



Convention on City Development: Sustainability & Legal Interface

Friday & Saturday, 24 – 25 July 2009:
Silver Oak, India Habitat Centre, New Delhi

Our Sponsors



Introduction

Globalization is having a significant effect on cities, forcing them to compete for business with other cities worldwide and within their own countries. In India, cities contribute over 55 % to country's GDP and urbanization is increasingly becoming the engine of national economic growth. (India: Urban Poverty Report 2009)

Cities are the focal points and drivers of societal development in all countries. Cities continue to be seen as offering economic opportunity superior to what can be realized in the countryside, thus they act as the magnets for new residents flooding in from rural areas with wants and needs basic to all humankind. Urban migration takes place on such a scale that we now have a new category of cities – mega cities, with populations over 10 million. If rural urban migration continues for a substantially long period of time, the urban locality is bound to face the problem of population explosion. As a result, cities become the largest consumers of natural resources and the biggest sources of pollution and greenhouse gas emissions on the planet.

Therefore, the need to create self-sufficient, ecologically sustainable & secure cities arises. By promoting sustainable urban form and function, cities become healthy, viable communities for citizens with reasonably comfortable existence. A good quality of life, good governance and allocation of its economic resources, natural open spaces, reduced waste, equality,

access, lower crime, sense of community, clean air and water quality, and environmental diversity are just a few beneficial characteristics of a sustainable city.

What are the barriers ?

The staggering rate of urbanization brings its own problems, especially in developing nations. The greatest barrier to creation of sustainable cities is the phenomenal growth of population. Indian urban population, according to 1991 census was 218 million (26% of the total) and is estimated to increase to about 430 million (37% of the total) by year 2011, making it the largest urban population in the world.

The main burden of this urban overcrowding is in the metropolitan cities. Delhi adds on 400,000 people every year due to migration from all over India, thus putting a question mark on the sustainability of this capital metropolis. Even the Master Plan Delhi 2021 projects that its population alone may range between 220 to 230 lakhs in the year 2021. (Master Plan 2021: Delhi Development Authority).

Employment and educational opportunities are the main attraction of the urban centers like Delhi. But hopes for a better life are often dashed as overpopulation puts a huge strain on cities' infrastructures and their ability to provide basic necessities - like clean water, employment, healthcare, electricity and a decent place to live. Burgeoning population also leads to exploitation, crime and lawlessness due to the ever shrinking job opportunities. Large "green" areas are converted to housing colonies, leading to environmental degradation. According to India Urban Poverty Report 2009, a joint report by India & UNDP, 81 million people subsist in urban areas on incomes that are below the poverty line. As it pertains to Indian conditions, due emphasis should be given to control population and provide housing to the weaker sections of society who live in sub-human conditions in slums, subsisting below the poverty line and causing environmental degradation.

Why the Convention ?

Urban problems involve complex webs of interconnected and changing problems, which cannot be addressed effectively in isolation. Decision-makers at all levels are faced with the task of how to resolve urban problems from transportation to waste management, from drinking water supply to the preservation of urban green space. Urban strategies must recognize these interconnections, and work with them. In most cities, this requires a fundamental shift in approach, greater inter-sectoral co-operation, and more forward-looking strategies.

With this background, CII-ITC Centre of Excellence for Sustainable Development in partnership with Society of Indian Law Firms and Bar Association of India is organizing the Convention on City Development: Sustainability & Legal Interface on 24 – 25 July 2009 at New Delhi. Through the organization of this convention, we intend to:

- Provide a platform to dialogue and focus on crucial issues, policies, procedures and investment opportunities and collectively finding the basis for accelerating a sustainable environment for the cities and all its stakeholders
- Create a forum for sharing strategies, experiences and best-practices in creating inclusive, sustainable urban settlements
- Integration of policies and plans so that a concerted and unified approach is evolved for addressing the urban problems
- Foster interaction among the various stakeholders i.e. Central, State and Local Urban Government Bodies, Legal community, Developmental Agencies, NGOs, and citizens

Convention Focus:

Integrating Sustainability into City Planning

City planning has always been of chief concern of town planners and builders since times immemorial. It is the art and science of designing and regulating of the uses of space that focus on the physical form, economic functions, and social impacts of the urban environment and on the location of different activities within it.

City planning basically includes regulation of land use for residential and commercial purposes, construction of buildings, planning for economic & social development, construction of roads & bridges, proper fire services, organized slum improvement, increased provision of basic amenities like water supply for domestic use, industrial & commercial purposes, public health care management, education, employment and sanitation to its citizen.

In India, the evolution of town planning started with the aim of improving the living conditions of the urban poor with the Improvement Trust set up in 1898. After Independence the trends of haphazard growth and ribbon development became major causes of concern. This happened due to inadequate legal powers to control use of land and construction of buildings, though it must be admitted that neither the State Governments nor local authorities had shown full appreciation of the situation or utilised such powers to arrest the unhealthy growth. Since then, India has seen continual progress in enacting planning legislation and setting up planning agencies. Later, several Indian states enacted Town Planning Legislation for the preparation of development plans for urban centers and Town Planning Schemes.

Since 1957, Indian Town Planning Legislation has been developing a distinct pattern and an individuality of its own. The Delhi Development Act 1957, The Mysore Town and Country Planning Act 1961, The Model Town and Country Planning Act 1962 suggested by Institute of Town Planners, India and Maharashtra Regional and Town Planning Act, 1966, are some of the landmarks in the evolution of planning legislation in India. These Urban Development Authority Acts of India have to be viewed in the overall context of Town and Country Planning Legislation in India, and not in isolation.

The Land Acquisition Act was introduced in 1894 for the acquisition of land for public purpose and for companies. Similarly, Housing and Urban Land (Ceiling and Regulation) Act 1976 and

Repeal of the Urban Land Ceiling Act (1998) were enacted with the purpose of making land available for housing the poor.

Apart from this, the Town Planning Act governs the preparation and implementation of a blueprint for developing the entire city in the form of Master Plans, which is a detailed structure in which planning is done, to make optimum provision for the land-use-planning: housing specifically for the weaker section, transportation, public/semi purposes, education, health, parks, play grounds and other public utility purposes.

The UN-HABITAT report on urban housing finance says that by the year 2030, more than 2 billion people will join the growing demand for housing, water supply, sanitation and other infrastructure services in the already overstretched urban areas of developing countries. In such situation, planning and development have not and perhaps could not keep pace.

However, the pace of urbanization in India is set to increase, and with it, urban poverty and urban slums. With growing poverty and slums, Indian cities have been grappling with the challenges of making the cities sustainable i.e. inclusive, productive, efficient and manageable. If well planned adequate financial resources are not invested in the development of urban shelter and requisite services, this additional population will also be trapped in urban poverty, deplorable housing conditions, poor health and low productivity, thus further compounding the enormous slum challenge that exists today.

There is thus an urgent need at the national level to document the key urban issues through planning, to assess the tasks at hand, and plan for the future & to develop new poverty reduction tools and approaches to attack the multi-dimensional urban and this demands new approaches to how we understand, plan, build and use our cities, so that we can give city users better access to a sustainable lifestyle.

Redoing City Transportation

Urban productivity is highly dependent on the efficiency of its transport system to move labor, consumers and freight between multiple origins and destinations. The most important transport problems are often related to urban areas, when transport systems, for a variety of reasons, cannot satisfy the numerous requirements of urban mobility.

Additionally, important transport terminals such as ports, airports, and rail yards are located within urban areas, contributing to a specific array of problems. Urban sprawl has made the ownership and use of at least one car almost essential for suburban residents.

Indian cities of all sizes are facing the crisis of urban transport. Despite investments in road infrastructure and plans for land use and transport development, all face the problem of congestion & parking difficulties, traffic accidents & road rages, air pollution, difficulties for pedestrians in their mobility, loss of public space and the problems continue to grow. Large cities are facing a rapid growth of personal vehicles (two wheelers and cars); and in medium & small cities, different forms of intermediate public transport provided by informal sector are struggling to meet the mobility demands of city residents. Several attempts have been made by planning authorities and experts to address these problems like Motor Vehicle Act, 1988, National Urban Transport Policy, 2006 & The Multimodal Transportation of Goods Act, 1993. But these have not proved to improve the situation.

Land use master plans prepared for most metropolitan cities have a brief chapter on urban transport. However, planning and development of road infrastructure, regulations for private or public vehicles, licensing procedures, and operations of state transport undertakings continue to be in isolation. Despite of adoption of Motor Vehicle Act, 1988, National Urban Transport Policy, 2006, increasing investments in road infrastructure, clean fuel policies, Bus Rapid Transit (BRTs) corridors and metro construction in few cities, travel conditions for an average citizen have not changed. Therefore, with increasing urbanization and urban travel demands the business-as-usual scenario must change.

At present, most Indian cities have desirable modal shares. The challenge is to preserve them in future amidst growing car and motorcycle ownership rates. If these have to be preserved and encouraged, then clean technology alone is not sufficient, the transportation impacts such as congestion, noise, threatened public safety and sprawl has to be mitigated.

Efficient transportation planning has to take into consideration a wide range of options and choices like adequate roads, parking lots, alternate system of transportation, and mass transit facilities. Good public transport can reverse the trend of opting for personal vehicles. Mass Rapid Transit Systems (MRTS) is globally recognized as one of the most cost effective solutions for providing high quality public transport service in urban areas.

Sustainable transport needs inclusive safe cities. It is going beyond physical infrastructure. Sustainable transport not only ensures safe mobility & reduced risks of traffic crashes, but also reduced street crimes and better social cohesion, and makes public transport attractive and the preferred choice for commuting.

Secure Cities, Safer Citizens

Over the past decade, the world has witnessed growing threats to the safety and security of cities and towns. Some of these threats have come in the form of natural or man made catastrophic events, while others have been manifestations of poverty and inequality, or of rapid and chaotic urbanization processes.

Crime and violence prevention and public security have become key social and health issues of concern to public policy makers and citizens in urban areas throughout the world as crime & violence has direct health impacts on those who are hurt or killed by violent acts while having its broader impacts on the community by affecting the ability of individuals and household to access services and employment, and increasing household stress and well being, particularly mental health.

India's security concerns are defined by a dynamic global security environment. The big challenge facing the nation is the battle against terrorism, Left Wing Extremism and insurgency. Intervention by trans-border elements also poses a threat to the country's security and integrity. In India, there are various enactments in force dealing with offences against national security like chapter 6 & 7 of Indian Penal Code, the Criminal Law Amendment Act of 1938 & 1961 & the Unlawful Activities (Prevention) Act, 1967.

Metro-terrorism has given a new dimension to subversive activities and is a matter that calls for innovative action to prevent its recurrence. Cities have been prime targets of terrorist attacks, exemplified by the bomb exploded in the World Trade Center on 9/11 in USA and a series of explosions in prime Indian cities including Mumbai attack on 26/11.

Global Report on Human Settlements: Enhancing Urban Safety and Security, says that increasing urban violence and crime is giving rise to widespread fear and driving away investment in many cities. Large numbers of people in cities all over the world, including most of the one billion currently living in slums, have no security of tenure, while at least 2 million are evicted every year. Forced evictions in the form of arbitrary arrests, beatings, rape, torture and even killings, predominantly affect those living in the worst housing conditions, especially vulnerable and disadvantaged groups, including women and children.

We come across the cases of domestic abuse & harassment of women in newspapers daily. India has adopted Domestic Violence Act, 2005 to take decisive steps to prevent domestic abuse against women.

In order to deliberate on the increasing concern for security in cities and to find ways & means of improving urban safety and the quality of life, an institutional mechanism to seamlessly share actionable intelligence on real-time basis is required. Overall, these issues can be addressed through appropriate urban policy; planning, design and governance which could help make cities safe and secure.

Expectations from the Convention:

It would be an exclusive conference and we expect to attract the representatives from legal fraternity, municipalities, relevant government agencies, NGO's and the public sector; Researchers and specialist in the fields of urban development, education, social studies and welfare, information technology; Professionals i.e. town planners, architects, engineers, landscape architects and representatives from media to interact among themselves & discuss the constructive, innovative & possible business opportunities along with the solutions to issues pertaining to sustainable development in new or revitalized operations in a way that promotes long-term community development.

Participants

We expect to have large number of participants from academia, civil society, consultants, development cooperation agencies, corporates, environmentalists, engineering & management students, financial institutions, infrastructure developers and users, legal firms, media, municipal bodies, state and central government representatives, research & educational institutions, technocrats and many more.

How to participate

Participant fee is being charged to cover the organizational costs. The standard participation fee is Rs. 5,000/- per pax (inclusive of 10.30% service tax); however various concessions are being offered; please refer to the table below:

Non-members	Rs. 5,000.00
Non-members group participation (3 or more – 20% discount)	Rs. 4,000.00
CII, SILF & BAI Members (25% discount)	Rs. 3,750.00
NGOs, Students & Educational Institutions (50% discount)	Rs. 2,500.00

Please note:

- Only single discount category can be availed off for registration
- Discount will only be applicable if payment is received along with the duly filled registration form
- Payment to be made through demand draft / cheque in favour of **Confederation of Indian Industry**
- Fee once paid is TRANSFERABLE but not REFUNDABLE

[Click here for Registration Form](#)

Sponsorship Opportunities

This is your opportunity to capitalize on the emerging opportunities and position your organization among the leaders in sustainable development of Cities by being part of the Convention on City Development: Sustainable & Legal Interface.

<u>Sponsorship Category</u>	<u>Amount</u>
Principal Sponsor	Rs. 5.00 Lakhs
Co-Sponsor	Rs. 3.00 Lakhs
Event Sponsor	Rs. 2.00 Lakhs
Corporate Contributor	Rs. 1.00 Lakh

Sponsorship benefits

Benefits of Sponsoring Convention on City Development: Sustainability & Legal Interface	Principal Sponsor	Co- Spon sor	Ev ent Sp ons or	Corp orate Cont ribut or
Sponsors Logo placement on Sponsors Panel (logo position and size may vary as per the sponsorship level)	•	•	•	•
Speaking slots	•	•		
Session Chairman / Co-Chairman / Moderator slots	•			
Screening of corporate film / commercial – maximum duration 2 mins. (screening slots to be decided by organizers)	•	•		
Logo placement on Sponsors Card	•	•	•	•
Advertisement in the exclusive sponsors section of the Convention theme paper	Front/Ba ck Inside Cover (First cum-First Serve basis)	Full Page	Full Pa ge	Full Page
Sponsors Profile in the exclusive sponsors section of the Summit theme paper (word limit)	750	500	250	100
Sponsors Logo Placement on CII-ITC Centre of Excellence for Sustainable Development website	•	•	•	•
Special announcement/s thanking sponsors	•	•	•	•
Different coloured badges for sponsors	•	•	•	•
Sponsors promotional material as part of the documentation kit	•	•		
Sponsors name & logo tag on the participant bag	•			
No. of participants to be nominated free of cost at the	10	7	5	3

Summit				
Sponsors mementoes to participants (e.g. pens, writing pads etc. – at the sponsors cost)	•			

The Organizers

CII-ITC Centre of Excellence for Sustainable Development

The Confederation of Indian Industry (CII) works to create and sustain an environment conducive to the growth of industry in India, partnering industry and government alike through advisory and consultative processes. CII is a non-government, not-for-profit, industry led and industry managed organisation, playing a proactive role in India's development process. Founded 114 years ago, it is India's premier business association, with a direct membership of over 7500 organisations from the private as well as public sectors, including SMEs and MNCs, and an indirect membership of over 83,000 companies from around 380 national and regional sectoral associations. With 64 offices in India, 9 overseas in Australia, Austria, China, France, Germany, Japan, Singapore, UK, USA and institutional partnerships with 211 counterpart organisations in 87 countries, CII serves as a reference point for Indian industry and the international business community.

The CII-ITC Centre of Excellence for Sustainable Development is an institution that creates a conducive, enabling climate for Indian businesses to pursue sustainability goals. It creates awareness, promotes thought leadership, and builds capacity to achieve sustainability across a broad spectrum of issues. A pioneering effort by CII, the Centre is the fountainhead of ideas and practices to promote Sustainability. It enables Indian businesses become sustainable, and channels the potential of Indian industry to power India's agenda for inclusive growth and sustainable development. It enables businesses transform themselves by embedding the concerns of sustainable development into their own strategies and processes.

Society of Indian Law Firms

Bar Association of India

Programme

Day 1, Friday, 24 July 2009

1500 – 1600hrs	REGISTRATION
1600 – 1700hrs	INAUGURAL SESSION
1700 – 1730hrs	Tea / Coffee break
1730 – 1930hrs	PLENARY SESSION Integrating Sustainability into City Planning
1945hrs	Cocktails & Dinner

Day 2, Saturday, 25 July 2009

0930 – 1130hrs	PLENARY SESSION Redoing City Transportation
1130 – 1145hrs	Tea / Coffee break
1145 – 1345hrs	PLENARY SESSION Secure Cities, Safer Citizens
1345 – 1430hrs	Lunch
1430 – 1630hrs	The Debate Are Sustainable Cities, An Obscure Aspiration ?
1600hrs	Tea & Coffee