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AMDAR BULLETIN

KNOWLEDGE • CAPACITY • COLLABORATION • SUSTAINABILITY



Strengthening Urban
Governance for
Sustainable, Inclusive,
Resilient and
Liveable Cities

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Shri Gulzar Natarajan, IAS

Chairman, AMDA & Member Secretary, NCR Planning Board

Chairman's Message

It gives me immense pleasure to present this edition of the AMDA Bulletin, which captures our continued efforts towards strengthening capacities, promoting knowledge exchange, and supporting better urban governance across India.

As India's cities continue to grow and transform, urban institutions are required to respond to increasingly complex challenges related to planning, infrastructure, climate resilience, mobility, municipal finance, technology, and service delivery. In this evolving context, continuous learning and institutional capacity building are essential for enabling urban professionals and decision-makers to develop informed, innovative, and locally relevant solutions.

During the period covered in this Bulletin, AMDA undertook a range of capacity-building initiatives, including webinars, knowledge-sharing sessions, stakeholder engagements, and other professional development programmes. These initiatives provided opportunities for urban practitioners, officials, experts, and other stakeholders to exchange experiences, learn from diverse perspectives, and explore approaches relevant to the changing needs of Indian cities.

This edition brings together key highlights, insights, and outcomes from these initiatives, while also recognising the valuable contributions of our members, resource persons, participating officials, partner institutions, and the AMDA team. Their active participation and exchange of experiences continue to strengthen our collective understanding of emerging urban challenges and practical solutions.

AMDA remains committed to facilitating meaningful knowledge partnerships and delivering relevant, high-quality capacity-building programmes that contribute to stronger urban institutions and more sustainable, inclusive, resilient, and liveable cities.

I sincerely appreciate the continued support and engagement of all our members, partners, resource persons, participants, and colleagues. I hope this Bulletin provides a useful glimpse into our recent initiatives and encourages continued collaboration towards strengthening urban development and governance in the country.

With Regards,

Sd/-

Shri Gulzar Natarajan, IAS

Chairman, AMDA & Member Secretary, NCR Planning Board



K S Meena, IAS-Retd

Director-cum-Secretary, AMDA

Director's Message

I am pleased to present this edition of the AMDA Bulletin, which brings together highlights of our recent programmes, knowledge initiatives, and engagements with stakeholders across the urban sector.

The rapid transformation of Indian cities is accompanied by a wide range of emerging challenges—from managing urban growth and infrastructure demands to strengthening service delivery, addressing climate and disaster risks, and ensuring more inclusive and resilient urban development. For urban institutions to respond effectively, it is important to continuously strengthen the capacities of the professionals and officials responsible for planning and managing our cities.

In keeping with this objective, AMDA has continued to organise webinars, knowledge-sharing sessions, and other capacity-building initiatives during the period covered in this Bulletin. The programmes have addressed contemporary urban issues and provided participants with opportunities to engage with experts, share experiences, and understand practical approaches that can be adapted to their respective institutional and local contexts.

This edition captures some of these initiatives, along with key insights, collaborations, and learning outcomes. The discussions and experiences emerging from these programmes demonstrate the value of peer learning and knowledge exchange in strengthening urban institutions and improving the delivery of urban services.

I would like to acknowledge the valuable contribution of our members, resource persons and the AMDA team. Their active participation and support have been central to the continued growth and effectiveness of capacity-building initiatives.

Going forward, AMDA will continue to focus on relevant and practice-oriented capacity-building programmes that respond to the evolving needs of urban institutions. Through stronger partnerships and continued knowledge exchange, AMDA aims to contribute to more capable, responsive, resilient, and future-ready urban institutions.

I hope this Bulletin provides the members and readers with useful insights into AMDA's recent work and encourages continued participation and collaboration in the capacity-building journey.

With Regards,

A handwritten signature in blue ink, appearing to read 'K S Meena', with a horizontal line underneath.

K S Meena, IAS-Retd

Director-cum-Secretary, AMDA



Sh. U.S. Jolly
Editor

Editor's Message

Over the years, we have witnessed significant changes in the nature of the challenges faced by our cities and towns. Local bodies across the country are responding to these challenges with new approaches and initiatives. Urban issues such as traffic congestion, the informal sector, employment opportunities, overcrowding on roads, mass demonstrations and several other pressures have placed increasing demands on local bodies and law enforcement agencies.

These trends can be seen across the country, particularly in our political and administrative centres. They also reflect the aspirations of our youth and citizens seeking better opportunities and improved living conditions. While some of these may not be regular occurrences, they nevertheless place considerable pressure on roads, streets and transportation systems. They also affect the daily lives of children travelling to schools and colleges, as well as the working population.

In the area of urban mobility, the Metro has, to a large extent, helped address these pressures. It has improved commuter movement and strengthened the public transport system, while saving valuable travel time for office-goers and others travelling to their workplaces.

In this changing urban environment, AMDA plays an important role in facilitating the sharing of experiences among cities and towns with different functional needs and capacities. It also organizes programmes for local bodies covering areas such as cleanliness, urban development, roads, taxation, garbage management, water and public health. Workshops are also organized to encourage learning and the exchange of practical experiences.

The AMDA Bulletin serves as an important knowledge-sharing platform. Experts from different fields share their experiences and views on issues relating to urban management. The Bulletin also covers initiatives and discussions in various fields of urban management, including those addressed through webinars. These have been appreciated by readers as well as officials involved in managing our cities and towns.

The Bulletin further brings together valuable learning from field visits and site studies in areas such as garbage management, water, traffic and other municipal services. It draws upon the practical knowledge and experience of functionaries and experts from specialized fields, including management, engineering, traffic control and road development.

Through the AMDA Bulletin, this knowledge and experience can be shared across cities and local bodies, enabling them to learn from one another and adopt practices suited to their own needs. Ultimately, such exchange can contribute to better urban management and help improve the quality of life of our citizens

With Regards,

Sd/-
Shri U.S. Jolly
Editor

a. Urban Challenges in Delhi: The Problem of Uneven Development

By U.S. Jolly, Former Principal Commissioner, DDA

Delhi is recognised for its world-class airports, expressways, metro systems, commercial districts and regional connectivity. As India's political capital and part of the wider National Capital Region, it is one of the country's largest and most dynamic urban regions. Yet, alongside this visible growth, several parts of the city continue to face challenges related to drainage, roads, sewerage, traffic congestion, pollution and access to basic public services.

Delhi's urban challenge is therefore not simply one of population growth or inadequate investment. It is also a question of **uneven development, fragmented governance and the need for greater attention to neighbourhood-level infrastructure and everyday urban experiences**. While some areas have benefited from substantial investment and improved connectivity, others continue to experience gaps in basic civic amenities.

The Visible and Invisible City

Over the last two decades, Delhi has witnessed significant investment in highways, expressways, flyovers, metro infrastructure and commercial development. The Delhi Metro, in particular, has transformed urban mobility and strengthened connectivity across Delhi NCR. Redevelopment in areas such as Kidwai Nagar and Sarojini Nagar, along with the growth of commercial centres and housing developments, has further improved amenities in several parts of the city.

However, infrastructure development concentrated along selected corridors does not always translate into improvements at the neighbourhood level. Increased commercial and residential activity can also generate additional traffic demand, placing pressure on already congested roads. The challenge is therefore to measure urban progress not only through kilometres of roads or metro expansion, but also through **quality of life, accessibility and reliability of civic services**.

This contrast between a highly developed "visible city" and areas where basic services remain inadequate represents one of Delhi's key urban challenges.

Informal Settlements and Uneven Services

Several unauthorised colonies, urban villages and jhuggi clusters continue to face deficiencies in drainage, sewerage, roads, waste management and

other civic infrastructure. The proposed regularisation of unauthorised colonies can provide greater security to residents and facilitate improvements in infrastructure. However, extending water supply, sewerage, roads, electricity and other services to densely developed areas requires substantial planning, resources and coordination.

In some peripheral areas, urbanisation has occurred faster than the provision of infrastructure. Narrow roads, encroachments, inconsistent water supply and inadequate sewerage create difficulties for residents and place additional pressure on existing infrastructure. These conditions highlight the importance of integrating rapidly urbanising areas into long-term infrastructure and land-use planning.

Building safety is another important concern in densely populated areas. Effective enforcement of building regulations, fire-safety provisions and access for emergency services is essential for protecting residents and improving urban resilience.

Traffic, Mobility and Public Spaces

Traffic congestion remains a major challenge for Delhi. Rising vehicle ownership, narrow roads, parking pressures, encroachments and gaps in traffic management contribute to congestion across several parts of the city. Although expansion of the Metro has significantly strengthened public transport, many peripheral areas continue to experience mobility constraints.

Pedestrian infrastructure also requires greater attention. Footpaths may be missing, damaged or occupied by parked vehicles, vendors and other activities, reducing safe and convenient pedestrian movement. Simply widening roads is not always feasible in established areas because of land constraints. Delhi therefore needs a more integrated approach involving **public transport, pedestrian infrastructure, junction management, parking management and effective traffic enforcement**.

Well-organised public spaces can also help manage commercial and community activities. Designated areas for weekly markets and community uses can reduce pressure on roads and other public spaces while supporting local economic activity.

Governance and Institutional Coordination

Delhi's urban management involves multiple institutions, including the Government of NCT of Delhi, Municipal Corporation of Delhi (MCD), Delhi Development Authority (DDA), New Delhi Municipal Council (NDMC), Delhi Jal Board, traffic authorities, electricity distribution companies and various central government agencies.

The involvement of multiple agencies makes coordination particularly important. Overlapping responsibilities can sometimes result in delays, duplication of effort and difficulties in identifying the appropriate authority for resolving local problems. Strengthening inter-agency coordination, clearly defining responsibilities and improving responsiveness at the local level can contribute significantly to better service delivery.

Greater attention is also required in peripheral areas and urban villages, where infrastructure needs can be substantial. Planning priorities should seek to ensure that improvements reach both high-profile areas and neighbourhoods experiencing persistent infrastructure gaps.

Public Safety and Environmental Stress

Urban safety is closely connected with the quality of the built environment. Adequate street lighting, walkable streets, organised markets, accessible public spaces and well-managed roads can contribute to safer neighbourhoods. Urban planning and local governance therefore have an important complementary role alongside policing and law enforcement.

At the same time, environmental conditions have become central to Delhi's urban challenges. Air pollution, road dust, construction activity, traffic and waste-management issues affect the city's livability and productivity. Environmental improvement should consequently be viewed not only as an ecological objective but also as a core urban-management priority.

Employment, Informality and Urban Stress

Delhi's economy depends substantially on informal labour, street vending and small-scale commercial activity. These activities provide important livelihoods but can also place pressure on public spaces when adequate commercial and vending infrastructure is unavailable.

A more integrated approach to urban planning can help accommodate informal economic activities while

maintaining accessibility, mobility and public-space quality. Better integration of informal settlements and economic activities into the formal planning framework can also reduce long-term social and infrastructure pressures.

Chattarpur-Mandi: An Example of Uneven Development

The Chattarpur-Mandi area illustrates several of the challenges faced by Delhi's peripheral and rapidly urbanising areas. Despite its proximity to relatively affluent parts of South Delhi, parts of the area continue to experience concerns relating to roads, drainage, narrow streets, encroachments, traffic and neighbourhood infrastructure.

The Mandi Road corridor connecting Chattarpur with the Gurugram-Faridabad Road is particularly important for local mobility. Limited public transport, narrow carriageways and traffic bottlenecks contribute to delays for commuters. The proposed widening of the road has been viewed as an important intervention for improving connectivity, although timely implementation and coordination remain essential.

The situation is representative of a broader issue across several peripheral areas: urbanisation often advances faster than the supporting infrastructure required to sustain it.

Conclusion

Delhi has demonstrated its ability to create world-class infrastructure and regional connectivity. The next stage of its urban development must focus equally on the quality and reliability of everyday urban services.

The future of Delhi will not be determined only by airports, expressways, commercial centres or metro systems. It will also depend on whether ordinary residents experience safe streets, clean and reliable infrastructure, convenient mobility, accessible public spaces and responsive governance.

The city's challenges are therefore not solely a question of investment. They require coordinated planning, effective urban management, stronger institutional coordination and greater attention to neighbourhood-level needs.

Delhi has already demonstrated that it can build a modern capital. The larger challenge is to ensure that this progress translates into a more inclusive, resilient and livable city for all its residents.

b. Urban Disaster Management Authority in the realm of Urban Development: A New Paradigm under the Disaster Management (Amendment Act), 2025

By Sushil Kumar, Administrative Officer, AMDA

India is witnessing unprecedented urban growth. Cities have become the engines of economic development, innovation, and employment generation. However, urban areas are also increasingly vulnerable to disasters such as urban flooding, heat waves, building collapses, industrial accidents, fires, earthquakes, cyclones, waterlogging, infrastructure failures, and climate-induced extreme weather events. The concentration of population, critical infrastructure, transport systems, utilities, and economic activities in cities amplifies the impact of disasters and necessitates specialized urban disaster governance.

Capitals and cities having Municipal Corporations.

The amendment marks a paradigm shift from a predominantly district-centric disaster management approach to a dedicated urban disaster governance framework aligned with contemporary urban development needs.

Urban Development and Disaster Resilience

Urban Development and Disaster Management are intrinsically linked. Infrastructure investments, land-use planning, housing development, transportation networks, drainage systems, and public utilities determine the vulnerability and resilience of cities.

The amended definition of disaster management explicitly incorporates Disaster Risk Reduction (DRR) and systematic efforts to reduce exposure and vulnerability while enhancing preparedness and resilience. This provides a strong legal basis for integrating disaster risk considerations into urban planning and development processes.

Statutory Provision for Urban Disaster Management Authority

The most notable urban governance reform is contained in Section 41A, inserted through the Disaster Management (Amendment) Act, 2025¹.

Section 41A (1): Constitution of Urban Disaster Management Authority

The provision states that:

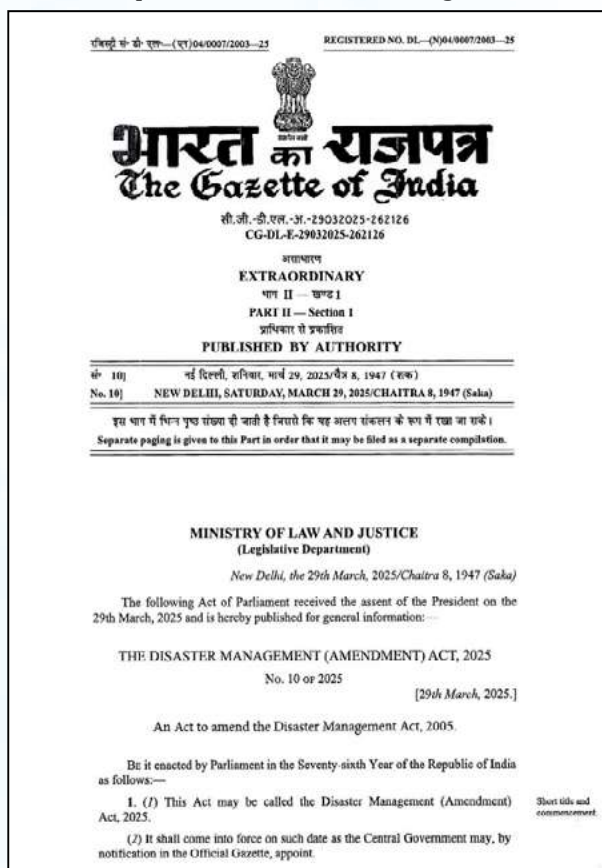
“The State Government may, by notification in the Official Gazette, constitute a separate Urban Disaster Management Authority for State Capitals and all cities having a Municipal Corporation, except the National Capital Territory of Delhi and the Union Territory of Chandigarh”

This provision acknowledges that large urban centers require dedicated institutions capable of addressing city-specific disaster risks and coordinating preparedness and response measures.

Preparation of Urban Disaster Management Plan

A key responsibility assigned under Section 41A (4) is:

The Urban Authority shall be responsible for preparation of the Urban Plan, which shall be approved by the State Authority.



Recognizing these challenges, Parliament enacted the Disaster Management (Amendment) Act, 2025, introducing several transformative changes to strengthen disaster preparedness, risk reduction, resilience, recovery, and institutional coordination. Among the most significant reforms is the insertion of Section 41A, which empowers State Governments to establish Urban Disaster Management Authorities (UDMAs) for State

1 Reference - NDMA-Ministry of Law & Justice, The Disaster Management (Amendment) Act, 2025, No 10 of 25, Dated; 29th March, 2025

The Urban Plan can become an important instrument for integrating disaster risk reduction into urban development projects and municipal functions.

Coordination and Implementation

Under Section 41A (5):

The Urban Authority shall be responsible for coordinating the implementation of the Urban Plan.

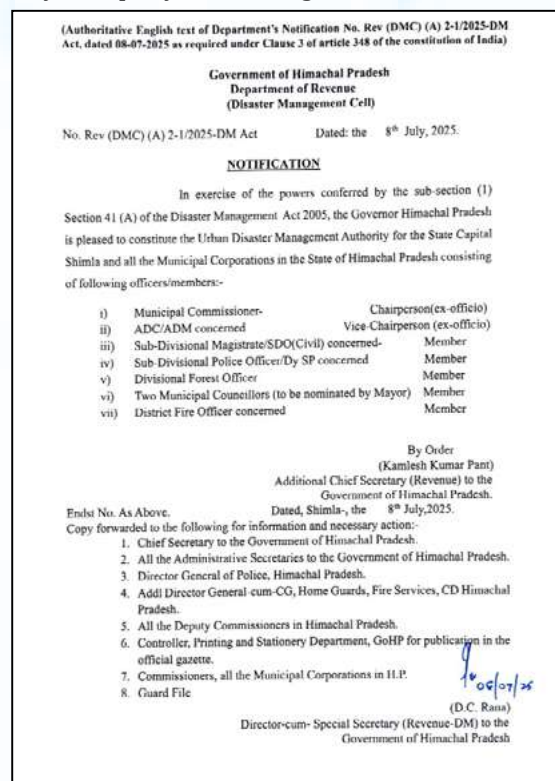
This gives the Urban Authority a central role in ensuring that disaster management measures are translated into action through coordination among municipal departments, development authorities, utility agencies, emergency services, and community organizations.

Establishment of Urban Disaster Management Authorities.

The establishment of Urban Disaster Management Authorities (UDMAs) under Section 41A of the Disaster Management Act, 2005, as amended in 2025, requires a coordinated and systematic approach by State Governments. The process begins with the issuance of a Gazette Notification constituting the Authority and defining its organizational framework. Thereafter, dedicated institutional arrangements, including a Secretariat and technical support mechanisms, need to be established to facilitate effective functioning. Urban Authorities should undertake comprehensive risk and vulnerability assessments covering hazards such as floods, earthquakes, fires, heat waves, industrial accidents, and critical infrastructure failures. Based on these assessments, Urban Disaster Management Plans should be prepared in consultation with municipal departments, development authorities, emergency services, utility agencies, and other stakeholders. Equally important is the development of city-level disaster databases and the integration of disaster risk reductions measures into master plans, building regulations, infrastructure standards, and land-use planning processes. Capacity building of municipal officials and emergency responders, establishment of early warning and emergency communication systems, and promotion of community awareness are essential for strengthening urban resilience.

Pursuant to the enactment of the Disaster Management (Amendment) Act, 2025, several States have initiated the process of operationalizing the provisions relating to Urban Disaster Management Authorities. Notably, the Government of Himachal Pradesh has taken proactive steps by notifying the constitution of Urban Disaster Management Authorities² in accordance with Section 41A of the Disaster Management Act, 2005, as amended. The initiative demonstrates the State's commitment towards

strengthening urban resilience and institutionalizing disaster risk management within urban local governance frameworks. The notification provides a model for other States to establish dedicated mechanisms for disaster preparedness, risk reduction, emergency response, and recovery in rapidly urbanizing areas.



Way Forward

The insertion of Section 41A represents a landmark reform in India's disaster governance framework. By creating dedicated Urban Disaster Management Authorities, the Disaster Management (Amendment) Act, 2025 acknowledges the unique risks faced by cities and the need for specialized institutional arrangements.

For urban planners, municipal administrators, development authorities, and policymakers, the amendment provides an opportunity to mainstream resilience into urban development. Effective implementation of Urban Disaster Management Authorities can transform Indian cities from being disaster-prone settlements into resilient, adaptive, and sustainable urban systems capable of withstanding future shocks and stresses.

As India advances towards becoming a predominantly urban nation, Urban Disaster Management Authorities will play a critical role in safeguarding lives, infrastructure, economic assets, and developmental gains while ensuring resilient and inclusive urban growth.

2 Reference - Himachal Pradesh State Disaster Management Authority (HPSDMA)

c. AI-Enabled Digital Transformation in Urban Governance: From Reactive Administration to Intelligent Cities

Dr. Awadhesh Kumar Gupta, Ex-PUA, RCUES Lucknow | Ex-Director, AMDA |

Ex-Member, RLDA, Ministry of Railways | Ex-Director & Chief Engineer, Urban Local Bodies, Uttar Pradesh

Introduction

Rapid urbanization is placing unprecedented pressure on municipal infrastructure, mobility, public health, environmental management, fiscal resources and civic services. Conventional urban administration—often dependent on manual processes, fragmented databases and reactive decision-making—is increasingly inadequate for managing complex, rapidly changing cities.

Artificial Intelligence (AI), integrated with Geographic Information Systems (GIS), Internet of Things (IoT), satellite imagery, mobile applications and municipal databases, offers an opportunity to move from reactive administration to predictive, data-driven and citizen-centric governance.

AI-led digital transformation is not simply about automating existing processes. It represents a fundamental change in how cities collect information, allocate resources, regulate development, maintain infrastructure and interact with citizens. Machine-learning systems can identify patterns from large datasets, predict emerging problems and support officials in taking faster and better-informed decisions.

The uploaded paper identifies applications across municipal revenue, infrastructure, public health, sanitation, emergency response, citizen engagement and urban planning. However, successful adoption requires equal attention to data governance, privacy, algorithmic accountability, interoperability, digital inclusion and institutional capacity.

1. AI for Municipal Revenue, Regulation and Compliance

Municipal revenue is the financial foundation of sustainable urban governance. Yet substantial property and commercial activity can remain under-assessed, misclassified or outside effective municipal databases.

AI integrated with GIS and high-resolution imagery can help urban local bodies identify new construction,

unauthorized extensions and changes in land use. Computer-vision tools can compare historical and current imagery, while machine-learning models can identify properties whose declared use differs from observed activity. Predictive valuation models can also support more consistent assessment based on location, built-up area, accessibility and market indicators.

AI can further strengthen tax-compliance and audit management by identifying anomalies across property records, licenses and utility-consumption patterns. Instead of relying exclusively on random inspections, municipal authorities can priorities high-risk cases while reducing unnecessary intervention for compliant taxpayers.

Digital permitting can similarly transform building and commercial regulation. Automated workflows can examine digital building plans against zoning, safety and environmental requirements, while intelligent license-management systems can track renewals and compliance deadlines.

The outcome can be higher revenue mobilization, lower administrative costs and improved transparency. However, these systems must include human review, appeal mechanisms and independent checks to prevent erroneous assessments or discriminatory outcomes.

2. Intelligent Mobility and Urban Infrastructure

Urban mobility is one of the most visible areas where AI can directly improve citizens' daily experience.

AI-enabled traffic management can analyse CCTV feeds, vehicle movements, GPS information and sensor data to identify congestion and dynamically adjust traffic signals. Emergency vehicles can receive priority, while predictive models can identify recurring congestion patterns and support better traffic planning.

India is already demonstrating elements of this transition. The Ministry of Housing and Urban Affairs has documented AI-based traffic enforcement in

Nagpur, where computer vision is used to detect red-light violations and automatically generate digital challans. NITI Aayog has also highlighted AI-enabled traffic surveillance deployments in Indian cities for violation detection, public safety and emergency response.



Beyond traffic, AI can support predictive infrastructure maintenance. Computer vision can identify potholes, pavement deterioration and structural defects before they become major failures. Water utilities can use pressure, acoustic and consumption data to detect leaks, forecast demand and optimize pumping schedules. Smart street-lighting systems can adjust illumination according to pedestrian movement, traffic and ambient conditions.

The larger objective is to shift municipal infrastructure management from breakdown-and-repair to predict-and-prevent.

3. Integrated Command and Control for Data-Driven Cities

The effectiveness of AI depends on the ability of different municipal systems to communicate with each other. Traffic, water, waste, public safety, energy and citizen-service data often exist in separate departmental systems.

Integrated Command and Control Centers (ICCCs) provide an important institutional architecture for bringing these information streams together. Instead of merely displaying dashboards, next-generation ICCCs should function as decision-support platforms, converting real-time information into actionable intelligence.

Such platforms can enable authorities to detect a traffic incident, assess its effect on emergency movement,

coordinate response teams and communicate with citizens through a common operating picture.



4. AI for Waste, Sanitation and Public Health

Waste management is another area where AI can generate measurable operational benefits. IoT-enabled bins can transmit fill-level information, allowing collection to be scheduled according to actual demand rather than fixed routes. AI can then optimize vehicle routing according to waste volumes, traffic, distance and fuel efficiency.

Similar intelligence can be applied to underground drainage and sewer networks. Sensor data can help identify abnormal flow patterns and potential blockages, while computer vision can analyse inspection footage for cracks, corrosion and structural defects.

AI can also support public-health surveillance. By combining geospatial, climatic and historical health data, predictive models can identify potential vector-borne disease hotspots. Syndromic surveillance can detect unusual patterns in reported symptoms and support earlier intervention.

The objective should not be to replace public-health professionals, but to provide them with earlier warnings, better spatial intelligence and more efficient deployment of resources.

5. Citizen Services, Welfare and Urban Planning

AI can transform the citizen-government interface through multilingual chatbots, voice assistants and automated grievance-management systems. Citizens could report a street-light failure, water leakage or waste issue through a mobile or voice interface, while

AI categorizes the complaint, identifies the responsible department and initiates an SLA-based workflow.

In social-welfare administration, machine learning can identify duplicate or potentially fraudulent beneficiaries while predictive analytics can help municipalities identify households that may qualify for support.

Generative AI also offers emerging possibilities for urban planning. Models can assist planners in evaluating alternative land-use scenarios by considering housing, mobility, green spaces, environmental conditions, demographic trends and infrastructure requirements. Simulation tools can help assess potential impacts on traffic, microclimate, noise and urban form before projects are approved.

6. Governance Principles for Responsible AI

Technology alone cannot create intelligent cities. Municipal governments need an institutional framework that ensures AI remains transparent, accountable and inclusive.

Four priorities should guide implementation:

1. Data governance and interoperability

Municipal departments should adopt common data standards, interoperable platforms and secure APIs so that information can move across systems while maintaining appropriate access controls.

2. Algorithmic transparency and human oversight

AI systems used for taxation, penalties, welfare eligibility or regulatory decisions should be subject to periodic bias and accuracy assessments. High-stakes decisions should retain meaningful human review and appeal mechanisms.

3. Digital inclusion and capacity building

AI-enabled services must not exclude citizens who lack smartphones, connectivity or digital literacy. Assisted-digital and offline channels should remain available, while municipal employees should receive continuous training in data interpretation and AI-enabled workflows.

4. Outcome-based procurement and partnerships

Public procurement should move beyond purchasing software towards measurable urban outcomes—such as lower water losses, improved traffic

flow, reduced collection costs or faster grievance resolution. Partnerships with technology companies, universities and civic-tech organizations can support experimentation and innovation.



Conclusion:

AI-led digital transformation can fundamentally reshape urban governance by enabling cities to anticipate problems rather than merely respond to them. Its applications span property-tax administration, regulatory compliance, intelligent mobility, infrastructure maintenance, water management, waste collection, public health, emergency response, citizen engagement and urban planning.

The real value of AI, however, lies not in technology deployment itself but in its ability to strengthen institutional decision-making, fiscal sustainability, operational efficiency and citizen-centric service delivery.

Indian cities are already developing important building blocks—from AI-enabled traffic enforcement and smart command centers to GIS-based urban management and digitally enabled municipal services. The next phase should focus on integrating these systems into a coherent urban data architecture.

AI should therefore be treated neither as a technological silver bullet nor as a replacement for public administration. It should be viewed as a force multiplier for capable institutions. When combined with transparent governance, privacy protection, human oversight, digital inclusion and outcome-based implementation, AI can help create cities that are not merely smart, but resilient, equitable, efficient, sustainable and responsive to citizens.

The future of urban governance is not simply digital—it is intelligent, integrated and human-centric

d. Tier-2 and Tier-3 Focus, Decentralized Urban Modernization:

Shifting Economic Investments Away from Saturated Megacities Toward Emerging Regional Hubs and Urban Ecosystems

Sajid Bhatt, Dy. Director-cum-Dy. Secretary, AMDA

For decades, national economies and global capital flows revolved almost exclusively around primary megacities—Tier-1 financial and industrial giants like Mumbai, Delhi, Bengaluru, London, and New York. However, these sprawling metropolitan centers are increasingly grappling with severe systemic disincentives: hyper-inflated real estate pricing, overburdened municipal infrastructure, chronic traffic gridlock, extreme environmental vulnerability, and deteriorating quality of life.

In response, a structural macroeconomic paradigm shift is underway. Capital investments, corporate operational bases, and public infrastructure budgets are systematically shifting toward Tier-2 (mid-sized regional hubs) and Tier-3 (emerging urban centers). This migration is not a temporary trend; it represents a planned decentralization designed to build resilient, distributed economic networks across developing and developed economies alike.

30%–60%	25%–35%	8%–12%+
Lower Real Estate Costs vs Tier-1 Metros	Operational Savings for GCCs & Tech Hubs	Target Regional GDP Growth Trajectory

1. Macroeconomic Capital Allocation and Cost Dynamics

The primary driver behind the systematic capital shift toward Tier-2 and Tier-3 cities is root-level cost arbitrage and capital efficiency. Metros present escalating operational overheads—from astronomical commercial lease rates to higher labour compensation requirements driven by high cost-of-living indices.

- Real Estate Economics:** Commercial and residential real estate costs in Tier-2/3 cities are

typically 30% to 60% lower than in Tier-1 hubs. In recent land acquisition trends, over 44% of total land acquired by real estate developers was concentrated in Tier-2 and Tier-3 cities, signaling institutional long-term confidence. ^[1]

- Capital Efficiency for Enterprises:** Tech enterprises, global capability centers (GCCs), and logistics providers report operational savings of 25% to 35% when establishing back-office, technology, and customer support centers in cities like Jaipur, Indore, Coimbatore, and Bhubaneswar. ^[2]
- High Growth Velocity:** Secondary hubs such as Surat, Jaipur, and Patna have historically posted local GDP growth rates exceeding 40% in aggregate post-expansion cycles, outperforming saturated metropolitan markets in trajectory velocity. ^[3]

2. Infrastructure Expansion and Mobility Networks

Decentralization relies on advanced physical connectivity. Inter-city and intra-city transit projects are lowering transaction costs and integrating smaller hubs into national and international supply chains.

Decentralized Logistics Flow Model:
[National Logistics Corridors] → [Regional Transit Networks (UDAN/Expressways)] → [Tier-2/3 Industrial & Warehousing Hubs]

Under regional airport development initiatives (such as India’s UDAN scheme, which operationalized over 600 regional air routes connecting more than 90 regional airports ^[4]), secondary cities are no longer isolated.

[1] ANAROCK Real Estate Research Report on Institutional Land Investment and Real Estate Capital Allocation in Tier-2 and Tier-3 Indian Cities (2023).
[2] NASSCOM & Deloitte Strategic Study Emerging Tech Hubs of India: The Growing Footprint of Tier-2 and Tier-3 Cities for Global Capability Centers (GCCs) (2023).
[3] NITI Aayog Policy Framework Building Regional Growth Engines: Industrial Corridors and Tier-2/3 Urban Competitiveness (2023).
[4] Ministry of Civil Aviation, Govt. of India UDAN (Ude Desh ka Aam Nagrik) Regional Connectivity Scheme Performance Metrics & Route Operationalization Data (2024).

High-speed expressways, dedicated freight corridors, and multi-modal logistics parks enable rapid freight movement. Furthermore, intra-city transit systems—such as light rail (Metro Lite), electric bus rapid transit systems (BRTS), and ring roads—are being installed before gridlock reaches metropolitan levels.

3. Technological and Digital Infrastructure

Modern economic decentralization is fundamentally powered by universal high-speed connectivity. The proliferation of Fiber-optic networks, nationwide 5G coverage, and localized edge data centres has decoupled geographic location from economic productivity.

Key Technological Enabler: Distributed digital infrastructure allows software developers, remote knowledge workers, and financial services personnel in Tier-2/3 cities to deliver the exact same output as metro-based teams—at a fraction of the digital and operational footprint cost.

Programs like the Smart Cities Mission have channeled public capital directly into localized Internet of Things (IoT) sensors, centralized command and control centres (ICCCs), automated traffic management systems, and smart grid utilities across 100 non-metro cities, completing over 7,300 integrated projects valued at over \$17 billion. ^[5]

4. Social Demographics, Talent Retention, and Quality of Life

The social calculus of urbanization is shifting toward human-centric living. Primary megacities often suffer from severe social stress, extended commute times (averaging 1.5 to 2 hours daily in major metros), high air pollution levels, and fragmented community structures.

Tier-2 and Tier-3 cities offer compelling lifestyle and demographic advantages:

- **Shorter Commute Durations:** Average daily commutes drop to under 25 minutes, restoring personal time and improving workforce mental well-being and productivity. ^[6]

- **Higher Purchasing Power:** Lower housing expenses translate into higher disposable income for middle-class households, fueling robust local retail, consumer goods, and service consumption.
- **Reverse Talent Migration:** Skilled professionals are increasingly migrating back to regional hubs to access higher disposable incomes, lower health risks, and proximity to extended family support structures.
- **Education and Health Infrastructure:** Satellite campuses of premier universities and multi-specialty healthcare chains are opening in secondary cities, providing top-tier institutional access without requiring relocation to a megacity.

5. Environmental Sustainability and Resiliency

Concentrating tens of millions of inhabitants into single megacities creates severe environmental vulnerabilities. Megacities generate pronounced urban heat islands, deplete local aquifers, and produce immense volumes of localized municipal solid waste that overwhelm surrounding natural ecosystems.

Decentralizing urban investment reduces environmental pressure through distributed resource consumption:

- **Climate Risk Mitigation:** Distributing industrial output and population density reduces systemic exposure to catastrophic localized weather events, sea-level rise, or resource grid failures. ^[6]
- **Lower Carbon Footprints:** Reduced inter-city freight distances and shorter intra-city daily commutes reduce total per-capita carbon emissions across urban agglomerations.
- **Modern Environmental Planning:** Emerging urban hubs can integrate circular waste management, solar microgrids, and rainwater harvesting early in their growth phase, avoiding the exorbitant retrofitting costs of mature megacities.

[5] Ministry of Housing and Urban Affairs (MoHUA) Smart Cities Mission Progress Report and Integrated Command & Control Center (ICCC) Deployment Metrics (2023-2024).

[6] World Bank Urban Development Series Resilient Cities and Spatial Decentralization in Emerging Economies (2022).]

6. Structural Framework Comparison Metric / Dimension:	Tier-1 Megacities (Metropolitan):	Tier-2 & Tier-3 Regional Hubs:
Commercial Real Estate Lease	Premium (\$35 - \$80+ / sq. ft.)	Highly Competitive (\$12 - \$25 / sq. ft.)
Average Daily Commute	60 - 120 minutes / day	15 - 35 minutes / day
Talent Retention Rate	Moderate (High attrition due to poaching)	High (Lower employee churn & high loyalty)
Municipal Infrastructure	Overburdened / Legacy Retrofits	Modernizing / Scalable Greenfields
Growth Velocity (GDP %)	Moderate (4% - 7% CAGR)	Rapid (8% - 12%+ CAGR)
Environmental Vulnerability	High (Heat islands, flood risks)	Distributed Risk / Proactive Resilience

7. Ethical Governance and Sustainable Urbanization

While the migration of investment to smaller cities holds transformative potential, it introduces critical ethical and urban planning challenges. Uncontrolled private real estate speculation risks driving rapid gentrification, pricing out indigenous working-class populations, and replacing fertile agricultural land with unplanned urban sprawl.

Municipal governance frameworks must enforce ethical guidelines:

- Inclusive Land Acquisition:** Ensuring fair market compensation and community rehabilitation frameworks for land owners during industrial corridor developments.
- Affordable Housing Mandates:** Allocating dedicated land zones for affordable and mid-income social housing to prevent economic

spatial segregation.

- Environmental Zoning Integrity:** Enforcing strict buffer zones around local wetlands, water bodies, and forests to prevent the ecological degradation that plagued Tier-1 expansions.

Conclusion

The transition toward Tier-2 and Tier-3 urban centres represents a fundamental realignment of spatial economics. By combining cost-effective capital deployment, modern digital and physical connectivity, lower environmental stress, and enhanced quality of life, regional hubs are emerging as primary economic engines. Proactive urban planning, robust digital infrastructure, and ethical land management will allow secondary and tertiary cities to build sustainable, prosperous, and resilient economic ecosystems for the future.



e. Inter-city Differences in Labour Market Outcomes: Evidence from Metropolitan Cities in India

Debolina Kundu (Director, National Institute of Urban Affairs)

Arpita Banerjee (Senior Research Fellow, National Institute of Urban Affairs)

Introduction:

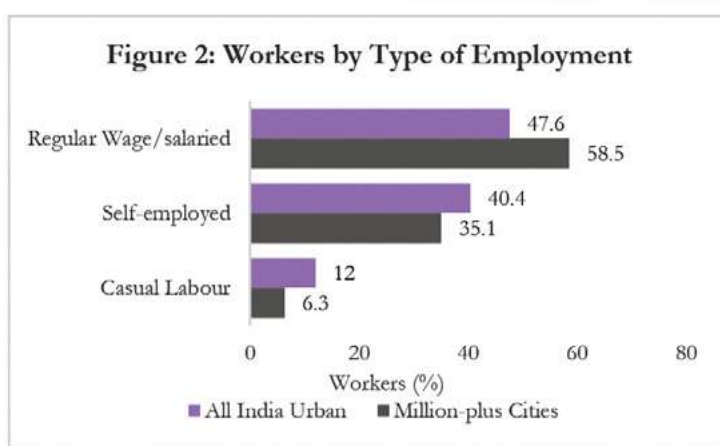
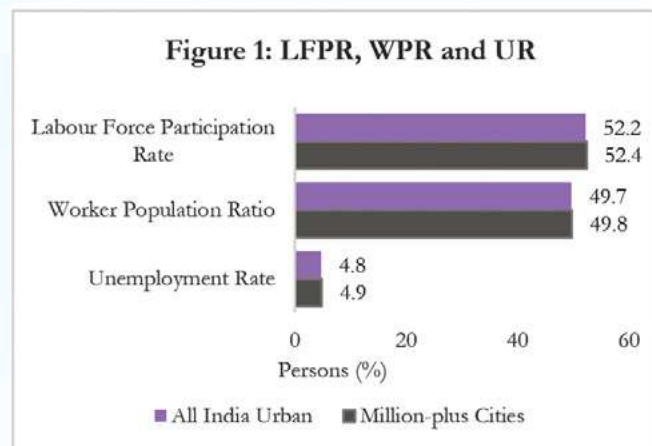
As India advances towards Viksit Bharat @2047 and \$30-trillion economy, cities are being conceived as engines of growth. Urban centres in India, although occupying only 3% of the country's land, contribute about 60% of the country's GDP (NITI Aayog, 2022), which is expected to increase to 70% by 2036 (PIB, 29 Jan., 2026). Given the importance of cities in the country's growth trajectory towards attaining a developed nation – cities are often designated as areas with rising productivity, economic diversification, offering employment opportunities to people, owing to its concentration of capital, infrastructure, knowledge and innovations. Studies have consistently shown that formal employment are becoming increasingly urban and spatially concentrated in large, especially metropolitan cities – while many medium and small cities are getting urbanized without commensurate job growth in high paid or formal sectors (Hasan, 2022; World Bank, 2016). Moreover, India has a distinct advantage of demographic dividend which needs to be harnessed for the country's economic growth.

Against this backdrop, the present paper examines the labour market outcomes of 46 metropolitan cities in India using data from the latest Periodic Labour Force Survey

(PLFS), 2025. The central argument of the paper is that aggregate labour-market indicators for urban India, and even for metropolitan cities as a group, mask substantial inter-city differences. These differences are not merely in terms of statistical variations but reflect cities' distinct historical evolution, patterns of urbanization, economic structures, sectoral specializations, infrastructure level and as well as the adoption and implementation of national and state-specific policies.

Employment Pattern: Metropolitan Cities and Urban India

Employment indicators show that metropolitan cities broadly mirror the all-India urban trend in terms of the Labour Force Participation Rate (LFPR), Worker-Population Ratio (WPR), and unemployment rate (UR). This may be attributed, in part, to the demographic and economic significance of these cities, which accounted for 42.6% of India's urban population in 2011 Census and, therefore, exert a considerable influence on aggregate urban labour-market averages (Figure 1). However, metropolitan cities differ from urban India in terms of type of employment. A relatively larger share of workers in metropolitan cities are engaged in regular wage/salaried employment as compared to that of urban India (Figure 2).



Source: PLFS, 2025

WPR across Metropolitan Cities: The Role of Economic Structure

The top five cities with highest WPR are Surat, Ludhiana, Coimbatore, Bengaluru and Kolkata. Surat and Ludhiana

have strong labor-intensive manufacturing bases, with specialization in textiles, diamond processing, synthetic fabrics, dyeing and printing, hosiery, bicycle manufacturing and machine tools, among other activities (CEPT, 2018; IIM Bangalore.; Municipal Corporation Ludhiana).

This is also supported by PLFS 2025, which shows that more than 50% of workers in Surat and Ludhiana are employed in manufacturing. Various government schemes, including National Handloom Development Programme, 2016; National Technical Textiles Mission, 2020; Silk Samagra-2, 2021–22 among other schemes have supported the textile industry through financial assistance, technology upgradation, research, market development, exports and skill development. These interventions have facilitated employment generation and capacity building in the sector. Coimbatore, one of Tamil Nadu's most industrialized districts, is also a major textile manufacturing centre, while its growing IT/BPO sector has contributed to a more diversified employment structure (Government of Tamil Nadu). Bengaluru, however, presents a markedly different pattern, with a strong service and formal employment base, employing 76.5% of its workers in the tertiary sector (PLFS, 2025). Bengaluru Urban has over 315 large scale industries and 211 medium scale industries across sectors like Information Technology, Biotechnology, Aerospace and Food Processing (Karnataka Udyog Mitra). On the other hand, Kolkata with high WPR, engaging 75.9% of its workers in the tertiary sector – does not have any specialized economy like Surat, Ludhiana, and Coimbatore. The economy of Kolkata is diversified by manufacturing, whole-sale and retail trade, accommodation and food services – all contributing to metropolitan economy (Srivastava et al., 2010).

At the other end, Prayagraj, Patna, Dhanbad, Ranchi and Jodhpur constitute the bottom five cities in terms of WPR. Although 55–80% of workers in these cities are engaged in tertiary activities, the diversification of non-farm employment remains relatively limited. Patna and Prayagraj have developed primarily as administrative and educational centres, with comparatively limited industrial bases. Ranchi combines administrative functions with engineering and mining activities and a concentration of public-sector enterprises, rather than a broad-based labor-intensive manufacturing base (Government of Jharkhand). Dhanbad, in contrast, is strongly anchored in coal mining. The Jharkhand Economic Survey, 2023–24 identifies the district among the major centres of mining activity, while the Government of India characterizes coal mining as highly capital-intensive sector.

Inter-city Differences in Job Quality: Access to Regular Salaried Employment

Given the basic premises of WPR, the paper also looks at the type of employment that cities are offering to people. The total workforce is divided into three types: self-

employment, regular wage/salaried and casual labour. Of these, regular salaried jobs are often equated with better employment - given, its continuity of work, written job contracts, better working conditions and other factors. Figure 4 suggests that cities located in the western and southern part of the country - like Kalyan-Dombivli, Pune, Navi Mumbai, Chennai, Pimpri-Chinchwad, Coimbatore, Bengaluru offer highest share of regular salaried employment ranging between 67%-75%. Interestingly, these cities are primarily located in Maharashtra and Tamil Nadu – states with one of the highly urbanizing states in the country. Most of IT/ITeS in Maharashtra is geographically concentrated in Mumbai and Pune, with around 90% of private IT parks in the state located in these two regions. IT and ITeS is a ~\$210 Bn industry in India (FY22) of which Maharashtra contributes ~\$40 Bn (19%) (Government of Maharashtra).

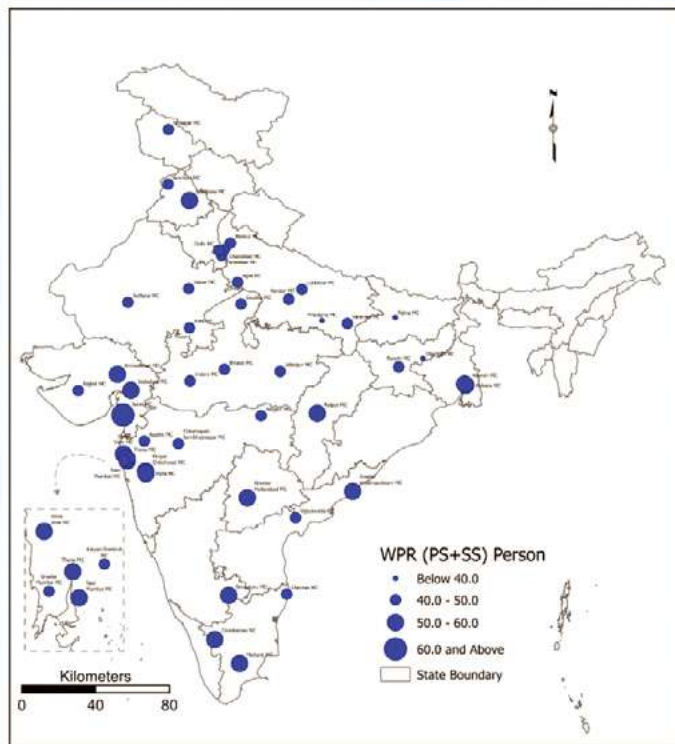
In contrast, cities primarily located in the eastern and central parts of the country, such as Varanasi, Gwalior, Prayagraj and Dhanbad, have only 28.0–40.0% of their workers engaged in regular salaried employment. However, the picture becomes more complex when the sectoral distribution of workers is considered. Varanasi and Prayagraj, with economies driven by textiles, handicrafts, tourism and pilgrimage, trade and commerce, engage about three-fourths of their workers in the tertiary sector – creating ample opportunities for the people in self-employment.

Conclusion:

The findings of the above analysis suggest that each city has evolved along its own distinct pathway, shaped by its historical legacy, traditional crafts, sectoral specialisation, demographic characteristics and as well as Central and State Government policies and programmes. Cities such as Surat, Ludhiana and Coimbatore have emerged as important manufacturing-led growth hubs, supported by labour-intensive industrial clusters, while Bengaluru, Pune, Chennai, Navi Mumbai and Kalyan-Dombivli represent more diversified growth sector, characterised by a strong tertiary sector and a relatively high share of regular salaried employment. At the same time, cities such as Varanasi, Prayagraj, Dhanbad, Patna and Gwalior have developed around traditional crafts, pilgrimage and tourism, mining, administration and education, respectively, resulting in distinct economic and labour-market structures. Thus, metro cities have not followed a single pathway to economic growth and job creation. Given the increasing dominance of artificial intelligence and automation in various secondary and tertiary sectors of the economy, metropolitan cities need to capacitate the

youth to be absorbed in the labour market, creating more productive and regular employment – aligning with the

Figure 3: Worker Population Ratio, 2025



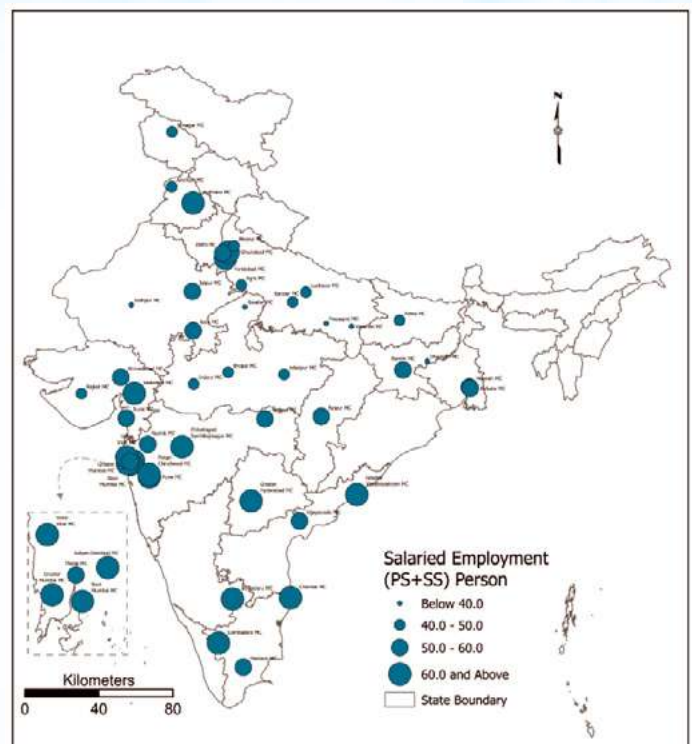
Source: Census of India, 2011; PLFS, 2025

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Viksit Bharat@2047 agenda.

Figure 4: Share of Regular Salaried Workers, 2025



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f. Namo Cities: Building Sustainable Counter-Magnets for NCR

Mr Totak Acharya (Assistant Director (Planning) AMDA)

Ms Mansi Tewatia (Intern, AMDA)

The urban population is projected to be about 57% by 2031 and about 67% by 2041 (NCRPB). As cities continue to urbanise and expand, the concentration of population and economic and employment opportunities in the NCT of Delhi and the wider NCR places an overburden on existing infrastructure and resources. This growth can outpace the provision of planned infrastructure and services, and in turn, can result in peripheral, unplanned and unauthorised development, inadequate water supply, and gaps in sewerage and drainage systems. These pressures can adversely affect surrounding natural resources and environmental quality.

A historical planning response to the concentration of growth in Delhi was the concept of decentralising development through regional settlements. The first Master Plan for Delhi, 1962, proposed development of six ring towns- Ghaziabad, Faridabad, Gurgaon, Bahadurgarh, Loni and Narela. This approach further evolved into the formal counter- magnet strategy under NCR Regional Plan 2001, prepared in 1989, which identified five counter-magnet areas outside the NCR- Patiala, Hisar, Bareilly, Gwalior and Kota to absorb Delhi-bound migration and promote balanced regional development.

The latest proposal by NCRPB, under Regional Plan 2041, follows a similar principle: to develop four semi-greenfield cities around selected stations along the Namo Bharat RRTS Corridor, to be known as “Namo Cities”, with a proposed funding allocation of ₹5,000 crore.

The initiative seeks to decentralise urban growth through the creation of new economic and residential hubs across the NCR in Delhi, Uttar Pradesh, Haryana and Rajasthan. This is a flagship project linking urban development with regional transit infrastructure. However, its success will depend not only on connectivity, but also on the availability of employment, housing, social infrastructure and mixed-use development to enable these new cities to function as self-sustaining urban centres rather than just complementing the nearby Tier-1 cities by providing residential accommodation. Additionally,

environmental factors shall also be integrated. This would ensure that Namo Cities accommodate future growth with improved quality of life and reduce, rather than merely relocate, the infrastructural and environmental pressures associated with rapid urbanisation in Delhi and its surrounding areas.

Each State will submit their proposals, from which these four cities will be selected through a challenge-based process. It is proposed to accommodate the projected regional population surge, which is expected to reach 14.73 crore by 2041. Namo City is primarily designed as a transit-oriented development, with RRTS serving as the regional mobility spine. However, connectivity alone will not ensure its success without multimodal integration, effective last-mile connectivity and adequate non-motorised transport infrastructure. It will be crucial to integrate the RRTS with existing and proposed bus network and develop a safe and continuous walking and cycling infrastructure to create a universally accessible mobility system. Further, these cities are also expected to benefit from linking with major assets like Noida International Airport, Yamuna Expressway, Dwarka Expressway, and expanding Metro and RRTS networks.

The Namo cities are envisioned to act as counter-magnets, providing housing, employment, transit and essential services within new urban centres. However, if employment opportunities and essential services are not developed alongside housing, these cities may serve as a commuter settlement. Due to their connectivity with RRTS; wherein people will reside in Namo cities, use RRTS as their primary mode of regional commuting and continue to travel to Tier-I cities for employment opportunities. Therefore, it needs to be ensured that the purpose they are designed for is achieved.

Perhaps, simply creating new cities with good connectivity will not be sufficient to establish successful counter-magnets. Employment opportunities and a better quality of life need to be commensurate with the scale of urbanisation. There is a need to create more Economic and Commercial hubs within these cities, supported by local industries and employment-

generating sectors. A mixed-use development along transit-oriented corridors can further support the creation of dense, mixed-use and walkable neighbourhoods. At a neighbourhood scale, 500- 800 m radius around the transit stations shall provide access to housing, local shops, public transport, social infrastructure and public spaces, thereby meeting the daily demands of residents within convenient walking and cycling distances.

Pre-planned provision of rental and affordable housing will also be important, as most population inflows are likely to include people migrating for job opportunities, subject to the success of job creation within these cities; migrant workers and other incoming populations shall be considered as the primary stakeholders in housing planning. At the same time, housing should cater to a range of income groups to ensure that these cities remain socially inclusive.

Since these cities are semi-greenfield developments and will be planned as per projected future demands, it makes it crucial to inculcate the infrastructure to suit the city's demands – therefore, planning of Water supply, sewage, drainage, power supply, solid waste, and digital infrastructure shall be done as per best practices followed. Environmental resilience should also be embedded into planning framework through blue-green infrastructure, heat-resilient infrastructure, sponge city approaches, water conservation and reuse strategies and renewable sources of energy. Also, States are to be incentivised to expand canopy cover using green credits and Special Development Rights (SDRs) under Regional Plan-2041, and this model can also be used here.

With other facilities, social infrastructure shall also be developed with a proper hierarchy of schools, parks, hospitals, and cultural and religious institutions, to create a work-life balance. These cities also provide an opportunity to establish effective governance from the outset by identifying and engaging relevant stakeholders from the planning process itself. Existing urban areas often face challenges arising

from fragmented responsibilities and multi-agency coordination. Special Purpose Vehicles (SPVs) may also be established for specific functions or projects where appropriate.

A successful Namo City can be evaluated through a set of measurable indicators. These could include public transport share, RRTS and its allied modes such as NMTS, last-mile connectivity, cycling, walking, and buses. Average commute of individuals from home to workplace; Jobs-to-housing ratio; and availability and affordability of housing and access to physical and social infrastructure.

The major concern that could pose a threat to these cities is that of becoming a dormitory city for the NCT, with residents commuting through RRTS to Delhi or neighbouring urban areas for employment. In such a scenario, the entire objective of counter magnets could be undermined. Also, if the land prices in these cities jump too high following RRTS connectivity, it could make housing unaffordable for the very population it is targeting to attract. Ineffective monitoring and evaluation systems can also impact the cities. These are certain issues that should be dealt with beforehand to successfully create counter-magnets.

Ultimately, the success of Namo Cities will depend on whether employment opportunities are planned alongside housing, infrastructure and urban development. Integrating land-use and transport planning, promoting mixed-use development, and ensuring inclusive housing across income groups can help create self-sustaining and liveable urban centres. Coordinated governance, clearly defined institutional responsibilities and measurable outcomes will be equally important for their long-term performance. Their success should therefore be evaluated not merely by the infrastructure and connectivity created, but by their ability to attract and retain population, employment and economic activity within the NCR, thereby fulfilling their intended role as effective counter-magnets.

2. Urban Advisory Group of AMDA

Revival of Urban Advisory Group (UAG)

The Association of Municipalities and Development Authorities (AMDA) under the aegis of Ministry of Housing and Urban Affairs (MoHUA) is mandated to promote sustainable, inclusive, and efficient urbanization through urban and regional planning, research, consultancy, capacity building, and institutional networking among Municipal Bodies and Development Authorities across India.

The Executive Council of AMDA in its meeting convened on 17.03.2026 granted its approval for Constitution of Urban Advisory Group (UAG). The reconstituted UAG shall be for a tenure of two years, extendable annually based on performance and subject to Executive Council approval.

The role of Urban Advisory Group is to advise AMDA on the following core activities:

- Urban and Regional Planning, Program Development and Financing.
- Urban Governance and Advocacy.
- Database
- Publications
- Research and Consultancy
- Capacity Building

A UAG meeting was held in hybrid mode under the chairmanship of Sh. Gulzar Natarajan IAS, Chairman, AMDA

at the conference hall of AMDA Office at 3:30 PM on 08.05.2026. 10 members joined the meeting physically and 6 UAG members joined online.



Members of Urban Advisory Group

Sl. No.	Name & Designation	Organization
1.	Sh. Gulzar Natarajan, IAS, Chairman	AMDA
2.	Sh. K.S. Meena (IAS-R), Director cum Secretary	AMDA
3.	Sh. Mahesh Kumar Chahar, Deputy Secretary (LSG)	Ministry of Housing and Urban Affairs (MoHUA)
4.	Ms. Pooja Sharma, Deputy Secretary	National Institute for Transforming India (NITI Aayog)
5.	Dr. Debolina Kundu, Director	National Institute of Urban Affairs (NIUA)
6.	Sh. P. Dinesh, Chief Town Planner	Municipal Corporation of Delhi
7.	Sh. Himanshu Aggarwal, Superintending Engineer	Delhi Jal Board, Govt. of NCT Delhi
8.	Ms. Anjula Negi	Institute of Town Planners, India (ITPI)
9.	Sh. Santosh Kumar, Ex Professor	National Institute of Disaster Management
10.	Dr. K.K. Pandey, Ex-Professor of Urban Management	Centre for Urban Studies, Indian Institute of Public Administration (IIPA)
11.	Shri U.S. Jolly, Ex-Principal Commissioner	Delhi Development Authority (DDA)
12.	Sh. K. Vidyadhar, Director-I, Planning Sh. K Yaswantha Rao, Chief Planning Officer	Hyderabad Metropolitan Development Authority
13.	Sh. Udayan Mondal, Additional Chief Engineer	Kolkata Metropolitan Development Authority
14.	Ms. Santhala, Joint Director	Bangalore Development Authority (BDA)
15.	Prof. Dr. Meenakshi Dhote	School of Planning and Architecture (SPA), New Delhi
16.	Sh. Jagdish Parwani (IDSE:1988), Ex. Director	National Capital Region Planning Board, New Delhi
17.	Dr. A.K. Gupta, Principal Urban Advisor	Regional Centre for Urban and Environmental Studies (RCEUS), Lucknow
18.	Sh. S.C. Gaur, Ex Chief Coordinator Planner	NCR Planning and Monitoring Cell, Uttar Pradesh

a. Webinar on Redevelopment and Revitalization of Brownfield & Waterfront Zones

Overview

The Association of Municipalities and Development Authorities (AMDA), New Delhi, organised a webinar on “Redevelopment and Revitalisation of Brownfield & Waterfront Zones” on 24 April 2026 at 3:00 pm, with participation from approximately 40 officials of Municipal and Development Authorities and urban sector professionals from across India.

The webinar featured Dr. Tathagata Chatterji, Professor, XIM University, Bhubaneswar, who spoke on brownfield and waterfront regeneration, and Sh. Jit Kumar Gupta, Ex-Advisor, Punjab Urban Planning and Development Authority (PUDA), who addressed the challenges and opportunities of revitalising urban core areas.

Brownfield & Waterfront Regeneration

Brownfield regeneration was presented as an approach to revitalise underutilised, abandoned or deteriorated urban areas by introducing new uses, including adaptive reuse of existing industrial, railway, port and other structures. Waterfront regeneration represents an important dimension of this process, particularly in cities where historic industrial and transport activities developed around rivers and ports.



Key Takeaways

- Brownfield regeneration can transform underutilised land and structures into mixed-use, productive urban areas while making use of existing infrastructure and built assets.
- Waterfronts should be treated as strategic city assets, rather than isolated beautification projects.
- Successful waterfront regeneration requires integration with the city's master plan and broader economic development strategy.

- Public-private partnerships (PPP), land value capture and land monetisation can support financially sustainable urban renewal.
- The Baltimore model demonstrated the importance of public-sector leadership in land assembly, infrastructure and urban design, followed by private investment.
- The Sabarmati Riverfront Development Project illustrated the application of an SPV-based institutional structure, land value capture and productive reuse of underutilised land.
- Waterfront development should prioritise continuous public access, mixed land use, public spaces, pedestrian movement and public transport connectivity.
- Regeneration must remain socially inclusive, with attention to gender safety, accessibility for persons with disabilities and everyday public use.
- Projects should be implemented as long-term, phased interventions, supported by an overarching vision and strong urban design guidelines.
- Inter-agency coordination is essential where land and responsibilities involve municipal bodies, port authorities, railways and private stakeholders.

Revitalising Urban Core Areas

The second session focused on the importance of historic and established urban cores as centres of culture, economic activity, identity and collective memory. The discussion emphasised that cities evolve in layers, with each layer having distinct physical, social, economic and cultural characteristics. Consequently, urban cores require area-specific planning approaches rather than uniform city-wide interventions.



Key Takeaways

- Historic cores and walled cities should be recognised as special planning and heritage zones with dedicated strategies.
- Revitalisation should balance heritage conservation with contemporary needs, allowing historic areas to remain active, living parts of the city.
- Detailed mapping and documentation of the physical, social and economic structure should precede interventions.
- Planning strategies should address overcrowding, congestion, inadequate infrastructure, encroachment, incompatible land uses and building obsolescence.
- Walkability and pedestrianisation should be prioritised over increasing vehicular capacity in historic cores.
- Revitalisation should follow the principle of “conservative surgery”—removing only decayed or incompatible elements while integrating new development sensitively with the existing urban fabric.
- Heritage conservation can be supported through specialised regulations, heritage cells, cultural management plans and instruments such as TDR.
- Dedicated institutional mechanisms, adequate resources and multidisciplinary expertise are essential for managing complex urban cores.
- Urban cores should form an integral component of master plans and city development plans, rather than being treated as isolated heritage projects.

Key Outcomes & Way Forward

The webinar highlighted that successful urban revitalisation requires moving beyond project-based redevelopment towards integrated, place-sensitive and financially sustainable planning.

Priority areas emerging from the discussions include:

- Integrate brownfield, waterfront and urban core regeneration within city-wide master planning frameworks.
- Establish clear institutional structures and inter-agency coordination mechanisms.
- Leverage PPP and land value capture to support financially sustainable regeneration.
- Prioritise public realm, accessibility, walkability and everyday public use.
- Combine heritage conservation with adaptive reuse and compatible contemporary development.
- Develop special planning regulations and dedicated institutional cells for historic urban cores.
- Ensure regeneration contributes to economic development while remaining socially inclusive.
- Adopt phased, long-term strategies rather than isolated capital-intensive interventions.

Conclusion

The webinar reinforced that brownfield, waterfront and historic core areas represent significant opportunities for urban regeneration, economic development and place-making. Their revitalisation requires a shift from isolated redevelopment projects towards integrated planning that combines heritage, public realm, mobility, economic viability, environmental improvement and social inclusion.

The discussions provided practical insights for Municipalities and Development Authorities to reposition underutilised and historic urban areas as vibrant, accessible, productive and resilient components of the contemporary city.

b. Webinar on GIS-Based Master Planning, Urban Analytics and Disaster Resilience

Overview

The Association of Municipalities and Development Authorities (AMDA), New Delhi organised a webinar on “Master Planning using GIS, Drone Mapping, Urban Analytics and Resilience in Disaster Management” on 05 June 2026 at 3:00 pm. The webinar brought together 91 officials from Municipal and Development Authorities and urban sector professionals from across India.

The technical sessions were led by Sh. Nitin Kumar Azad and Sh. Arvind Kaushik, Town and Country Planning Organisation (TCPO), MoHUA, who discussed GIS-based master planning under AMRUT, and Prof. Santosh Kumar, Ex-Professor, National Institute of Disaster Management (NIDM), who addressed risk-informed urban planning and disaster resilience.



GIS-Based Master Planning: From Digital Data to Better Planning

The session highlighted the role of GIS, satellite imagery and drone mapping in improving the accuracy and effectiveness of master plans. Speakers outlined the evolution of GIS-based master planning under AMRUT 1.0 and AMRUT 2.0.

Key Takeaways

- AMRUT 1.0 established a national framework for geo-database creation, master plan formulation and capacity building.
- Standardised geospatial specifications comprising 69 primary feature layers and 475 sub-layers were developed to improve consistency of spatial data.
- The initiative covered 461 statutory towns, with geo-databases completed for 437 cities and 289 final statutory master plans.
- 2,608 public officials were trained in GIS-based planning and related technical processes.



- AMRUT 2.0 expands the approach to Class II towns and promotes a more paperless and dynamic planning system.
- The integration of satellite imagery, high-resolution drone mapping and mobile-based ground-truthing is intended to improve base-map accuracy and enable more frequent data updates.
- Open data platforms and standardised digital databases can facilitate inter-departmental coordination and evidence-based planning.
- The discussions emphasised that GIS and emerging technologies should remain enablers of planning, supporting sound land-use decisions and statutory planning processes.

From Risk-Blind to Risk-Informed Master Planning

Prof. Santosh Kumar emphasised the need for cities to shift from “risk-blind” to “risk-informed” planning. Rapid urbanisation, increasing density, climate change and development in hazard-prone areas are creating complex and cascading risks for Indian cities.

Key Takeaways

- Disaster risk reduction must be integrated into master planning, beginning with land-use and zoning decisions.
- Development should be strictly regulated in floodplains, natural drainage channels, low-lying areas and other hazard-prone zones.
- Emergency access, building safety, seismic considerations and disaster preparedness should be incorporated into development regulations.
- Municipalities need decentralised disaster management capacity and rapid local response mechanisms.
- Disaster preparedness, prevention and recovery should be integrated into municipal development and financial planning.
- Urban resilience must address social vulnerability, public health and infrastructure deficits, particularly in vulnerable settlements.
- Climate change requires planners to move beyond historical trends and use predictive modelling and urban analytics to anticipate future risks.



- Historic and cultural areas require specific resilience strategies to safeguard heritage assets from disasters.

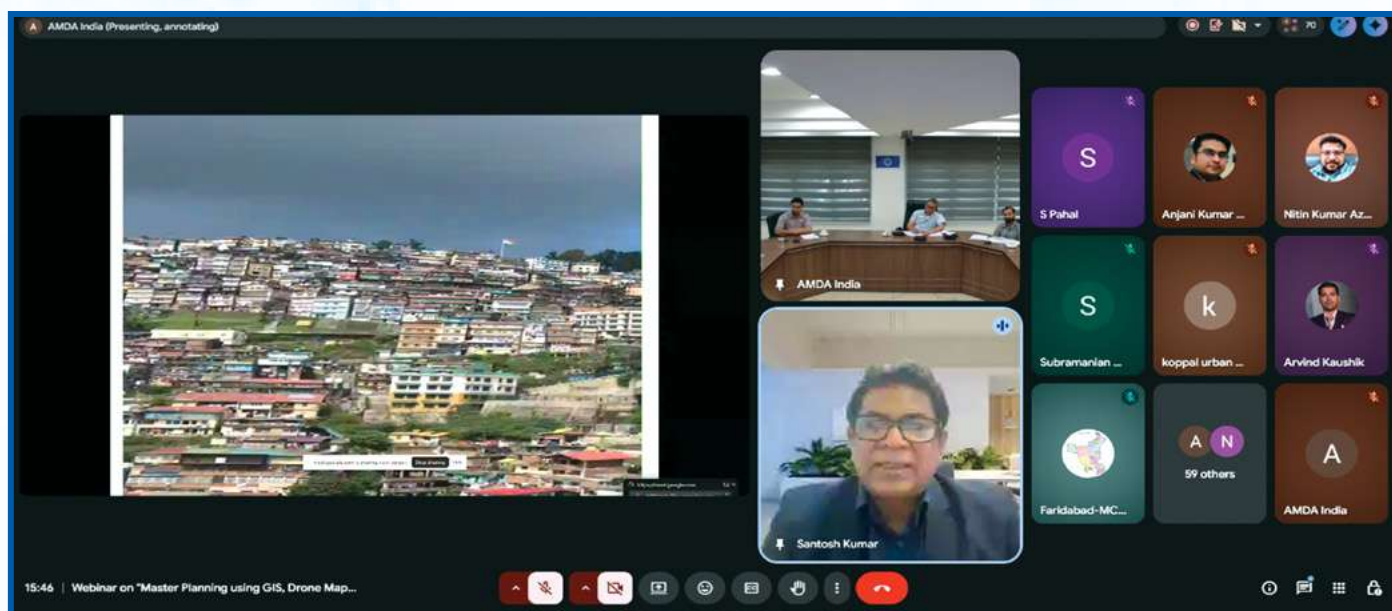
Interactive Discussion: Applying Technology to Planning Practice

The discussion with participants reinforced the importance of translating technological capabilities into practical planning outcomes. Participants highlighted the need for greater focus on implementation challenges, statutory planning processes and risk-sensitive land-use regulation.

A key discussion point was the use of master plans as proactive tools for flood prevention, including strict regulation of development in river plains, flood-prone areas and natural catchments. Participants also shared emerging applications of ArcGIS, Artificial Intelligence and Machine Learning for mapping hazards, assessing local risk indicators and developing predictive urban risk models.

Key Outcomes & Way Forward

The webinar highlighted the need for an integrated approach combining geospatial technology, urban analytics, sound planning and disaster resilience.



Priority areas identified:

- Strengthen and regularly update digital geospatial databases.
- Expand the use of drone mapping and ground-truthing for accurate urban base maps.
- Integrate hazard and vulnerability layers into statutory master plans and development regulations.
- Build municipal capacity in GIS, urban analytics and disaster management.
- Promote AI-enabled predictive risk assessment for emerging and climate-related hazards.
- Prioritise preventive and risk-sensitive land-use planning over reactive disaster management.
- Strengthen institutional accountability for planning compliance, safe development and resilience.

- Foster coordination among municipal bodies, development authorities, planning agencies and disaster management institutions.

Conclusion

The webinar reinforced that the future of urban planning lies in combining accurate spatial data, advanced technology and risk-informed decision-making. GIS and drone-based mapping can strengthen the evidence base for master plans, while urban analytics and disaster risk assessments can help guide safer and more resilient patterns of urban development.

AMDA's webinar provided a platform for knowledge exchange between national institutions and urban practitioners, highlighting practical pathways towards technology-enabled, resilient and sustainable urban planning.

4. Activities During FY 2026-27

a. Half Day Workshop on Sexual Harassment of Women at Workplace Act 2013 for Officials & Staff of AMDA on 16.04.2026 at 02:00 to 04:30 pm.

1. Overview of the Workshop

AMDA is an apex association established with the support of Municipal Corporations and Development Authorities across India. It serves as a premier platform for the exchange of ideas on Urban Planning and Development. AMDA facilitates knowledge integration and experience sharing among Municipal Authorities and Development Authorities across India through various capacity-building programs.

As per Chapter IV Clause 19 (c) of the Sexual Harassment of Women at Workplace (Prevention, Prohibition and Redressal) Act, 2013, it is mandatory for every employer/organisation to organise workshops and awareness programmes at regular intervals for sensitising employees about the act, provisions and allied matters.

AMDA has duly constituted an Internal Complaints Committee under the provisions of the Sexual Harassment of Women at Workplace (Prevention, Prohibition and Redressal) Act, 2013, which has been formally notified vide Office Order No. AMDA/Admin/ICC/26/2025/1362 dated 11.07.2025.

2. Trainer/Speaker

Nandita Pradhan Bhatt is the Director of Martha Farrell Foundation, where she's responsible for program delivery and management of the Foundation. She also heads the gender programs in PRIA (Society for Participatory Research in Asia) and has nearly 30 years of experience in the space of gender mainstreaming and inclusion. Nandita is also a member of the Investment Committee for Rebuild India Fund. Nandita has personally trained over 40,000 employees across more than 60 national and international organisations and has over two decades of experience training informal and formal workers, government officials and college and university-going students in prevention of sexual harassment at the workplace.

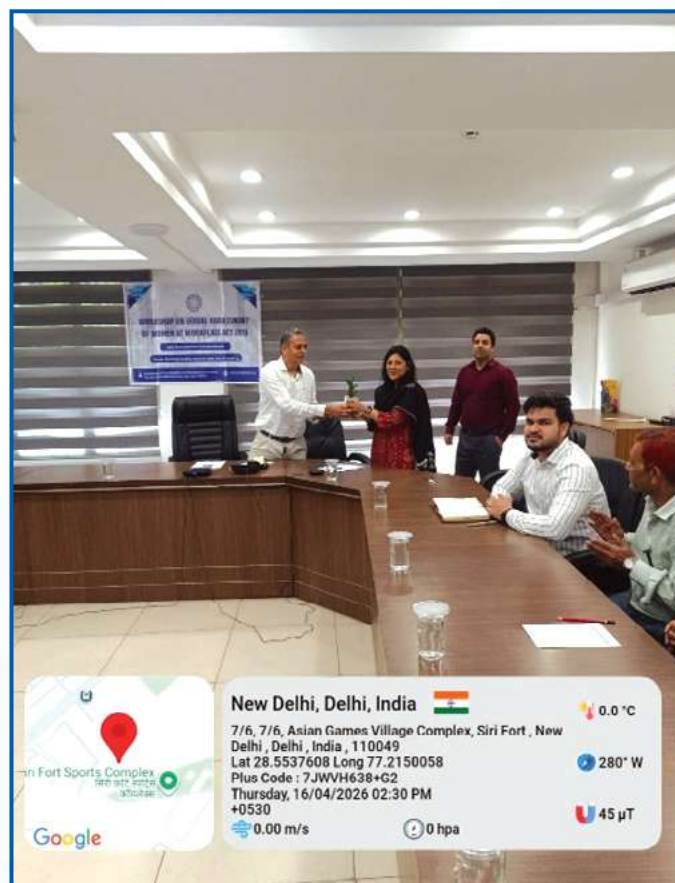


Nandita Pradhan Bhatt

Nandita has been serving as an external member on various Internal, across government institutions, corporates and non-profit organisations. Nandita specialises in supporting Internal Committee members and senior management in carrying out their role and responsibilities, including prevention, prohibition, and complaint investigation and reporting, in compliance with the Law. She has also supported the setup of Local Committees in Sikkim and South Delhi and she currently serves as a member of the Local Committee in South East District, Delhi. Nandita was recently appointed as an advisor to the Local Committee of the Delhi Commission for the Protection of Child Rights.

3. Conduct of Workshop

The workshop commenced with the felicitation & introduction of Ms. Nandita Pradhan Bhatt by Shri K. S. Meena, IAS (Retd.), Director cum-Secretary, AMDA followed by a brief round of introduction of all Official/ staff of AMDA.



The Director-cum-Secretary delivered the welcome address, outlining the mandate of AMDA, including its objectives, organisational structure, and key activities. In his remarks, he emphasized the significance of organizing such a workshop on the provisions and

4. During the Workshop:

The session began with a scenario-based discussion by the speaker with all employees in order to encourage engagement and chalking out everyone's perspective in the room which was followed by the determination of "Workplace" as per the Sexual Harassment of Women at Workplace (Prevention, Prohibition and Redressal) Act, 2013.

Thereafter, Ms. Nandita deliberated the session through an interactive discussion on distinguishing between sexual and non-sexual harassment at the workplace through an audio-visual presentation. The exercise encouraged active participation from all attendees and helped assess and enhance their foundational understanding of the subject.

GMs. Nandita then introduced the PoSH Act of 2013, explaining its three pillars: Prevention, Prohibition, and Redressal.

The training aimed to help employees distinguish between appropriate and inappropriate behaviour and the concept of intent & perception at the workplace, clarifying what constitutes sexual harassment and emphasize the importance of a respectful and safe working environment.

Role of the Internal Complaints Committee (ICC):-

The presentation by the trainer also includes an explanation of the Internal Complaints Committee (ICC) was provided, highlighting its composition and responsibilities:

- Presiding Officer: A senior woman employee.
- Two internal members: Preferably with experience in social work or legal knowledge.
- One external member: Could be an advocate, doctor, or someone from an NGO working on women's issues.

implementation of the Sexual Harassment of Women at Workplace (Prevention, Prohibition and Redressal) Act, 2013, highlighting its relevance in ensuring a safe and equitable working environment.



It was emphasized that the ICC must function independently & impartially to resolve complaints in the prescribed timeframe.

Key topics covered included: -

- Differentiating between sexual and non-sexual harassment.
- Identifying key roles such as aggrieved woman, witness, respondent, and the importance of evidence and proof, illustrated with real-life case studies.
- Clarifying who can file a complaint, who can be accused, and the timeframe within which complaints must be filed.

Additional Key Discussions:

The session also addressed:

- Types of behaviours that constitute sexual harassment.
- Definition and scope of the workplace under the PoSH Act.
- The importance of preventive measures and regular training.
- Reporting mechanisms, including how to file complaints, confidentiality, and investigation procedures.
- Rights of the respondent and implications of false accusations.

Outcome of the training:

The training was highly interactive presented in bilingual mode (English & Hindi) and activity-based, greatly enhancing participants understanding of the PoSH Act and its practical implications. It successfully raised awareness among all staff members among all hierarchical levels and reinforced the organization's commitment to maintaining a safe, respectful, and inclusive workplace culture.



b. AMDA Adopts Green Energy Through Installation of 18 kWp Solar Rooftop Plant

In a significant step towards promoting renewable energy and sustainable infrastructure, AMDA has successfully installed and commissioned an 18 kWp Solar Rooftop Plant at its headquarters. The project was successfully commissioned and inaugurated on 21st May 2026 by Sh. K. S. Meena, Director-cum-Secretary, AMDA in the presence of Sh. Sajid Y. Bhat, Deputy Director cum Dy. Secy, AMDA, Sh. Totak Acharya, Assistant Director (Planning), Sushil Kumar, Administrative Officer, AMDA and other officials of AMDA.

Since its commissioning, the solar rooftop system has been generating approximately 1,800–2,000 units of clean electricity per month, substantially reducing the building's dependence on conventional grid power and lowering overall energy consumption. The initiative is expected to contribute towards reducing carbon emissions, promoting energy conservation, and achieving long-term cost savings.

The installation of the solar plant reflects AMDA's commitment to environmentally responsible governance and its vision of integrating clean energy solutions into urban institutional infrastructure. By embracing renewable energy,

AMDA continues to set an example in supporting the national agenda of sustainable development, climate resilience, and a greener future.



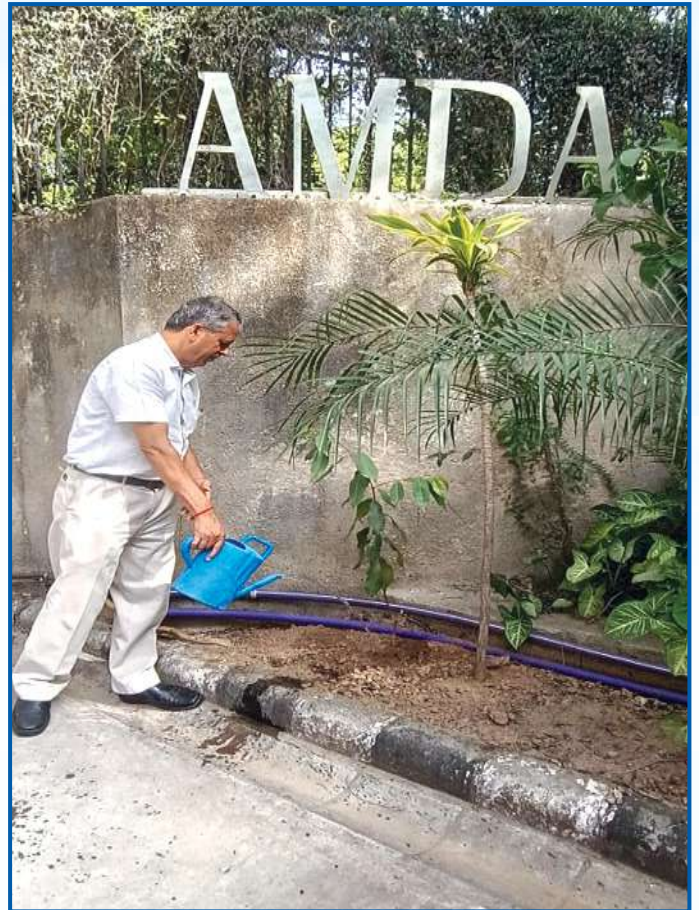
c. Tree Plantation Drive at AMDA Campus

To commemorate the inauguration of the 18 kWp Solar Rooftop Plant, AMDA organized a Tree Plantation Drive at its campus, reaffirming its commitment to environmental sustainability and green urban development. All officers and staff members of AMDA participated in the drive reflecting their collective resolve towards creating a cleaner and greener environment

The initiative aligns with the Government of India's ongoing efforts to promote afforestation, enhance green cover, and strengthen climate resilience through mass plantation campaigns. By encouraging active participation in tree plantation, AMDA has contributed to the broader national vision of environmental conservation and sustainable development.

The event underscored AMDA's commitment to integrating renewable energy adoption with ecological stewardship, reinforcing the message that every step towards conserving natural resources contributes to a healthier and more sustainable future.

This initiative serves as another milestone in AMDA's endeavour to foster environmentally responsible practices and support India's transition towards a greener and more sustainable tomorrow.



5. Forthcoming events

Events Calendar for FY 2026-27

Sl. No.	Topic	National Urban Conclave / Seminar / Webinar	Proposed Month	Venue
1.	Redevelopment and Revitalization of Brownfield & Waterfront Zones	Webinar	April, 2026	Delhi
2.	Infrastructure and Land Value Capture Mechanism	Conclave / Workshop / Seminar	May, 2026	Pune / Nagpur / Amaravati
3.	Master Planning using GIS, Drone Mapping, Urban Analytics and Resilience in Disaster Management	Webinar	May, 2026	Delhi
4.	Zoning Reform for Mixed-Use and High-Density Development	Webinar	June, 2026	Delhi
5.	Revitalization of Historic City Centers and Cultural Districts	Exposure Visit	July, 2026	Jaipur / Pune
6.	Electric Mobility Infrastructure for EV Adoption	Webinar	July, 2026	Delhi
7.	Energy-Efficient Building Codes and Retrofits	Webinar	August, 2026	Delhi
8.	IT / AI in Urban Governance: Traffic, Waste, Water & Citizen Services (ITMS, SCADA, etc. technologies)	Exposure Visit	September, 2026	Indore
9.	Urban Public Health & Sanitation: SBM 2.0	Webinar	September, 2026	Delhi
10.	Urban Flood Risk Management and Ground water recharge - Sponge City Concepts	Webinar	October, 2026	Delhi
11.	Solid Waste Management: City to City Learning at Indore Municipal Corporation	Conclave/ Workshop/ Seminar	October, 2026	Indore
12.	Non-Revenue Water Reduction and Smart Water Networks	Webinar	November, 2026	Indore / Chandigarh
13.	Developing Economic Growth Corridors to generate employment and public private partnership	Webinar	December, 2026	Delhi
14.	Integrated Planning for Age-Responsive and Child-Supportive Urban Environments	Webinar	January, 2027	Delhi
15.	Sustainable Urban Finance: Municipal Bonds, PPPs and Blended Finance	Conclave / Workshop / Seminar	January, 2027	Indore / Ahmedabad
16.	Project Review, Evaluation, and Monitoring Framework(s) and "Digital Twins"	Webinar	February, 2027	Delhi
17.	Urban Challenge Fund	Webinar	February, 2027	Delhi
18.	Land Pooling & Management Techniques	Webinar	March, 2027	Delhi
19.	Rejuvenating Water Heritage and Conservation Approaches	Conclave / Workshop / Seminar	March, 2027	Delhi / Jaipur

6. List of Members

S. NO.	MEMBERS -DEVELOPMENT AUTHORITIES	LOGO	WEBSITE
1	Agra Development Authority		https://www.adaagra.org.in/
2	Ahmedabad Urban Development Authority		https://www.auda.org.in/Home.aspx
3	Allahabad (Prayagraj) Development Authority		http://www.pdaprayagraj.org/
4	Asansol-Durgapur Development Authority		https://addaonline.in/
5	Baddi Barotiwala Nalagarh Development Authority		https://bbnda.hp.gov.in/index.aspx
6	Bangalore Metropolitan Region Development Authority		https://bmrda.karnataka.gov.in/
7	Bangalore Development Authority		https://bdakarnataka.in/
8	Bathinda Development Authority		https://www.bdabathinda.in/en
9	Bhavnagar Area Development Authority	NA	https://udd.gujarat.gov.in/AreaDevelopment.php
10	Bhuj Area Development Authority		http://bhujada.com/
11	Bijapur (Vijayapura) Urban Development Authority		http://www.vijayapura.uda.gov.in/en
12	Bulandshahr-Khurja Development Authority		https://bkdaup.com/
13	Andhra Pradesh Capital Region Development Authority		https://crda.ap.gov.in/apcrdav2/views/home.aspx
14	Chennai Metropolitan Development Authority		https://www.cmdachennai.gov.in/index.html
15	Chitra Durga Urban Development Authority		http://www.chitradurga.uda.gov.in/en
16	Delhi Development Authority		https://dda.gov.in/

17	Development Authority Nagaland		https://dannagaland.in/
18	Digha Sankarpur Development Authority		https://www.dsda.org.in/
19	Ghaziabad Development Authority		https://gdaghaziabad.in/
20	Gorakhpur Development Authority		https://www.gdagkp.in/
21	Goshree Islands Development Authority	NA	NA
22	Greater Cochin Development Authority		https://www.gcda.kerala.gov.in/
23	Greater Ludhiana Area Development Authority		https://www.glada.gov.in/en
24	Greater Mohali Area Development Authority		https://www.gmada.gov.in/en
25	Greater Noida Industrial Development Authority		https://gnida.up.gov.in/en
26	Haldia Development Authority		https://www.hda.gov.in/
27	Hapur-Pilkhuwa Development Authority		https://hpdaonline.in/
28	Haryana Shehri Vikas Pradhikaran		https://hsvphry.org.in/Default
29	Hubballi Dharwad Urban Development Authority		http://www.hubballi-dharwad.uda.gov.in/kn
30	Hyderabad Metropolitan Development Authority		https://www.hmda.gov.in/
31	Jaipur Development Authority		https://jda.rajasthan.gov.in/content/raj/udh/jda---jaipur/en/home.html
32	Jamnagar Area Development Authority		https://www.jada.org.in/
33	Kakatiya Urban Development Authority		https://kuda.in/

34	Kanpur Development Authority		https://www.kdaindia.co.in/en/index.php
35	Kolkata Metropolitan Development Authority		https://kmda.wb.gov.in/
36	Lucknow Development Authority		https://ldalucknow.in/
37	Meerut Development Authority		https://www.mdameerut.in/
38	Mumbai Metropolitan Region Development Authority		https://mmrda.maharashtra.gov.in/
39	Mussoorie-Dehradun Development Authority		http://mddaonline.in/
40	New Okhla Industrial Development Authority		https://noidaauthorityonline.in/en
41	Punjab Urban Planning and Development Authority		https://www.puda.gov.in/
42	Rajkot Urban Development Authority		https://www.rajkotuda.com/
43	Siliguri Jalpaiguri Development Authority		https://www.sjda.org/
44	Special Area Development Authority, Gwalior		https://sadagwalior.in/
45	Surat Urban Development Authority		https://www.sudaonline.org/
46	Thiruvananthapuram Development Authority		https://trida.v4venue.in/about-us
47	Vadodara Urban Development Authority		https://www.vuda.co.in/
48	Varanasi Development Authority		https://vdavns.com/
49	Visakhapatnam Metropolitan Region Development Authority		http://www.vmrda.gov.in/Default.aspx
50	Hassan Urban Development Authority		http://www.hassan.uda.gov.in/en/home

MUNICIPAL CORPORATION

S. NO.	MEMBERS MUNICIPAL CORPORATIONS	LOGO	WEBSITE
1	Amdavad Municipal Corporation		https://ahmedabadcity.gov.in/
2	Aizawl Municipal Corporation		https://amcmizoram.com/
3	Belagavi City Corporation		https://belagavicitycorp.org/WebSiteBGM/Home.aspx
4	Bhavnagar Municipal Corporation		https://bmcgujarat.com/en/
5	Bhopal Municipal Corporation		https://www.bmconline.gov.in/sap/bc/ui5_ui5/sap/zbmcpdrdhome/index.html
6	Chandrapur City of the Municipal Corporation		https://web.cmcchandrapur.com/?marathi=true
7	Coimbatore City Municipal Corporation		https://www.ccmc.gov.in/
8	Dhule Municipal Corporation		https://dhulecorporation.org/
9	Durgapur Municipal Corporation		https://www.durgapurmunicipalcorporation.org/
10	Municipal Corporation of Delhi		https://mcdonline.nic.in/portal/.sp
11	Faridabad Municipal Corporation		https://ulbharyana.gov.in/Faridabad/191
12	Greater Chennai Corporation		https://chennaicorporation.gov.in/gcc/
13	Greater Hyderabad Municipal Corporation		https://www.ghmc.gov.in/
14	Brihanmumbai Municipal Corporation (BMC)		https://www.mcgm.gov.in/irj/portal/anonymous
15	Guntur Municipal Corporation		https://gmcguntur.ap.gov.in/

16	Gurugram Municipal Corporation		https://www.mcg.gov.in/
17	Haldwani Nagar Nigam		https://www.haldwaninagarnigam.com/
18	Indore Municipal Corporation		https://imcindore.mp.gov.in/
19	Jabalpur Municipal Corporation		http://nagarnigamjabalpur.com/
20	Jamnagar Municipal Corporation		https://www.mcjamnagar.com/
21	Kanpur Municipal Corporation		https://kmc.up.nic.in/
22	Kolhapur Municipal Corporation		https://web.kolhapurcorporation.gov.in/
23	Lucknow Municipal Corporation		https://www.lmc.up.nic.in/
24	Ludhiana Municipal Corporation		https://mcludhiana.gov.in/
25	Nanded Waghala City Municipal Corporation		https://nwcmc.gov.in/web/home.php?uid=1&id=MAR#gsc.tab=0
26	Nashik Municipal Corporation		https://www.nmc.gov.in/
27	Rajkot Municipal Corporation		https://www.rmc.gov.in/
28	Roorkee Nagar Nigam		https://nnroorkee.uk.gov.in/
29	Singrauli Municipal Corporation		http://nagarnigamsingrauli.co.in/s
30	Srinagar Municipal Corporation		https://srinagar.nic.in/public-utility/srinagar-municipal-corporation/
31	Surat Municipal Corporation		https://www.suratmunicipal.gov.in/
32	Tiruchirappalli City Corporation		https://www.trichycorporation.gov.in/
33	Tirunelveli City Municipal Corporation		https://www.tirunelvelicorporation.com/

34	Ujjain Municipal Corporation		https://nagarnigamujjain.org/hindi/
35	Vadodara Municipal Corporation		https://vmc.gov.in/index.aspx
36	Vellore City Municipal Corporation		https://vcmc.in/
37	Bruhat Bangalore Mahanagar Palike		https://bbmp.gov.in/home
38	Mysuru City Corporation		http://www.mysurucity.mrc.gov.in/
39	Howrah Municipal Corporation		https://www.myhmc.in/
40	Meerpet Municipal Corporation		https://meerpetcorporation.telangana.gov.in/
41	Nizamabad Municipal Corporation		https://nizamabadcorporation.telangana.gov.in/
42	Kozhikode Municipal Corporation		https://kozhikodecorporation.lsgkerala.gov.in/en
43	Greater Visakhapatnam Municipal Corporation		https://www.gvmc.gov.in/
44	Municipal Corporation Ratlam		https://rmcratlam.in/
45	Municipal Corporation Shimla		http://shimlamc.hp.gov.in
46	Municipal Corporation Solan		http://mcsolan.in

Others

S. NO.	MEMBERS MUNICIPAL COUNCIL	LOGO	WEBSITE
1	New Delhi Municipal Council		https://ndmc.gov.in/
2	Sri Vijaya Puram Municipal Council (Port Blair Municipal Council)		https://pbmc.gov.in/#gsc.tab=0

3	Municipal Committee Leh	NA	https://leh.nic.in/department/municipal-committee/
4	Town Panchayat, Arkalgud		http://arkalgudtown.mrc.gov.in/en

S. NO.	MEMBERS MUNICIPALITY	LOGO	WEBSITE
1	Guruvayoor Municipality		https://guruvayoormunicipality.lsgkerala.gov.in/
2	Nalhati Municipality		https://birbhum.gov.in/public-utility/nalhati-municipality/
3	Kurseong Municipality		https://kurseongmunicipality.org/
4	Adoor Municipality		https://adoormunicipality.lsgkerala.gov.in/en

S. NO.	MEMBERS- OTHER BOARDS	LOGO	WEBSITE
1	Gujarat Municipal Finance Board		https://www.gmfb.in/
2	NCR Planning Board		https://ncrpb.nic.in/
3	Directorate of Town and Country Planning, Bangalore, Karnataka.		http://www.dtcp.gov.in/en/home

7. Membership Form



Association of Municipalities and Development Authorities **(AMDA)**

Membership Form

Name of the Organization:

Name of the Head of Organization:

Postal Address:

District: State:

Postal Code: Email Address:

Phone (with STD code)..... Fax (with STD code):

Website: Date of Establishment of Organization:

Total Population served by Organization (According to latest Census):

Total Area of the Organization (in hectares):

NO MEMBERSHIP FEE TO BECOME AMDA MEMBER

Official Stamp and Signature

Please Note:

1. A formal decision to become a member of AMDA must be taken by the authority with the legal capacity to act on behalf of the Organization.
2. Once completed, please return this form at the address below:

Association of Municipalities and Development Authorities (AMDA)

7/6, Sirifort Institutional Area, August Kranti Marg, New Delhi - 110049, India. Tel.: 91-11-26494486, 26497973, Fax: 91-11-26491675
Email: amdadelhi@gmail.com Website: www.amdaindia.org



Association of Municipalities and Development Authorities

AMDA is a national-level association of urban local bodies and development authorities working towards strengthening urban governance, institutional capacities and sustainable urban development across the country.

OUR OBJECTIVES



Facilitate Information
Sharing & Knowledge
Exchange



Capacity Building
of Urban Local Bodies
& Development
Authorities



Promote Best Practices
& Innovation in Urban
Governance



Support Sustainable
& Inclusive Urban
Development



Encourage Green,
Resilient & Climate
Responsive Cities



Strengthen Institutional
Partnerships &
Collaboration



Promote Use of
Technology & Data for
Better Decision Making



Advocate Good
Governance, Transparency
& Accountability

AMDA INITIATIVES

Webinars & Workshops • Training Programmes • Knowledge Publications
Urban Advisory Group • Policy Dialogues • Field Visits & Best Practice Sharing

7/6, Sirifort Institutional Area,
August Kranti Marg, New Delhi-110049, India

01141017641, 01126491675

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 www.amdaindia.org

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