotations with reference to the terms and their meanings to operationalize the components of management in different sectors. In such situation we need to invoke a number of components to arrive at a conclusion for reaching the public with use of changed mindset deriving the meaning of the words used in the smart city concept.

ULBs/ Municipalities are important organizations

At the very outset anything happens in a city, the immediate reaction of citizen goes towards the local self-Government and all speaks about the response /in action on the part of Municipality and the Municipal Corporation etc. This instils the sense of citizen journey towards the services expected from Municipality and the Municipal Corporation, which are of core importance. Citizen journey is the entire experience that a person undergoes in seeking municipal services. The journey has a discrete beginning and end, because it is typically multi touch and multichannel as well as cross-functional in nature. It involves citizen's visit to Municipal Office for a particular services. Sometimes citizen has to knock at the doors of several individuals/officials and it is anchored as how people think about their experience and the connected agencies. It is true that the agencies skill fully manage end-to-end report at higher levels for citizen satisfaction. Still the citizen does not express satisfaction.

The citizen journey suggests that rather than focusing on improvements at individual levels under the local government, Public Servants including local elected representative may also contribute for improvement in the services in case it can be viewed through the eyes of the constituent of the area.

-The Editor

Can Delhi be a Smart City? *(a Liveable City)*

By Mr. U.S. JOLLY, Principal Advisor, AMDA, Former Principal Commissioner, Delhi Development Authority



We have recently started talking about “global cities” and “smart cities”. The parameters to declare a city as a “smart city” will be defined. Several cities have been identified and listed for development as smart cities, including New Delhi.

By virtue of being the nation's capital, New Delhi has tremendous resources and substantial physical and social infrastructure. It has wide roads, a large number of flyovers and subways, and a public transportation system that includes the impressive Delhi Metro. These are complemented with beautiful gardens and spacious parks in the heart of the city, such as Lodhi Garden, Nehru Park, Millennium Park, Japanese Garden and Buddha Garden. It has a rich heritage with historic sites and monuments such as the Mehrauli Area, Red Fort, Purana Qilla, Tughlaqabad Fort, Siri Fort Area and Hauz Khas lake.

As part of its social infrastructure, Delhi also has a network of social institutions. There are large well-equipped hospitals like All India Institute of Medical Sciences, private hospitals like Apollo, Max and Fortis, and other super speciality hospitals for public health care.



In the field of education, the city is endowed with such stellar institutions as Delhi University, Jamia Milia University, Jawahar Lal Nehru University, Indira Gandhi National University and Guru Gobind Singh Indraprastha University. Indian Institute of Technology Delhi and Delhi Technological University train engineers, while medical colleges attached to hospitals train the next generation of doctors.

Within the sphere of art and social infrastructure we have art museums, galleries, exhibition grounds, theatres at Mandi House and art and photographic display galleries in several parts of Delhi.

Lutyens' Delhi has its own special character - housing Rashtrapati Bhawan, Parliament House and the Prime Minister's Residence. It contains large bungalows for Ministers, Judges of the Supreme Court and High Court, and senior bureaucrats in areas like Chanakyapuri, Tilak Marg, Mandi House, Pandara Road, Humayun Road and Prithvi Raj Road. The

Chanakyapuri area also hosts foreign embassies and high commissions. Teen Murti Bhavan, the residence of the first Prime Minister of India, is preserved and as a museum and library. Connaught Place is still one of the most attractive commercial and business centres in the country. The sprawling lawns of India Gate on both sides of Rajpath are a key tourist attraction. In all, Lutyens' Delhi covers an area of about 26 sq. km. of the total area of Delhi (1481 sq. km). The rest of Delhi has a variety of features and characteristics, with a mixed population.

The other side of Delhi is not so fascinating. It is disappointing, frustrating and somewhat disturbing. The city has noticed a decadal increase in population of about 50% from 1961 onwards. At the turn of the 20th century, Delhi was a small city of about 4 lacs.

The British decided to shift the capital from Calcutta to Delhi in 1911. Prior to that, Delhi's population was concentrated in the old city - what we now call Shahzahanabad and Pahar Ganj Area and Sadar Bazar Area. Shahzahanabad is also known as the “walled city”. It used to be a rich area with Havelis and narrow (non-motorable) lanes for movement. The only wide road was from Red Fort to Fatehpuri. With limited needs and a simple life, people had a feeling of satisfaction.

It was after 1981 that the city started growing fast. Asiad '82 gave momentum to the development of infrastructure and beautification of some parts of the city. On the other hand, jhuggy clusters and unauthorized colonies started growing fast all over Delhi, especially in the Trans-Yamuna Areas. Between 1975 and 1977, during the small span of 18 months, about 2.5 lakh jhuggies were shifted and resettled in 44 Resettlement Colonies all over Delhi. Again, during the 2010 Commonwealth Games, new infrastructure such as roads, flyovers and stadiums were built in Delhi. City routes to the event locations were beautified. The Commonwealth Games gave tremendous momentum to the development of new physical infrastructure, and the pace of development was very target-oriented. Some of the developments were quite challenging - Barah Pullah Road was a challenge. So was the construction of Commonwealth Games Village near Akshardham Temple. Some projects that were a part of the Commonwealth

Games could not be completed by the due date of October 2010. A glaring example was Rani Jhansi Road flyover. The extended loop of Barah Pullah flyover from the main stadium to Aurobindo Marg which could have been completed in nearly a year, has not been completed till date.

In general, our working culture is such that we perform best only when under high-profile targets or deadlines – otherwise, we tend to be a bit unprofessional and casual in our approach. That is why our projects are often delayed, causing a loss of time and money. We expect the government to do that which we are supposed to do. Because of a lethargic and casual approach the city is growing in an unplanned manner. There are more than 1,600 unauthorized colonies with no infrastructure in terms of roads, streets, drainage, street light, sewers and drinking water. The situation is similar in jhuggy-jhompri clusters, which have a population of about 30 lacs. The condition of Resettlement Colonies is also pathetic. People who were shifted from jhuggy clusters to these resettlement colonies were allotted plots of 25 sq. yards. These people or the new occupants have constructed 4-storey houses on these small plots. The supporting infrastructure is not sufficient to take such a load, resulting in congestion and unhygienic conditions.



- Civic sense and civic awareness
- Public responsiveness and participation

These are the areas, which need priority and government attention. With the intervention of the courts we have noticed some action. The latest was the sealing of unauthorized commercial establishments and the removal of encroachment and unauthorized construction from roads, right of ways, streets, pavements and residential areas. Sealing action started in late December 2017 and was carried out all over Delhi. There were agitations, demonstrations, strikes and all kinds of protests against the sealing.

Federation of markets and shopkeepers associations even resorted to Delhi Bandh. The political parties also became involved. In some areas the agitators turned violent. In one case in Himachal Pradesh, a lady officer was killed when she went to take action against an unauthorised hotel. The Supreme Court took cognisance and asked the government to protect the officers.

In Delhi, shopkeepers wanted to get relief via changes to the Master Plan 2021. But the Supreme Court was firm in ensuring the planned development of Delhi. It observed that “if you cannot do it now you will never be able to do it in the future”. We owe thanks to the Supreme Court for its support for a planned city.

For making changes to the Master Plan, there is a formal procedure of hearing out the affected parties. After following the procedure the Delhi Development Authority has decided to provide some relief to the traders operating in the local shopping complexes. It has approved an amendment to the Master Plan 2021 with a view to providing relief to the traders. These have now been notified by the Housing and Urban Affairs Ministry, which will also file an affidavit in the Supreme Court. However, resident welfare associations are not happy because they want peaceful living in the residential areas without any congestion and traffic hassle driven by commercial activities.

In addition to the over-commercialisation of the residential areas, pollution and garbage management is another important aspect that the city government and municipal bodies have to take

The major issues before the city administration and Municipal Corporations of Delhi are: -

- Overcrowding
- Unplanned and/or disorderly growth
- Unauthorised growth and unauthorised commercial areas
- Misuse of land
- Congestion and traffic Management
- Unregulated Traffic
- Parking
- Unhygienic conditions
- Dust and pollution
- Garbage
- Safety of dumping sites and identification of new dumping sites
- Encroachment of roads and pavements
- Law and order

note of. There is increasingly a lot of dust on roadsides. The landfill site at Gazipur is already saturated and saw a fire just a few days back. Another landfill site has been identified but the residents of the surrounding neighbourhood objected to it being used for dumping.

During the encroachment removal drive there were agitations by several people and political parties. There is nothing like public consciousness and civic sense to keep the city clean. Wayside encroachments are a cause of concern for the smooth flow of traffic. The whole of Delhi, except the Lutyens zone, suffers from this problem.

People have accepted this condition of the city as a way of life. Municipal Bodies try to raise the resources without providing or upgrading the services. More than 50% of city's population is in unplanned areas. This fact was also accepted in the Master Plan Document. Mismanagement and unauthorized growth patterns can be found in all parts of the city, which are plagued by a lack of infrastructure, unhygienic conditions, disorderly growth, social deficiencies, and filth and narrow lanes. During the rainy season, water logging makes it difficult to move in some areas, especially in unauthorised colonies.

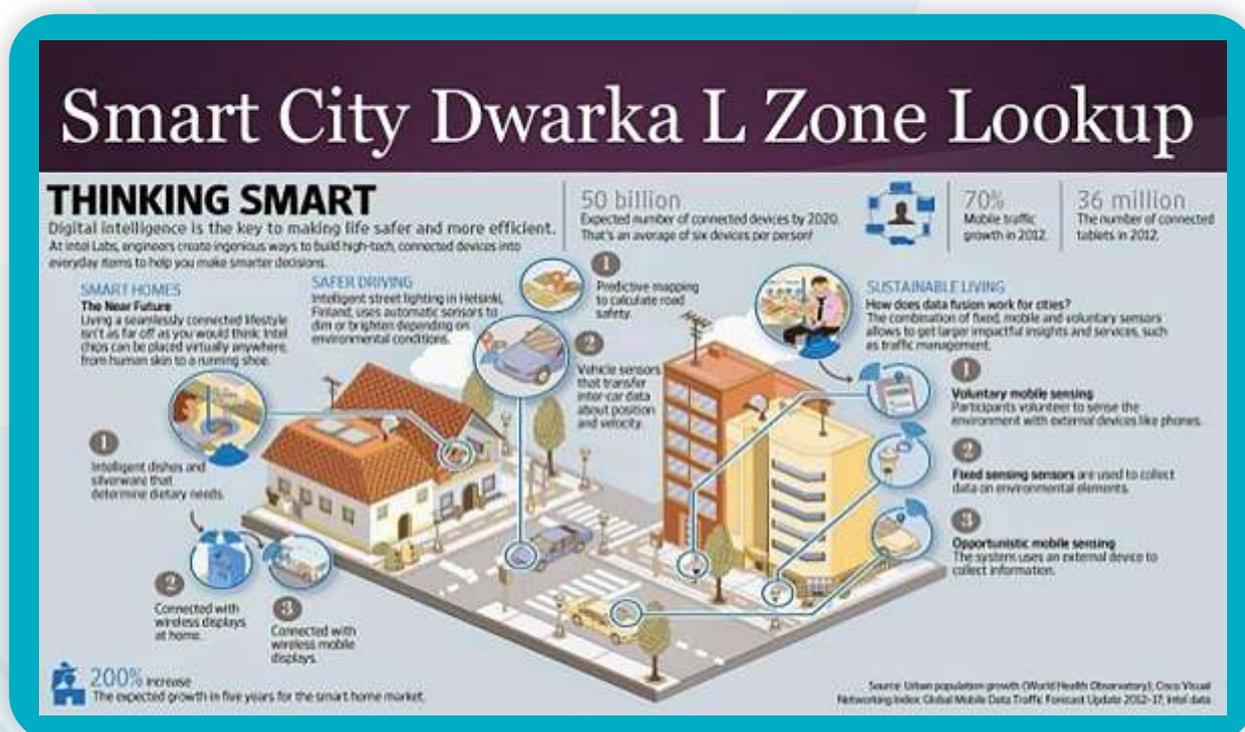
More broadly, water is another major problem in the city. A shortage of potable water can be found in many areas. It results in social tension and neighbourhood conflicts. Just the other day, a person was killed in a dispute over water in the Sangam Vihar area. Water

supply by tankers is not enough - as soon as a water tanker arrives people start fighting and it also results in the wastage of water. It is shame that at a time when we talk of smart cities people die for drinking water in the nation's capital.

Barring a small area of about 26 sq. km. known as Lutyens' zone, the rest of the city faces myriad problems of unauthorized development, encroachment, misuse of land, unauthorized commercial areas, filthy lanes, unsafe roads, and dust, among others. A lack of physical and social infrastructure is noticed in all the unauthorized colonies. Conditions are worse in the urban villages because of over commercialization and over densification. The situation is very discouraging.

We want and expect the capital city to grow to meet the aspirations of its people and the hopes of the young generation. We expect Delhi to be a city of hope, a city of opportunities, a city of values and a city with a progressive and harmonic fabric.

This can be achieved only if the people are responsive, mature, and respectful of our value systems. Once Delhi is able to meet the aspiration of its people, we can call it a liveable city and a humane city. Instead of having a smart city with only improved physical infrastructure, we need a liveable, comfortable and humane city, which respects and values its inhabitants - and in turn, have the inhabitants cherish and respect the city.



Role of E-Governance in Citizen Centric Services

By Shri V.P. Sharma, Admn.-Cum-Accounts Officer, AMDA



Urban Local Bodies viz Municipal Corporations, Municipalities or the Town Improvement Boards etc. are mandated to provide primary /basic services a city needs. Such bodies deliver services based on the needs of the people they serve. Urban Local Bodies can increase public satisfaction and reduce costs in delivering the services. Tasks like Water Supply, Sanitation, Roads, Electricity, Parks and playgrounds, paying taxes, renewing driving licenses, and applying for benefits are the most tangible interactions citizens have with their government. Services are therefore critical in shaping trust in and perceptions of the public. Citizens today expect more transparent, accessible, and responsive services from the Govt. and the expectations are rising. Many ULBs have made efforts to improve service delivery through online portals or “one-stop shops” like centralized call canter, but find they are still unable to meet the public’s expectations. Citizens complain and convey through several means including social media that they feel frustrated by cumbersome procedures as well as confusing websites. They also resort to speak with multiple parties before their questions are answered or request is completed. As a result, governments/ ULBs face declining citizen satisfaction and lose the public trust. Conversely, the Government despite bearing increased costs fail to meet the public expectations. It is also a part of the problem is that despite their best intentions, many ULBs continue to

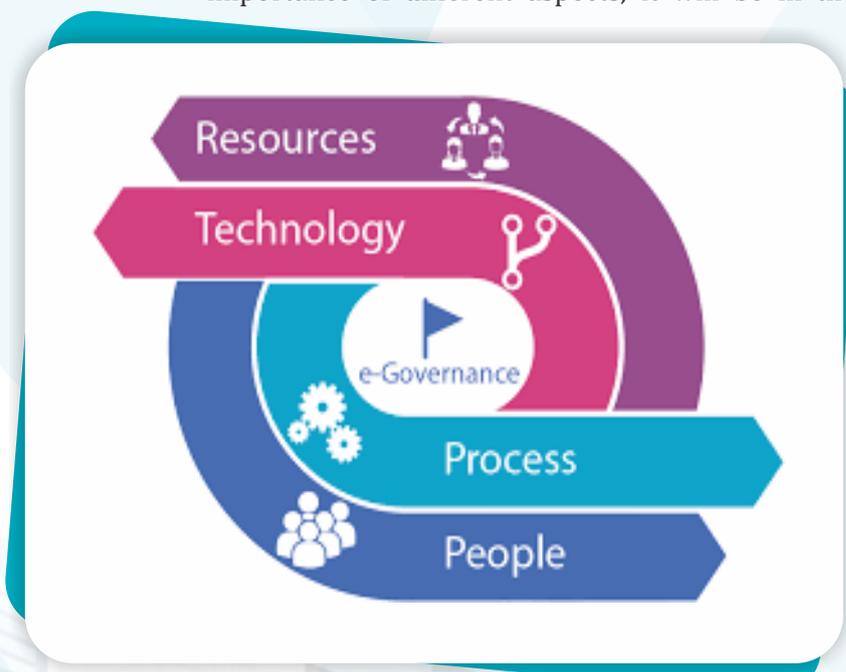
design and deliver services based on their own requirements and conventional patterns instead of the needs of the people. Some local bodies have successfully implemented a customer-centric approach to service design and delivery.

Change does not happen overnight. Identifying which services citizens find most problematic and measuring the extent of dissatisfaction is one way the municipal organization can prioritize areas for improvement.

Transforming service delivery begins with understanding citizens’ needs and priorities. We may draw an interactive and pro-responsive approach to better understand the needs as-

Let citizens tell matters need most-

Asking people which aspects of service delivery are most and need improvement is the first requirement. Most people will say every aspect is equally important but it is not always correct to assume. It infers that rather than asking citizens to rank the importance of different aspects, it will be in the



fitness to listen as to what they want across the services. This method may provide more reliable insights into users' needs and priorities. The Govt. may accordingly work on such aspects to first, know the sentiments of people and concentrate on the basic needs of the citizens.

Identify areas for customer satisfaction-

Resources vis-a-vis the citizens' need and measures to achieve a balance are most important. It is well known that the money lies under the authority of the legislature. Nothing can be met if adequate funds are not earmarked for an aspect. Municipal councillors and Peoples' representatives in the Government can find a balance between delivering high quality, responsive services and managing resources effectively by using citizen-satisfaction services to determine acceptable service levels. One way to do that is by identifying break points—the point at which delays or service shortfalls cause customer satisfaction to drop significantly. Using this technique there may be optimal chance to identify the citizen satisfaction.

Importance of Public feedback and internal data -

Combining customer-satisfaction information through feedback with operational data—call-centre volumes and number of in-person visits, can yield additional insights, beyond what citizens' state explicitly via surveys and other feedback channels. Employees can also be tremendously helpful in identifying hidden points. Because they are closer to the front, line and have extensive daily interactions with citizens. By experience, it is seen that many employees are highly skilled at gauging public satisfaction and can often devise practical solutions. Employees are an especially important resource in circumstances that would make soliciting public feedback.



Forth Coming Events



Seminar on "Development of Infrastructure for Smart Cities in India" on 27-29 August, 2018 at Surat, Gujarat

Workshop on "Managing Finance and raising Funds/Bonds, Work Contract and Accounting"



AMDA Updates

Executive Council Meeting

The Executive Council of AMDA met on 6th April, 2018 at 11:30 A.M. in the Conference Hall of AMDA under the chairmanship of Shri B S Shekharappa, IAS, Vice-Chairman, AMDA and Metropolitan Commissioner, Bangalore Metropolitan Region Development Authority (BMRDA), as the Chairman, AMDA was indisposed on the day. The other members of the Executive Council namely Shri P Selvadurai, Chief Planner, MPU, Chennai Metropolitan Development Authority; Shri P.N. Jain, Executive Engineer, South Delhi Municipal Corporation; Shri Bhoop Singh, Executive Engineer, HSVP (HUDA); Shri Jagdish Kumar, Executive Engineer, East Delhi Municipal Corporation; Shri H. V. Sannappaiah, Joint Director, Town & Country Planning Bangalore Metropolitan Region Development Authority (BMRDA); Shri Vijay Kaushal, Architect, NDMC and Dr. K. Srirangan, Director Planning, DDA also attended the meeting. Besides officials from AMDA Shri V. P. Sharma, Administrative-cum-Accounts Officer, AMDA; Shri Harsh Kalia, Assistant Director (Admn.), NCRPB/Handling Charge of AO, AMDA were also present.

Following the welcome of the EC members by Vice-Chairman, AMDA the agenda items were discussed. The Executive Council approved the minutes of the last Executive Council Meeting and the Action Taken on the Minutes of the last EC Meeting. The EC agreed for adoption of pay structure under 7th pay commission and the Establishment and Service Rule 2017. The EC also agreed for regularization and write back/off of certain in operative funds appearing for long in the books including the unsettled financial liabilities.

The Meeting ended with vote of thanks from Vice-Chairman, AMDA.



Glimpse from the Past



AMDA Invites

AMDA invites Municipal Corporation, Municipalities, Development Authorities, Construction, Agencies and Supplier of cogent item of Capital nature, relevant for ULBs/ Development Authorities to advertise in its quarterly bulletin (July-September) 2018 to reach its member / non-member ULBs, Development Authorities, Ministries, Premier Institution, Organizations concerning Urban Development and related fields of every State and UT.

Advt		Size (Inches)	Rate(Rs.)
Full Pg. (Cover page, inner & Back page inner/outer)		7.75 in X 10.5 in	50,000
Half Page		7.75 in x 5.75 in	35,000
1/3 rd Square		4.5 in x 4.5 in	20,000
1/3 rd Vertical		10.5 in x 2 in	20,000
1/6 th of the page		3.5 in x 5.5 in	12,000
Visiting card Size		3 in x 1.75 in	12,000

Payments will be accepted in cheque/DD in favor of "AMDA, Delhi"

Please contact AMDA office + (91)11 26494486, 26497973, 41017641 or email at amdadelhi@gmail.com for further enquiry.

AMDA's Members will get 25% concession on the above mention rates.

AMDA Members

S.NO.	AMDA MEMBERS - DEVELOPMENT AUTHORITIES	WEBSITE
1	Hyderabad Metropolitan Development Authority	www.hmda.gov.in
2	Capital Region Development Authority	www.crda.ap.gov.in
3	Visakhapatnam Urban Development Authority	www.vuda.gov.in
4	Kakatiya Urban Development Authority	www.kuda.in
5	Ahmedabad Urban Development Authority	www.auda.org.in
6	Jamnagar Area Development Authority	www.jada.org.in
7	Rajkot Urban Development Authority	www.rajkotuda.com
8	Surat Urban Development Authority	www.sudaonline.org
9	Vadodara Urban Development Authority	www.vuda.co.in
10	Bhuj Area Development Authority	www.bhujada.com
11	Bhavnagar Area Development Authority	
12	Haryana Urban Development Authority	www.huda.gov.in
13	Bangalore Development Authority	www.bdabangalore.org
14	Bangalore Metropolitan Region Development Authority	www.bmrda.kar.nic.in
15	Bijapur Urban Development Authority	
16	Chitradurga Urban Development Authority	www.chitradurga.uda.gov.in
17	Thiruvananthapuram Development Authority	www.trida.kerala.gov.in
18	Greater Cochin Development Authority	www.gcdaonline.com
19	Calicut Development Authority	
20	Goshree Islands Development Authority	
21	Mumbai Metropolitan Region Development Authority	www.mmrda.maharashtra.gov.in
22	Punjab Urban Planning and Development Authority	www.puda.nic.in
23	Jaipur Development Authority	www.jaipurjda.org
24	Chennai Metropolitan Development Authority	www.cmdachennai.gov.in
25	Lucknow Development Authority	www.ldalucknow.co.in
26	Kanpur Development Authority	www.kdaindia.co.in
27	Agra Development Authority	www.ada-agra.com
28	New Okhla Industrial Development Authority	www.noidaauthorityonline.com
29	Varanasi Development Authority	www.vdavns.org
30	Allahabad Development Authority	www.adaallahabad.com
31	Meerut Development Authority	www.mdameerut.org.in
32	Ghaziabad Development Authority	www.gdaghaziabad.com
33	Greater Noida Industrial Development Authority	www.greaternoidaauthority.in
34	Bulandshahr-Khurja Development Authority	
35	Hapur-Pilkhuwa Development Authority	www.hpdaonline.com
36	Kolkata Metropolitan Development Authority	www.kmdaonline.org
37	Haldia Development Authority	www.hda.gov.in
38	Asansol-Durgapur Development Authority	www.addaonline.in
39	Siliguri Jalpaiguri Development Authority	www.sjda.org
40	Delhi Development Authority	www.dda.org.in
41	Special Area Development Authority, Gwalior	www.ncrgwalior.nic.in
42	Greater Mohali Area Development Authority	www.gmada.gov.in
43	Mussorie-Dehradun Development Authority	www.mddaonline.com
44	Baddi Barotiwala Nalagarh Development Authority	www.admis.hp.nic.in/himachal/bbnda/welcome.html
45	Bathinda Development Authority	www.bdabathinda.in
46	Greater Ludhiana Area Development Authority	www.glada.gov.in
47	Digha Sankarpur Development Authority	www.dsda.gov.in
48	Hubli Dharwad Urban Development Authority	www.hduda.org
49	Development Authority Nagaland	
50	Gorakhpur Development Authority	www.gdagkp.org.in
S.NO.	AMDA MEMBERS - MUNICIPALITY	WEBSITE
1	Guruvayur Municipality	www.guruvayoomunicipality.in

S.NO.	AMD A MEMBERS - MUNICIPAL CORPORATIONS	WEBSITE
1	Municipal Corporation of Guntur	www.gunturcorporation.org
2	Greater Hyderabad Municipal Corporation	www.ghmc.gov.in
3	Greater Visakhapatnam Municipal Corporation	www.gvmc.gov.in
4	Ahmedabad Municipal Corporation	www.auda.org.in
5	Vadodara Municipal Corporation	www.vuda.co.in
6	Rajkot Municipal Corporation	www.rmc.gov.in
7	Surat Municipal Corporation	www.suratmunicipal.gov.in
8	Bhopal Municipal Corporation	www.bhopalmunicipal.com
9	Indore Municipal Corporation	www.imcindore.org
10	Municipal Corporation Jabalpur	www.jmcjabalpur.org
11	Nashik Municipal Corporation	www.nashikcorporation.gov.in
12	Kolhapur Municipal Corporation	www.kolhapurcorporation.gov.in/English
13	Dhule Municipal Corporation	www.dhulecorporation.org
14	Municipal Corporation of Greater Mumbai	www.mcgm.gov.in
15	Coimbatore City Municipal Corporation	www.ccmc.gov.in
16	Tiruchirapalli City Corporation	www.trichycorporation.gov.in
17	Tirunelveli City Municipal Corporation	http://tirunelvelicorporation.in/
18	Kanpur Nagar Nigam	www.kdaindia.co.in
19	Durgapur Municipal Corporation	www.durgapurmunicipalcorporation.org
20	North Delhi Municipal Corporation	www.mcdonline.gov.in
21	South Delhi Municipal Corporation	www.mcdonline.gov.in/tri/sdmc_mcdportal
22	East Delhi Municipal Corporation	www.mcdonline.gov.in/tri/edmc_mcdportal
23	Nanded Waghala City Municipal Corporation	www.nwcmc.gov.in
24	Corporation of the City of Belgaum	www.belgaumcity.mrc.gov.in
25	Singrauli Municipal Corporation	www.singraulinagarnigam.com
26	Ujjain Municipal Corporation	www.nagarnigamujjain.org
27	Lucknow Municipal Corporation	www.lmc.up.nic.in
28	Municipal Corporation Gurgaon	www.mcg.gov.in
29	Municipal Corporation Faridabad	www.mcfbd.org
30	Vellore City Municipal Corporation	
31	Nagar Nigam Haldwani - Kathgodam	
32	Srinagar Municipal Corporation	www.smcsite.org
33	Roorkee Nagar Nigam	www.nagarnigamroorkee.com
34	Jamnagar Municipal Corporation	www.mcjamnagar.com
35	Bhavnagar Municipal Corporation	www.bmcgujarat.com
36	Municipal Corporation of the City of Chandrapur	www.cmcchandrapur.com
37	Greater Chennai Corporation	www.chennaicorporation.gov.in
38	Municipal Corporation Ludhiana	www.mcludhiana.gov.in

S.NO.	AMD A MEMBERS - MUNICIPAL COUNCIL	WEBSITE
1	Bruhat Bangalore Mahanagar Palike	www.bbmp.gov.in
2	New Delhi Municipal Council	www.ndmc.gov.in
3	Aizwal Municipal Council	www.amc.mizoram.gov.in
4	Port Blair Municipal Council	www.and.nic.in

S.NO.	AMD A MEMBERS - STATE REGIONAL LEVEL BOARDS	WEBSITE
1	Gujarat Municipal Finance Board	www.gmfb.in
2	NCR Planning Board	www.ncrpb.nic.in



**ASSOCIATION OF
MUNICIPALITIES AND DEVELOPMENT AUTHORITIES**

The Association of Municipalities and Development Authorities (AMDA), is the flagship organisation having Municipal Corporations, Municipalities, Council and Development Authorities of India as its members. AMDA is performing the work of institutional development and capacity building of ULBs and development authorities across India.

It acts as a focal point for exchange of ideas and information on urban planning and development. The main goal of the organisation is to assist in institutional, organizational and human resource development of its member organisation through numerous capacity building and trainings.

Since its inception AMDA has witnessed many developments and has emerged as knowledge - integration and experience-exchange platform for the Urban Local Bodies and Development authorities. It has been playing a pivotal role in the field of urban development and related issues and acts as a storehouse of critical data and the focal point of adoption of better urban management practices by ULBs.

CONTACT INFORMATION

Association of Municipalities and Development Authorities (AMDA)
7/6, Sirifort Institutional Area, August Kranti Marg, New Delhi -110049, India
Phone: 91-11-26494486, 91-11-26497973, 91-11-41017641, Fax: 91-11-26491675
E-mail : amdadelhi@gmail.com, info@amdaindia.org
Web : www.amdaindia.org

Disclaimer Views expressed in invited articles are those of the authors and not necessarily subscribed to. or endorsed by AMDA or any other organisation associated with the publication of AMDA Bulletin.