URBAN DEVELOPMENT PROGRAMMES IN INDIA: A STUDY OF ATAL MISSION FOR REJUVENATION AND URBAN TRANSFORMATION IN MIZORAM

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URBAN DEVELOPMENT PROGRAMMES IN INDIA: A STUDY OF ATAL MISSION FOR REJUVENATION AND URBAN TRANSFORMATION IN MIZORAM

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CERTIFICATE

This is to certify that the thesis entitled Urban Development Programmes in India: A Study of Atal Mission for Rejuvenation and Urban Transformation in Mizoram' submitted by Hilda Lalremtluangi, Regn. No.MZU/Ph.D/1600 of 13.11.2020 for the Degree of Doctor of Philosophy in Public Administration of the Mizoram University, Aizawl, India embodies the record of original investigations carried out by her under my supervision. She has been duly registered and the thesis presented is worthy of being considered for the award of Ph.D degree. This research work has not been submitted for any Degree of any other university.

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DECLARATION

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OCTOBER, 2025

I **Hilda Lalremtluangi**, hereby declare that the subject matter of this thesis is the record of work done by me, that the contents of this thesis did not form basis of the award of any previous degree to me or to do the best of my knowledge to anybody else, and that the thesis has not been submitted by me for any research degree in any other University/Institute.

This is being submitted to the Mizoram University for the **Degree of Doctor of Philosophy in Public Administration.**

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(HILDA LALREMTLUANGI)
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ABBREVIATIONS

ACA	:Additional Central Assistance
ADB	:Asian Development Bank
AMRUT	:Atal Mission for Rejuvenation and Urban Transformation
AUWSP	:Accelerated Urban Water Supply
CDP	:City Development Plan
CMP	:Comprehensive Mobility Plan
CPHEEO	:Central Public Health and Environmental Engineering Organisation
CSS	:Centrally Sponsored Schemes
DAY-NULM	:Deendayal Antyodaya Yojana-National Urban Livelihoods Mission
FDI	:Foreign Direct Investment
GDD	:Guwahati Development Department
GIS	:Geographic Information System
GMDA	:Guwahati Metropolitan Development Authority
HRIDAY	:Heritage City Development and Augmentation Yojana
HUDCO	:Housing and Urban Development Corporation
IDSMT	:Integrated Development of Small and Medium Towns
IEC	:Information Education Communication

JNNURM	:	Jawaharlal Nehru National Urban Renewal Mission
MoHUA	:	Ministry of Housing and Urban Affairs
NHHP	:	National Housing and Habitat Policy
NIUA	:	National Institute of Urban Affairs
NITI Aayog	:	National Institution for Transforming India Aayog
NSDP	:	National Slum Development Programme
NUDM	:	National Urban Digital Mission
PAHOSS	:	Parking House Support Scheme
PMAY-U	:	Pradhan Mantri Awas Yojana–Urban
PPP	:	Public-Private Partnership
RAY	:	Rajiv Awas Yojana
RBI	:	Reserve Bank of India
SAAP	:	State Annual Action Plan
SBM-U	:	Swachh Bharat Mission – Urban
SHPSC	:	State High Powered Steering Committee
SJSRY	:	Swarna Jayanti Shahari Rozgar Yojana
SLIP	:	Service Level Improvement Plan

SMART	:	Smart Cities Mission
SSS	:	State Sponsored Schemes
SUH	:	Scheme of Shelter for Urban Homeless
SUTP	:	Sustainable Urban Transport Project
TCPO	:	Town and Country Planning Organisation
UIG	:	Urban Infrastructure and Governance
ULB	:	Urban Local Body
UN	:	United Nations
URIF	:	Urban Reform Incentive Fund
VAMBAY	:	Valmiki Ambedkar Awas Yojana
WB	:	World Bank

PREFACE

Urban development has been vital to India's progress, particularly post-Independence. Well-structured urban development programs are needed more than ever as cities grow owing to increasing urbanisation. In 2015, the Atal Mission for Rejuvenation and Urban Transformation (AMRUT) was created to improve urban infrastructure, basic services, and sustainable urban development. This study examines the implementation and effect of AMRUT in Mizoram, notably in Aizawl, with a focus on water delivery.

This study delves into the concept and definition of urban development, examining key components like causes and trends. It examines various urban development theories and models and also highlighted on sustainable urban development.

It provides details India's urban development programs since 1947 till the present age. It also highlighted the urban initiatives implemented by the Government of India since post independence.

It studies the background, development, and founding of the UD&PA in Mizoram, its structure, operations, and activities, and the urban projects run by CSS and SSS.

It provides an in depth study of AMRUT focusing on its launch date, goals, missions, focus areas, implementation stages, national and local program management structures, funding, committee participation, implementation and monitoring procedures, and reforms. It points out the challenges and issues faced by the UD&PA, ULBs and PHED in the implementation of AMRUT.

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CHAPTER I

INTRODUCTION

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INTRODUCTION

1.1 Introduction

Urban development is the systematic improvement and extension of urban areas including infrastructure, homes, and basic services to raise the well-being of the people and promote economic development. To offer sustainable and effective metropolitan settings, it entails strategic administration of land use, transportation, and public facilities. Urban development entails the developing and execution of plans that guide the growth and organization of urban spaces, ensuring functionality and sustainability.[1] Urban development integrates theories and practices aimed at addressing the complexities of urbanization, including governance and environmental considerations. [2] However, urban development requires a balance in tune with the environment therefore achieving sustainable development for long term viability. [3] In brief, development is a process aimed at enhancing the well-being of individuals. The objective is to elevate the level of living for individuals, enhance their education and health, and provide them with new and equitable chances for a more enriched and diverse existence. [4]

Urban Development deals with the promotion of life and livelihood of the people residing in the urban section. Urban development is required for the better functioning and growth of the urban areas as they constitute a large portion of the population and it is where most development and growth takes place. The main administrative that runs the urban administration for development of the urban areas is the Municipal Council and Corporation which consists of bodies elected by the people situated in such areas. These bodies carry out the basic amenities and services in maintaining the cities, although there are varied actors and institutions that play a

[1] Hopkins, L.,D. (2001). Urban Development: The Laws of Making Plans. Washington : Island Press.
[2] Pattanaik, L,.K. (2023). Introduction to Urban Development and Planning. New Delhi : Sage Publications.
[3] Bianchi, R., de Man, F., & Tonne, C. (2022). A new urban narrative for sustainable development. *Journal of Sustainable Tourism*, 30(12), 2607–2625.
[4] Sapru, R., K. (2015). Development Administration. New Delhi: Sterling Publications

role in the urban administrative services. Their relationships are determined by what happens in the city. Another important actor in the transformation and managing of urban areas is the government of all levels by playing a vital role in creating partnerships with and amidst the key stakeholders.[5]

Urban areas are considered as the running engines of economic development within a country. As the country starts to develop economically, it attracts people to settle in these areas. In the last few decades, India has been developing economically at a fast pace despite its population and also accumulates growth particularly in the urban areas. However these rapid growths have not been governed very well thus facing a lot of increasing problems such as insufficient infrastructure to provide the requirements of the growing population, faulty service delivery, housing, poor health care and other issues that are a hindrance to achieve the true economic potential. But to achieve a wider scale of development and growth, it requires focus towards creating both competitive and sustainable cities. This can happen if the aim remains in bringing structural reforms to facilitate development of grassroot democracy through Democratic Empowerment and Accountability of City Governments and Citizen Engagement.[6]

1.2 Urban Development Programmes in India

The Government of India till date has started many urban regulations for the development and growth of the urban areas throughout India. Such policies implemented and taken up by the Ministry of Housing and Urban Affairs of India are Atma Nirbar Bharat, Scheme for Satellite Towns around seven urban centers, Lumpsum Provision scheme for the advantage of North East Region including Sikkim, Urban Transport, HRIDAY, Swachh Bharat Mission, Smart Cities, North Eastern Region Urban Development Programme NERUP, Atal Mission for Rejuvenation and Urban Transformation AMRUT, Pradhan Mantri Awas Yojana, Deendayal Atyodaya Yojana – National Urban Livelihood Mission DAY-NULM,

[5] https://gsdrc.org/topic-guides/urban-governance/concepts-and-debates/what-is-urban-governance, accessed on 13th January 2021.
[6] Praja's urban governance index. (2020). Mumbai. www.praja.org, accessed on 14th February 2021.

Jawarharlal Nehru National Urban Renewal Mission JNNURM, Credit Risk Guarantee Fund, and Rajiv Awas Yojana.[7]

The Government of Mizoram has also implemented measures regarding development and growth of the urban cities within the state. The Directorate of Urban Development and Poverty Alleviation was established in August 2006, in which to date are entrusted with the following functions and responsibilities on the implementations of The Mizoram Urban Sanitation and Solid Waste Management Policy, 10% Lumpsum Grant for North East Region, State Investment Project Management and Implementation Unit SIPMIU, Smart Cities Mission, Urban Housing For All, Swachh Bharat Mission, National Urban Livelihoods Mission, AMRUT and distribution of several Urban Infrastructures through execution of Projects under State's Annual Plan and other Schemes like Non Lapsable Central Pool of Resources NLCPR, North East Council NEC etc. The UD&PA Mizoram has undertaken these initiatives with 4 current schemes which are AMRUT, DAY-NULM, Swachh Bharat Mission and Pradhan Mantri Awas Yojana.[8]

Jawaharlal Nehru National Urban Mission was the predecessor of Atal Mission for Rejuvention and Urban Transformation launched in December 2005 implemented by the Ministry of Housing and Urban Affairs. It consisted of two sections which are Basic Services to the Urban Poor BSUP and Integrated Housing and Slum Development Programme IHSDP targeting at integrated advancement of slums through undertakings for offering shelter, essential services and other related community facilities with a view to offering utilities to the urban impoverished. The initial target was for 7 years i.e till 2012 but was extended till March 2015 due to incompletion of ongoing project works.[9]

[7] http://mohua.gov.in/index.php, accessed on 19th March 2021.
[8] http://udpamizoram.nic.in/about.html, accessed on 19th March 2021.
[9] http://mohua.gov.in/cms/jawaharlal-nehru-national-urban-renewal-mission.php, accessed on 18th March 2021.

The Government of India has undertaken many policies as well as global among them is the Atal Mission for Rejuvenation and Urban Transformation Scheme initiated on 25th June 2015 by the then Ministry of Urban Development MoUD under the office of Prime Minister Narendra Modi. The urban areas play a crucial role in the advancement of the non-urban areas as well. Atal Mission for Rejuvenation and Urban Transformation AMRUT was initiated with the aim to create infrastructure that could assure sufficient robust sewage networks and water supply for urban reformation by executing urban revival initiatives. Mizoram, a predominantly hilly state in northeastern India, faces unique challenges in urban development. The capital city, Aizawl, and other urban centers struggle with water supply shortages, inefficient drainage systems, and limited public spaces due to the difficult terrain and increasing population density. The Directorate of Urban Development & Poverty Alleviation (UD&PA) has been responsible for implementing AMRUT in Mizoram, focusing on improving urban services and governance through financial and technical aid from the central government. Rajasthan was the first state in the country to propose State Annual Action Plan under Atal Mission for Rejuvenation and Urban Transformation. The scheme is contingent with public–private partnership (PPP) model.[10]

1.3 Statement of the Problem

Urbanization in India has been evolving at a quick pace, leading to significant challenges in infrastructure, service delivery, and environmental sustainability. Mizoram, a hilly northeastern state, faces unique urban advancement challenges, comprising inadequate water supply, poor sanitation, insufficient stormwater drainage, and limited green spaces. To address these issues, the Atal Mission for Rejuvenation and Urban Transformation (AMRUT) was launched in 2015 as a flagship urban development programme targeted at enhancing basic urban services.

[10] http://amrut.gov.in/content/innerpage/the-mission.php, accessed on 13th January 2021.

Despite the implementation of AMRUT in Mizoram, particularly in Aizawl, there remain several critical gaps in achieving the mission's objectives. The state's difficult terrain, financial constraints, and limited technical capacity of Urban Local Bodies (ULBs) pose significant hurdles to effective implementation. Issues such as unequal water distribution, delays in infrastructure development, and challenges in stakeholder engagement continue to affect the overall impact of AMRUT in Mizoram's urban areas.

Furthermore, while AMRUT emphasizes reforms in governance, financial sustainability, and smart urban solutions, the degree to which these changes have been effectively implemented in Mizoram is unclear. There is a need to assess the effectiveness, challenges, and long-term result of AMRUT on urban facilities and service delivery in the state.

This research seeks to critically analyze the implementation of AMRUT in Mizoram, evaluating its successes, challenges, and areas for improvement. It targets to offer insights into the efficacy of urban development programmes in addressing the needs of Mizoram's growing urban population, offering recommendations for enhancing urban governance, infrastructure planning, and sustainable urban growth in the region.

1.4 Review of Literature

The proposed study titled 'Atal Mission for Rejuvenation and Urban Transformation' is an emerging subject of research. The researcher has consulted a number of books, journals, research articles, reports, newspapers, internet sources and etc in connection with the study. Some of these study materials are reviewed below which provide both direct and indirect references for collection of relevant data and information.

U.B Singh (2004)[11] in his book, *Urban Administration in India (experiences in fifty years)* has described the urban situation of India in 50 years of its independence and the increasing influx of population in India during the 80's and the effects of this sudden increase without proper planning and infrastructure. Then despite the increasing growth and apathy at the local level, a remarkable event made by the Union Government was the enactment in the form of 74th Constitutional Amendment which provided basic framework to enable the state governments to shape the urban local government.

R.N Prasad (2006)[12] in his book *Urban Local Self Government in India* has analyzed in depth the 74th Constitutional Amendment Act 1992 in connection to urban local administrative units and their roles towards urban administration in Mizoram. He has also laid down specifically the categories of urban government and the provisions required to be qualified as a city or urban area.

A.K Agarwal (2006)[13] in his article *Urbanisation in Mizoram – Issues to be resolved* has given a detailed view of the continuously increasing urban scenario in Mizoram over the years. He has also highlighted the issues in this area where the rugged terrain, the unregulated development of towns have contributed mainly in the creation of new problems in relation to urban planning, housing, water supply, waste management, urban transport, environmental degradation and socio-economic aspects. He also emphasized that such issues may be resolved with proper co-ordination with the urban government bodies and the urban administrative organizations.

G Sai Prasad and C N Rao (2007)[14] in their book *Accountability of Urban Local Bodies in India* talked about the fast increasing urban urbanization and urban population in India causing great amount of growth in the urban areas and have eventually caused overcrowding. However, it is the bigger urban areas that require

[11] Singh, U.,B. (2004). Urban Administration in India. New Delhi : Serials Publications
[12] Prasad, R.,N.(2006). Urban Local Government in India. New Delhi : Mittal Publications
[13] Agarwal, A.,K. (2006). Urbanisation in Mizoram – Issues to be resolved. Prasad, R,.N. *Urban Local Self Government.* pp 138-142.
[14] Prasad, Sai, G. & Rao, C., N. (2007). Accountability of Urban Local Bodies in India. New Delhi : Atlantic.

revamping and new procedures more than the smaller urban towns and the migrated population may be changed to the smaller urban towns rather than the larger ones. For this reason, reformation and restructuring of the responsibilities, duties, roles and responsibilities of the Urban Local Bodies is necessary for the new challenges they face. They also dealt with the necessity for capacity-building, autonomous planning, simplification of protocols, privatisation of several municipal services to enhance the quality.

G Ramesh, Vishnuprasad Nagadevara, Gopal Naik and Anil B Suraj (2010)[15] in their book *Urban Infrastructure and Governance* is a collection of fifteen articles provided by different experts from both internal and external of India on the topic of Urbanisation. These articles are written in the context of offering urban development and facilities through enhanced governance and financial changes. The main emphasis within this book is that it views fiscal mobilization and reforms as an approach for governance and how these can be a tool of governance.

Pankaj Singh (2013)[16] in his book *Urban Local Government in India* dealt in detail the different features of local self government and municipalities with regards to the urban scenario in India highlighting the causes of urban growth and social, political and economic consequences towards urbanisation in India.

Debolina Kundu (2014)[17] in her article *Urban Development Programmes in India: A Critique of JnNURM* has critically examined the condition of the JNNURM scheme implemented by central in many cities with special reference of interest in the deliverance of the essential services as a part of the objectives of the scheme. She analysed the infrastructural investment and geographical coverage across the country. She also highlighted the findings upon her research regarding the programme implementation with regard to inclusive urban development and has

[15] Ramesh, G. Nagadevara, Vishnuprasad. Naik, Gopal. Suraj, B, Anil. (Eds). (2010). Urban Infrastructure and Governance. Haryana: Baba Barkha Nath Printers
[16] Singh Pankaj. (2013). Urban Local Government in India. Allahabad : Kitab Mahal
[17] Kundu, Debolina. (2014). Urban Development Programmes in India: A Critique of JNNURM : *Journal of Social Change.* 44 (4).

found that there are a clear demarcation and bias between the big cities or more developed cities as opposed to the suburban or less deprived urban poor cities.

Joseph L Lalfakzuala (2014)[18] in his article *Urban Governance in Mizoram: A study of BSUP and IHSDP* has stated the missions and aims of the two projects adopted by the central government while highlighting the main problem of the the Jawaharlal Nehru National Urban Renewal Mission which is the main project primarily deals with the advancement of the slum areas causing a difficulty in some states with Mizoram in particular as there is no proper definition or Act specifying the slum areas and slum population in the district. Aside from this the Mizoram State Government lacks proper and sufficient resources and has to rely solely on the central Government for assistance.

Lalkima (2014)[19] in his article *Urban Administration: Problems and Prospects – In Northeast India* has examined the situation faced by the urban and rural areas in Northeast India, with Mizoram in particular. The urban areas are increasing in population with migration coming from both rural areas of Mizoram as well as from the neighboring states like Assam, Tripura, Nagaland and Manipur and countries such as Myanmar and Bangladesh. He has also mentioned the influx in population of Mizoram over the years with 2011 census being the latest. However, due to the limitations in infrastructure and planning, the cities face challenges in different areas such as water and food supply, cemetery, traffic jam and unplanned city. To which he brought to light all the problems and prospects of urban administration in Aizawl and more so in North East India.

[18] Lalfakzuala, K., Joseph. (2014). Urban Governance in Mizoram: A study of BSUP and IHSDP. Lalhmachhuana & Tlanhlua, C.V.L., (Ed.), *Urban Administrationn and People's Participation in North East India.* Guwahati : EBH Publishers. pp. 29-31.

[19] Lalkima. (2014). Urban Administration: Problems and Prospects – In Northeast India. Lalhmachhuana & Tlanhlua, C.V.L., (Ed.), *Urban Administrationn and People's Participation in North East India*. Guwahati : EBH Publishers. pp. 6-13.

Rosiamngheta (2014)[20] in his article *Urban Administration and People's Participation in Northeast India* has issued the rise in population of Aizawl within a span of just 2 centuries as a result of migration from rural areas seeking of better settlement in Aizawl. Then he stated the constraints and problems of people's participation in urban administration in three main points; firstly the significance of good policies, good local administrative systems and a sound financial management in the execution of sustainable urban growth along with the 3Fs i.e Functionaries, delegation of Functions and availability of Funds; secondly negative effects of power imposed by state government through inclusion of MLAs from municipal area; thirdly, lack of enthusiasm by legislators and administrators for development of the city and fourthly the ward committee not functioning as stipulated by the Indian constitution.

Srinibas Pathi (2014)[21] in his article *Urban Administration and People's Participation* has stated the issues and concerns in urbanization surrounding the North East region with Mizoram in particular on its socio-economic dynamics and the geo-political factors of the region. The existing gaps between the rich and the poor may be bridged if the urban policies, laws, plans and programmes are re-oriented accordingly to ensure slum development and inclusive growth. Citizen participation and public private partnership should also be incorporated especially in urban basic services and implementation and monitoring of development plans fields.

R.K Sapru (2015)[22] in his book, *Development Administration* offers an in-depth comprehension on the different thought of growth, sustainable development, comparative public administration, development administration and new public management with special emphasis on the state's role in socio-economic development, enhancing its regulatory and transformative capabilities to face new

[20] Rosiamngheta. (2014). Urban Administration and People's Participation in Northeast India. Lalhmachhuana & Tlanhlua, C.V.L., (Ed.), Urban Administrationn and People's Participation in North East India, pp. Guwahati : EBH Publishers.14-18.

[21]Pathi, Srinibas. (2014). Urban Administration and People's Participation. Lalhmachhuana & Tlanhlua, C.V.L., (Ed.), *Urban Administration and People's Participation in North East India*. Guwahati : EBH Publishers. pp. 1-4.

[22] Sapru, R.,K. (2015). Development Administration. New Delhi : Sterling Publications.

challenges. It also reveals the development challenges, approaches and method which should be evaluated under distinct national, social, economic and administrative settings.

N Mani (2016)[23] in his book *Smart Cities and Urban Development in India* highlighted the Smart Cities policy enacted by the Government of India to modernize the Indian urban infrastructures and as a step towards development. He particularly focused on the policies and programmes to cope with the problems and challenges presented by the rising urbanization thus giving a detailed account of the problems arising from the growing urbanization in India

Arindam Biswas (2017)[24] in his article *Analysis of Indian Urban Policies to Identify Their Potential of Achieving Inclusive Growth* talked about the adoption of the development ideology to inclusive growth as against the continuous pro-poor growth strategies development approach yet majority of the urban population continued to be deprived of basic amenities. So they have brought up the significance of inclusive growth in corroboration with the previous approaches.

Isher Judge Ahluwalia (2017)[25] in his article, *Urban Governance in India* has examined the institutional attributes and devolution mechanisms of the federal structure where cities have to provide improved standard of life to the occupants and produce an investment climate able to assist the rapid development. It asserts that though planned urbanization is required for the industry and services domains and also for rural renovation, the deficiency of empowerment of cities is limiting their competence to translate the urban advancment agenda into action. The article focuses the significance of bridging the urban facilities deficit and contends that institutional changes are important for connecting private sector for sharing the financial problems and assuring that it impacts in improved service delivery.

[23] Mani, N,. (2016). Smart Cities and Development Administration in India. New Delhi : New Century Publications.
[24] Biswas, Arindam. (2017). Analysis of Indian Urban Policies to Identify Their Potential of Achieving Inclusive Growth : *Journal of Urban Research and Practice.* 10(2), pp 198 – 227.
[25] Ahluwalia, Isher Judge. (2017). Urban Governance in India:*Journal of Uban Affairs*, 41(1).

Arambam Prafullo Kumar Singh (2018)[26] in his book *Urban Local Government in Mizoram* has studied an in depth on the roles, powers and roles of the urban administrative bodies as well as the Aizawl Municipal Corporation in relation to the implementation of the 74th Constitutional Amendment Act 1992. He has given a detailed view on the Mizoram Municipalities Act 2007, the Ward Committees and Local Councils on their roles and functions with regards to the urban administration as well.

According to the United Nations Development Programme (2018)[27] report on World Urbanization Prospects, *Urbanization and Sustainable Development*, urbanization is a complex socio-economic process transforming environment, transforming previous rural areas into urban, relocating the spatial distribution of population from rural areas to urban areas. Urbanization not only alter the demography but discusses that there has to be environmental sustainability in maintaining the development of the urbanization process.

Nuno F. da Cruz (2018)[28] in his article *New Urban Governance: A review of current themes and future priorities* explores some of the essential elements, trends and methods in contemporary urban governance study. Moreover, because global and comparative research on local governance is encountered with an a lack of systematically collected, comparable data, the article also contends that future attempts will need experimenting with procedure that can develop new empirical perceptions.

[26] Singh, Arambam Prafullo Kumar. (2018). Urban Local Government in Mizoram. New Delhi : Mittal Publications

[27] World Urbanization Report. (2018). United Nations Development Programmes Report. New York : United Nations.

[28] Cruz, Nuno F. da. (2018). New urban governance: A review of current themes and future priorities: *Journal of Urban Affairs*, 41(1).

Richard Florida (2018)[29] in his book *The New Urban Crisis: How Our Cities Are Increasing Inequality, Deepening Segregation, and Failing the Middle Class-and What We Can Do About It* analyzes the present situation and crisis of the urban lifestyle with the recent surge of many educated, affluent and the young back to the cities helping fight the stagnant urban decline and impoverished conditions for many decades. However, despite the increasing positive growth in urban lifestyles, yet there are still many urban cities that still remain stagnated and require much more attention to overcoming issues such as middle class disappearances.

Anupama Puri Mahajan (2019)[30] in his book *Development Administration in India* addressed comprehensively on the roles that the agencies of administrative growth play in the working of a government with special reference to the developing country i.e India. It also included thorough insights on the theories, concerns and recent setbacks of development governance in India, while highlighting the crucial and exhaustive coverage of administrative advancement from both conceptual and practical paradigms.

Ramnath Jha and Sayli Udas Mankikar (2019)[31] in their report *India's Urban Challenges: Recommendations for the New Government (2019-2024)* talked about how previously urbanization and its issues required insignificance in the national territory but in modern times, in regions like North and Western and the capital require special attention with its increase in economy and demography. Their article includes a report on urban challenges in recent years of urbanization as it is likely to increase. They have covered the subjects of community development, municipal finance, housing, urban economy, urban mobility, and municipal capacity building, and target to provide perceptions to the new national government on policy priorities.

[29] Florida, Richard. (2018). The New Urban Crisis: How Our Cities Are Increasing Inequality, Deepening Segregation, and Failing the Middle Class-and What We Can Do About It. New York: Basic Books.
[30] Mahajan Anupama Puri. (2019). Development Administration in India. New Delhi: SAGE Publications.
[31] Jha, Ramnath., Mankikar, Sayli Udas. (2019). India's Urban Challenges: Recommendations for the New Government (2019-2024). Delhi : Observer Research Foundation.

Sahib Singh and Swinder Singh (2019)[32] in their book *Development Administration in India* made comparisons on the urban growth situation between developed countries and developing countries based on social, economic, political and administrative characteristics with special highlights on public enterprises and their roles, significance and problems in economic development with special reference in India. Many agencies of the central government and central policies are also dealt with in detail in their book.

B. K Pattanaik (2020)[33] in his book *Introduction to Urban Development and Planning* covers contemporary topics in relation to urban development, governance and planning as well as the concerns and obstacles faced by urban administration while highlighting the various concerns and obstacles faced by the urban administration. He mainly focused the development, planning and governance with regard to sustainable goals and development. Therefore he highlighted the policies and programmes that for achieving sustainable development and administration.

R B Bhagat, Archana K Roy, Harihar Sahoo (2020)[34] in their book *Migration and Urban Transition in India* explores the conditions of migration emerging as an issue in global politics and community development as well. They also highlighted the function of migration in socioeconomic growth and its coexistence with urbanization, employment, labour and industry as well as the issues they face. They also covered the importance of the significance of migration and urban development, stability and inclusivity to economic growth and advancement.

1.5 Research Gap

After a brief review of the above mentioned literature and academic resources, it is found that there is no study on Atal Mission for Rejuvenation and

[32] Singh, Sahib, & Singh, Swinder. (2019). Development Administration in India. Jalandhar : New Academic Publishing.
[33] Pattanaik, B., K. (2020). Introduction to Urban Development and Planning. New Delhi : SAGE Publications.
[34] Bhagat, R,. B. Roy Archana K, Sahoo Harihar. (2020). Migration and Urban Transition in India. New Delhi : Routeledge India.

Urban Transformation in Mizoram. So, to bridge the gap, the proposed research work is undertaken.

1.6 Scope of the Study

The current research has been designed for undertaking a comprehensive study of urban revitalization and reformation programme enacted by the Urban Development & Poverty Alleviation in Mizoram. This study focuses on urban advancement programmes in India**,** with a specific emphasis on the Atal Mission for Rejuvenation and Urban Transformation (AMRUT) in Mizoram**,** particularly in the Aizawl district. The study evaluates the role of the Directorate of UD&PA and Urban Local Bodies (ULBs), governance structures, financial management, and stakeholder engagement, community engagement in executing AMRUT projects.

The research analyzes the implementation, outcome**,** and challenges of AMRUT projects with special emphasis on one of AMRUT's component i.e. water supply. The study explores the implementation of AMRUT-funded water supply projects assessing their impact Additionally, the research identifies key bottlenecks such as terrain challenges, financial constraints, and stakeholder participation**,** offering policy recommendations for improving urban water supply management. The study is crucial for policy-makers, urban planners, and local authorities in enhancing the effectiveness of urban water infrastructure in Aizawl and similar hilly urban regions.

1.7 Objectives of the Study

1. To assess the concept of Urban Development
2. To analyze the major Urban Development Programmes in India
3. To study Atal Mission for Rejuvenation and Urban Transformation as enacted by the Department of Urban Development and Poverty Alleviation, Government of Mizoram and

4. To find out the issues and challenges in the enactment of Atal Mission for Rejuvenation and Urban Transformation Scheme in Mizoram and the possible solutions and remedial measures

1.8 Research Questions

1. What is the concept of Urban Development?
2. What are the major Urban Development Programmes in India?
3. How is Atal Mission for Rejuvenation and Urban Transformation enacted by the Department of Urban Development and Poverty Alleviation, Government of Mizoram?
4. What are the issues and challenges in the enforcement of the Atal Mission for Rejuvenation and Urban Transformation Scheme in Mizoram and what are its solutions and remedial measures?

1.9 Methodology

The current study was conducted grounded on a qualitative design on the urban development policies in general and Atal Mission for Rejuvenation and Urban Transformation and its implementation in Mizoram in particular. It is a mixed method of data collection with both qualitative and quantitative. Fifty respondents have been taken from the officials of Directorate of Urban Development and Poverty Alleviation and thirty respondents have been taken from the urban local bodies (ULBs) i.e Aizawl Municipal Corporation. For this, Purposive Sampling Method, Non Probability Sampling was conducted with the population from Aizawl district. A Focus Group Discussion was also held amongst the common citizens in Aizawl. Three officials were also interviewed with the officials of the Public Health Engineering Department. Data was also collected amongst 100 citizens based on their opinions about AMRUT. Therefore, a total of 183 respondents have been collected for this study.

Primary data was collected through questionnaires and semi – structured interview schedule and interaction with the officials of the Directorate of Urban Development and Poverty Alleviation, the officials of AMC and the authorities of Public Health Engineering Department. Secondary data was gathered from published books, journals, articles, official websites retrieved on the internet, reports of Government and non-Governmental enterprises. Various urban development schemes, ventures, policies and programmes of the central government undertaken by the state government were also analyzed with a view to discovering their relevance for the current study. All data collected will then be analyzed and tabulated, and then presented in the form of tables consisting of rows and columns, headings and source, charts and graphs using a statistical tool i.e. Statistical Package for Social Science (SPSS) . Figures are also incorporated wherever necessary.

1.10 Chapterization

The present study is categorized into seven chapters which are as follows:

Chapter I : Introduction

The initial chapter discussed the main theme of the research problem, general introduction, review of literature, research gap, objectives, scope, methodology, significance and chapter scheme etc. The study covers a brief introduction on development, urban development and the dynamics of the urbanization in recent times including the urban development programmes in India and on AMRUT in Mizoram. Four objectives were formulated for the present study and four research questions were articulated. The methodology, types, source of data collection and analysis of data were also clearly stated. The statistical methods employed were also laid out in the first chapter.

Chapter II : Urban Development: A Conceptual Study

The second chapter explores the concept, meaning and definition of urban development. It delves into the key components of urban development like the causes of urbanization and trends or urban development. The chapter examines

various theories and models of urban growth**,** such as Von Thunen Model, Concentric Zone Theory, Wedge or Radial Sector Theory and Multiple-Nuclei and the current theories providing a framework for understanding how cities grow and function. It also includes the concept, issues and challenges, importance and ways to foster sustainable urban growth. It also discusses the issues and challenges of urban development**.**

Chapter III : Urban Development Programmes in India

The third chapter tracks the evolution of the urban development programmes in India from the post-independence period. Starting in 1947 and continuing up to the current day, it describes the many urban projects undertaken by the Ministry of Housing and Urban Affairs, Government of India, are organised into several phases that correlate to different Five Year Plans (FYP). It then explains in detail the different urban initiatives taken within each FYPs of the different phases. The chapter divided the phases into 5 with the fifth phase consisting of the latest urban policy initiatives and defining in brief the national urban policy initiatives.

Chapter IV : Implementing Department: Urban Development and Poverty Alleviation Mizoram

The fourth chapter studied on the UD&PA, GoM, the agency responsible for carrying out AMRUT. Initially, the elements that have contributed to the North East's urbanization and the current state of the area's urban circumstances are outlined. The chapter traced the evolution of Mizoram's urban growth through time and assessed the city's circumstances that prompted the creation of a directorate to monitor city operations. Additional four northeastern states' urban settings and development projects, along with their respective urban development agencies, and relevant information on each state's stance on AMRUT's implementation. It then discusses on the background, development, and founding of the UD&PA in Mizoram. Following an explanation of UD&PA's significance and purpose, the chapter delves into the organization's structure, operations, and activities, touching on a number of urban projects run by CSS and SSS.

Chapter V : Atal Mission for Rejuvenation and Urban Transformation

The chapter focusses on The Atal Mission for Rejuvenation and Urban Transformation. It first introduces the programme and then looks at a number of components, such as the programme's launch date, goals, missions, focus areas, implementation stages, national and local programme management structures, funding, committee participation, implementation and monitoring procedures, and reforms. Water supply is the top priority among the main areas of attention in AMRUT, and its implementation under the UD&PA is notably distinguished by this focus. The implementation process, many activities performed, achieved metrics and milestones, project funding allocations, and evaluations in compliance with the AMRUT Guidelines and Mission Statement are all included in the State Annual Action Plans. This chapter also discusses some of the collected data.

Chapter VI : Results and Discussion

The sixth chapter suggests the findings and analysis of the study. All the findings are analyzed in this Chapter and discussed in detail.

Chapter VII : Conclusion

The final chapter is categorized into two parts. The first part includes an overview of the study. It emphasizes all the preceding chapters such as the Conceptual study of Urban Development, the different programmes of Urban Development in India post-independence, the development of urban in the 3 states of North East India, the origin, organizational structure and working of UD&PA in the implementation of AMRUT. Then lastly the study of AMRUT. The second part begins with responding the research questions separately. It also addresses the general concerns, obstacles and challenges and the remedial measures to be taken regarding the implementation of AMRUT.

1.11 Significance

The research on Urban Development Programmes in India, focusing on AMRUT in Mizoram, is significant as it evaluates the impact of urban infrastructure improvements, water supply, and governance in the region. It highlights challenges, policy effectiveness, and the role of the Directorate of Urban Development and Poverty Alleviation as well as Urban Local Bodies (ULBs) in sustainable urban growth. The study provides insights for future urban planning strategies, ensuring efficient resource allocation and better service delivery, contributing to inclusive and resilient urban development in Mizoram.

To sum up, in this chapter, the introduction, the main theme of the research problem, general introduction, review of literature, research gap, objectives, scope, methodology, significance and chapter scheme etc have been discussed.

CHAPTER II

URBAN DEVELOPMENT: A CONCEPTUAL STUDY

CHAPTER II

URBAN DEVELOPMENT: A CONCEPTUAL STUDY

In the preceding chapter i.e. Introduction, the main theme of the research problem, general introduction, review of literature, research gap, objectives, scope, methodology, significance and chapter scheme etc have been discussed. The present chapter provides a conceptual study on urban development.

2.1 Introduction

Over the years, the globe has gone through epochs of development and change on a large scale in many sectors and realms. The most important breakthrough brought to light was the industrial revolution, which created a profusion of jobs and transformed society's livelihoods to become a more contemporary civilization. Cities flourished as people moved from rural regions to cities, transitioning from agriculture to industry and commerce. Cities have evolved to deliver greater work possibilities and security, but new difficulties and issues come with growth. Despite this, cities continue to be the focus of life and progress for the average person[1]. As a result, man has been evolving in every sector in order to reach his desired paradise.

The word development consists of many meanings as the term is complex, challenging, ambiguous and elusive. However, in simple terms, it means bringing about positive changes or progress in physical, economic, ecological, societal and demographic elements. The purpose of development is to bring about a rise in the level of quality[2]. Development therefore may be referred to as improvements in different aspects of life, upbringing, conditions and management. The overarching goal of advancement is to enhance the lifestyle for as many people as possible via a variety of means. The terms economic growth, social development, and

[1] Robert, C, Allen. (2017). The Industrial Revolution: A Very Short Introduction. United Kingdom : Oxford University.
[2] Development, Society for International. https://sid-israel.org/en/what-is-development/. Accessed on 6th March 2023.

environmental protection are all components of sustainable development, which are dependent on one another and mutually reinforce one another.

Therefore, Urban development, in its broadest sense, refers to the process of shaping a city's built and social environments, as well as the expansion of its surrounding rural areas. While discussing urban planning, it is possible to consist of a vast spectrum of topics and development stages. While urban planning primarily addresses the enhancement of the built surroundings, it also addresses future-oriented activity and public sector activities[3]. One of the various facets of development, urban development, has recently emerged as an important and popular issue in the development world. Due to the fact that the majority of a nation's development and progress originates in its metropolitan centres, a lot of attention has been directed in this direction.

2.2 Urban meaning and concept

The term urban refers to a wide range of concepts, making it challenging to define as a single concept. Instead, it refers to a group of interrelated concepts, and its definition can change depending on a number of various circumstances; indicators and definitions can vary greatly depending on a number of factors, including country[4] (Nations, 2018). However, comprehending the rural as well may aid in condensing its definition. Understanding rural, which is the reverse of urban, may help one understand urban better. This can deepen our awareness of how to discern between rural and urban regions. Still, it can also significantly impact them depending on the landscape, settlement size, population density, economic advancements and decisions made[5] (Ayala Wineman, 2020)

[3] Rydin, Yvonne. (2003). Urban and Environmental Planning in the UK. London : Palgrave Macmilan.
[4] United Nations, Department of Economic and Social Affairs. (2018) World Urbanization Prospects.
[5] Ayala Wineman, Didier Yelognisse Alia, C. Leigh Anderson. (2020) Definitions of rural and urban and understandings of economic transformation: Evidence from Tanzania. *Journal of Rural Studies.* Pp 254-268.

2.2.1 Comparisons among urban and rural

A comparison has been made grounded on 5 important indicators to help better understand urban's meaning.

- Landscape and settlement size: Urban areas are densely settled places (Anderson, n.d.), constituting of developed infrastructures and advanced buildings as compared to rural areas which have sparsely settled places and feeble housings.
- Population Density: Although the population of urban dwellers are lesser compared to rural, urban areas are heavily populated, clustered and dense (density also varies from one urban area to another as there is no specific number) due to the high number of settlers as compared to rural areas which are loosely populated.

- Economic Advancements: Urban areas have developed and advanced economy as they are the main hub for development activities like employment services, industries, trade and commerce. Rural areas are mostly dependent on agriculture and animal husbandry.
- Environment: Urban areas are more isolated from nature but the environment surrounding them is polluted as compared to rural areas which co-exist with nature, a cleaner environment and natural vegetation.
- Social Status: In urban areas, there are minimal social barriers and divisions as rights and laws are well-followed whereas in rural areas there is high division in social status, gender, equality, religion and culture.

The above-mentioned indicators give meaning to the concept of what an urban is.

2.2.2 Definitions on urban areas

Before the 19th century, the word urban was seldom used; however, it quickly gained popularity and implied city resident. The term urban is acquired from the Latin word urbanus, which dates back to the 1610s and means typical of city life, pertaining to cities or towns[6] (Harper, 2022). Urban became more and more associated with city life by the 20th century and the demarcations for an urban area started to become more and more concrete.

According to the (Geographic, 2023) an urban location is the area encircling a city where the majority of people work in non-agricultural occupations, the area is highly developed, and there is a high concentration of people due to the presence of homes, businesses, highways, bridges, and railways. The term urban area also includes metropolitan areas, cities, suburbs, and villages, which are categorised according to countries.[7]

In simple terms, urban areas are those with a high population and access to features of man-made buildings and structures, to put it simply. The locals participate in endeavours and render services that enhance the region's growth and development. There are large-scale commercial and industrial operations with improved employment prospects. As a result, it makes a variety of amenities, better transportation alternatives, entertainment and educational opportunities, and medical facilities quickly and easily accessible. However, it also has negatives like pollution brought on by extensive industrialization and modes of transportation like buses, trains, automobiles, and so forth, which results in a rise in medical concerns in the local populace [8](S, 2017).

[6] Harper, Douglas. (2020) Online Etymology Dictionary. https://www.etymonline.com/word/urban. Accessed on 26th August 2022.
[7] National Geography. Urban Area. https://education.nationalgeographic.org/resource/urban-area. Accessed on 21st January 2023.
[8] S, Surbhi. (2017) https://keydifferences.com/difference-between-urban-and-rural.html . Accessed on 21st Januray 2023.

2.2.3 Urban as defined by Census of India 2011

The Census of India 2011 has generally categorised urban locations into 4 types which are as under:

1. Statutory Towns**:** The Census of India 2011 defines a Statutory Town as any town or area that has a local government, corporation, civic management board, or notified town area committee, among other entities.

2. Census Towns: Census Towns are any other localities with a minimum population of 5,000, a main labour force of male engaged in at least 75% service activities, and a population density of at a minimum 400 people per square kilometre.

3. Urban Agglomeration: A town and its adjacent outgrowths (OGs), or two or more physically neighbouring towns merged with or without outgrowths of such areas, are assessed to be an urban agglomeration. (According to the 2001 Census, an Urban Agglomeration must consist at a minimum of one statutory town and an aggregrate population of 20,000 or more.

4. Out Growths (OG): Out Growths (OG) are regions around a central city or town, such well-known locations as railroad colonies, university campuses, port areas, etc., lying beyond the town limits.

2.3 Urbanization/ Urban Development

While urbanization is often discussed in terms of shifting population dynamics, urban development refers to the systematic improvement of the urban core via the enhancement of its institutions, infrastructure, and economy. Urbanization is not a recent phenomenon; it has existed since prehistoric times. However, this procedure was not acknowledged as being urban until the 19th century, when it began gaining popularity and becoming well known. There weren't many individuals

living in ancient times.[9] They were dispersed around the locations in villages. Then people began to progressively relocate to one particular location, which was thought to be developing faster and better than the other settlements, drawing people from a great distance. With statistical majority of the population living in urban location rather than the rural ones, this migration technique progressively gained popularity and is now widely used.[10]

Urbanization is a complex phenomenon and has been explained and described in different ways by many professionals and scientists like geographers, economists, and sociologists which is why there is no common accepted definition of urbanization. (Misra, 1998) has defined urbanization as a product; a procedure by which people, instead of residing in primarily dispersed rural settlements, begin residing in towns and cities overpowered by industrial and service administrators. It requires the expansion of urban zones and/ or an enhance in size of cities. Development of urban population is only one of parameters of urbanization[11]. P. Knox (2009) in his book 'International Encyclopedia of Human Geography' has defined it as Urbanization which involves a complex set of economic demographic, social, cultural, technological, and environmental processes that increase in the proportion of the population of a territory that lives in towns and cities, an increased concentration of population in the larger settlements of the territory, and an increasing density of population within urban settlements. [12] Statistically, urbanization results from an increasing fraction of people moving from rural to urban areas to live. The degree of urbanization is the proportion of the total population residing in towns and cities, while urbanization is the rate at which it expands.[13] (UNFPA, 2007)

[9] Concept of Urban Development. https://www.igi-global.com/dictionary/urban-development/31090?utm. Accessed on 21st January 2023.
[10] National Geography Education. The History of Cities. https://education.nationalgeographic.org/resource/history-cities/ Accessed on 21st January 2023.
[11] Misra, R.P. (1998) Urbanization in India, Challenges and Opportunities. New Delhi : Regency Publications.
[12] P. Knox. (2009) 'International Encyclopedia of Human Geography'. *Journal of Elsevier Science.*
[13] UNFPA Annual Report (2007)

The majority of people globally resided in minor settlements and in small communities for the largest portion of historical record. This has significantly altered during the preceding few centuries, particularly in the last several decades as individuals have shifted in large amount from rural to urban locations. Rural residents move to metropolitan regions for various reasons, including economic, jobs, better living conditions, education, business, and many more. People who migrate from these rural areas congregate in small communities, progressively enlarging them until they are stronger and superior living environments known as cities or urban areas. [14]There are, nevertheless, a number of problems and difficulties that these urban areas encounter while having better possibilities and more modern living conditions. Due to the fact that developing nations are still in the process of changing their regions into developed nations, urbanization typically takes place in these countries.[15] There is no single description of what comprises an urban area, and the same is true of the process of urbanization, which can differ from nation to nation depending on factors like population, economy, landscape, and other factors. The world population continues to increase and with the modern-day fall in the economy, rural people have shifted to urban areas seeking better livelihoods. In fact, the (UN World Urbanization Prospectus, 2018) estimates that more than 4.3 billion people, or 55% of the global population, now live in urban regions, and that number is expected to rise to 68% by 2050 as a consequence of the huge relocation of people from rural to urban locations.[16] This process will continue to increase as the world population remains to increase and grows rapidly as competitions are also high amongst the nations. Therefore, urbanization can be considered a trend driven in developing countries. Urban centres are considered hotspots for innovation, productive enterprise and investments, and drivers of social change.

[14] The Risks of Rapid Urbanization in Developing Countries. (2023) https://www.zurich.com/knowledge/topics/global-risks/the-risks-of-rapid-urbanization-in-developing-countries. Accessed on 24th January 2023.
[15] Iman Ghosh. (2019) World Economic Forum. 70 years of urban growth in 1 infographic. https://www.weforum.org/stories/2019/09/mapped-the-dramatic-global-rise-of-urbanization-1950-2020/ Accessed on 24th January 2023.
[16] UN World Urbanization Prospectus. (2018)

2.3.1 Urban Sprawl

Another outcome of urbanization is urban sprawl. Urban sprawl is when a city's population transforms into scattered over a gradually large geographical location. This activity from higher-density urban cores to lower-density suburbs implies that as cities extend, they often start to take up crucial tracts of land previously utilized for agriculture. Sprawl also escalate the demand for travel facility, including roads, because people's residence are likely distant from their workplace and the services they enjoy.[17] (Society, 2023)

2.4 Trends in Urban Development

Urbanization continues to expand throughout the world rapidly, and is estimated by the UN that 68% of the global population will increase from 3.6 billion in 2011 to 6.3 billion in 2050[18] (DESA, 2018). If this pace goes on, then it is surely to affect all countries. In general, advanced countries have a head start over their less developed counterparts, thus setting a few differences regarding urbanization trends. According to the (DESA, 2011), China has the highest urban population followed by India, USA and Brazil, and Tokyo Japan has highest urban agglomeration followed by Delhi India, Mexico Mexico and New York USA. In developed countries, decentralization, urban renewal, revitalization, and megapolitan advancement are the main trends, while in developing countries, urbanization starts with little industrialization, migration is the primary factor, urban population density is higher, urban renewal missions lag, unplanned urbanization leads to slums in metropolitan cities, imbalanced urbanization between cities, and suburbanization is slower[19] (Pattanaik B. K., 2021).

[17] National Geographic Society. https://education.nationalgeographic.org/resource/urbanization Accessed on 26 th January 2023.
[18] UN DESA (2018)
[19] Pattanaik, B K. (2021) Introduction to Urban Development and Planning. New Delhi : Sage Publications.

2.5 Causes of Urban Development

Urban places will undoubtedly need to grow geographically, demographically, economically, etc. as a result of progress along the route and as people shift from rural to urban locations in quest of better livelihoods, commercial developments, etc. As a result, urbanization is the immediate result as the majority of people move to the area. regions around a central city or town, such well-known locations as railroad colonies, university campuses, port areas, etc., lying beyond the town limits.

The following are the causes of urban Development

1. Agricultural Development: Agriculture has provided income and sustenance for decades. This habit has declined as the globe has evolved. Rural areas have more space and easier access to water than polluted cities, making farming and agriculture the major source of employment and money. The need for farm mechanization and agricultural progress have reduced workforce demand in agriculture. These extra employees usually seek employment in cities. Rural labourers dominate construction, low-skilled jobs, and self-employment. Urbanization destroys agricultural land directly and indirectly by taking it for relaxation, horseback riding, and hobby farming[20]. (Veronique Beckers, 2020)

2. Industrialization: Industrialization begins with mass migrations from agriculture to capital-intensive businesses. After early industrialization, worker productivity improvements balance out the demand for commodities, and service sector employment expands faster than manufacturing.[21] (Biernacki, 2001). Industrialization rapidly changes the role of manufacturing in national and regional economies. Technological and organizational changes accompany the process by changing productivity, living standards,

[20] Veronique Beckers, L Poelmans, A. Van Rompaey, N Dendoncker. (2020) The impact of urbanization on agricultural dynamics: A Case Study in Belgium. *Journal of Land Use Science.*
[21] Biernacki, R.(2001) Industrialization. *International Encyclopedia of the Social and Behavioural Sciences.*

population growth, urbanization, culture, and nation-state power [22](O'Brien, 2015). A significant movement from rural to urban locations occurs due to the concentration of people in one location drawn by the attraction of greater and improved work and financial prospects. This movement has advanced industrialization since it provides a wide range of work opportunities and has strengthened the industry, leading to a more developed environment. Urban locations with modern industries are more appealing to rural residents because it gives greater value to their way of life. The majority of the industrial workforce in cities are immigrants from rural areas.

3. Commercialization: Urbanization requires trade and commerce. Distribution of products and services and financial transactions have created digital marketing organisations and trading methods, accelerating city growth. Commercialization and trade arise from the belief that cities provide greater economic prospects than rural areas. Market-oriented sites are important because market forces develop consumer goods companies. Towns attract consumer goods manufacturers because they have large markets. New industry and labour increase market size. Urban growth self-sustains, creating a domino effect.

4. Growth Services Centres: As population grows and city dwellers' living conditions increase, tertiary sector services including commerce, entertainment, catering, banking, insurance, and administration naturally gravitate to cities. More services attract more people, expanding the urban area. Thus, many professional opportunities in cities and towns attract rural individuals seeking a better living. Most individuals go to urban areas for well-paying positions in public health, education, transportation, sports and leisure, industries, and businesses.

[22] O'Brien, P.K. (2015) Industrialization, Typologies and History of. *Journal of International Encyclopedia of the Social and Behavioural Sciences. 872-878*

5. Socio-cultural Benefits and Services: Towns host most nation-sociocultural state events. They now have theatres, cinemas, galleries, museums, parks, and more drawing in the locals. Many people like living near the urban centre, which makes it simpler to access fundamental urban amenities like education, public health, training, etc. Due to socio-cultural activity, urban areas have great potential. Most developed countries provide better social services to urban residents than rural residents. Urban residents in need may avoid tackling their problems alone and reduce crime by using these services. Aid and social projects provide the poor security. People struggling to make ends meet may qualify for food stamps and other financial help [23] (Forgeard, 2023).

6. Improved Transportation and Communication**:** National state development prioritises infrastructure growth and rural-urban linkage. The construction of more highways made rural-to-urban migration easier and quicker. Due to better job chances in cities, more people are moving to urban regions. The growth of rail connections in impoverished regions spurred migration to towns, cities, and metropolises. Many migration types help metropolitan areas flourish and diversify. International migration drives demographic diversity in wealthier countries, whereas domestic migration is likely the main driver in developing nations[24] (IOM, 2015).

7. Natural Increase of population: Population grows when births outnumber deaths. Births and deaths depend on urban fertility rates and standard healthcare quality. Peak urbanization rates coincide with demographic transition periods and large birth-mortality inequalities. Due to the steep drop in birth rates in many industrialised nations, natural increase has become less important.[25] (Rodrigue, 2020)

[23] Forgeard, Valerie. (2023) What are social impacts of urbanization. https://brilliantio.com/what-are-social-impacts-of-urbanization/ Accessed on 24th January 2023.
[24] IOM, Internation Organization for Migration (2015) World Migration Report.
[25] Rodrigue, Jean Paul. (2020) The Geography of Transport Systems. New York : Routledge.

2.6 Theories in Urban Development

Urban development theories have been developed as a result of the advancement of urban areas and increasing migration, which has resulted in the formation of urban agglomerations. Urban concepts describe the domestic societal, geographic, and economic development of cities. However, these three aspects of a city's evolution are not fully independent but rather interrelated. Because of the significant changes taking place in metropolitan areas, urban development theories can now be created. The first ones were the classical theories in earlier stages of development. As time changed and modernity came into view, classical ideas somehow became outdated and necessitated the development of new theories pertinent to modern society.

2.6.1 Classical theories in Urban Development

The classical concepts consist of Von Thunen Model, Concentric Zone Theory, Wedge or Radial Sector Theory and Multiple-Nuclei Theory. Other relevant theories are also included below.

1. Von Thunen Model: J.H. Von Thunen (1783-1850), a farmer and enthusiast economist, developed the Von Thunen model of agricultural land use in 1826, Von Thunen's model, which was developed prior to industrialisation. He implemented the first crucial evaluation of regional economics and economic geography, linking it to the rent theory, in book one of his dissertation The Isolated State (1826)[26] (Altaweel, 2023) He had given the following restrictive premises:

    a) A city is located at the heart of an isolated state and is assumed as the central market.

    b) It was framed in a space that was thought to be unlimited or limitless, flat, and featureless

[26] Altaweel, Mark. (2023) Agricultural Geography. https://www.geographyrealm.com/von-thunen-model-of-agricultural-land-use/ Accessed on 26th January 2023.

c) It has evenly dispersed climatic conditions and natural resources and is surrounded by uninhabited wilderness.

d) It was assumed that horses and carts were used to get to this important market.

e) He proposed that agricultural land use around a city was dictated by the comparative value of moving various agronomic products to the main market (Rodrigue, The Geography of Transport Systems, 2020).

f) The manufacturing and sale of various items were allowed for, but they were viewed as having varied heaps and, as a result, differential transit costs from the place of manufacture to the central market.

g) The more productive enterprises fight for the land nearest to the market, while the less productive ones choose to move farther away.

There are often four primary rings surrounding the city, starting closest to a town and spreading outward: a) intensive agricultural, b) forest lands, c) vast farming, and d) grazing. Land is costly to rent close to a city. In broad terms, the model accounts for variations in land rent and market dynamics in an area near towns (Altaweel, 2023)

1. Concentric Zone Model: The idea of concentric zones was first put out by Ernest W. Burgess in 1925. He suggested that the urban land use is organised in concentric rings, each ring including a separate land use, revolving around the central business area (CBD)[27] (Adulla, 2023). According to (Rodrigue, The Geography of Transport Systems, 2020). this monocentric theory separates a major metropolis into six concentric zones:

[27] Adulla, Suksheeta. (2023) Understanding the Concentric Zone Model. https://urbandesignlab.in/understanding-the-concentric-zone-model/ Accessed on 27th January 2023.

1) Zone I: It is the hub of municipal activity and the intersection of its transportation network. Thus, the CBD.

2) Zone II: Numerous industrial operations are located in this zone, which is close to the CBD and benefits from the availability of workers, markets, and transportation infrastructure.

3) Zone III: This zone is gradually being transformed to accommodate more manufacturing and industrial activity. It consists of the low-income immigrants, who make up the poorest urban population.

4) Zone IV: The working class predominates in this zone, which is also known as the residential zone and benefits from being close to the two main employment zones (Zone I and Zone II). As a result, it is a low-cost site for the working class.

5) Zone V: This zone represents housing of a higher standard that requires a lengthier transit.

6) Zone VI: This zone is characterised by higher-quality dwellings for upper-class inhabitants and a more upscale setting.

2. Wedge or Radial Sector Theory: The sector model, also referred to as the Hoyt model, is a model of urban land use suggested in 1939 by economist Homer Hoyt. It is a revision of the concentric zone model of urban development. The benefits of the application of this model are that it allows for an outward progression of growth. According to the sector concept, there will be various sectors or slices of land use in a city devoid of geographic constraints, stretching from the central business zone to the city's outskirts (Richardson, 1973) He divided them into zones that dispersed out in wedge-shaped patterns from the city centre in all directions along roads, trains, and other modes of transportation, with low-income housing sectors bordering manufacturing and industrial sectors as these regions, are the least appealing

due to traffic, noise, and pollution. and middle- and high-income housing sectors situated the most distant from these functions. Hoyt's approach is an effort to enumerate a general principle of urban planning (Donald J Zeigler, 2012).

3. Multiple Nuclei Theory: The previous theories are fundamentally simple, but the actual patterns of land use are much more complicated and diverse. According to Carter (1995), cities do not develop from a single CBD but rather from a number of autonomous nuclear which will continue to expand until it merges to form a single major urban centre. (H, 1995). Hence, C.D. Harris and E. Ullman, suggested the Multiple Nuclei hypothesis in 1945. According to their theory, most big cities' landuse patterns grow around a number of distinct centres or nuclei rather than a single centre as suggested by the concentric or sector models. The cities have an essentially cellular form in which various types of land use within an urban region have emerged around key developing areas identified as 'nuclei'. The historical evolution and geographic forces that affect each given city's location are two elements that affect the number of nuclei.

4. Dependency Theory: This theory came to light as a response to static after a research done by Raul Presbisch in 1960. In this theory, he claims that an adequately established agriculture is the leading factor to attain an established, expanded and well developed urban area. The underdeveloped and developing countries provide input and raw materials to the developed countries resulting in attracting more foreign investment in agricultural and non-agricultural sectors at an unequal exchange. [28]

[28] Adebayo O. Olukoshi. Dependency Theory: Its Enduring Relevance. *Journal of Dialogues on Development. 1,* 18 – 26.

2.6.2 Contemporary theories

Up to a certain point, the urban administration, urban planners, and geologists used and embraced the classical ideas; nevertheless, these theories were also criticised and had gaps in various areas, particularly for this modern age. New ideas and models are subsequently developed to fill in the gaps left by the earlier theories. It is in the 1980s, two theories were developed to address the conflicts and constraints that modern American cities were facing, which are the public choice theory and urban fortunes. These ideas replaced the conflict between regime politics and the post-war conceptions of democratic pluralism, which had governed the field for 20 years.

1) The public choice theory: Published by Paul E. Peterson in his book City Limits in 1981. It was the initial and most significant of these innovative ideas. He stated that urban legislators and governing authorities are subject to the economic fundamentals that drive cities to contest for additional funding. He believes that the ambitious character of cities motivates the corporate elite and legislators to promote new advancement projects, suggesting that prosperous cities need a local facilities that supports the demands of business and economic growth. [29](Peterson, 1981).

2) Urban fortunes: In 1987, John Logan and Harvey Molotch launched the first comprehensive critique of Peterson's theories. Entrepreneurs and urban politicians refer to an influential, pro-development corporate network interests and local legislators who favor increased economic development at the expense of neighbourhood residents and other vulnerable constituents as a growth machine in the book. They dispute Peterson's economically based theory and the conceptualization of urban development solely in terms of economics, as well as the negative impact of the growth machine and

[29] Peterson, Paul. (1981) City Limits. Chicago : University of Chicago Press.

business development on vulnerable and weakened residents and small business owners.[30] (John Logan, 1987).

2.7 Sustainable Urban Development

Migration has caused cities to get more people, and the amount of people living in urban continues to elevate. Cities are the primary attraction for many people worldwide because they are the centre of growth and progress in all fields. Because of this, different things happen in urban areas, which can greatly impact the environment, ecosystem, and temperature around the towns. So, urban planning and growth need to be more sustainable for a smart, modern city that is also good for the present and the future. Both add to each other and go well with each other. [31]

Sustainable urbanization involves creating cities that fulfil present and future requirements while minimising environmental damage. City planning must balance economic expansion, social development, and environmental sustainability. According to (Pattanaik, 2020), the three significant elements of sustainable growth are people, ecology and economy.[32] The (Bank, 2013) has recognized four fundamental principles: green growth, green city, smart cities and sustainable cities. With the application of the key concepts in promoting sustainable urbanization would include areas such as public transportation, as it is a major contributor to air pollution and traffic congestion, energy efficiency and utilisation of renewable energy resources, incorporation of green spaces within the urban spaces and protecting and promoting biodiversity, developing infrastructure, especially with the public uses and minimizing the reliance on vehicle transportation.[33]

[30] John Logan, Harvey Molotch. (1987) Urban Fortunes: The Political Economy of Place. Berkley : University of California.
[31] Petrillo, Agostino. Bellaviti, Paola. (Ed.). (2018) Sustainable Urban Development and Globalization. London : Springer.
[32] Pattanaik, B.K. (2020). Introduction to Urban Development and Planning. New Delhi : SAGE Publications.
[33] World Bank. (2013). Urban Sustainability.

2.7.1 Importance of Sustainable Urban Development

Sustainable urbanization is crucial for lowering carbon emissions, slowing global warming, and enhancing city people's standard of living. Cities may be made more hospitable and pedestrian-friendly by thoughtful planning and development that places a premium on things like economic growth, public transit, energy-efficient buildings, green spaces, and infrastructure. This not only encourages exercise and improves air quality but also decreases dependence on vehicles and minimizes traffic congestion. According to the USAID, sustainable urbanization helps promote social equity and inclusion by reducing poverty, increasing resilience to natural disasters and climate change, bolstering agricultural development and food security through urban-rural linkages, and providing equal access to housing, healthcare, education, and employment opportunities. Achieving the SDGs will be sped up by a well-planned urban growth[34] (Shrestha, 2023).

2.7.2 Issues and Challenges of Sustainable Urban Development

While sustainable urbanization has many benefits, it also faces several challenges and issues. These include:

1. Rapid Urbanization: More people are moving to cities, putting pressure on cities to build infrastructure fast. Unsustainable development may result.

2. Scarce Resources: Sustainable urbanization needs land, money, and knowledge. Many cities, especially in poor nations, lack these resources.

3. Political Will: Sustainable urbanization needs strong political will to adopt sustainable laws and regulations. Political interests may conflict with sustainable development ideals.

[34] Shrestha, Kashish Das. (2023). https://www.land-links.org/issue/sustainable-urbanization/. Accessed on 28th January 2023.

4. Poor Infrastructure: Many cities lack public transit, energy-efficient structures, and green areas to facilitate sustainable urbanization.

5. Inequality and Exclusion: Sustainable urbanization requires social justice and inclusion. Inequality and exclusion, especially for underprivileged people, plague many cities.

Addressing these challenges will require collaboration across different sectors and stakeholders, such as governments, private sector actors, and civil society enterprises. By working together, sustainable and liveable cities for all can be created.[35] (Singh, 2006)

2.7.3 Actions to foster Sustainable Urban Development

Sustainable urbanization encompasses a diversity of topics that have connections to the SDGs and might be addressed in a variety of ways. The United Nations Development Programme (UNDP) has identified the key focus areas for attaining a range of sustainable development targets which are having access to basic services, curtailing poverty, hunger and malnutrition, reducing all forms of inequalities, promoting good health and well-being amongst urban dwellers, imparting quality inclusive and quality education from primary to higher education institutions, ensuring clean and safe drinking water and sanitation, creating affordable, clean and efficient energy as it is one of the most vital aspect for the functioning of urban livelihood, advancing urban infrastructures to be more innovative, safe and secure and to cater to every people in the cities, generate more dignified job, occupation and economic development particularly to those working in the non-formal sectors of the cities, attending ecological conserns and climate change and building alliance with the international and national NGOs and corporate sectors as well as government to government collaborations (Programme, 2016)

[35] Singh, R B. (2006). Sustainable Urban Development. Delhi : Concept Publishing Company.

2.8 Reforms in Urban Development

Global urban development has undergone significant reforms to address challenges such as rapid urbanization, environmental sustainability, and social equity. Notable reforms include:

1. Sustainable Urban Planning: Efforts to integrate environmental considerations into urban development have led to the adoption of sustainable practices. Planners and legislators can evolve and supervise fundamental urban facilities in ways that support sustainable growth in areas like waste disposal, water supply, energy production, building design, land management, conveyance, and food systems.[36]

2. Inclusive Urban Policies: Addressing systemic inequalities through inclusive urban policies has become a priority. There are radical alternatives with the potential to foster urban transformations, emphasizing the significance of public participation and intersectional approaches in planning and development. [37]

3. Governance and Innovation: Reforming urban governance structures to promote innovation and competitiveness is essential for effective urban development. Ideas, institutions, and actors play a role in structuring urban governance, highlighting the need for rethinking governance and urban policy through both theoretical and practical lenses. [38]

4. Smart Cities and Technological Integration: The incorporation of information and communication technologies into urban planning has led to the development of smart cities. these advancements can both address and

[36] Pinderhughes, Raquel. (2004) Alternative Urban Futures. Rowman : Littlefield Publishers.
[37] Rigon, Andrea. Broton, Vanesa, Castan. (2021) Inclusive Urban Development in the Global South. London : Routledge.
[38] Hambleton, R. (2007) Governing Cities in a Global Era: Urban Innovation, Competition and Democratic Reform. London : Palgrave Macmillan.

exacerbate social and economic inequalities, highlighting the need for equitable urban innovation. [39]

2.9 Issues and Challenges in Urban Development

Urban development faces multiple challenges resulting from fast urbanization, insufficient infrastructure, environmental issues, and socio-economic inequalities. The primary concerns encompass:

1. Rapid Urbanization and Population Growth: The growing migration to urban areas exerts pressure on housing, transportation, and public services. Many cities struggle to accommodate growing populations, leading to overcrowding and informal settlements[40].

2. Inadequate Infrastructure and Basic Services: Many urban areas, especially in developing countries, suffer from poor water supply, sewage disposal, waste management, and electricity power outages. The lack of adequate infrastructure leads to poor living conditions and public health concerns [41]

3. Housing Shortages and Slums: The high cost of housing in urban locations has caused the expansion of slums and informal settlements. Millions of urban dwellers lack availability safe and economical housing.[42]

4. Traffic Congestion and Transportation Issues: Unplanned urban expansion results in inefficient transportation systems, leading to increased travel times, pollution, and economic losses. Many cities struggle with traffic congestion due to insufficient public transport[43].

[39] Clark, Jennifer. (2020) Uneven Innovation: The Work of Smart Cities. New York : Columbia University Press.
[40] World Cities Report. (2020) UN-Habitat.
[41] Pugh, Cedric. (2017) Sustainability the Environment and Urbanization. London : Routledge.
[42] Davis, Mike. (2006) Planet of Slums. London : Verso.
[43] Newman, Peter. Kenworthy, Jeffrey. (2015) The End of Automobile Dependence. Washington : Island Press.

5. Environmental Degradation and Climate Change: Urbanization contributes to deforestation, air and water degradation, and waste accumulation. Climate crisis exacerbates urban concerns, leading to heatwaves, flooding, and rising sea levels affecting urban populations.

6. Unemployment and Economic Disparities: While cities are centers of economic activity, they also face high levels of income inequality, informal employment, and job insecurity, affecting low-income groups[44]

7. Governance and Institutional Challenges: Weak urban governance, lack of coordination among agencies, and inefficient policy implementation hinder effective urban development. Corruption and bureaucratic inefficiencies further slow down progress .

8. Social Inequality and Exclusion: Urbanization has led to socio-economic disparities, where marginalized groups lack access to quality education, healthcare, and public services. Displacement due to urban renewal projects often affects vulnerable communities.[45]

9. Waste Management and Pollution*:* Cities generate large volumes of waste, but inefficient disposal systems contribute to environmental hazards. Air pollution from industries and vehicles further deteriorates urban air quality.

10. Smart Cities and Digital Divide: While smart city initiatives aim to improve urban efficiency, they often create digital divides, where low-income communities lack access to technology and internet services.

[44] World Employment Social Outlook. (2018) International Labour Office.
[45] Harvey, David. (2012) Rebel Cities: From the Right to the City to the Urban Revolution. London : Verso.

In this chapter the concept, definition, and significance of urban growth are examined. It explores the main elements of urban advancement, including the patterns and causes of urban development. The chapter looks at a number of urban development theories and models, It also looks at contemporary ideas that provide a framework for comprehending how cities form and operate. It also covers the concept, issues and challenges, significance, and strategies for promoting sustainable urban growth. The problems and difficulties of urban development are also covered.

CHAPTER III

URBAN DEVELOPMENT PROGRAMMES IN INDIA

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URBAN DEVELOPMENT PROGRAMMES IN INDIA

In the previous chapter, the concept, definition, and significance of urban development are examined It explores the main elements of urban growth, like the patterns and causes of urban development. The chapter looks at a number of urban development theories and models, It also looks at contemporary ideas that provide a framework for comprehending how cities form and operate. It also covers the concept, issues and challenges, significance, and strategies for promoting sustainable urban growth. The problems and difficulties of urban development are also covered. This present chapter examines the many urban development initiatives in post-independence India.

3.1 History of Urban Development

The concept of urbanization in South Asia has been a long process as they have been consistently building and planning since ancient times and were once one of the most advanced during their times. An example is 300 years before Christ, King Ashoka governed South Asian towns. Urban areas have thrived under numerous previous rulers, like the Mughals. The British arrival in India also helped India flourish in numerous ways. However, the British government failed to create urban India since they primarily focused on select districts. Despite being conquered by a more evolved country, India had minimal growth since their own interests mainly drove them. After the British departed, agriculture accounted for half of the GDP, and rural regions dominated. After India gained independence in 1947, mainstream development planning theory held that advancement was a social, political, economic, cultural, and physical procedure that could be organized and pursued[1]. The new leaders rethought this to steer India towards welfare-oriented growth. Despite the new leaders' success with the new approach, challenges were also faced. Smaller towns and rural locations typically lacked local resources and institutional ability to execute argumentative regulations and paper plans from

[1] Kumar, Ashok. Prakash, Poonam. Vidyarthi, Sanjeev. (2020) City Planning in India, 1947-2017. London: Routledge India.

government secretariats and town planning agencies in state capital cities. These designs also failed to address local issues with context-sensitive planning since they concentrated on physical planning[2] (Pandey, 2002) notes that most nationalist leaders were from cities, yet the urban issue was mysteriously missing from their vision. Both Gandhi's self-reliant village republics and Nehru's modern, industrialised country ignored cities and their importance in India's destiny. Thus, India's early development plans ignored urban concerns, reflecting the nationalist discourse's attitude to the city.

3.2 Urban Programmes in India (1947 – present)

To better understand the post independent urban programmes in India, The following will examine the urban programmes and policies implemented from 1947 i.e post Independence specifically from the First Five Year Plan to the current urban initiatives in India.

Until recently, urban poverty was the primary identifier of problems and difficulties. The primary goal was to alleviate the persistent poverty that has persisted since independence. The subject of urban development is incorporated as a State Subject in the 12th Schedule of the Indian Constitution. After careful consideration, the Centre may develop urban policies and plans that work in each of the states. At best, the federal government may issue directives, provide advisory services, establish model legislation and fund programmes which the states can follow at will[3]. Most of India's urban policies were formed under the Five Year Plans since they were national level. Thus, urban approaches will be examined in Five Year Plans stages.

[2] Pandey, Gyan. (2002) The Urban Turn. Journal of *Sarai Reader 2002: The Cities of Everyday Life*.
[3] Shaw, Annapurna. (1996) Urban Policy in Post Independence India: An Appraisal. Journal of Economic and Political Weekly. 31(4) 224-228.

3.2.1 The First Phase (1947 – 1950):

In spite of the adverse conditions that ensued subsequent to a prolonged struggle for liberation, the urban populace saw a significant surge throughout the first decade after the nation's proclamation of autonomy. The number of individuals seeking refuge from North India, which is now known as Pakistan, saw a significant increase subsequent to the Partition of 1947. The urban population had a significant increase of 53.7 percent in areas where urban administration, settlements, and civic infrastructure faced challenges. The prevalence of widespread poverty during that period may be attributed to inadequate colonial administration, rudimentary governance practices, and a dearth of efficient urban planning. The urban population, in comparison to the rural population, had a much reduced size. Despite the recognition of urban poverty as a significant burden and concern, the first era after independence saw a lack of government urban policy, hence exacerbating the hardships and difficulties faced by city dwellers.[4]

3.2.2 The Second Phase (1951 – 1966):

The First Five Year Plan (1951–1956) The massive influx of migrants and poor urban management caused widespread urban poverty in India. This generated slums with unsanitary housing, sanitation, and water (Dwivedi, 2007). As a result, the National Buildings Organization and School of Planning and Architecture were instituted shortly after independence to enhance the calibre and effectiveness of constructing the built environment, essential to engage in research and development of housing technologies, as well as establish a proficient group of qualified town planners. In addition, the central government established the Town and Country Planning Organisation to advise the federal and state governments on urban issues and to draught the Delhi Master Plan, which was intended to serve as a prototype for future city master plans. The other two concerns addressed by the First Plan were slums and housing for industrial and employer workers. The First FYP also addressed slums and industrial and employer housing. Thus, following

[4] Batra, Lalit. (2009). A Review of Urbanization and Urban Policy in Post-Independent India. Working Paper Series. New Delhi : Jawaharlal Nehru University.

Independence, private capital progressively neglected worker reproduction. The Plan was unambiguous on slum eradication. It referred slums as a 'national problem' and 'a disgrace to the country' and pertained only to places characterized by deterioration and excessive population density, including the Walled City of Delhi.[5]

The Second Five Year Plan (1956 –1961) promoted regional industrial towns as urban hubs and focused the significance of coordinating master plans. It contextualises metropolitan housing shortages within urban and regional planning by promoting development of low-income housing. Thus, Town and Country Planning Act was formulated to reform the municipal government. Coordination of urban growth required 21 City Master Plans. The year 1956 saw the enactment of the Slums Areas (Improvement and Clearance) Act, which redefined the concept of slums. The process of addressing slum conditions now involves the reconstruction and relocation of affected residents, resulting in a shift away from traditional slum clearance approaches.[6]

The Third FYP (1961–1966) formalised urban policy and development planning. The focus was placed on achieving equitable demographic and geographical growth in urban planning, a responsibility that was shifted from the central to the state governments. Additionally, there was a focus on enhancing the capacity of local governments. The Model Town Planning Act of 1957, enacted by the Town and Country Planning Organisation in Delhi, inspired the laws adopted by other states. The Third Five Year Plan allocated funds for the development of state, municipal, and town master plans. The implementation of the Third Plan also included the initiation of an experimental Urban-Community Development Scheme in certain urban locations, with the target of tackling social and human challenges prevalent in urban slums.[7]

[5] Batra, Lalit. (2009). A Review of Urbanization and Urban Policy in Post-Independent India. Working Paper Series. New Delhi : Jawaharlal Nehru University.
[6] Batra, Lalit. (2009). A Review of Urbanization and Urban Policy in Post-Independent India. Working Paper Series. New Delhi : Jawaharlal Nehru University.
[7] Batra, Lalit. (2009). A Review of Urbanization and Urban Policy in Post-Independent India. Working Paper Series. New Delhi : Jawaharlal Nehru University.

India's government's master plans for urbanization were fragmented and focused on city growth, but they failed to reconcile the technocratic blueprint with the actualities of a destitute, newly sovereign postcolonial society. As urban poverty emerged, plans were confiscated with the obsession to construct tranquil, sparsely populated spread-out cities, violating their master plans. Three five-year plans focused on slum elimination and large-scale low-income housing, but these plans proposed large housing projects to remove slums. Development agencies controlled land purchases, city planning, and housing for socioeconomic groups in other cities like Delhi. Subsequently, national strategies shifted from removing and clearing slums to improving and upgrading these areas, as evident in future plans.[8]

3.2.3 The Third Phase (1966 – 1997)

ourth FYP (1966 – 1974) primary objective was to achieve balanced urban development through population dispersion in smaller urban centres mainly to prevent overpopulation in metropolitan cities. The Plan outlined state-level urban land policy and its development. (Ganeshwar, 1998). Another significant feature was the concept for the development of smaller communities with spatial economic activity. The Housing and Urban Development Corporation (HUDCo) was established in 1970 to provide local governments and state housing boards loans for housing and other development initiatives such as facilities construction, land procurement, and critical services. However, only smaller and rising communities and towns could use inexpensive HUDCo loans to build enough housing stock to prevent slums. Thus, for cities with high slum populations, the plan stressed the impossibility of slum clearance and proposed improving slum inhabitants' living circumstances via basic services and reconditioning of slums. [9].

[8] Batra, Lalit. (2009). A Review of Urbanization and Urban Policy in Post-Independent India. Working Paper Series. New Delhi : Jawaharlal Nehru University.

[9] Batra, Lalit. (2009). A Review of Urbanization and Urban Policy in Post-Independent India. Working Paper Series. New Delhi : Jawaharlal Nehru University.

1. The 2nd policy formulated within this period was the Environmental Improvement of Urban Slums (EIUS) scheme in 1972–73 launched by the central government to offer a basic level of amenities including as water supply, sewage disposal, drainage, and pavements to 11 cities with populations of 8 lakhs or above. This was later expanded to 9 more cities.

2. Then, in 1973, during the concluding phase of the fourth plan, the World Bank began its urban sector activities in India by commencing the Calcutta Urban Development Project.

Fifth FYP (1974 – 1979) primary focus revolved around the implementation of strategies aimed at regulating urban land prices, establishing a structure for the growth of small and medium-sized towns, enhancing essential services in urban and rural areas, attending the challenges faced by metropolitan cities from a regional standpoint, and supporting advancement initiatives of national importance in metropolitan areas. The goals articulated in the Plan were derived in part from the National Urbanization Policy Resolution of the Town and Country Planning Organisation. [10]

- In 1975, the federal government created a Task force on Planning and Development of Small and Medium Towns to build a framework headed by Prof Bijit Ghose where the main objective was to examine local administration and urban development laws and suggest changes to help small and medium towns grow accordingly, and to create procedures and ordinances for zoning, setbacks, building control, and other current issues[11] (Routray, 1993).

- The Plan also stressed the need to enhance the infrastructure development of urban locations with a population exceeding 300,000. In order to accomplish

[10] Batra, Lalit. (2009). A Review of Urbanization and Urban Policy in Post-Independent India. Working Paper Series. New Delhi : Jawaharlal Nehru University.
[11] Routray, J K. (1993). Urban and Regional Planning in Practice in India. *Journal of Habitat International*. Pp 55 – 74.

this objective, Integrated Urban Development Programme (IUDP) was initiated.

- The Urban Land (Ceiling and Regulation) Act (ULCRA), 1976, was one of the most significant measures enacted to control land prices and speculation within the fifth plan. It prevented land speculation and profiteering by restricting urban land concentration. It socialized urban land to achieve equal distribution among social strata and an orderly urban built environment. The Act limited urban land ownership and purchase for disadvantaged dwellings.

The Sixth FYP (1980 – 1985) focussed mostly on the growth of small and medium-sized communities and the services of fundamental amenities within urban slums. Many of the Policies formulated and adopted during the Sixth FYP are as follows

- The Sixth Plan also launched the Integrated Development of Small and Medium Towns (IDSMT) to enhance development in towns under 100,000 people by providing infrastructure and basic services.

- It provided central assistance for land acquisition and services, building of new markets, industrial estates, supplementary services and operating facilities for hinterland agricultural and rural growth, and low-cost sanitation.

- The state provided slum development, small-scale jobs, low-cost water supply plans, drainage and sanitation, sewage disposal, preventive medical facilities, parks, and playgrounds. This was carried out in 231 towns across selected cities of states and union territories based on the ratio of urban population. This was later expanded to additional towns.

The Seventh FYP (1985 – 1990) stressed the need to entrust the major responsibility of housing construction to the private sector. The Plan proposed a comprehensive reorientation of housing policy, emphasizing a dramatic shift, and assigned the primary duty for home building to the private sector. The plan entrusted the main responsibility of housing construction to the private sector, with the

government's function reduced to mobilizing materials for housing, providing sponsored housing for the impoverished, and acquiring land. The National Housing Bank and National Urban Infrastructure Development Finance Corporation were recommended to enhance the housing finance commerce. The Plan consisted of the following policies:[12]

- The National Housing Policy (NHP) was proclaimed in 1988, aiming to remove houselessness, refine conditions, and offer essential services to all.

- The IDSMT scheme was expanded to 102 towns, and the National Capital Region Planning Board was founded in 1985 to lessen population pressure and encourage balanced growth.

- The Plan also initiated an urban poverty reduction programme called the Urban Basic Services (UBS), which aimed to enhance the well-being of women and children in urban low-income households via community engagement, comprehensive growth, and efficient resource utilisation. In 1990, the UBS underwent a merger with the EIUS, resulting in a name change to Urban Basic Services for Poor (UBSP). The National Commission on Urbanisation (NCU) was responsible for investigating urban development and planning, emphasizing the link between urbanisation and economic advancement.

- In 1989, the Nehru Rozgar yojana (NRy) was introduced as a significant initiative aimed at creating job prospects specifically for those residing in metropolitan areas who are economically disadvantaged. The NRy included three fundamental elements: microenterprises, wage employment, and housing improvement.

- The Commission recognized 329 cities called GEMs, which were further divided into NPCs and SPCs.

[12] Batra, Lalit. (2009). A Review of Urbanization and Urban Policy in Post-Independent India. Working Paper Series. New Delhi : Jawaharlal Nehru University.

- The Commission also recognized 49 Spatial Priority Urban Regions (SPURs) for future development in urbanization. The NCU created 78 detailed suggestions in areas such as land, housing, water and sewage disposal, transport, urban deprivation, urban form, and urban administration.

The Eight Plan (1992 – 1997) was the initial plan after the implementation of the SAP, and major changes in national economic strategy impacted it. Its goal was to connect urban development with economic growth and advanced policy directives, such as consolidating and operationalizing spatial and economic dimensions of planning, connecting urban growth plans with district-level planning procedures, and convergent programmes like IDSMT, housing, and infrastructure advancement of HUDCo, NRy, and UBSP.

The Plan aimed to continue the existing schemes and programmes, including the introduction of the Scheme for Educated Unemployed of Employment Generation in Urban localities (SEEGUl) and Prime Minister's Integrated Urban Poverty Eradication Programme (PMIUEP). In 1995, PMIUEP was launched for all class II cities with inhabitants between 50,000 and 1,00,00.

In 1992, the Town and Country Planning organization arranged a draft National Urban Policy, which aimed to evolve economic operations and population distribution based on regional growth and planning considerations. It also sought to secure an optimal allocation of residents among urban centers, control further development of metropolitan cities, prioritize the development of prime economic movers, and improve urbanization efficiency by removing bottlenecks in urban service supply.

The 74th Constitutional Amendment Act was promulgated in 1992, aiming to delegate decision-making in cities and towns through the composition of elected urban local bodies (UlBs) as democratic self-governance institutions. The Act introduced the Twelfth Schedule, established ward committees, and devolved finances to ULBs as per State finance Commissions' suggestions.

During the 8th Plan period, the Mega City Scheme was launched in five cities, preparing municipalities to use institutional finance and market instruments like municipal bonds for capital investment requirements. One of the highlights of the 8th Plan period was the publication of the India Infrastructure Report (IIR).

3.2.4 The Fourth Phase (1997 – 2007)

The establishment of the Indian Institute of Infrastructure Research (IIR) during the transition from the 8th to the 9th FYP must be acknowledged, as it had an impact on the formulation of the 9th FYP. The IIR was established in 1994 under the leadership of Rakesh Mohan, under the Ministry of Finance. The IIR focuses on privatization and deregulation of infrastructure sectors, aiming to improve efficiency and service quality. The IIR projections for infrastructure investments and changes in financial, regulatory, and governance systems are made in six sectors: urban development, power, telecommunications, roads, industrial parks, and roads. The report recommends delinking property tax from the Rent Control Act and establishing a state-level Nodal Infrastructure financing Corporation to channel funds to smaller municipalities. The IIR overturns the principle of access to basic urban services as a citizen's right, focusing on consumer satisfaction determined by the ability to pay. Despite criticisms, infrastructure became an important issue in India after 1996, with infrastructure augmentation becoming the most important agenda in government plans and policies in the urban sector.

Ninth Five Year Plan (1997 – 2002) : The Ninth Plan aimed to reduce regional disparities by requiring state governments to raise resources from financial institutions and capital markets. It proposed creating an Urban Development fund to make UlBs accountable and financially viable, reducing budgetary allocations for urban infrastructural development. The plan also recommended streamlining employment generation programmes and creating housing stock for economically weaker sections and lower income groups. The objectives of the Ninth Plan included developing urban areas as economically efficient, socially equitable, and environmentally sustainable entities, accelerating housing development, upgrading

urban infrastructure services, addressing urban poverty, improving urban environment, and promoting private sector participation. [13]

- The first policy during this period was Swarna Jayanti Shahari Rozgar yojana (SJSRA) which reorganized earlier programmes, focusing on wage employment and self-employment, aiming to provide gainful employment to urban unemployed or underemployed poor.

- The second policy was the National Slum Development Programme (NSDP).

- The third policy is the National Housing and Habitat Policy (NHHP) 1998 which aimed to facilitate housing construction in both rural and urban areas, ensuring Shelter to All by 2001.

- The fourth policy was the Draft National Slum Policy in 1999. It integrated slum dwellers into urban life through in-situ upgradation. However, it was never adopted. In 2001, Valmiki Ambedkar Awas Yojana (VAMBAY) was launched to upgrade shelters for urban slum dwellers. The scheme aimed to provide 16.7 million households in urban areas over ten years, covering slum dwellers and urban poor in 5,161 cities and towns.

Apart from this, The National Commission on Urbanisation recommended two major steps in the 9th Plan period: repealing the Urban Land Act in 1999 and allowing 100% Foreign Direct Investment (FDI) in integrated townships and infrastructure projects. The repeal of the Act was deemed ineffective, contradicting the recommendations of the National Commission on Urbanisation. [14]

Tenth Five Year Plan (2002-2007): The 10th Plan, aims to improve urban infrastructure and services through market-friendly urban reforms and public-private partnerships (PPPs). It emphasizes the importance of urban local bodies (ULBs) being financially strong to reduce reliance on state transfers. The plan advocates for

[13] Batra, Lalit. (2009). A Review of Urbanization and Urban Policy in Post-Independent India. Working Paper Series. New Delhi : Jawaharlal Nehru University.
[14] Batra, Lalit. (2009). A Review of Urbanization and Urban Policy in Post-Independent India. Working Paper Series. New Delhi : Jawaharlal Nehru University.

reforms in property tax, user charges, non-tax revenues, establishment costs, and accounting systems to enhance the credit-worthiness of ULBs and enable them to mobilize funds from capital markets and investors. Central assistance for urban infrastructure upgrades is conditional on state and ULBs implementing sector reforms.[15]

The Ministry of Urban Development and Poverty Alleviation has been working on urban development reforms since the 2002-03 Budget. These reforms include the Urban Reform Incentive Fund (URIF), which incentivizes changes in urban land ceilings, stamp duty, and bye-laws. The PFDC provides credit enhancement grants for ULBs to invest in infrastructure projects. The City Challenge Fund is also established to finance transactional costs. These reforms aim to improve ULBs and municipal laws.[16]

The Jawaharlal Nehru National Urban Renewal Mission (JNNURM) is a government initiative aimed at implementing urban reforms in selected 63 cities. The mission, which is estimated to cost Rs. 1,26,000 crores, aims to reform urban governance, facilitate infrastructure, and provide basic services to the urban poor. The central government will provide Rs. 50,000 crores, making it the single largest initiative in the urban sector. The JNNURM includes preparing City Development Plans, sector-wise detailed project reports, a Memorandum of Agreement, and a funding pattern. The mission has significant implications for Indian cities' future direction.[17]

3.2.5 The Fifth Phase (2008 - present)

Other current urban development programmes in India since independence are as follows:

[15] Batra, Lalit. (2009). A Review of Urbanization and Urban Policy in Post-Independent India. Working Paper Series. New Delhi : Jawaharlal Nehru University.
[16] Batra, Lalit. (2009). A Review of Urbanization and Urban Policy in Post-Independent India. Working Paper Series. New Delhi : Jawaharlal Nehru University.
[17] Batra, Lalit. (2009). A Review of Urbanization and Urban Policy in Post-Independent India. Working Paper Series. New Delhi : Jawaharlal Nehru University.

1. DAY-NULM: DAY-NULM is an acronym for Deen Dayal Antyodaya Yojana – National Urban Livelihood Mission. The initiative was launched by the Ministry of Housing and Urban Poverty Alleviation, Government of India, on September 24, 2013. The mission is to organise disadvantaged within grassroot organisations, improve sustainable life prospects, and assist them in establishing self-employment enterprises. The effort focusses on urban people living below the poverty line, including street vendors, slum residents, the homeless, and waste pickers. NULM encompasses many sub-schemes aimed at elevating the impoverished[18]. (NULM, 2023)

2. SWACHH BHARAT MISSION URBAN: The Swachh Bharat Mission - Urban (SBM-U), launched by the Ministry of Housing and Urban Affairs on 2nd October 2014. It seeks to eliminate open defecation in urban areas of India and achieve comprehensive management of solid waste in all 4,041 legally recognised municipalities throughout the nation. The second phase of SBM-U commenced on October 1, 2021, and will last for a duration of 5 years. The objective of SBM-U 2.0 is to attain a state where all cities are completely free of garbage by the year 2026.[19]

3. AMRUT: The Atal Mission for Rejuvenation and Urban Transformation (AMRUT) was initiated by Prime Minister Narendra Modi in June 2015. The primary objective is to develop infrastructure that facilitates efficient sewerage networks and water supply for urban areas, aiming to revitalise cities through diverse urban renewal projects. In addition to its primary focus, it also addresses urban transport and the development of green spaces and parks within the city. The concept is based on the public–private partnership (PPP) model.[20]

[18] DAY NULM. https://nulm.gov.in. Accessed on 20th August 2023.
[19] Swachh Bharat Mission. https://swachhbharatmission.ddws.gov.in. Accessed on 20th August 2023.
[20] AMRUT. AMRUT.Gov.in. Accessed on 21st August 2023.

4. PMAY-U: The Ministry of Housing and Urban Affairs' flagship PMAY-U programme has been running in urban India from June 2015. The system includes all Census 2011 statutory towns and towns notified thereafter, including Notified Planning/Development Areas. Under the Mission, Ministry has been providing Central assistance to States/ UTs for addressing the housing requirement of the slum dwellers and other people belonging to Economically Weaker Sections (EWS), Low Income Group (LIG) and Middle Income Group (MIG) categories in the urban areas through four verticals: Beneficiary-led Individual House Construction or Enhancement (BLC)**,** Affordable Housing in Partnership with public or private sector (AHP), In-situ Slum Redevelopment **(**ISSR), and Credit Linked Subsidy Scheme **(**CLSS). The programme also empowers women by giving them housing ownership in their names or jointly. Preference is given to the persons with disabilities, ST/SC/OBCs, minorities, transgender and women. All the houses under the scheme are to have drinking water, power supply, sewerage and toilet facilities. Beneficiaries live in dignity, security, and ownership in PMAY-U residences. [21]

5. SMART CITIES MISSION: The National Smart Cities Mission is an urban renewal initiative by the Indian Government, aiming to create sustainable and citizen-friendly cities. It was launched by the Prime Minister Narendra Modi on 25th June 2015. The Ministry of Housing and Urban Affairs, in collaboration with state governments, is responsible for implementing these projects. The mission aims to include 100 cities, with completion deadlines set between 2019 and 2023. As of September 2023, 6188 out of 7960 bided contracts have been finished, utilizing ₹113,721 crores.[22]

6. HRIDAY (2015): On January 21, 2015, the initiative was launched to merge urban planning, economic growth, and historical preservation to preserve each historical City's history. The Ministry of Housing and Urban Affairs will plan, establish, and implement HRIDAY with NIUA as the

[21] PMAY-U. https://pmay-urban.gov.in. Accessed on 21st August 2023.
[22] Smart Cities Mission. https://smartcities.gov.in. Accessed on 21st August 2023.

National Project Management Unit. The Scheme will revitalise urban infrastructure around monuments, Ghats, temples, and intangible assets to build crucial cultural infrastructure. Sanitary facilities, roads, transportation, parking, citizen services, and information kiosks are planned. The Indian government funds it totally. The plan funding is INR 500 Crores and is implemented in 13 states.[23]

3.3 Implications of Urban Development Programmes in India since Post Independence

As of India's independence in 1947, urban development initiatives have been essential in creating the nation's cities and infrastructure. Initially, urban plans prioritised industrial development and economic expansion, resulting in the creation of industrial townships and public housing initiatives. The First Five-Year Plan (1951-1956) emphasised rural-urban connections, but subsequent plans included measures like as the Integrated Development of Small and Medium Towns (IDSMT) to mitigate urbanisation disparities. The Jawaharlal Nehru National Urban Renewal Mission (JNNURM), initiated in 2005, indicated a significant transition towards urban modernisation, with the objective of enhancing infrastructure, governance, and essential services in urban areas. These programmes have substantially aided in the growth of urban infrastructure, the enhancement of connectedness, and the improvement of living quality for millions.

Nonetheless, in spite of these efforts, urban development programmes have encountered multiple challenges. Increased urbanisation, population expansion, and insufficient planning have resulted in challenges like housing deficits, transportation congestion, and environmental deterioration. Numerous metropolitan regions persist in facing challenges related to insufficient water supply, substandard waste management, and deficient public transit networks. Initiatives such as the Atal Mission for Rejuvenation and Urban Transformation (AMRUT) and the Smart Cities Mission aim to tackle these challenges by fostering sustainable and technology-oriented urban development. However, the efficacy of these programmes has often

[23] HRIDAY. https://hriday.org.in. Accessed on 21st August 2023.

been impeded by bureaucratic delays, financial limitations, and insufficient cooperation among national, state, and municipal administrations.

The consequences of urban development initiatives in India underscore both progress and persistent obstacles. Despite advancements in infrastructure, administration, and economic prospects, substantial gaps persist between metropolitan areas and smaller urban centres. Future urban policies should prioritise inclusive growth, sustainable planning, and efficient resource management to guarantee fair urban development. Enhancing public-private partnerships, refining governance processes, and using technology for intelligent urban solutions would be essential for tackling India's urban difficulties in the next decades.

In this chapter an outline of the history of urban growth programmes in India since the country's independence is presented. The position of India as a result of the British taking control of the country for a significant amount of time and the manner in which they departed India when it gained its freedom is brought to light. The need of urban development is discussed, as well as the manner in which the government of India has started the procedure of formulating plans for the development of urban regions. Due to the fact that the urban policies were first presented within the context of the Five Year Plans, the policies being discussed in this chapter are divided into five distinct phases. These phases include the many urban development programmes that have been implemented up to the most recent and current urban development programmes.

CHAPTER IV

IMPLEMENTING DEPARTMENT: URBAN DEVELOPMENT AND POVERTY ALLEVIATION MIZORAM

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The present chapter an analysis on the implementing Department for AMRUT i.e. the Directorate of Urban Development and Poverty Alleviation.

1.1 Context of North East

After a prolonged period of neglect, the northeastern region (NER) has seen a significant increase in urbanisation levels during the latter part of the 20th century. This phenomenon may be attributed to many causes, including the implementation of development projects by both the national and state governments, as well as the involvement of missionaries in providing education and constructing educational facilities for the inhabitants of the North East region. Hence, it can be confidently said that while the NER is experiencing limited progress, there is indeed a notable increase in changes and advancements, namely in urbanisation. However, it may not be as comparable to the other states in mainland India. Differential allocation of the

country's national wealth and resources leads to regional inequalities by generating a range of socio-economic issues[1] (Mandal, 2011).

Map No. 4:1

Map of North East India

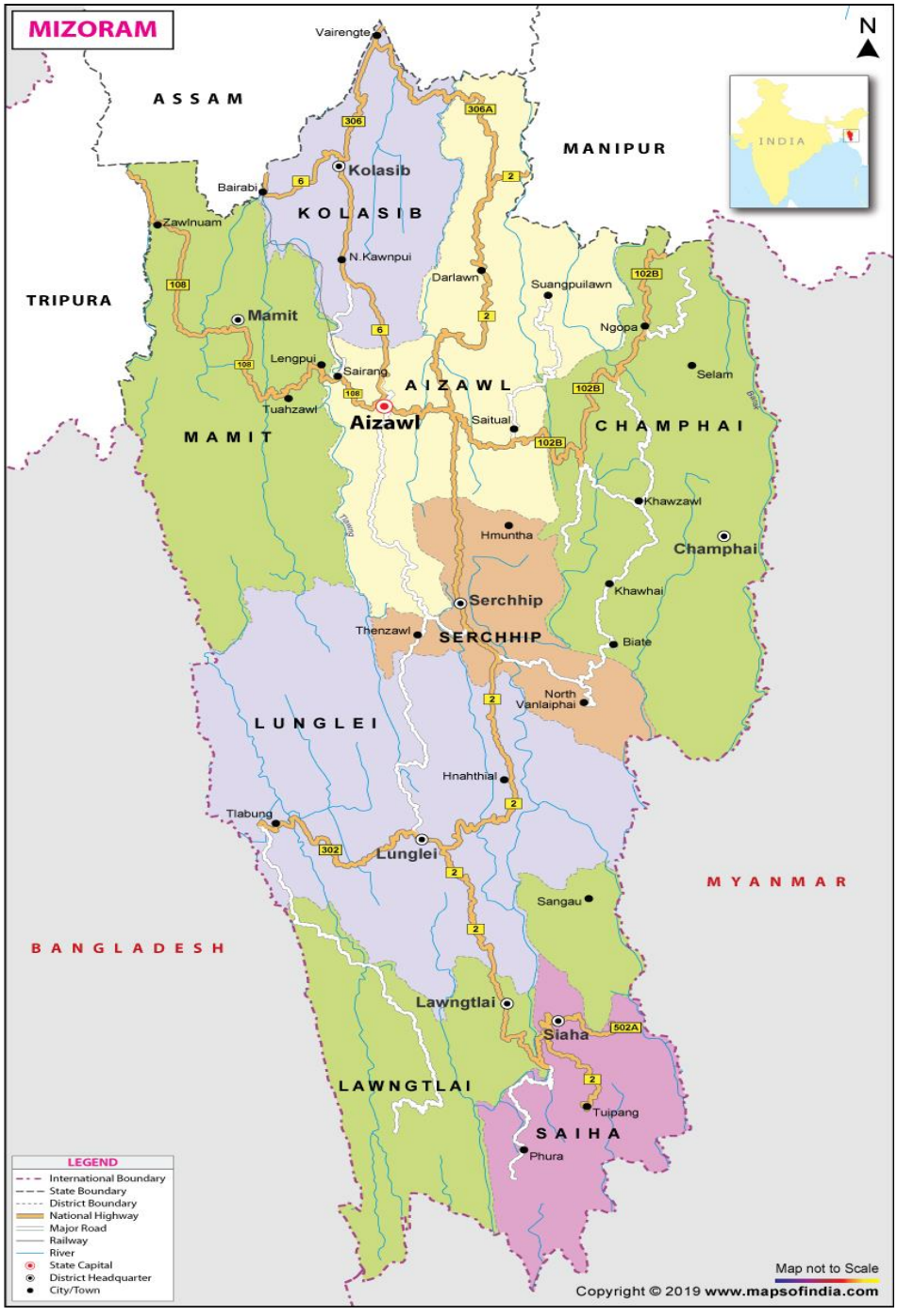


Source: *Maps of India.* https://www.mapsofindia.com/maps/assam/#google_vignette. Accessed on 15th June 2024.

[1] Mandal, P.C Dutta and RK. (2011). Globalization, Growth and Inequality in North East India. New Delhi : Kalpaz Publication.

Map No. 4:2

Map of Mizoram



Source: *Maps of India.* https://www.mapsofindia.com/maps/assam/#google_vignette. Accessed on 15th June 2024.

Mizoram is a rugged area situated in the northeastern most part of India. This causes various challenges concerning road travel, development, tourism, and urban infrastructure, and hinders rapid connectivity with the mainland and other economic centres in India. [2]Although Mizoram has abundant greenery and great potential for tourism, it still has a considerable amount of progress to make in several areas. Urbanisation has a crucial role in shaping a nation's growth, serving as a significant indication of modernisation and progress. According to the World Bank, urbanisation, if properly managed, may promote sustainable development by enhancing productivity and creativity, considering that more than 80% of the world GDP is developed in cities. In India, the North East region has the threshold of urbanisation, with just 18% of the population residing in 414 towns of varying sizes[3] (K.Dikshit, 2013). Given the current situation, most of the North Eastern States particularly Mizoram still have a significant amount of untapped potential for urban development.

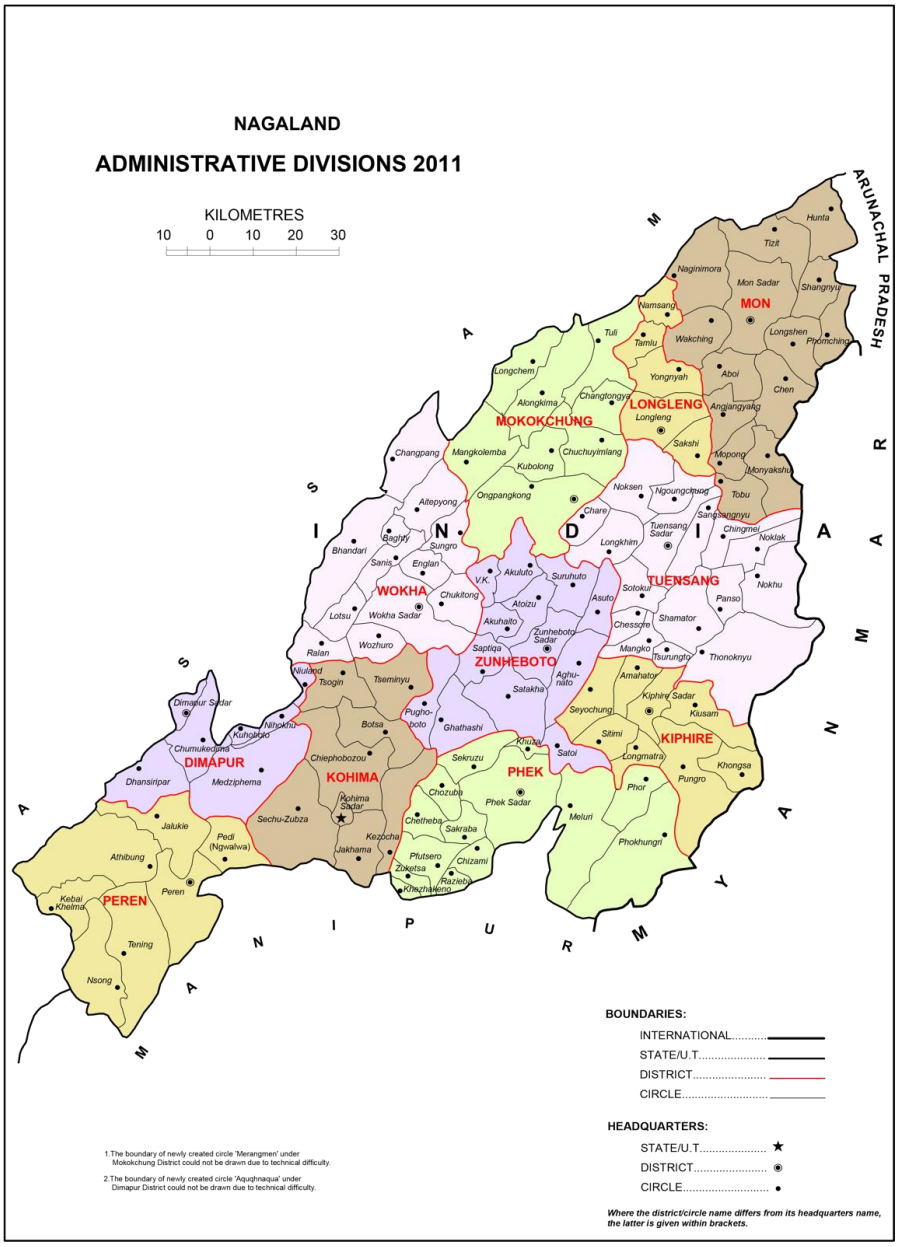
A look on a few neighbouring states in the North East based on their urban development and urbanization

[2] https://mizoram.nic.in. Accessed on 20th June 2024.
[3] K.Dikshit, K.R Dikshit & Jutta. (2013). Urbanisation and Urban Landscape in North-East India. North-East India: Land, People and Economy (Advances in Asian Human-Environmental Research). United Kingdom : Springer.

1.2 Urban Development in Nagaland

Map No. 4:3

Map of Nagaland



Source: *Maps of India.*
https://www.mapsofindia.com/maps/assam/#google_vignette .
Accessed on 14th April 2024.

4.2.1 Urban Development Process in Nagaland

Nagaland, a neighbouring state of Mizoram, is known for its tribal composition and close-knit communities. The region is characterized by hilly regions and is connected to other states via road for transport, trading, and marketing. Urban developments in North East India, including Nagaland, are attributed to the efforts of missionaries. The British entry into the Naga Hills in the dawn of 19th century facilitated the development of administrative headquarters and Sub-Divisions, which evolved into growth centres over time. The momentum of urbanisation accelerated after Statehood in 1963, further augmented by advancements in the transport network. The urbanisation process in Nagaland has intensified, particularly in administrative centres like Kohima, Dimapur, and Mokokchung, with the number of towns increasing from one statutory town in 1951 to 19 statutory towns and six census towns by 2011. Unregulated urbanisation and increased population density in major towns have significantly affected urban inhabitants' lives. [4]

The increase in urbanisation and prevalence of urban population necessitated the establishment of an administrative and organisational framework. The foundation of the urban development growth has been undertaken by the state government. The essential responsibilities of the Urban Development Department include the preparation of development plans/master plans and the implementation of various schemes and programmes aimed at enhancing urban liveability. In 1984, the rapid urban population increase in the State prompted the establishment of the Town and Country Planning Organisation (TCPO) inside the Planning and Coordination Department. Eventually, the TCPO evolved into a fully-fledged Department with its own administrative head, known as the Town Planning Department. The title was changed to Urban Development Department in 2008[5] (Urban Development, 2024).

In 2011, the Department established a distinct Cell called the Municipal Affairs Cell. In 2015, it was upgraded to the status of a Directorate and Department. Its primary responsibility is to supervise Urban Local Bodies and execute a range of

[4] https://ud.nagaland.gov.in/urban-develpment/. Accessed on 21st June 2024
[5] Urban Development in India. https://ud.nagaland.gov.in/urban-develpment/. Accessed on 21st June 2024.

schemes and programmes that have expanded as the Ministry of Urban Development has shifted its main initiatives to urban communities. Following the 2017 merging of MoUD and MoHUPA to MoHUA at the Centre, the Urban Development functions will see significant expansion. The department has been implementing a range of initiatives in both urban and suburban areas, including both designated and non-designated municipalities within the state, with the aim of fostering robust urban development. The inability of the Department to achieve its objectives may be attributed to the significant decline in funding allocation in recent years. Hence, enough funding is crucial to facilitate sustainable urban growth via the provision of town roads, storm water drainage systems, protection and soil stability technologies, natural drainage systems, children's playgrounds, parking facilities, and recreational centres [6](Urban Development, 2024).

4.2.2 Organizational Setup of Urban Development Department Nagaland

The Director is the head of the Urban Development Department. Its head office is located in Kohima which was founded originally in 1967 as Town & Country Planning Organization and was redesignated as the Office of the Chief Town Planner in 1983 and finally Urban Development in 2008. The Secretary is the administrative leader of the Department.[7]

The Department has district unit offices as under: (Urban Development Department, 2024)

1. Dimapur: Office of the Urban Development Officer
2. Mokokchung: Office of the Urban Development Officer.
3. Tuensang: Office of the Assistant. Urban Development Officer.
4. Mon**:** Office of the Urban Development Officer.

[6] Urban Development in India. https://ud.nagaland.gov.in/urban-develpment/. Accessed on 21st June 2024.
[7] Directorate of Urban Development Department Nagaland: Kohima. https://uddngl.nic.in. Accessed on 23rd June 2024.

5. Wokha: Office of the Assistant Urban Development Officer.

6. Phek: Office of the Assistant Urban Development Officer

7. Zunheboto: Office of the Assistant Urban Development Officer

4.2.3 AMRUT Nagaland

AMRUT is implemented in two cities of Nagaland i.e. Kohima and Dimapur. These two cities have been chosen as the largest in the state. The Urban Development Department is the implementing authority in Nagaland. Executed by Nagaland's Urban Development Department. The state adheres to the fundamental principles of the programme. The State Annual Action Plan 2015-2016 of Nagaland indicates that both cities have individually filed State Level Improvement Plans (SLIPs) with equal importance so as to meet the service level criteria set by the ministry. An evaluation of all mission cities has been carried out, including baseline service evaluations, as well as investment and management suggestions categorised by indicators. The allocation of state and ULB shares was determined according to mission criteria. In addition to AMRUT, Nagaland has other urban mission initiative projects financed by the Asian Development Bank and CSS, such as NLCR, Smart city for Kohima, and Sewerage project for Dimapur. In accordance with established criteria, urban local bodies (ULBs) has the capacity to develop roadmaps [8]((State Annual Action Plan 2015-2016, 2016)

Based on the 2020-2021 report, the Ministry prolonged the duration of the reform by one year, ending on March 31, 2021. An amount of Rs 120.21 Crores would be allocated to finance Nagaland's Atal Mission for Rejuvenation and Urban Transformation (AMRUT). The Annual Administrative Report 2020-21 of the Urban Development Department enumerates 27 projects, with four reaching completion and 23 still under process. The report was provided by the recently concluded Nagaland Legislative Assembly. Permitted utilities include water supply, sewage disposal and septage management, storm water drainage, non-motorized urban transportation,

[8] SAAP 2015-2016. Government of Nagaland.

green spaces, and parks. A sum of Rs. 33.65 Crores in federal aid and Rs. 3.72 Crores in state matching funds has been allocated to Nagaland State by the Ministry. The report indicated that mission efforts had achieved a physical advancement rate of 65%. The state is developing Geographic Information System (GIS)-based strategic frameworks for Kohima and Dimapur, two designated mission cities[9] (State Annual Action Plan 2015-2016, 2016).

1.3 Urban Development in Assam

Map No. 4:4

Map of Assam



Source: Map of India. https://www.mapsofindia.com/maps/assam/#google_vignette. Accessed on 14th April 2024.

[9] https://www.morungexpress.com/rs-12021-cr-for-flagship-amrut-prog-in-nagaland. Accessed on 24th June 2024.

4.3.1 Urban Development process in Assam

Assam is the largest state in NER. It also has the highest number of urban population with 4.3 million inhabitants and number of urban areas as compared to the other states in NER. The population of Guwahati is 0.9 million, whereas Nagaon, Dibrugarh, and Silchar are the other prominent cities with populations of 116,355, 138,661, and 172,709 respectively [10] (CENSUS 2011). These statistics indicate that Assam has a fairly evenly spread urban population, with the exception of Guwahati and its adjacent urban agglomeration, which accounts for more than 25%. [11]

Assam is geographically next to Mizoram and plays a significant role in providing valuable commodities, transportation, and establishing strong commerce, political, and land settlement links with Mizoram. Assam is a mostly rural state in India characterised by the dominance of agriculture and related industries. The process of urbanisation has seen significant growth throughout time, particularly after independence[12] (Goswami, 1988) The population of Urban Assam had a remarkable growth throughout the latter period of the 20th century. The urbanisation of Assam has been heavily facilitated by migration from East Pakistan, Nepal, underprivileged tea estate labourers, rural residents, and the expansion of towns. Since independence, there has been a continuous influx of Hindu refugees from Bangladesh. Therefore making Assam the state with the largest population of persons born outside of the state. [13]

Districts in Assam may be classified into three groups: (a) districts in the Barak Valley, (b) districts in the Brahmaputra Valley, and (c) hill districts. A significant metropolitan centre in Barak Valley and southern Assam, Silchar serves as the gateway to Tripura, Mizoram, and Manipur. Similar to other underdeveloped communities, Silchar has undergone urbanisation, particularly after gaining independence. Furthermore, Guwahati, along with Silchar, plays a vital role in the

[10] Census 2011, Government of India.
[11] Bhatacharjee, Dibyojyoti. Adhikari, KIngshuk. (2006) Urbanisation Trend in Assam – An Analysis. *Journal of Empirical Research in Social Science.* 1(2). Pp-34-42.
[12] Goswami, P., C. (1988). The Economic Development of Assam. Kalyani Publishers: New Delhi.

economic and urban growth of the state and the NER. Guwahati's significance as an urban area expanded as various road and railway systems were constructed around the city to replace defunct logistical networks. By such efforts, Guwahati became a prominent town in the region, alongside Shillong (which was the capital of Assam at that time).

4.3.2 Urban Development Department in Assam

Assam drew migrants from many sections of Assam, other states in the area, and beyond India. The ongoing flow of migration from various regions of Northeast India is spurred by declining income from agricultural livelihoods, conflict situations, and climate-induced relocations. Numerous policy measures implemented by the Government of India, including the AMRUT, Smart Cities Mission, Swachh Bharat Mission, PMAY(U), NULM etc have effectively enabled the process of urban aggregation. Therefore, Assam is the leading urbanization state amongst the Northeastern states [14](Mitra, 2023).

Incorporating Municipal Administration and Town & Country Planning, the Urban Development Department (UDD) was established on June 9, 2002, by Government Notification No. AR. 17/2002/33. There are four directorates/boards under the Urban Development Department: Municipal Administration, Town & Country Planning, Assam Urban Water & Sewage Board, and State Housing Board. These offices oversee urban local governance entities in the state, in addition to the Guwahati Municipal Corporation (GMC). According to the Assam Municipal Act 1956, the UDD is accountable for coordinating urban local bodies in the state and elucidating their statutory obligations. Primary responsibilities include creating the Master Plan for every metropolitan region in Assam to oversee the enactment of the Town & Country Planning Act 1958. Where necessary, India provides funding for

[14] Mitra, Snehashish. (2023). Urban expansion in Northeast India: A case study of Guwahati, Assam. https://www.orfonline.org/expert-speak/urban-expansion-in-northeast-india Accessed on 11th July 2024.

urban local body development projects that have been authorised by the department [15](History, 2024)

The administrative entity of GMC and Guwahati Metropolitan Development Authority (GMDA), known as the Guwahati Development body (GDD), was founded in January 1994.The organisation was founded by Governor Order (No. 46/93/22) with the purpose of supporting the paper and integrated growth of the Guwahati urban area. In Guwahati urban areas, the GDD will assume responsibility for overseeing all development projects, including those of GMDA (History, 2024).

On July 20, 2021, the Governor of Assam amalgamated the Guwahati Development Department with the Urban Development Department, resulting in the establishment of the Department of Housing and Urban Affairs. The Governor of Assam issued notification No. AR.44/2018/Pt.26/14 on 20.07.2021, specifying that all future communication should be conducted under the direction of the Department of Housing and Urban Affairs, rather than the Guwahati Development Department or Urban Development Department (History, 2024).

An analysis conducted by the Assam Administrative Reforms Commission in 2005 suggests consolidating the departments to enhance their cost-efficiency, reduce redundancy, and improve public satisfaction. The announcement states that the Urban Development Department and Guwahati Development Department have merged to become the Department of Housing and Urban Affairs (History, 2024).

4.3.3 AMRUT Assam

In Assam 4 cities have been proposed as the selected cities for implementing the AMRUT mission which are Guwahati, Dibrugarh, Silchar and Nagaon.[16] (AMRUT, 2024) The key focus areas for AMRUT Assam are water supply sources, sewerage infrastructure, septage management, stormwater drainage systems to mitigate floods, footpaths, non-motorized and public transportation infrastructure,

[15] Housing & Urban Affairs, Government of Assam.
[16] AMRUT, Housing & Urban Affairs. Directorate of Municipal Administration. Government of Assam. https://dma.assam.gov.in/schemes/atal-mission-for-rejuvenation-and-urban-transformation-amrut. Accessed on 14th July 2024.

parking areas, enhancing the amenity value of cities by the establishment and improvement of green areas, parks, and leisure facilities, particularly catering to children. Due to the involvement of Jal Board, GMDA in several water supply projects, no new project has been filed for water delivery. A proposal has been made for SLIP based on the obligatory Parks & Open Spaces component (AMRUT, 2024)[17].

The Department of Housing & Urban Affairs is responsible for executing the AMRUT programme in Assam. As outlined in the guidelines, Assam prioritises the Urban Local Bodies (ULBs) and Municipalities, including them in their committees for funding. All four cities submit their State Level Investment Plans (SLIPs), which have not yet been approved by the APEX Committee. Only after approval, the projects can be carried out by the respective parastatal agencies/ULBs. The Assam AMRUT SAAP acknowledges and gives priority to the most financially vulnerable Urban Local Bodies (ULBs). [18]

This section will only highlight the latest and recent report of AMRUT in Assam. Out of the 17 AMRUT projects in Assam, 10 have met the completion criteria. The finished projects had a cost of Rs 10.87 crore, but the seven incomplete ones incurred a cost of Rs 614.84 crore. The cities selected for AMRUT implementation were Guwahati, Nagaon, Dibrugarh, and Silchar. Municipalities operating under the Housing & Urban Affairs Department of the state are carrying out the renovation (The Sentinel, 2024).

The Housing & Urban Affairs Department reported six projects initiated in Dibrugarh with a total expenditure of Rs 197.91 crore, with four completed at a cost of Rs 3.98 crore. Two significant construction projects were allocated Rs 193.93 crore. Four projects in Nagaon had a total cost of Rs 241.92 crore, with three finalized at Rs 3.59 crore. The remaining budget of Rs 238.33 crore is still under

[17] AMRUT, Housing & Urban Affairs, Government of Assam. https://assamurban.in/amrut-atal-mission-for-rejuvenation-and-urban-transformation-01h1p8yn1djn73qs22g58nhrr1. Accessed on 15th July 2024.
[18] AMRUT. State Annual Action Plan. Government of Assam. 2016-2017. http://164.100.87.10/writereaddata/SAAP_Assam.pdf. Accessed on 16th July 2024.

progress. Four projects totaling Rs 180.77 crore were initiated in Silchar, with three successfully completed at a cost of Rs 3.3 crore. The remaining Rs 177.47-crore project is now under progress. Guwahati has three incomplete projects valued at Rs 5.11 crore. The AMRUT projects implemented by the state had a total expenditure of Rs 625.71 crore, with capital allocation of Rs 591.42 crore. Disbursements totaled Rs 179.64 crore in the fiscal year 2021-22. The state government submitted Utilisation Certificates (UCs) equivalent to Rs 139.45 crore out of the total Rs 179.64 crore granted in the fiscal year 2021-22. Key concerns include water supply, sewerage, septage management, and stormwater drains to mitigate floods[19] ((The Sentinel, 2024)

[19] The Sentinel. (2022) 10 out of 17 projects completed in Assam under AMRUT scheme. https://www.sentinelassam.com/cities/guwahati-city/10-out-of-17-projects-completed-in-assam-under-amrut-atal-mission-for-rejuvenation-and-urban-transformation-scheme-628625. Accessed on September 2024.

1.4 Urban Development Process in Meghalaya

Map No. 4:5

Map of Meghalaya



Source: *Maps of India.* https://www.mapsofindia.com/maps/assam/#google_vignette. Accessed on 20 April 2024.

Meghalaya, located in the northeastern part of India, is renowned for its remarkable landmarks and geography, offering stunning landscapes and a welcoming community that draws numerous tourists. The urbanisation process, similar to that of its neighbouring states, is not significantly advanced and is keeping pace with the other states. The inhabitants of the region are closely connected to the natural world and are experiencing urbanisation through a more environmentally conscious approach. Nonetheless, numerous changes have occurred over the decades, particularly in socio-economic conditions, culture, and population dynamics. The state was separated from Assam in 1971 and has since experienced significant

development and growth across various aspects and fields. [20] The most recent urban population data indicates a 31.12% rise, with a total population of 2,966,889 and an urban population of 5,95,450[21] (CENSUS 2011).

The rural population has seen a gradual decline from 81.93 in 1981 to 79.92 in 2011. The percentage of the urban population rose from 18.07 in 1981 to 20.08 in 2011. However, the proportion of the urban population in the state remains below the national average, which was 31.16% in 2011 (INDIA, 2011)[22]. Meghalaya faces a variety of challenges and opportunities in addressing urbanisation, such as solid waste management, sustainability, ensuring adequate urban water supply, geographical obstacles in urban planning, extensive deforestation linked to industrialisation, agricultural practices that may contribute to environmental pollution, and urban traffic congestion [23](Lyngkhoi, 2021).

4.4.2 Urban Development Department in Meghalaya

Meghalaya is presently organised into 12 districts. Shillong serves as the capital of Meghalaya, boasting the highest population and being the largest urban area within the state. Consequently, Shillong, once a part of Assam, possesses a rich history concerning the establishment and evolution of the urban department.

The present Directorate of Urban Affairs was formed from the Department of Town & Country Planning and Housing after independence in 1972, in accordance with the Assam Town & Country Planning Act of 1954, 1962, and 1963. In 1982, a distinct Department of Town and Country Planning was created to tackle urbanisation challenges in the state, as several new townships and subdivision headquarters were being constructed and Shillong was expanding. The Town and Country Planning Department was reconstituted as the Department of Urban Development in 1988. In 1990, the Department of Municipal Administration and the

[20] Planning Department, Government of Meghalaya
[21] CENSUS of India 2011, Government of India.
[22] CENSUS of India 2011, Government of India.
[23] Lyngkhoi, Wallamlaibor. (2021). Smart Cities Mission and Some of its Important Issues - A Case Study of Shillong City, Meghalaya. *Journal of International Research Journal of Modernization in Engineering Technology and Science.* 3(10).

Department of Urban Development were consolidated to become the Department of Urban Affairs, which prioritised urban planning and administration, enhancing the planning, development, and management of urban centres (Department of Urban Affairs, 2024)[24].

The Department is committed to ensuring that all urban areas within the state are equipped with adequate facilities, enabling residents to access clean drinking water, efficient communication, healthy living environments, and recreational opportunities that foster their development. The Department is executing multiple initiatives aimed at delivering sustainable physical advantages, including the initiative for enhancing slum regions, the Poverty Alleviation Programme, the development of footpath roads, drainage systems, shopping complexes, parking facilities, and the expansion of roads to alleviate urban traffic congestion. The Department needs to adapt to urbanisation in order to provide effective urban services. The primary objective of the Department of Urban Affairs is to enhance and manage the state's urban areas, concentrating on infrastructure, public services, and promoting healthy living environments across all urban centres (Department of Urban Affairs, 2024)[25].

4.4.3 AMRUT Meghalaya

Shillong city has been chosen for the execution of the central scheme AMRUT and AMRUT 2.0. Several objectives and projects under AMRUT have been completed, and AMRUT 2.0 has already been launched and initiated by the Department of Urban Affairs, Government of Meghalaya. The same guidelines are applicable to Shillong city as well. However, each state and geographical location, along with the current administration and policies, influences the implementation of the scheme. It is tailored to align with the specific circumstances of the states concerning their geography, demography, finances, and administration. The

[24] Department of Urban Affairs, Government of Meghalaya. https://megurban.gov.in (Retrieved on 24th September 2024).
[25] The Official Web Portal. Government of Meghalaya. https://meghalaya.gov.in/dept/47. Accessed on 24th September 2024).

individual holding the position of Director in the Department of Urban Affairs assumes the role of chairman for the scheme by default. [26]

The SAAP 2017-2020 Meghalaya indicates that several observations have been made and funding has been allocated for certain aspects. However, many projects and initiatives that need to be undertaken are not included in the SAAP, as it received approval only in 2016. Comprehensive Project Reports (DPRs) for the majority of the projects to be undertaken have not been prepared. No SLTC meetings are documented either. Consequently, assessing the precise advancement of AMRUT in Meghalaya proves to be challenging. One of the reasons cited for the project's delay is the postponement of funding and only one instalment has been released by the Government of India.

1.5 Directorate of Urban Development and Poverty Alleviation

Urban Development and Poverty Alleviation (UD&PA) was initially under the Land Administration Department, Govt. of Mizoram with its office situated in Thakthing, at the capital Aizawl, Mizoram. UD&PA after is establishment was also situated in Thakthing. It was founded on September 24, 2006, with the purpose of executing a range of activities aimed at urban development and poverty alleviation, which includes implementing Urban Development Schemes. The objective is to establish economically prosperous, inclusive, streamlined, and environmentally sustainable urban environments within the State. The main reason for creating this new Department was to have a separate dedicated Department to address various issues in Urban Development, Urban Governance and Urban Poverty Alleviation. This Department encompasses Census Towns and Notified Towns of Mizoram. The Urban Development and Poverty Alleviation Department is implementing initiatives to promote urban development, alleviate poverty, improve sanitation and waste management, and regulate town and country planning in urban regions of the State. It has been envisaged to take up these issues to bring about planned and regulated growth in urban areas adopting a holistic approach in urban governance and an inclusive method to reduction of urban destitution and making the urban centres as

[26] SAAP 2015 – 2016. Government of Meghalaya.

the engines of growth and development. Since its creation, the department has been taking up various Central and State Sector Projects and programmes with the limited manpower on administrative and technical wings.[27]

4.5.1 Profile of Urban Development and Poverty Alleviation

The Department takes up all the urban development works both Centrally Sponsored Schemes and State Sponsored Schemes and currently looks after a number of schemes. The UD&PA consists of Branches which runs the whole department as well as looks after the schemes individually. These branches are [28]

- Executive Branch
- Plan Branch
- Account Branch
- Technical Branch
- Swachh Bharat Mission Branch
- AMRUT Branch
- Housing For All Branch
- National Urban Livelihood Mission Branch

The subjects allotted to the Directorate of UD&PA are increasing from time to time without strengthening the manpower especially at high level. In accordance with the Government of Mizoram (Allocation of Business) Rules, 2014 issued by the Notification No 46013/1/2017-GAD dt. 19.6.2019 (vide Annexure-IV**)**, 33 important subjects are allocated to the Department. In addition to 33 notified subjects, the following subjects are being dealt with by the Department:[29]

[27] UD&PA. Government of Mizoram.
[28] UD&PA. Government of Mizoram
[29] UD&PA. https://udpa.mizoram.gov.in. Accessed on 26th September 2024.

1) Atal Mission for Rejuvenation and Urban Transport (AMRUT 2.0)
2) Prime Minister's Away Yojona (PMAY 2.0) – Urban
3) Swachh Bharat Mission (Urban)
4) Smart Cities Mission
5) Deendayal Antyodaya Yojana – National Urban Livelihood Mission (DAY-NULM)
6) Local Area Plan & Town Planning Scheme (CSS)

The increase of subjects allotted to the Department brings forth corresponding necessity of strengthening of manpower of the Department both in qualitative and quantitative aspects. It is rightly said that the Urban Centre are the engines of growth and the contribution of urban areas to the aggregate GDP has been increasing continually. It is therefore absolutely felt necessary to restructure and strengthen the Directorate of UD&PA by creating and upgrading some posts as proposed herein below. A copy of minutes of the meeting in connection with restructuring of UD&PA Deptt. Held on 10.2.2020 under the chairmanship of Dy. Chief Minister is enclosed as Annexure – I. [30]

4.5.2 Allocation of Business

1. Urban Governance:
    - Municipal administration.
    - Development Authorities/Boards/Committees.
    - Naming of streets, localities and development areas in urban areas.
    - Notification/de-notification of Towns (including demarcation in urban areas).
    - Street lighting and solar lighting (including Solar City Project).
2. Urban Development:

[30] UD&PA. https://udpa.mizoram.gov.in. Accessed on 26th September 2024.

- Urban infrastructures.
- Urban renewal, transformation and rejuvenation.
- Urban amenities and social development.
- Township development

3. Urban Sanitation:
    - Solid waste management.
    - Liquid waste management.
    - Cleanliness and sanitation.
4. Urban Transport:
    - Planning & co-ordination of urban transport.
    - Infrastructure for urban transport.
    - Non-motorized transport.
    - Direction, delineation and signage.
    - Metro-cable and urban ropeways.
5. Urban Planning:
    - Master Plans for Urban Areas (including strategic development areas).
    - City Development Plans.
    - District/Region/Zone/Town Development Plans.
6. Urban Housing:
    - Land development regulations.

- Building regulations.
- Urban Rent Control and Residential Tenancy.
- Property Titling.
- Regulation and engagement of developers.

7. Urban Poverty Alleviation:
    - Street vending.
    - Urban shelter
    - Skill development and training.
    - Social mobilization.
    - Urban wage employment.
8. Disposal of unclaimed dead bodies.
9. Animal control in urban areas.
10. Dog bite in municipal areas.

The Department has subordinate offices which are Town Planning Wing and Senior Sanitation Wing. District Urban Development Offices are also established in 8 districts to look after the urban areas of the respective districts which are Lunglei, Champhai, Kolasib, Serchhip, Khawzawl and Hnahthial. Apart from these districts like Lawngtlai and Siaha are under the District Project Offices (DPO).[31]

[31] UD&PA. https://udpa.mizoram.gov.in. Accessed on 26th September 2024.

The organizational Structure of UD&PA is as given below

Fig No 4:1

Organizational Structure of UD&PA, GoM



Sl.No	Name of post	Pay Level	No. of Posts
1	Assistant	7	8
2	Steno Gr-II	7	1
3	Assistant Account Officer	7	1
4	Inspector of Statistics	7	3
5	Junior Engineer	7	12
6	Planning Assistant	7	5
7	Urban Surveyor Gr-I	7	1
8	UDC	6	16
9	Stenographer Gr-III	6	2

Sl.No	Name of post	Pay Level	No. of Posts
10	Urban Surveyor	5	5
11	Draftsman Gr-II	6	2
12	Inspector of Sanitation	5	13
13	Data Entry Operator	5	3
14	LDC	4	22
15	Draftsman Gr-III	4	2
16	Urban Tracer	4	2
17	Sectional Assistant	4	1
18	Ferro Printer	4	1

Sl.No	Name of post	Pay Level	No. of Posts
19	EPABX Operator	4	1
20	Driver	2	20
21	Despatch Rider	2	1
22	Chainman	1A	2
23	Sirder	1A	8
24	Group D	1	199

Source: Directorate of Urban Development & Poverty Alleviation, Government of Mizoram

4.6 Schemes Under the Urban Development and Poverty Alleviation

The Directorate has taken up many schemes both of State Sponsored Schemes (SSS) and Centrally Sponsored Schemes (CSS). The Ongoing schemes which are implemented and in still for development works are as follows:

1. Swachh Bharat Mission (SBM): The SBM is also called as the Clean India Mission. The SBM, initiated by the Indian Government in 2014. The government launched the initiative as a restructured version of the Nirmal Bharat Abhiyan, which failed to achieve its intended targets due to corruption

and indecisive leadership. The mission objectives focus on eliminating open defecation (ODF villages), eliminating manual scavenging, and implementing modern sanitation practices. They aim to promote behavioral change, raise public health awareness, and enhance the capacity for ULBs. Additionally, they aim to foster private sector participation in Capex (Capital expenditure) and Opex (Operation and maintenance) operations. The Swachh Bharat Mission aims to progress towards target 6.2 of the United Nations' Sustainable Development Goals Number 6, established in 2015.[32]

There are three listed employees for the scheme under the UD&PA consisting of sanitation expert, MIS expert and IEC (International Electrotechnical Commission) expert. The UD&PA is the implementing agency for the SBM in collaboration with. They have done this much amount of work during the stipulated time.

2. Swachh Bharat Mission (urban) 2.0 (SBMU 2.0): The Swachh Bharat Mission (Urban) 2.0, a five-year extension of the Swachh Bharat Mission. SBM-U 2.0 focuses on achieving Garbage Free status for all cities by segregating waste into wet and dry waste, ensuring 100% door-to-door collection, managing waste scientifically, reviving legacy dumpsites into green zones, and safely containing, transporting, processing, and disposing of used water, particularly in smaller cities. Awareness creation and citizen outreach are also crucial to institutionalize 'Swachh' behavior and create institutional capacity to effectively implement programmatic interventions. By achieving these objectives, the SBM-U 2.0 vision aims to contribute to the achievement of the Sustainable Development Goals (SDG) 2030 and improve the quality of life for urban populations. [33]

This scheme is also a CSS and is implemented and taken up by the UD&PA. There are 9 listed staff members working under this scheme in the

[32] UD&PA. https://udpa.mizoram.gov.in. Accessed on 26th September 2024.
[33] UD&PA. https://udpa.mizoram.gov.in. Accessed on 26th September 2024.

UD&PA which consists of 1 MIS Expert, 1 IEC Expert, 1 Capacity Building Specialist, 1 Procurement Specialist, 1 Waste Water Expert, 1 Sanitation Expert, 1 Additional Specialist (Assistant MIS) and 2 Supporting Staff.

3. Pradhan Mantri Awas Yojana (Urban)/ Housing For All (HFA): The Housing for All 2022 (Urban) Mission, launched by the Government of India in 2015, aims to address the housing shortage in Urban India, which is estimated at around 2 crore. The scheme aims to cover 4041 statutory towns, with a focus on 500 Class-I cities. Beneficiaries must be residents of the urban area and not have any pucca house anywhere in India. The HFA Mission is implemented through four verticals: Beneficiary-led Individual House Construction or Enhancement (BLC)**,** Affordable Housing in Partnership with public or private sector (AHP), In-situ Slum Redevelopmen **(**ISSR), and Credit Linked Subsidy Scheme **(**CLSS). The credit-linked subsidy component is a Central Sector Scheme, while the other three will be implemented as Centrally Sponsored Schemes.

   The UD&PA Mizoram implemented the HFA mission in 24 city and towns which are as follows: Aizawl, Khawzawl, Lengpui, Saitual, Biate, Zawlnuam, Darlawn, Siaha, Lawngtlai, Sairang, Serchhip, Kolasib, Thenzawl, North Kawnpui, North Vanlaiphai, Veirengte, Lunglei, Bairabi, Hnahthial, Champhai, Tlabung, Khawhai and Mamit.[34]

4. Deendayal Antyodaya : National Urban Livelihoods Mission (DAY-NULM): National Urban Livelihoods Mission is one of the most important Central Flagship Programme under Ministry of Housing and Urban Alleviation which started in 24th September, 2013 in India. Urban Development & Poverty Alleviation (UD&PA) Department has taken up on this mission in Mizoram and Mizoram State Urban Livelihoods Mission Society (MzSULM) was established under the Mizoram Societies Registration Act, 2005(Act No. 13 of 2005) by the Central Government. NULM has taken over Programme SJSRY which was programme to elevate

[34] UD&PA. https://udpa.mizoram.gov.in. Accessed on 26th September 2024.

people living in poverty in the cities, for a long time by the Central Government. The National Urban Livelihoods Mission (NULM) in Mizoram aims to reduce urban poverty and provide better employment opportunities for poor families. The mission is established under the Directorate of UD&PA, with the appointment of the Project Director in the State Mission Management Unit (SMMU) and City Mission Management Units (CMMUs) at the district headquarters. The NULM includes several components, including Social Mobilisation & Institutional Development (SM & ID), Employment through Skill Training and Placement (EST&P), Self-Employment Programme (SEP), Support to Urban Street Vendors (SUSV), and Shelter For Urban Homeless (SUH).[35]

a) Social Mobilisation and Institutional Development (SM&ID) : It aims to establish a strong and reliable Self-Help Group (SHG) to alleviate poverty in cities. SHGs can be locality inclusive, with varying strengths, and can receive Revolving Funds of Rs.10,000, Rs.50,000, or Rs.50,000. The program also provides a City Livelihoods Centre (CLC) to help people living in poverty by promoting their skills and selling their goods and services efficiently. The goal is to create a 'PLACE' for those in poverty. [36]

b) Employment Through Skill Training and Placement (EST&P): The plan targets to improve the skills and knowledge of the impoverished in cities, enhancing their participation in income generation activities and enhancing efficiency in work search and training. The focus will be on struggling sections, including 30% women and garbage men, beggars, and daily wage earners.[37]

c) Self Employment Programme (SEP): The programme supports both new and experienced self-employed individuals by providing assistance and funding for their ventures. This initiative aims to provide income-generation opportunities to enable individuals to

[35] UD&PA. https://udpa.mizoram.gov.in. Accessed on 26th September 2024.
[36] UD&PA. https://udpa.mizoram.gov.in. Accessed on 26th September 2024.
[37] UD&PA. https://udpa.mizoram.gov.in. Accessed on 26th September 2024.

become self-sufficient. It offers loans up to ₹2 lakhs for individuals, ₹10 lakhs for Self-Help Groups, and ₹4 lakhs for Self-Help Groups. Loans have a fixed interest rate of 7%, with a lower rate for women. Borrowers must repay outstanding loans, notify NULM, and receive benefits.[38]

d) Support to Urban Street Vendors (SUSV): Under this project, initiatives have been taken to uplift street vendors by providing them a more structured place and location and also by giving them permits. Additionally, it plans on assisting and strengthening them to make their products more hygienic and help them get maximum benefits from the goods they are selling.[39]

e) Scheme of Shelter For Urban Homeless (SUH): The initiative seeks to offer urban homeless individuals a refuge furnished with restrooms, kitchens, and basic necessities like as water and power. The shelter must be accessible at all times and capable of accommodating 50 to 100 individuals. Residents will obtain government assistance, and the shelter should be situated in a prominent location near their place of employment. Beneficiaries of NULM will possess a bank account, facilitating access to Universal Financial Inclusion programmes such as accessible loans and insurance. This programme guarantees that the homeless obtain government benefits.[40]

5. Parking House Support Scheme (PAHOSS): The Government of Mizoram has formulated a scheme to provide substantial assistance for the construction of parking spaces in Aizawl City by providing incentives to private, recognized NGO, or Local Council land owners who are willing to construct parking spaces for a minimum of 5 light motor vehicles (LMV). The assistance will be given in the form of grant-in-aid at the rate of Rs 1.00 lakh

[38] UD&PA. https://udpa.mizoram.gov.in. Accessed on 26th September 2024.
[39] UD&PA. https://udpa.mizoram.gov.in. Accessed on 26th September 2024.
[40] UD&PA. https://udpa.mizoram.gov.in. Accessed on 26th September 2024.

per light motor vehicle or every six two-wheelers. The car parking should be opened for commercial parking only during daytime and night time and utilised as vehicle parking for at least 10 years. Detailed guidelines including eligibility, mode of selection and approval, mode of release of financial support and monitoring and evaluation are made to cater to the needs of the beneficiaries. The eligibility include having suitable land/space for Vehicle Parking, valid building permission from Aizawl Municipal Corporation, adequate vehicle circulation space, constructing a permanent structure with a metre 2.4 ceiling height, proper roofing and walls of at least 1.5 metres high, designing the building for parking any two-wheeler and light motor vehicle, ensuring easy vehicle access to road level and installing necessary equipment. The Department evaluates and approves the proposal by an Executive Engineer or above and then authorises and sanctions the aid when the Director proposes it. The chosen candidate must sign a government agreement in a certain manner. Financial assistance will be provided in three instalments: 40% after signing an agreement, 30% at financial completion of 80% of the first instalment or 30% of physical completion, and 30% upon car parking construction. Release conditions will govern assistance monitoring and assessment.[41]

6. Sustainable Urban Transport Project (SUTP): The Sustainable Urban Transport Project (SUTP) will cover Greater Aizawl city development Planning Area of about 290 sq. km including 5 sq. km of City's core area. The project will focus on non-motorized transports (mostly for pedestrian), suburban connectivity improvement, junction improvement, parking management, and various public transport enhancement measures, including, possible introduction of a new mode of transport, such as, ropeway.

   It is expected that the sub-project developed using PRF should be ready by 2023 or earlier. The specific loan amount for the project will be determined (i) upon completion of the detailed engineering design for the selected sub projects, (ii) implementation period, (iii) abortive capacity of the

[41] UD&PA. https://udpa.mizoram.gov.in. Accessed on 26th September 2024.

executing agency (iv) availability of counterpart funding by GoM. The lending modalities will also be finalized during the preparation of the project. Sustainable Urban Transport Project (SUTP) will be ready only after completion of preparation of the project, DPR, Comprehensive Mobility Plan (CMP), Feasibility Report etc. by PPDMC under PRF loan.[42]

7. Jawaharlal Nehru National Urban Renewal Mission (JNNURM): The Jawaharlal Nehru National Urban Renewal Mission (JNNURM) was initiated in December 2005. It is the predecessor of AMRUT. The objective of JNNURM is to promote reforms and expedite the planned development of designated cities. The emphasis is on enhancing efficiency in urban infrastructure and service delivery systems, fostering community engagement, and ensuring the accountability of Urban Local Bodies and parastatal agencies to residents. The Mission, initially set for seven years, was extended for two years in 2012, including an additional year for Basic Services to the Urban Poor (BSUP) and Integrated Housing and Slum Development Programme (IHSDP) projects. The period was extended for one more year until March 2012, allowing for the completion of the reforms under the Mission. The Mission is funded by the Central Government and State/Urban Local Body/Parastatal agencies on a 50:50 basis for cities with one million or more population. For North Eastern States, the Central share is 90%, while State/Urban Local Body/Parastatal agencies bear 10%, including beneficiary contributions. States other than these are funded at an 80:20 ratio. Five projects were approved under the Urban Infrastructure and Governance (UIG) Sub-mission I of JNNURM in Aizawl, with a total cost of Rs. 13096.30 lakhs. Mizoram, a Special Category State, has a funding pattern of 90:10, with the Central Share of Rs. 11787.17 lakhs and the remaining funds to be matched by the State Government.[43]

[42] UD&PA. https://udpa.mizoram.gov.in. Accessed on 26th September 2024.
[43] UD&PA. https://udpa.mizoram.gov.in. Accessed on 28th September 2024.

It comprises two sub-missions: the Sub-Mission for Urban Infrastructure and Governance (UIG) administered by the Ministry of Housing and Poverty Alleviation, which focuses on infrastructure projects related to water supply, sanitation, sewerage, solid waste management, road network, urban transport, and redevelopment of old city areas. The Sub-Mission for BSUP is administered by the Ministry of Urban Employment and Poverty Alleviation, focusing on integrated development of slums through projects providing shelter, basic services, and other civic amenities.

It also includes two sub-schemes: Urban Infrastructure Development Scheme for Small and Medium Towns (UIDSSMT) and (IHSDP). UIDSSMT is administered by the Ministry of Urban Development, which subsumes the schemes of Integrated Development of Small and Medium Towns (IDSMT) and Accelerated Urban Water Supply (AUWSP) aimed at planned infrastructural improvement in towns and cities. The IHSDP, administered by the Ministry of Housing and Urban Poverty Alleviation (MHUPA), aims to provide holistic slum development with a healthy and enabling urban environment by providing adequate shelter and basic infrastructure facilities to slum dwellers in identified urban areas.[44]

8. Atal Mission for Rejuvenation and Urban Transformation AMRUT and AMRUT 2.0:

The Atal Mission for Rejuvenation and Urban Transformation (AMRUT) was initiated on 25th June 2015, by the Ministry of Housing and Urban Affairs, (MoHUA) Government of India, with the objective of delivering essential services to households and constructing amenities in urban regions to enhance the quality of life for all residents, particularly the impoverished and marginalised. The Ministry also designated Aizawl the capital city of the State of Mizoram. The Ministry has sanctioned and designated Rs. 140.247 crores under the AMRUT scheme for the state of Mizoram during the Mission year. The UD&PA is the implementing

[44] UD&PA. https://udpa.mizoram.gov.in. Accessed on 28th September 2024.

agency. The initial funding pattern was 50:50 which was then revised into 90:10 as central:state. The mission areas consists of water supply, sewerage and septage management, urban transport, drainage and urban spaces and green parks. Projects have been developed and undertaken in collaboration with other departments like PHED, PWD and AMC as the thrust areas are not within the allocation of Business of UD&PA. The time period for AMRUT is 5 years which has then been extended to AMRUT 2.0.

Much like the previous Atal Mission for Rejuvenation and Urban Transformation (AMRUT) 2.0 was launched on 1st October, 2021 by the MoHUA, Government of India. This is an extendion of the previous scheme. As per the mission guidelines, the Mission focuses on the following thrust areas like universal water supply coverage, recycle/reuse of treated used water through sewerage and septage management and rejuvenation of water bodies and creation of green spaces. The overall projected expenditure for AMRUT 2.0 is ₹ 2,77,000 crore, which encompasses a federal allocation of ₹ 76,760 crore during a five-year period from FY 2021-22 to FY 2025-26. Funds totalling 142 crores have been provided to 23 census towns in Mizoram, supplemented by central assistance. A total of Rs. 157.78 crores has been allotted under the finance structure of 90:10. Since this is newly launched and implemented by the UD&PA, many projects are yet to be done and completed. This scheme specially focusses on the water supply. [45]

This chapter examines the different types of urban development throughout the different states of North East to see how these developments contrast to those in Mizoram. This chapter examines both the urban development of the states and the establishment of the urban development department, as well as the degree of AMRUT's implementation inside these states. It subsequently highlighted the origins and historical context behind the establishment of UD&PA and the evolution of urban development in Mizoram. It included the roles, organisational structure, branches, business allocation, and execution of AMRUT.

[45] UD&PA. https://udpa.mizoram.gov.in. Accessed on 28th September 2024.

CHAPTER V

ATAL MISSION FOR REJUVENATION AND URBAN TRANSFORMATION IN AIZAWL

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The present chapter studies and analyses the AMRUT programme, its guidelines and missions, in general and the SAAP Mizoram, and its particular component i.e. water supply.

5.1 Introduction

Aizawl is the capital urban centre in Mizoram. Aizawl's rapid population growth has led to inadequate infrastructure and services, resulting in a sprawling city with a distorted space economy. The city's lack of spatial planning has led to steep slopes, poor transport, narrow roads, inadequate drinking water provision, poor waste management, lack of open spaces, and insufficient pavements and parking lots. The city's space economy is distorted, attracting resources from other districts and towns[1]. The central government initiated AMRUT to address ongoing issues and challenges in urban development. This mission seeks to revitalise neglected, defective, and abandoned urban infrastructure while also transforming outdated urban management practices. AMRUT is implemented in Aizawl, the capital of Mizoram, with the Urban Development and Poverty Alleviation (UD&PA) as the implementing agency. The primary objective of AMRUT pertains to water supply.

[1] Saitluanga, Benjamin, L. (2018) Towards a Sustainable Smart City: The Case of Aizawl. https://www.orfonline.org/research/43403-towards-a-sustainable-smart-city-the-case-of-aizawl

The Public Health and Engineering Department (PHED) is responsible for the implementation and execution of water supply systems.

5.2 Jawaharlal Nehru National Urban Renewal Mission

Jawaharlal Nehru National Urban Renewal Mission (JNNURM) was succeeded by AMRUT. JNNURM was launched in 2005 with the initial duration being 7 years (2005-2012) and was extended till 2014. It was one of the major urban development programmes in India. It aimed at a holistic urban renewal with a focus on comprehensive infrastructure development in select cities and targeted on urban infrastructure improvement, slum rehabilitation, transport, and housing**.** It encouraged reforms in urban governance to promote sustainability and efficiency in city administration. It covered 65 major cities with special focus on large and medium sized cities excluding smaller urban areas. The funding pattern varied based on the size of the cities therefore 50% for big cities, 80% for smaller cities and 90% for North Eastern States and special category states. [2]

JNNURM had a broad based urban renewal covering multiple sectors. It had a wider scope but often lack focus. The components are as follows-

1. Water supply and sanitation
2. Roads, urban transport, and flyovers
3. Solid waste management
4. Housing for urban poor
5. Slum rehabilitation
6. Heritage conservation

1.2.1 Implementation of JNNURM under the Directorate of Urban Development and Poverty Alleviation

The Department of UD&PA, Government of Mizoram, serves as both the State Level Nodal Agency (SLNA) and the Implementing Agency of JNNURM. Its dual role is significant, as it invites project proposals from other implementing agencies

[2] https://uddngl.nic.in/JnNURM.htm. Accessed on 9th July 2024.

and appraises them. During the Mission, 23 proposals were appraised, with nine projects approved by both the SLSC and the Central Sanctioning and Monitoring Committee (CSMC). Projects in Aizawl city included the renewal of pumping machines and equipments and transmission system of Greater Aizawl Water Supply Scheme Phase-I, city road improvement & widening of Aizawl Phase-I, widening & improvement of Vaivakawn to Mizoram University, Sihhmui to Mizoram University as Spur of Aizawl Ring Road, purchase of 25 High Capacity buses, and three EWS Housing Projects under IHSDP.

Projects for other towns included EWS Housing, Lunglei, Saiha, Champhai-I, Kolasib-I, Serchhip, and Mamit. Five appraised projects failed to receive any fund from the Central Government due to the termination of the Mission. These projects include the development of storm water drains & rehabilitation of natural drains of Aizawl City (Phase-I), revised DPR of Solid Waste Management for Aizawl city for Tranche – 3 sub projects, and DPR for Solid Waste Management in Serchhip Town, Mizoram. The Department also manages grants received from the Central and State Government, releasing funds to implementing agencies like MPWD, PHED, MST, and Government of Mizoram. The Department ensures that at least 10% of the funds released are recovered and ploughed into the Revolving Fund, which will be utilized to meet operation and maintenance expenses of assets created under the Sub-Mission.[3]

JNNURM had a specific monitoring system but was lacking in the rigorous implementation of urban governance reforms. Numerous projects experienced delays owing to inadequate coordination among national, state, and local entities. It also promoted PPP models; nevertheless, their execution was constrained by insufficient private sector involvement in urban infrastructure initiatives. It encountered challenges with securing private investment owing to delayed approval processes and complex rules. This resulted in significant infrastructural improvements in certain cities. Nevertheless, several projects remained unfinished or postponed owing to bureaucratic inefficiency and financial mismanagement. The incomplete execution of

[3] JNNURM. UD&PA. Government of Mizoram.

urban improvements diminished the programme's enduring effectiveness. [4] The Department provides progress reports to the Central Government, with the Implementing agencies submitting their quarterly progress reports to the Department. Training and capacity building are also the responsibility of the Department, with the Central Government sparing 5% of Central Grant or the actual requirement, whichever is less.

JNNURM established the groundwork for urban revitalisation in India but encountered obstacles in execution and financing. AMRUT enhanced the methodology, emphasising essential urban services, decentralisation, and fiscal responsibility. AMRUT adopts a pragmatic, results-driven, and reform-oriented development strategy rather than a comprehensive urban transformation approach.

5.3 Atal Mission for Rejuvenation and Urban Transformation

The Atal Mission for Rejuvenation and Urban Transformation (AMRUT) is a national priority to improve the quality of life for all, particularly the poor and disadvantaged. The AMRUT aims to provide basic services like water supply, sewerage, and urban transport to households, increase the amenity value of cities through greenery and open spaces, and reduce pollution by switching to public transport or constructing non-motorized transport facilities. The Ministry of Urban Development (MoUD) prescribes Service Level Benchmarks (SLBs) to measure these outcomes. The AMRUT also includes a gradual process of achieving other benchmarks, such as urban transport and storm water drains, to make cities resilient. The MoUD now provides project-by-project sanctions, allowing states to be equal partners in planning and implementing projects. The mission includes Capacity Building and reforms to improve service delivery, mobilize resources, and make municipal functioning more transparent and accountable.[5]

[4] https://ulbharyana.gov.in/Website/DirectorateofUrbanLocalBodies/Images/d9ec2b01-6b7d-4729-b617-07d492769b52.pdf?utm_s. Accessed on 9th July 2024.
[5] AMRUT.Gov.in Accessed on 11th July 2024.

AMRUT covers 500 cities with a population of over one lakh, including municipalities, capital cities, heritage cities, towns on river stems, hill states, islands, and tourist destinations. Notification of cities will be provided at the appropriate time. Categories include cities with over one lakh population, capital cities, heritage cities, towns on river stems, hill states, islands, and tourist destinations.[6] The table below displays the general categories of cities from which several more cities are subsequently picked; however, just the broad categories are shown.

Table No 5:1

List of Cities Selected for Implementation of AMRUT

Sl No.	Name of Cities
1.	Andaman & Nicobar Islands
2.	Andhra Pradesh
3.	Arunachal Pradesh
4.	Assam
5.	Bihar
6.	Chandigarh
7.	Chhatisgarh
8.	Dadar & Nagar Havali
9.	Daman & Diu
10.	Delhi
11.	Goa
12.	Gujarat
13.	Haryana
14.	Himachal Pradesh
15.	Jammu & Kashmir
16.	Jharkhand
17.	Karnataka
18.	Kerala

[6] Atal Mission for Rejuvenation and Urban Transformation. Ministry of Housing and Urban Affairs (MoHUA). AMRUT.Gov.in, Accessed on 11th July 2024.

19.	Lakshadweep
20.	Madhya Pradesh
21.	Manipur
22.	Maharashtra
23.	Meghalaya
24.	Mizoram
25.	Nagaland
26.	Odisha
27.	Punjab
28.	Puducherry
29.	Rajasthan
30.	Sikkim
31.	Tamil Nadu
32.	Telangana
33.	Tripura
34.	Uttar Pradesh
35.	Uttarakhand
36.	West Bengal

Source: AMRUT.Gov.in, accessed on 11th October 2024.

5.3.1 Atal Mission for Rejuvenation and Urban Transformation 2.0 (AMRUT 2.0)

Following the introduction of AMRUT 1.0 in 2015, the programme has been augmented by AMRUT 2.0. This research focusses on AMRUT 1.0; however, since AMRUT 2.0 has already been deployed, a concise overview of it must be included. The Prime Minister launched AMRUT 2.0 on 1st October 2021, with the aim of providing clean water to all urban citizens, increasing sewerage and septage management coverage, and ensuring water security in cities. The plan aims to develop water-secure cities in the spirit of Aatma Nirbhar Bharat, providing reliable 2.68 crore new water tap connections to 4,800 statutory towns and universal

household coverage of sewerage/septage services in 500 AMRUT cities through 2.64 crore new sewer connections. Fund Allocation to 23 census towns: Rs. 142 crores has been allocated as admissible Central Assistance which includes central share of project fund and funding towards functional outcomes. With the funding pattern of 90:10, the total fund allocation for Mizoram under AMRUT 2.0 comes to Rs. 157.78 crore (including SMS amounting to Rs. 15.78 crore. Other components include water body rejuvenation, green spaces, and parks. 'Project on 24x7 water supply': As mandated by AMRUT 2.0 guidelines, 'Project on 24x7 water supply' with drink from tap facility may be taken up to cover at least one ward or DMA (District Metered Area) with at least 2000 households in contiguous manner in AMRUT City. Since water supply is under the purview of PHED, letter has been sent vide letter No. B. 13030/13/2022-DTE (UD&PA)AMRUT 2.0 dt. 17.02.2022 requesting to furnish 24x7 Water Supply details for Aizawl.[7]

5.3.2 Thrust Areas of AMRUT

The thrust areas of AMRUT consist of the following-

a) water supply
b) sewerage facilities and septage management
c) storm water drains to reduce flooding
d) pedestrian, non-motorized and public transport facilities, parking spaces
e) enhancing amenity value of cities by creating and upgrading green spaces, parks and recreation centres, especially for children

5.3.3 Mission Components of AMRUT

AMRUT includes capacity building, reform implementation, water supply, sewerage, storm water drainage, urban transit, and park development. During the

[7] Atal Mission for Rejuvenation and Urban Transformation, UD&PA Department, GoM, accessed on 16th July 2024, https://udpa.mizoram.gov.in

process, the UD&PA Dept. will implement the mission components and the ULBs will aim to integrate smart elements into physical infrastructure during planning. [8]

The Mission components are described below:

a) Water Supply: This comprises comprehensive metering, water treatment plants, and water supply enhancement. Rehabilitating historical water systems and treatment facilities. Rehabilitating potable water sources and aquifers. Dedicated water supply for difficult areas, mountainous and coastal villages, and places affected by arsenic or fluoride contamination. In Mizoram, it is implemented by Public Health Engineering (PHE) Department, Government of Mizoram (GoM). Three Projects were executed during the Mission period. The project cost – Rs. 51.68 crore.[9]

b) Sewerage and septage: This comprises decentralised, networked underground sewerage systems, including sewage treatment plant upgrades. Restoring older sewers and treatment plants. Reusing wastewater and recycling water for beneficial purposes. Developing cost-effective solutions for faecal cleansing, transportation, and treatment. Mechanical and biological cleansing of sewers and septic tanks with complete recovery of operating costs. This is implemented by the PHE Department, GoM. Three Projects were executed during the Mission period. The project cost is Rs. 6.88 crore.[10]

c) Storm Water Drainage: It comprises of development and enhancement of drainage systems and stormwater channels to mitigate and eradicate floods. It is implemented by PHE Dept. and Public Works Department (PWD), GoM. Three projects were executed during the Mission period. The project cost is Rs. 57.18 crore.[11]

[8] AMRUT Mission Statement & Guidelines
[9] AMRUT Mission Statement & Guidelines
[10] AMRUT Mission Statement & Guidelines
[11] AMRUT Mission Statement & Guidelines

d) Urban Transport: This includes the development of ferry boats for inland waterways, omitting port and bay facilities, as well as buses. Pedestrian pathways, sidewalks, footbridges, and amenities for non-motorized transportation (e.g., bicycles). Multi-tiered parking, Bus Rapid Transit System (BRTS). This is implemented by Aizawl Municipal Corporation. Three projects were executed during the Mission period. The project cost is 13.8 crore.[12]

e) Green Space and Parks: Growth of green belts and parks with specific features designed for children's enjoyment. This is implemented by Aizawl Municipal Corporation. Four Projects were executed during the Mission Period. The project cost is Rs 3.49 crore.[13]

Apart from these, there are three other mission components which are reforms management and support, capacity building consisting of individual and institutional extending to ULBs and not only mission cities and lastly indicative list of inadmissible components like telecom, power, health, education etc.

5.4 Programme Management Structure

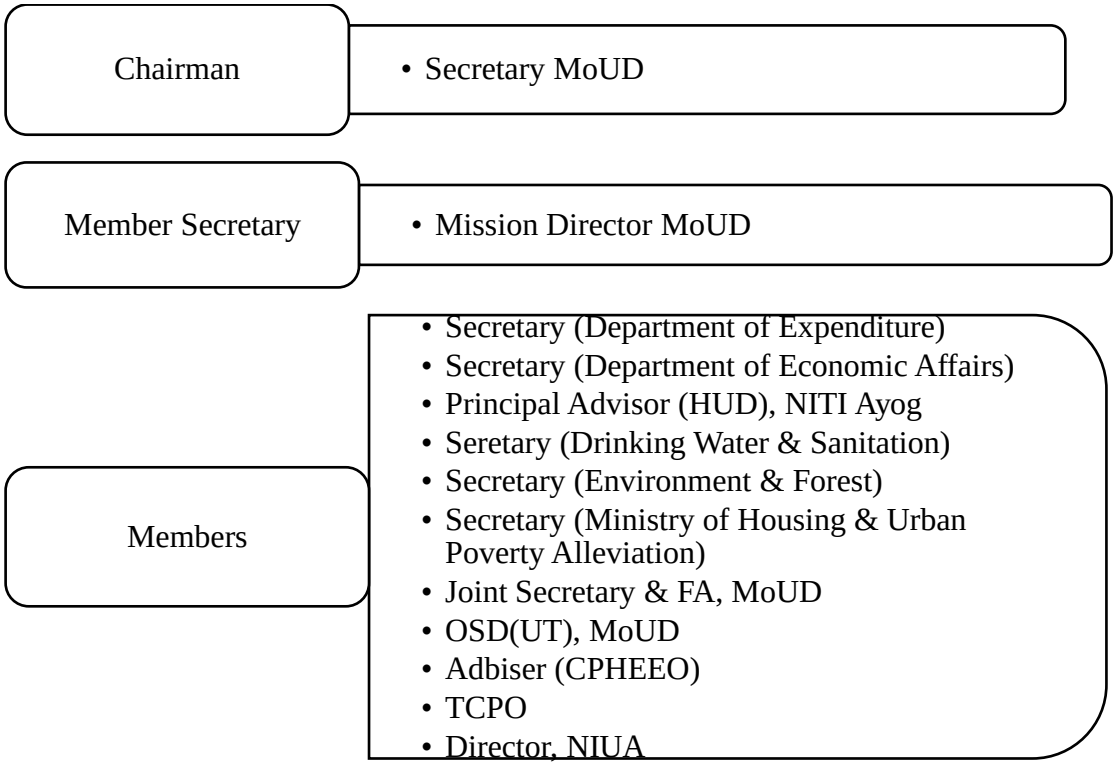
5.4.1 National Level Composition

At the National Level it comprises of the Apex Committee (AC), headed by the Secretary where the MoUD and incorporating members of related Ministries and organizations are to oversee the Mission.

[12] AMRUT Mission Statement & Guidelines
[13] AMRUT Mission Statement & Guidelines

Chart No 5:1

National Level Composition of AMRUT



Source: AMRUT Mission Statement & Guidelines

The Apex Committee is responsible for approving the State High Powered Steering Committee's SAAP, including the Annual Comprehensive Action Plan for Capacity Building of States and the Reform roadmap. It also oversees the release of funds to States/UTs/Mission Directorate, monitors the mission, advises on innovative resource mobilization, private financing, and land leveraging, and confirms third-party monitoring appointments. The Committee may delegate certain functions to the Mission Director for speedy implementation and determines the threshold for releasing funds to States. It also confirms appointment of organizations for third-party monitoring.

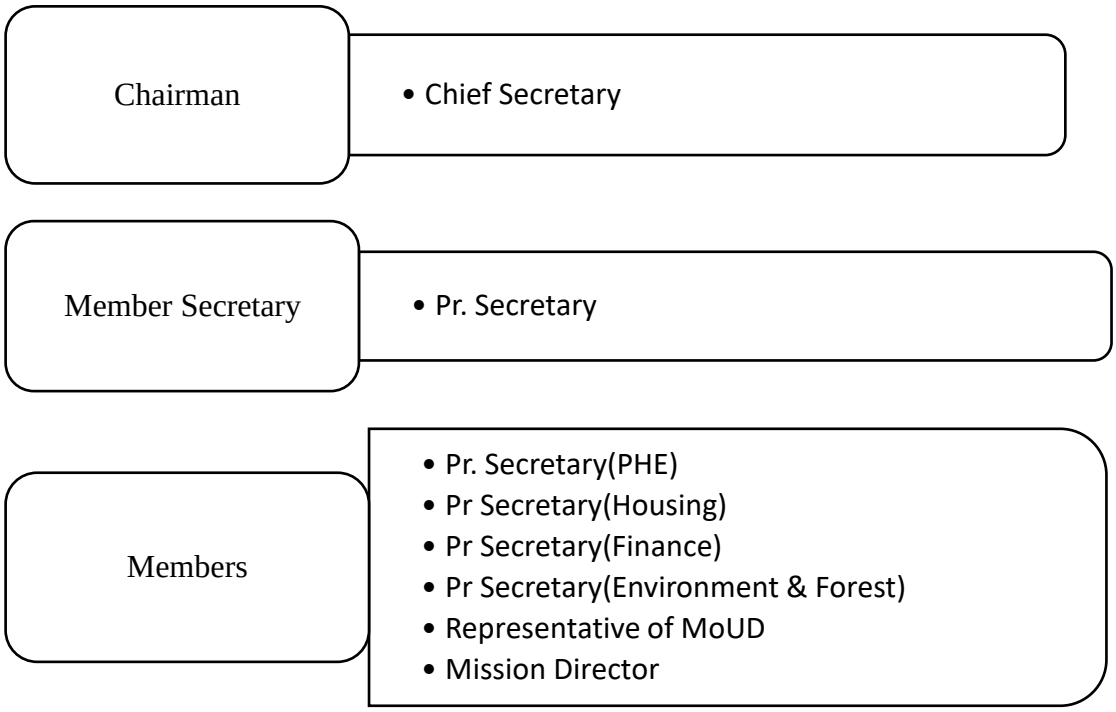
The Apex Committee, consisting of a National Mission Director and a Member Secretary, will meet at least once three months, with the National Mission Director responsible for all activities related to the Mission, supported by subject matter experts and staff as needed.[14]

5.4.2 State Level Composition

At the state level it comprises of the State Level High Powered Steering Committee (SPHSC) chaired by the state Chief Secretary who shall steer the mission programme in its entirety.

Chart No 5:2

State Level Composition of AMRUT



Source: AMRUT Mission Statement & Guidelines

The State Government (SHPSC) is a key body in control for the execution of the SAAP in the State Level Municipalities (ULBs) of the State. It is composed of a

[14] AMRUT Guidelines & Mission Statement

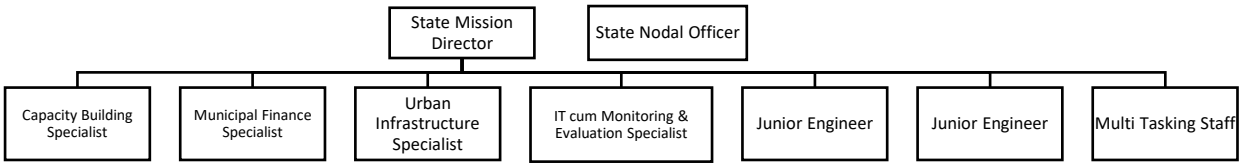
State Mission Director, a Programme Management Unit (PMU), and a Project Development and Management Consultant (PDMC). The SHPSC's functions include identifying infrastructure gaps, capacity building needs, and finalizing financial outlays for Mission Cities/Towns. It also prepares the SAAP derived from the SLIPs of ULBs, managing cities and projects based on accessible resources each year.

The SHPSC approves undertakings after they are technically evaluated and approved by the State Level Technical Committee (SLTC), ensuring all materials of State Financial Rules are pursued. It plans the cash flow in short, medium, and long term, explores creative approaches for resource mobilization, private funding, and land leveraging for financing projects, and fixes the State and ULB share of contribution towards the projects.

The SHPSC also reviews the growth of committed Urban Reforms at the State and ULB level, monitors the development of execution, and reviews the result and O&M arrangements of undertakings approved and fulfilled under the Mission. It also organizes timely audits of grants issued and reviews Action Taken Reports on several audit reports concerning the earlier Mission and the new Mission, as well as other relevant matters for the efficient implementation of the Mission.[15]

Chart No. 5:3

Organisational Structure of AMRUT under UD&PA, Government of Mizoram



Source: Urban Development and Poverty Alleviation Department, Government of Mizoram

[15] AMRUT Guidelines & Mission Statement

5.5 Funding of the Mission

The AMRUT, a Centrally Sponsored Scheme, have a total expenditure of Rs. 50,000 crore for five years from FY 2015-16 to FY 2019-20. The Mission funds comprise of four parts: a project grant, an incentive for amendments, state investments for administrative and office expenses, and MoUD funds for administrative and office outlays. The project grant will be 90% of the yearly budgetary allocation for FY 2015-16 and 80%, while 10% of the incentive for improvements will be given from FY 2016-17 onwards and 2% for the MoUD funds for Administrative & Office Expenses (A&OE). The Mission grants will be assigned to States/UTs based on the following values.

The project grant is distributed among States/UTs annually, with an equitable formula (50:50) considering urban population and statutory towns. The allocation will be notified to States/Uts at the right moment. Central Assistance (CA) will be provided in three payments of 20:40:40 of the sanctioned cost, taking into account changes in statutory towns during the Mission era. The formula will take into account reforms in statutory towns during the Mission period as well.

5.5.1 Release of Funds

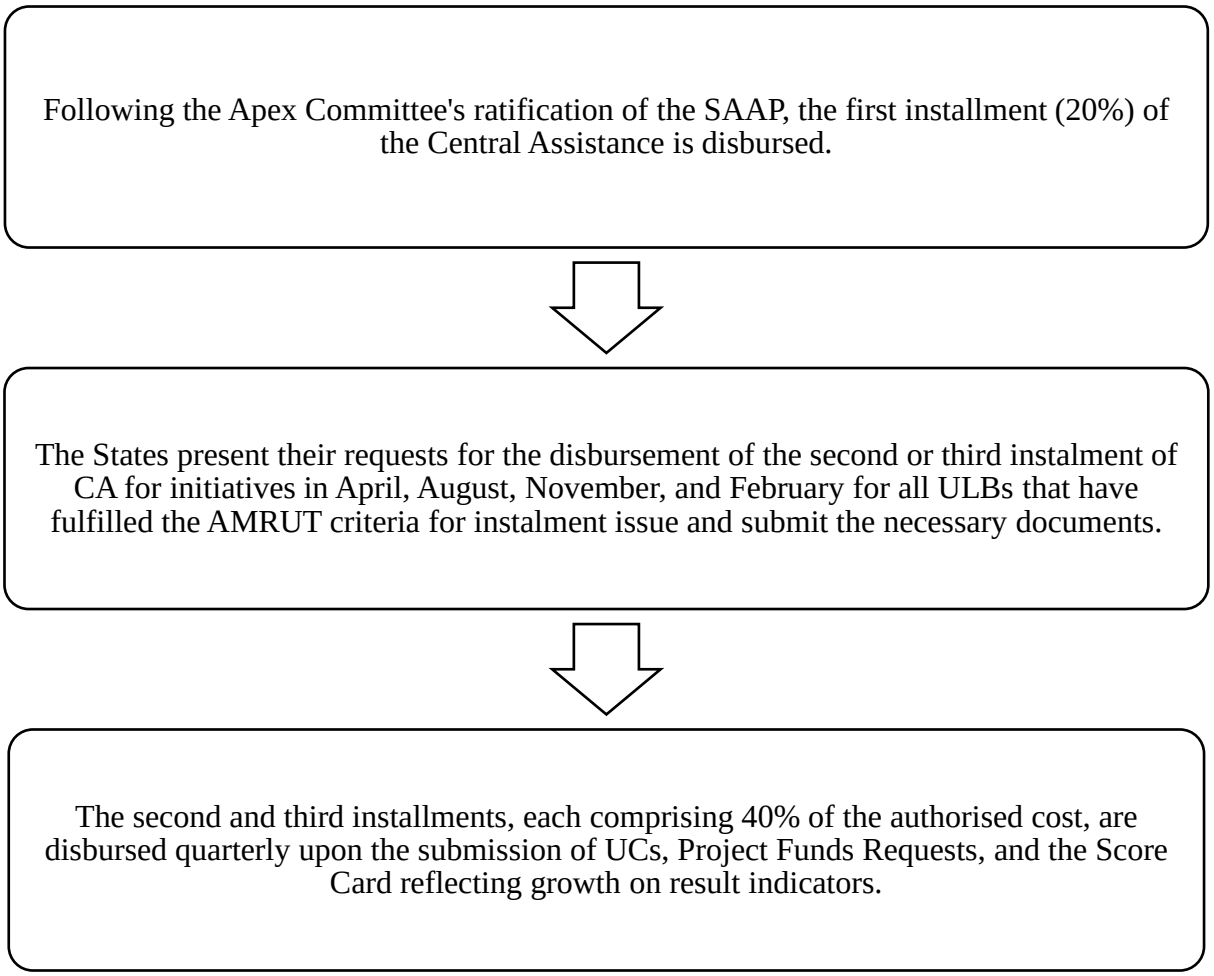
The SAAP, a project funded by the Ministry of Urban Development (MoUD), will be issued in three instalments of 20:40:40. The grant will be maintained in separate bank accounts by the implementing firm. Each Mission City will receive a credit of Rs. 25 lakhs for capacity building, coming from the ULB's share of the A&OE grants. The first instalment will be issued instantly after SAAP consent by the Apex Committee. The second and third instalments will be issued upon receipt of Score Cards, Utilization Certificates, and Project Funds Request. The documents should display the utilization of 75% of the amount already released by the Centre and State, utilization of State/ULB/Private Sector shares, and meeting service level milestones as ensured in the SAAP and approved by the Independent Review And Monitoring Agency (IRMA). The issue of the second and third instalments of CA will be subject to organizing ensured resources as given in the SAAP by the

States/Uts, and any other conditions enforced by the SHPSC and the Apex Committee. The Apex Committee will evaluate the application of allocations by States and reassign funds from non-performing to performing States/ULBs based on their performance and ability to use funds.[16]

The flowchart below outlines the procedures for the disbursement of funds.

Chart No 5:4

Procedure for the Disbursement of Funds



Source: AMRUT Mission Statement & Guidelines

5.5.2 Incentive for Reform

[16] AMRUT Mission Statement & Guidelines

The Mission aims to enhance government via a series of Reforms. In the course of the Mission, 11 changes are to be executed. The subsequent principles will regulate the allocation of incentives to States.

1) Past experience indicates that initiatives get postponed when finances are connected to incomplete reforms. Thus, the AMRUT switches from punishment to incentives. As incentive for reforms, 10% of the yearly fund allocation will be retained separate and allocated to States/UTs. At the onset of the next fiscal year, the Mission will provide rewards for the previous year. States/UTs have to utilise the self-assessment approach. After receiving the self-assessment, the National Mission Directorate will offer incentives to States.

2) The incentive grant is an augmentation supplied by the MoUD, with no need for matching money from the State or ULBs.

3) The State High Power Steering Committee (SHPSC) will determine the allocation of the bonus funds. The bonus grant must be utilized only in Mission cities for eligible elements of the AMRUT, including new undertakings. The SHPSC will notify the MoUD on the allocation of bonus funding for undertakings.

4) The reward cannot serve as the State contribution for projects under AMRUT, but may be utilized by the ULBs for their initiative financing.

5) Unused money for reform bonus funding will be annually shifted to the project grant.

5.5.3 State Fund (Administration & Office Expenses)

1) The funds will be allocated to all States/UTs on the equitable formula.

2) The SHPSC will suggest the allocation of these monies, which will be included into the State Annual Action Plan.

3) This cash will be allocated for skill development activities and shall not be utilized on vehicle acquisitions, construction and maintenance of facilities, establishment of positions, salary disbursements or procurement of furniture and fittings, among other expenditures.

4) Engagement of specialists and service teams on a contractual basis to facilitate the execution of the Mission in all areas shall be allowed as stipulated in the regulations, provided that equitable and transparent processes are adhered to.

5) The monies allocated for capacity development will be disbursed in the same installments as those designated for project funding mentioned above.

6) Engaging in activities related to E-Municipality as a Service (E-MAAS).

7) Prominently exhibiting the AMRUT emblem and motto on all projects.

8) This grant will support institutional frameworks that facilitate Mission implementation, including the Comprehensive Capacity Building Programme (CCBP) and Independent Review & Monitoring Agencies (IRMA).

5.5.4 MoUD Fund (A&OE)

1) The grant will be allocated to the National Mission Directorate, among the Urban Transport Division, for capacity building, organising national and regional workshops, recognising best practices, scaling and replicating effective solutions, and commissioning research and applied studies through Centres of Excellence and other institutions, as well as fostering international alliance for capacity building and technology advancement. International collaboration for enhancing capacity and advancing technology development.

2) Engaging in activities related to E-MAAS.

3) The Apex Committee will determine the allocation of this money for other purposes.

5.5.5 Components to be Funded

The financial distribution of undertakings, reflecting the contributions from the Central Government, State Government, Urban Local Bodies, and the private enterprise, is shown below.

Table No 5:2

Components of AMRUT to be Funded

Sl no	Components	Funding Pattern
1	Water Supply: • New, expansion and renewal of water supply system. • Restoration of water bodies for water supply and revitalize of ground water. • Special provisions for troubled zones, ,hills and coastal cities.	• One-third of the undertaking cost as fund from GoI for cities with a demographic of above 10 lakh. • One-half of the initiative cost as fund for cities/towns with demographic up to 10 lakh. • Balance grant by State Governments / ULBs or through personal investments. The tender will include O & M for five years Built on user charges. For the objective of calculation of the initiative cost, the O&M cost will be eliminated; nonetheless, the States/ULBs will finance the O&M through a
2	Sewerage: • New, augmentation and restoration of sewerage systems and treatment plants. • Repurposing water for valuable purposes and • Reutilize of waste water.	
3	Septage: Faecal waste disposal – (cleaning, transporting and treatment), specifixally	

	mechanical & biological cleaning of septic tanks and sewers.	suitable cost recovery mechanism for the purpose of making them them resourceful and affordable. The SLIPs (refer para 6) will first offer for distribution of water and sewerage connections to all domestic unit..
4	Storm water drains: Building & development of drains and storm water drains	
5	Urban transport: Pavements, foot over bridges, non-vehicle transport, buses, BRTS, multi-level parking, hydrological pathways and ferry vessels.	
6	Advancement of green belts and parks with special so;ution for child-friendly components. For parks, ULBs will have to set up a system for servicing with local resident participation.	One-half of the undertaking cost by GoI and the total expenditure on these undertakings will not surpass 2.5% of the State Annual Action Plan (SAAP).
7	Capacity Building and Reforms assistance	Full (100%) by GoI, based on current standards and unit costs arrange by the Apex Committee.
8	A&OE (PMU/PIU/DPR cost, etc.)	

Source: AMRUT Mission Statement & Guidelines

5.6 Preparation of State Level Improvement Plans (SLIP)

The primary objective of the AMRUT is to provide universal water supply and sewerage coverage for all households, including septage. Each ULB must prepare a Service Level Improvement Plan (SLIP) which includes the strategic steps as below.

a) Access to water supply: The AMRUT aims to assess the quality deviation in water supply and sewerage in the ULB by analyzing the existing data and plans. The number of domestic unit in a zone with water supply/sewerage connections and those without these amenities will be taken from the Census (2011) or the baseline investigation

done by the MoUD1. The zone-wise gaps will be included to reach at the quality deviation in water supply and sewerage in the ULB.[17]

b) Bridge the gap: To bridge the gap, plans will be prepared using one or more components under the heads of water source and sewerage/septage. All domestic units in an area will be included, and this exercise should be done distinctly for water supply and sewerage and be a part of the SLIP.[18]

c) Examine alternatives: ULBs will need to evaluate alternatives accessible to them, such as addressing gaps in distribution, a common grid linking many localities to a far-off water source, a mix of centralised and decentralised systems in sewerage, centralised network-based systems for high urban densities, and efficient septage management systems.[19]

d) Estimate the cost: The cost of each initiative will be estimated derived from line or abstract estimates, with the total requirement of funds for accomplishing universal coverage for water supply and sewerage (Master Plans) for each ULB and the full State. All applicable and suitable technical and financial standards specified in the JNNURM will pertain to the AMRUT Mission, with no risks or cost escalation permitted.[20]

e) Prioritize: Universal coverage of water supply and sewerage is a National Priority for States/ULBs, with the maximum amount provided as project finance. If resources are obtainable to accomplish universal coverage in one year, the ULB will suggest the similar. If resources are not accessible, the ULB will assess zones to be taken up in the first, second, third, fourth, and fifth year of the Mission.

[17] AMRUT Mission Statement & Guidelines
[18] *AMRUT Mission Statement & Guidelines*
[19] AMRUT Mission Statement & Guidelines
[20] AMRUT Mission Statement & Guidelines

Universal coverage will begin with water supply succeeded by sewerage, based on accessibility of funds.

After universal coverage is accomplished, the State/ULBs may determine on the next priority, such as constructing storm water drains or funding urban transport. This is a Reform in the AMRUT. Up to 2.5 percent of the yearly allocation may be utilize to enhance parks with child-friendly features, along with arranging regulations to assign park servicing with finance and functionaries to local interested stakeholders.[21]

f) Out of box thinking: Out-of-box thinking is encouraged during the preparation of SLIPs by ULBs, such as exploring alternatives like water recycling and reutilize. The benchmark is not more than 20 percent of waste water constructed in ULBs should be repurposed, and the regulations for recycled water for non-potable utilization have already been mandated. Low-cost varieties (frugal engineering) and Smart Solutions are given options during design and preparation of technical estimate.[22]

g) Conditionalities: Conditions for the AMRUT include non-availability of land or delayed availability, obtaining clearances from other departments, and not using AMRUT funds to accomplish components in the JnNURM that were presented in the Detailed Project Report forwarded and authorized by the MoUD.[23]

h) Resillience: The Mission aims to incorporate resilience and disaster-safe projects in the setup of the SLIP, especially for

[21] AMRUT Mission Statement & Guidelines
[22] AMRUT Mission Statement & Guidelines
[23] AMRUT Mission Statement & Guidelines

vulnerable and impoverished communities. States/ULBs will ensure this during the preparation of the SAAPs.[24]

i) Financing: Financing for projects, such as O&M costs, is a primary focus of the SLIPs. Capital and O&M costs must be projected and distinct sources of finance must be discovered. At the ULB level, contributions from internal data, external sources, and possibilities of debt, bonds, must be assessed. Tax Increment Financing (TIF) is one way to encourage citizens to distribute the additional cost.

Consolidated funds through integration with other Central and State Government Programmes/Schemes with the AMRUT is another funding agency. Cities must seek integration with Smart Cities Mission, Swachh Bharat Mission (SBM), National Heritage City Development and Augmentation Yojana (HRIDAY), Digital India, Skill development, Namami Gange, and Housing for All.[25]

j) Reforms: Reforms are an significant target of the SLIP. ULBs must organize a roadmap for reforms, which will be unified by the State Mission Director and included in the SAAP. Some reforms require more funds than others, such as assessment and collection of user charges, property tax, and fees. Funds for reforms can be accessed from the allowed components of the AMRUT, State A&OE funds, or the Capacity Building for Urban Development (CBUD) programme funded by the World Bank.[26]

5.7 State Annual Action Plan (SAAP)

The State Annual Action Plan (SAAP) is a State-level service improvement procedure that aims to improve water-supply and sewerage links to domestic unit. It

[24] AMRUT Mission Statement & Guidelines
[25] AMRUT Mission Statement & Guidelines

[26] AMRUT Mission Statement & Guidelines

is built on the Service Level Implementation Plans (SLIPs) prepared by ULBs, which are collected into the SAAP at the State level.

1. Principles of Prioritization: It involves a process of prioritization founded on deficit analysis and financial strength, with the States deciding on inter-ULB allocation based on these factors. The priority is given to ULBs with higher deficit in water supply and sewerage provision, with a higher share given to those with a high fraction of urban impoverished. The Smart Cities Mission and AMRUT are supplementary, and the SAAP will be sent up to three times the Central Assistance (CA) assigned to the State during 2015-16 and the outstanding CA of the prior year plus the annual distribution of the year in following years.[27]

2. Significance of O&M:The SAAP also emphasizes the importance of Operational and Maintenance (O&M) for projects suggested to the MoUD. These projects will comprise O&M for not less than five years, financed by user charges or other revenue streams. However, the O&M cost will be excluded from the project cost calculation, and the States/ULBs will finance it through a proper cost recovery mechanism to make them independent and cost-effective.[28][29]

3. Funding of projects: Financing is a crucial component of the SAAP, with the maximum share provided by the Central Government. States must outline for the remaining resource generation during the preparation of the SAAP, considering the fiscal share of cities across states. The SAAP should only contain undertakings where the overall project cost is entirelu linked with revenue sources, including aligning with other sectoral and fiscal programmes of the Centre and State Governments.

   A practical way to pool finances from all sources and drop funds to ULBs is to create a Financial Intermediary, which can enter external sources of

[27] AMRUT Mission Statement & Guidelines
[28] AMRUT Mission Statement & Guidelines
[29] AMRUT Mission Statement & Guidelines

finance, such as loan and bonds, which minor and financially distressed ULBs may not have entry to. This model, known as the People Public Private Partnership (PPPP), will lead to improved financial management and better governance for ULBs.[30]

5.7.1 Approval of SAAP

The SAAP, a water resiurces and sewerage venture, is approved by the MoUD annually, following the Apex Committee's schedule. The MoUD may amend the SAAP, validate with conditions, or revert it for rectification of gaps. The AMRUT will offer project sponsorships to ULBs through the States. The MoUD evaluates the SAAP based on several criteria as below [31]

a) the state Government's diagnosis of service level gaps

b) planning and financing of capital expenditure

c) progress with regard to universal coverage in water resources and sewerage/septage

d) expected fiscal support from the Central Government

e) fair and equitable consideration of ULBs' needs, and sufficient discussions with all stakeholders, comprising citizens and local MPs.

5.7.2 Execution

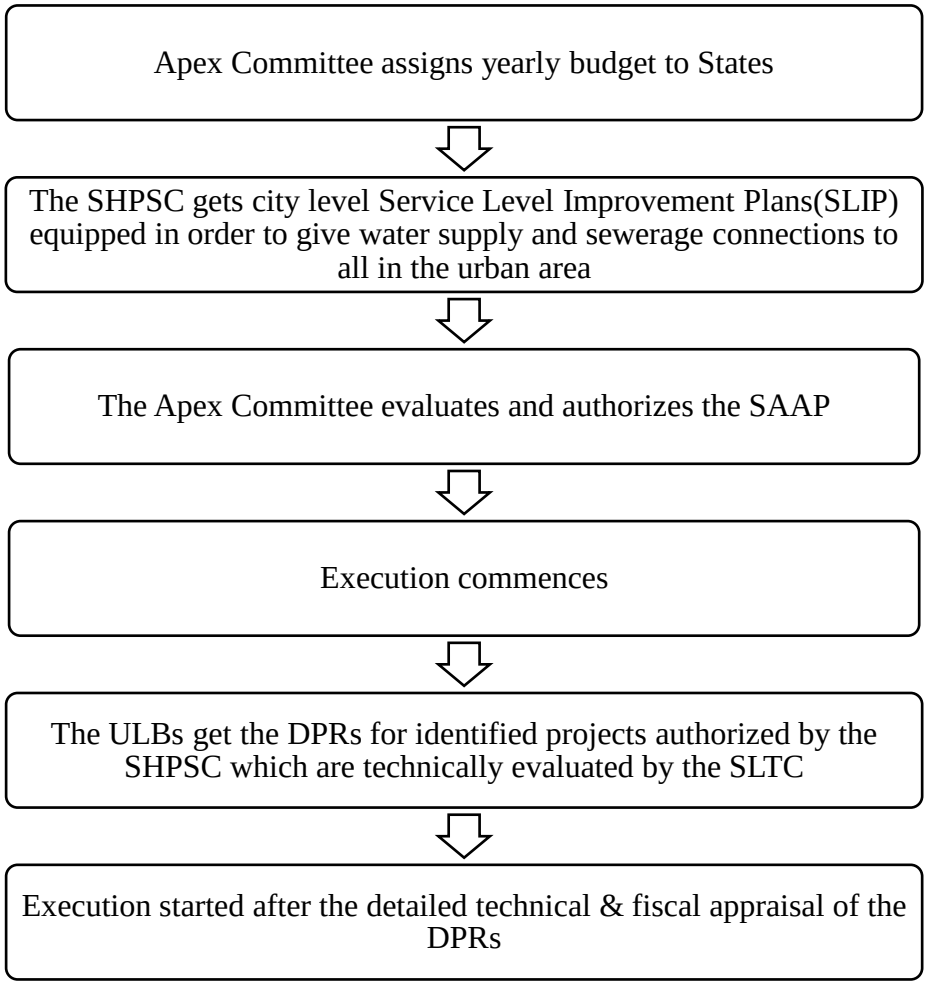
SAAP outlines the process of project execution by ULBs, with the State Government recommending specialized parastatal agencies for projects if ULBs lack capacity. This is done through a threefold Memorandum of Understanding (MoU) between the State Government, expert teams, and the Municipality. The capacity building component of the AMRUT will augment ULBs' capacity. Maintenance and maintenance of properties will be the role of ULB and State Government. The MoUD does not provide project-by-project authorizes or technically sanction

[30] AMRUT Mission Statement & Guidelines
[31] AMRUT Mission Statement & Guidelines

undertaking DPRs, but states/UTs are accountable for these actions. The State Level Technical Committee (SLTC) ensures conformity with technical records, and a flow diagram outlines the planning, approval, and implementation of the AMRUT.[32]

Chart No 5:5

Execution of AMRUT



Source: AMRUT Mission Statement & Guidelines

SAAP is a project management tool that helps ULBs/States streamline the process of project implementation. However, slow implementation can be attributed to factors such as design, tendering, cost escalation, and discrepancies between approved and approved costs. To address these issues, States/ULBs should enlist the

[32] AMRUT Mission Statement & Guidelines

help of external entities, such as Project Development and Management Consultants (PDMCs), to provide end-to-end assistance for project design, advancement, execution, and management. [33]

5.8 Urban Reforms

1. Enhance service delivery, allocate resources, and increase transparency in municipal operations while ensuring accountability among officials.

2. The Mission made a requirement in the implementation of 11 Reforms by all States and 500 Mission communities within a 4-year timeframe.

3. The State must provide the implementation plan as component of the SAAP, including changes to be executed at each one of the State and ULB levels.

4. In the previous task, 10% Additional Central Assistance (ACA) was withheld due to the non-fulfillment of Reforms. The AMRUT allocates 10% of money as incentives to encourage the implementation of reforms by States and Urban Local Bodies (ULBs). The bonus fund will supplement the yearly granted Central Share. The incentive will rely on a self-evaluation conducted by the ULBs and validated by the SHPSC based on the IRMAs' review. Self-evaluation will be included into the SAAP.[34]

5.9 AMRUT under UD&PA

The Ministry of Urban Development has chosen Aizawl, the government center of Mizoram, as the site for the State Level High Powered Steering Committee (SLHPSC) and State Level Technical Committee (SLTC) under the AMRUT mission. In accordance with the Mission Guidelines, the State Level High Powered Steering Committee (SLHPSC) under the leadership of the Chief Secretary, Government of Mizoram and the State Level Technical Committee (SLTC) led by the Secretary, UD&PA Deptt., Government of Mizoram under AMRUT were established by letter No. B.11030/115/2015 – UD&PA dt. The State Government

[33] AMRUT Mission Statement & Guidelines
[34] AMRUT Mission Statement & Guidelines

named UD&PA Deptt. the State Mission Directorate and nominated the Secretary as the State Mission Director and the Director as the State Nodal Officer. A Stakeholders Consultative Meeting was held on 15th September 2015, involving all line departments and parastatals, including PHED, PWD, ULB, and the State Mission Directorate. SLIP was arranged with involvement from all line departments and presented online to the Ministry.

5.9.1 Programme Management Structure under UD&PA

Chart No 5:6

PROGRAMME MANAGEMENT STRUCTURE

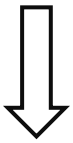
NATIONAL LEVEL

⇩

STATE LEVEL HIGH POWERED STREERING COMMITTEE

Chairman:	Chief Secretary, Government of Mizoram
Member Secretary:	Secretary, UD&PA Department
Members:	Secretary, Finance Department
	Secretary, Planning Department
	Secretary, PHE Department
	Secretary, Environment & Forest Department
	Secretary, Land Revenue & Settlement Department
	Representative of MoUD, Govt. of India
	Director, UD&PA Department

Chief Executive Officer, Aizawl Municipal Council



STATE LEVEL TECHNICAL COMMITTEE

Chairman:	Secretary, UD&PA Department
Member Secretary:	Director, UD&PA Department
Members:	Engineer-in Chief, PHED
	Engineer-in Chief, PWD
	Engineer-in Chief, Power & Electricity Department
	Director, Land Revenue & Settlement
	Secretary, Environment & Forest Department
	Representative of Finance Department
	Representative of CPHEEO, MoUD, Govt. of India
	Programme Director, SIPMIU



CITY LEVEL

ULB will be in charge of the Implementation of the Mission

Source: SAAP I 2015 – 2016, Directorate of UD&PA

The AMRUT mission identifies projects that are subsequently developed. These mission initiatives are formed as a list. The list of projects is thereafter presented to the SLTC, led by the Secretary of UD&PA, for additional deliberation and ultimate decision-making. Upon achieving total satisfaction with the developed project, it is then evaluated alongside the Detailed Project Reports (DPRs). While the SLTC plays a crucial role in project approval and assumes responsibility for project determination, the SHPSC, chaired by the Chief Secretary, has the ultimate power for final decisions and approvals at the state level. The finished final proposals are compiled and consolidated by the State Mission Directorate into SAAPs . Here it is assured that the proposals are allinged with the guidelines and budget allocation of AMRUT. The SHPSC first reviews and approves and gives the final approval at the local level. It is then submitted at the federal level where the Mohua gives the last and final approval and release of funds.

AMRUT 1.0 has five components: water resources, sewerage and septage management, drainage, urban transport, and the establishment of green belts. As these components are excluded from the Allocation of Businesses under the UD&PA, the direct works cannot be managed by the UD&PA. Consequently, the UD&PA executes these projects via the five components in conjunction with or in coordination with other departments, namely PHED, PWD, and AMC. The DPRs are generated by the different departments. The respective departments also undertake the implementation and execution of the projects. The UD&PA serves as the principal department in the execution of AMRUT by receiving funds from the MoHUA, disbursing them to the relevant departments, overseeing ongoing projects, and generating reports to submit back to the MoHUA.

The UD&PA has taken on a few projects to accomplish the goals of AMRUT. Every project has to have financial resources and money in order for the real work to be completed and for the projects to be finished. Here is a breakdown of the UD&PA's financial contributions to the various projects that fall under AMRUT.

Table No 5:3

Total AMRUT Financial Breakup

Account Heads	**Central Assistance**	**State Matching Share**
Project funds	Rs. 119 . 71 Crore	Rs. 13 . 29 Crore
A&OE	Rs. 3 . 83 Crore	
Reform Incentive	Rs. 5 . 79 Crore	
GIS Based Master Plan	Rs. 59,63,200	

Source: Directorate of UD&PA, GoM

5.9.2 Projects taken under AMRUT

As the objectives and thrust areas of AMRUT covers various sectors, each areas have been sanctioned funds for its implementation. The table below shows the overview of the projects undertaken by the UD&PA.

Table No 5:4

Overall Projects and Respective Implementing Department

Sector	**Implementing Department**	**No of Projects**	**Project Cost**
Water Supply	Public Health Engineering Department (PHE), GOM	3	51.68
Sewerage and Septage Management	Public Health Engineering Department (PHE), GOM	3	6.88 crore
Drainage	Public Health Engineering Department (PHE), GOM and Public Works Department (PWD)	3	57.18 crore
Urban Transport	Aizawl Municipal Corporation	3	13.8 crore
Green Spaces/Parks	Aizawl Municipal Corporation	4	3.49 crore
	Total	16	133.03 crore

Source: Directorate of UD&PA, GoM

5.10 Water Supply

While the UD&PA serves as the implementing and financing agency for water supply projects, the implementation and operations are conducted by the Public Health Engineering Department (PHED). The primary objectives for the water resources component are to mitigate water runoff in the supply chain of Aizawl City and to enhance water delivery. The complete water supply project implementation is given as below.

Table No 5:5

Water Supply projects completed under UD&PA, GoM

Sl No	Projects	Project Cost
1.	Reduction of leakages in water distribution system of Aizawl City	4.06 crore
2.	Improvement of Aizawl Water Supply Scheme	15.5 crore
3.	Improvement of Water Supply Scheme under AMRUT 2017 - 2019	32.12 crore

Source: Urban Development & Poverty Alleviation, Government of Mizoram

Following the adoption of the AMRUT programme under UD&PA, the department has undertaken three projects, all of which have been successfully completed. The aggregate SAAP size and tender expenditure is Rs. 51.68 crore. 100% physical and financial advancement is attained.

5.10.1 SAAP I 2015-2016

The timeframe for SAAP I spans from 2015 to 2016. This is the first SAAP and its initial implementation phase after the programme's launch. During this period, the entire allocation for SAAP I for the 2015-16 year is Rs. 40.56 crores, with a financing ratio of 90:10, including Rs. 36.5 crores from the Central share and Rs. 4.057 crores from the State share. The Ministry of Urban Development disbursed the first installment constituting 20% of the project funds, totalling Rs. 7.3 crores, on November 20, 2015. The State subsequently allocated Rs. 81.2 lakhs as its matching contribution.

5.10.1 (a) Assessment of ULBs by MoUD

According to the SAAP I, 14 questions to be considered have been given and every questions have been written in detail. These are as follows:

1) Universal scope of water supply and sewerage/septage is prioritised. Nonetheless, the convergence of alternative schemes has resulted in a minimal gap in water supply at this stage. Consequently, stormwater drains are prioritised.

2) Attention has been assigned to Water Supply and Sewerage in accordance with AMRUT instructions, considering the present performance levels within the Aizawl Municipal Council regions, which is the sole nominated city in Mizoram.

3) In accordance with the requirements, proposals for improvement in investment and management have been evaluated on an indicator-wise basis.

4) A baseline assessment of service range has been conducted for the nominated city, specifically the Aizawl Municipal Council region.

5) The SAAP has been developed to align with the Service Level Benchmark established by the ministry for each sector.

6) The suggested investment aligns with the anticipated Service Level Improvement outlined in the document.

7) Efforts are underway to mobilise supplementary financial resources through the 14th Finance Commission, Asian Development Bank assistance, the Swachh Bharat Mission, Smart Cities initiative, among others.

8) The allocation of state and ULB shares has been structured according to the proposed mission approach.

9) SAAP has been developed with the assumption that O&M charges will be reimbursed through User Charges. The State and ULB will bear the cost of O&M charges. Additional funding will be necessary for operations and maintenance, and repayment will be determined during the preparation of the DPR.

10) The current financial status of the corresponding Urban Local Bodies (ULBs) has been taken into account in the preparation of the State Annual Action Plan (SAAP). Additional funds will be raised through financial institutions and other sources as necessary.

11) The establishment procedure for PDMC has commenced.

12) The supply potential of ULB has been evaluated. If the ULB is impoverished, alternative funding sources will be coordinated by the State.

13) The schedules and target have been established for the implementation of the amendments within the designated time.

14) Water supply and sewerage have been prioritised in accordance with paragraph 7.2 of the mission guidelines established by the ULB.

5.10.1 (b) Funding of AMRUT under SAAP I

Additional Central Assistance (ACA) are distributed in three installments 20:40:40, with a financial model of 50% from the Central share. 50 (State Contribution)

- Initial investment is disbursed upon the approval of the SAAP by the Apex Committee.

The second and third installments are disbursed upon obtaining 75% fund utilisation and the achievement of the 'Service Level Benchmark' in accordance with the guidelines.[35]

[35] State Annual Action Plan (SAAP) FY (2015-2016).

The water resource is primarily supervised by the Public Health Engineering Department (PHED). Upon acquisition of the project, the SLTC promptly prepares the Detailed Project Report (DPR) and is then implemented by the PHED. After thorough coordination and discussion of the project's comprehensive needs and processes, it is approved and entrusted to the PHED for execution. The SAAP I consisted of the project which is lessen of water runoff in the water supply network of Aizawl City. Under this project the aim is to improve pipeline distribution, strengthen the Department, upgrading infrastructure, and repairing or replacing existing pipes in Aizawl city. The city has enacted steps to mitigate water leakages in the distribution system, leading to the repair, replacement, and monitoring of numerous pipes.[36]

The distribution of resources for the fiscal year 2015-16 is as under:

Table No 5:6

Funds allocated during SAAP I

SL No	**Sector**	**Centre**	**State**	**Total (in crores)**
1.	**Water Supply**	**3.65**	**0.406**	**4.056**
2.	Septage Management & Bio Digester	3.65	0.406	4.056
3.	Drainage	23.36	2.596	25.96
4.	Urban Transport	4.928	0.548	5.476
5.	Space & Parks	0.912	0.101	1.013
				40.56

Source: Directorate of UD&PA, GoM

[36] Achievement report under AMRUT- Mizoram. https://udpa.mizoram.gov.in/uploads/attachments/2022/07/e0c25b5f86c784beac076fc25f1211f6/amrut-write-up-final-edited-v1.pdf. Accessed on 8th August 2024.

The first SAAP table indicates that the primary emphasis of AMRUT, namely water provision, is allocated a very modest sum in comparison to other sectors. The work was scheduled to be completed within 6 months and work was commenced on May 2016.

5.10.1 (c) Summary of SAAP I

The SLTC meeting was held four times during this period and 5 DPRs have been prepared and approved. There is only one ULB in Aizawl and that is Aizawl Municipal Cooperation and are only involved in other sectors of the AMRUT objectives.

Based on the SAAP I, it is given that the State Government has identified service level deficiencies based on information supplied by the ULBs and relevant Departments. The SLIPs forwarded by the ULB were arranged following consultations with several stakeholders. Service level gaps have been identified as outlined in SLIP.

The PHED has identified shortages in the universal coverage of water supply, while cooperating with the Nodal Department and executing schemes under the JnNURM, state funding, and Asian Development Bank (ADB) initiatives. The available resources for existing schemes have been evaluated to meet project requirements for achieving Service Level Benchmarks and Universal Coverage, thus addressing the state's water resources gap.

The SLIPs forwarded by the ULB have been arranged after merging data and proposals obtained from distinct stakeholders in deliberation meetings conducted under the guidance of the Hon’ble Minister of State, Urban Development & Poverty Alleviation Department, Government of Mizoram. A sufficient counsel with all stakeholders, including citizens, local MPs, and other local representatives, has been done.

The initial funding pattern of AMRUT presented challenges that hindered progress and financial allocation, resulting in significant delays in project initiation.

The funding pattern was subsequently altered from a 50:50 Centre-state share to a 90:10. There was no hesitation in issuing of funds to the ULBs.

Water Supply projects under SAAP I were fully completed during 2015-2016. For this project, Recent advancements in sustainable technology were implemented. Pressure reducing valves were also installed in the distribution network.

According to the AMRUT reforms milestones to be achieved, water supply sector related milestones have been achieved. They are as given below

Table No 5:7

Implementation of Reforms Under AMRUT FY 2015 – 2016

Sl No	Type	Steps	Status	Remarks
	Enhancement in levy and assembling of user charges	1) Enact guidelines on user charges for individual and institutional assessments in which a differential rate is activated for water use and adequate safeguards are included to take care of the interests of the vulnerable.	Achieved	1) The State Government has already enacted a procedure on Water Charges circulated the Mizoram Water Supply Control Act 2004 and Control Rules 2006 and revise occasionally. The last modification of the guidelines is in 11th November 2014. As per the Act and rules distinct rates are activated for water consumed for

				individual (Domestic) and institutions (Commercial). Moreover, the Act and Rules had adequate safeguards to take care of the interest of vulnerable.
		2) Make action plan to lessen water losses to less than 20% and declare on the website.	Achieved	2) At present the level of NRW (losses) is regarded 40%. With the intention to lessen the NRW (losses) to not more than 20%, NERCCDIP Scheme being executed by the Government of Mizoram will attend to this NRW to be fulfilled throughout a set time- frame.
		3) Distinct accounts for user charges.	Not Achieved	3) Attempts had been taken to open distinct account for user charges.
		4) At least less than 90%	Achieved	

		billing. 5) Not less than 90% collection.	Achieved	4) In Aizawl City 95% billing is already accomplished. 5) At present, the revenue collection is 90% and 100% collection is projected under AMRUT and SMART CITY Project.
	Energy and Water Audit	Energy (Street lights) and Water Audit (such as Non- Revenue Water or losses audit).	Achieved	Energy Auditing system is in place and Technical & Commercial losses can be retained by the Department. Water auditing system is in place and Non-Revenue Water is reserved.

Source: AMRUT SAAP II 2015-2016 MIZORAM

5.10.2 AMRUT SAAP II 2016 – 2017:

The SAAP II has been submitted on 23.05.2016 and the SLHPSC authorized SAAP II on 23.05.2016.

This is the second year of implementation for the SAAP. Although the first SAAP was not entirely completed within the year, the project persists into the

following years. The first SAAP primarily encompasses the essential and urgent tasks that need immediate attention. The second SAAP comprises activities like focussing on reinforcing the prior efforts of SAAP I while simultaneously introducing new initiatives to achieve the objectives of AMRUT water delivery. This initiative was also implemented by the PHED. The name of the project for this is improvement of Aizawl water supply scheme and it included tasks such as the installation of pressure reduction valves (PRV) and T-Clusters, the replacement of distribution line bunches and the expansion of distribution lines throughout Aizawl.

5.10.2 (a) Assessment of ULBs by MoUD

In SAAP II, in the list of assessment done most of the questions raised have been given the same response. Only a few have been made some changes which are point number 10, 11 and 14 of the previous SAAP I.

1) The resource mobilisation capacity of ULBs has been taken into account in the preparation of the State Annual Action Plan. Extra funding will be generated through financial institutions and other sources, if necessary. If the ULB lacks sufficient potential to manage undertakings, the State Government will implement required preparations as outlined in the Mission regulations.

2) The State's Project Development and Management Consultant (PDMC) is the State Infrastructure Project Management and Implementation Unit (SIPMIU), as per the guidance of the MoUD and under the ADB-funded North Eastern Region Capital Cities Development Investment Programme (NERCCDIP).

3) Water supply and sewerage is still prioritised in conformity with paragraph 7.2 of the mission instructions. The development of storm water drainage is also prioritised, taking into account the current service level within Aizawl Municipal Corporation areas.

The comprehensive allocation for SAAP for the 2016-17 year was Rs. 47.79 crores, including Rs. 42 crores from the Central part and Rs. 4.67 crores from the

State share and Rs. 1.12 crores for central funds for A&OE. The funding distribution for the fiscal year 2016-17 was as follows:

Table No 5:8

Funds allocated during SAAP II

SL No	Sector	Centre	State	Total (in crores)
1.	**Water Supply**	**13.95**	**1.55**	**15.5**
2.	Septage Management & Bio Digester	3.3	0.37	3.67
3.	Drainage	20.4	2.27	22.67
4.	Urban Transport	3.3	0.37	3.67
5.	Space & Parks	1.05	0.11	1.16
				46.67

Source: Directorate of UD&PA, GoM

In SAAP II, water supply sector is allocated more funds as compared to the previous SAAP I.

The 11th Apex Committee approved SAAP 2016-17 on July 8, 2016. The Ministry of Urban Development disbursed the first segment of Central Assistance of Rs. 8.4 crores, while the State contributed Rs. 93 lakhs as its matching portion. All funds received were acquired allocated to the executing agency. All funds have been fully disbursed and received.

5.10.2 (b) Summary of SAAP II

DPRs for undertakings under Water Supply, Sewerage & Septage Management and Drainage divisions have been arranged by executing agencies and authorized by State Level Technical Committee (SLTC). 5 DPRs were arranged and out of which 3 were authorized while the remaining 2 were left to be reviewed.

20% of the funds allocated for the financial year 2015-16, received from MoUD, have been fully utilised. The implementing agency utilised its own resources

to complete the ongoing project in the water supply sector. The funding pattern authorized by the Apex Committee remains unchanged. There was a delay in disbursing funds to the implementing agencies due to the absence of an expenditure sanction order from the State Government.

Despite pending projects and incomplete fund disbursement during FY 2016–2017, all projects have now been completed, and funds for the water supply sector have been fully utilised.

The reform milestones outlined in SAAP I for 2015-2016 are unchanged in SAAP II.

5.10.3 AMRUT SAAP III 2017 – 2019:

This document represents the third and final SAAP for AMRUT in Mizoram, covering the period from 2017 to 2019. All SAAP provided an evaluation of the preceding SAAP, marking this as the final iteration of the SAAP. The funding pattern in this period remains consistent with previous years, maintaining a ratio of 90:10. The total funds allocated for the projects during FY 2017-2019 amount to Rs 53.02 crores. The PHED has resumed its involvement in the water supply sector through a project aimed at improving the water distribution system. This project entails the expansion and reconstruction of the Aizawl Water Supply System's distribution network. The completion percentage of the work at the time was 75%, with a target of achieving 100% completion.

The majority of the SAAP III report comprises a review of prior SAAPs. The third SAAP III serves as a continuation and completion of ongoing projects that remain unfinished from the respective Financial Years. The funds allocated during this period are the highest compared to previous years, with the water supply sector receiving priority, resulting in a greater allocation than other sectors. The table below shows the total fund allocated for all the sectors within the FY 2017-2019.

Table No 5:9

Funds allocated during SAAP III 2017-2019

SL No	Sector	Centre	State	Total (in crores)
1.	**Water Supply**	**28.91**	**3.21**	**32.21**
2.	Sewerage and Septage Management	5.4	0.6	6.0
3.	Drainage	7.71	0.86	8.57
4.	Urban Transport	4.5	0.5	5.0
5.	Green Spaces & Parks	1.2	0.13	1.33
				53.02

Source: Directorate of UD&PA, GoM

The table below shows the breakup of funds for 2017-2018 and 2018-2019 as the SAAP III has been combined into one due to

Table No 5:10 (a)

Sector Wise Break up of funds allocated for 2017 - 2018

Name of City	Water Supply	Sewerage and Septage Management	Drainage	Urban Transport	Others	Reforms	Total
Aizawl	**21.41**	**4**	**5.71**	**3.33**	**0.887**		**35.34**
	Total Project Investments						35.34
	A&OE						2.546
	Grand Total						37.886

Source: AMRUT SAAP III 2017-2019, Mizoram

Table No 5:10 (b)

Sector Wise Break up of funds allocated for 2018-2019

Name of City	Water Supply	Sewerage and Septage Management	Drainage	Urban Transport	Others	Reforms	Total
Aizawl	**10.71**	**2**	**5.71**	**3.33**	**0.887**		**35.34**
	Total Project Investments						35.34
	A&OE						2.546
	Grand Total						37.886

Source: AMRUT SAAP III 2017-2019, Mizoram

AMRUT is succeeded by the launch of AMRUT 2.0, which specifically emphasises water provision. The Directorate of UD&PA has also adopted this programme. Although the implementation has not started, monies have been allocated, and projects and Detailed Project Reports (DPRs) are already underway.

Chapter V examined the AMRUT Guidelines and the Mission Statement. Key aspects such as thrust areas, mission components, fund allocation, funding components, and the process of fund release, along with the preparation of SLIPs, SAAPs, and reforms of the Guidelines and Mission Statement, are prioritised before examining the context of Mizoram. AMRUT in Mizoram is implemented through three SAAPs, with a particular emphasis on water supply.

CHAPTER VI

RESULTS AND DISCUSSION

CHAPTER VI

RESULTS AND DISCUSSION

This chapter examines and evaluates the primary data, namely the questionnaires and interviews obtained, providing an in-depth look into the implementation of AMRUT at the grassroots level in Aizawl, Mizoram. The questionnaires have been gathered from the personnel of the Directorate of UD&PA and the ULBs in Aizawl. This chapter illustrates the local perception of AMRUT and examines its operational functionality and execution. The analysis and discussion is written separately.

6.1 Findings and discussions regarding the implementation of AMRUT

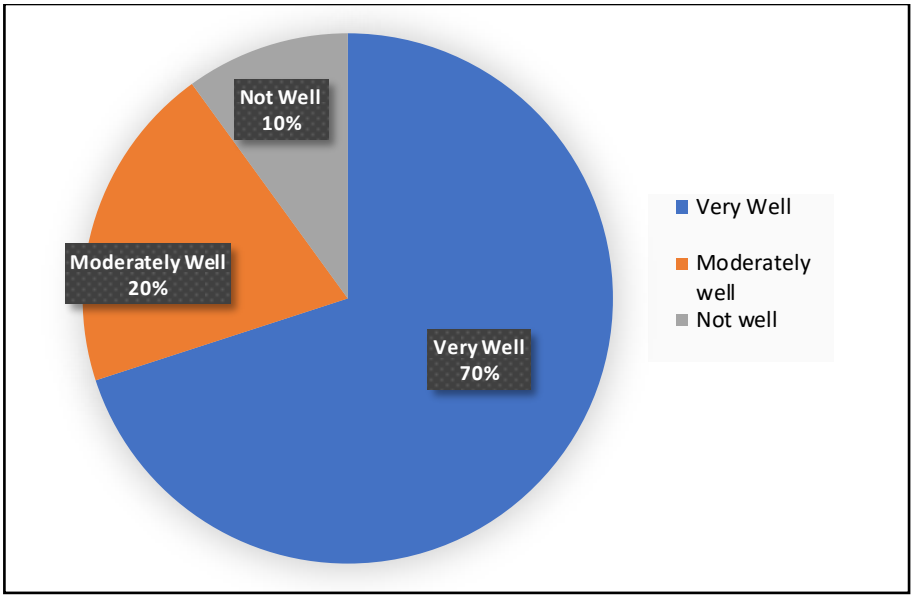
6.1.1 Analysis and interpretation of questionnaires collected from the Directorate of UD&PA personnel

The examination and evaluation of the questionnaire data collected from the personnel of UD&PA are organised according to the goals, financing, activities and effectiveness, financial management, performance, challenges, and general recommendations about AMRUT, as well as issues related to water supply. The arrangements are delineated as follows.

6.1.1 (a) Overview of AMRUT

Chart 6.1.1(a):1

Understanding the objectives and goals of the AMRUT programme

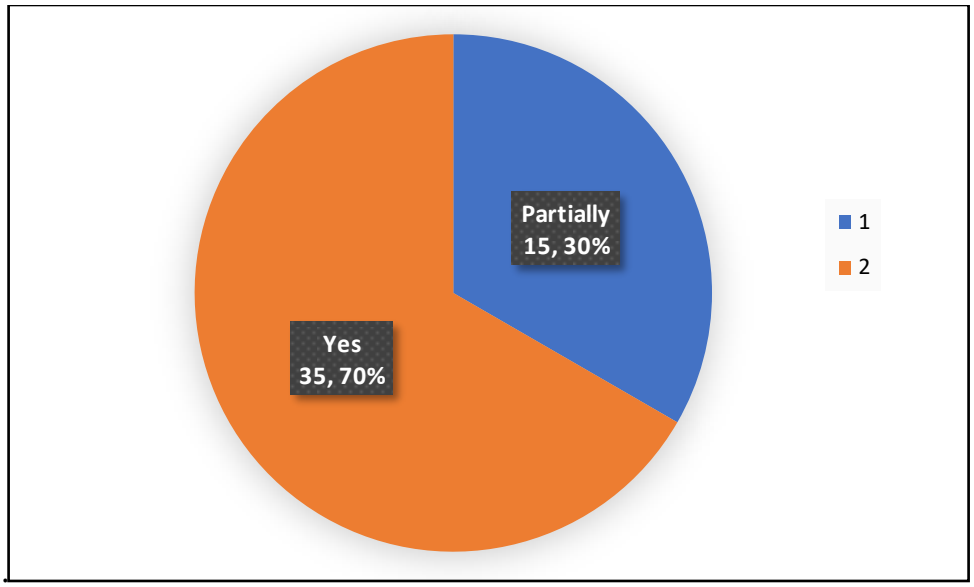


Source: Field Study

Based on the data analysed 35 respondents (36.8% of the total) indicated that they understand the objectives and goals of the AMRUT programme very well. This represents 70% of the valid responses, meaning the majority of those who provided valid responses have a strong understanding of the programme's objectives. 10 respondents (10.5% of the total) indicated that they understand the objectives and goals of the AMRUT programme moderately well. This represents 20% of the valid responses, showing that a smaller group has a partial understanding of the programme's objectives. 5 respondent (5.3% of the total) indicated that they do not understand the objectives and goals of the AMRUT programme well. This represents 10% of the valid responses, indicating a small portion of respondents who lack a strong understanding of the programme's goals.

Chart No 6.1.1(a):2

The activities and processes within AMRUT should be clearly defined and effectively communicated

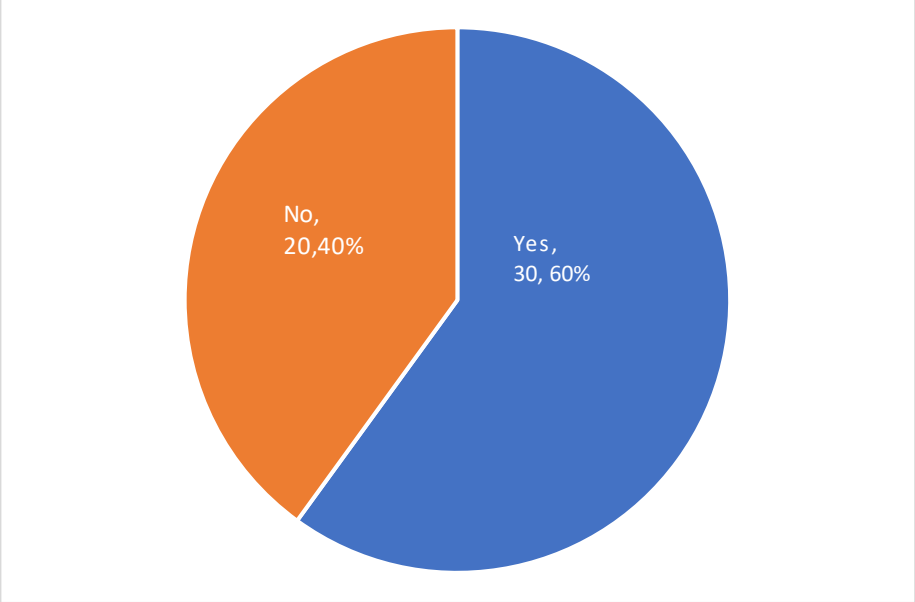


Source: Field Study

It has been interpreted that 70.0% of valid respondents (35 out of 50) feel that the activities and processes within the AMRUT programme are clearly defined and effectively communicated. This indicates that a majority of respondents believe that the programme's activities and processes are well-communicated and understandable. 30.0% of valid respondents (15 out of 50) believe that the activities and processes are partially clearly defined or communicated. This suggests that while there is some clarity and communication, it may not be entirely effective or comprehensive for everyone involved.

Chart No 6.1.1(a):3

Timely funding from the Central for the AMRUT Project



Source: Field Study

An interpretation has been given that 60.0% of valid respondents (30 out of 50) report that they do receive timely funding from the Central Government for the AMRUT project. This suggests that a majority of respondents feel that funding is provided in a timely manner, which is a positive reflection of the programme's financial support. 40.0% of valid respondents (20 out of 50) indicate that they do not receive timely funding. This represents a notable portion of respondents who experience delays or challenges in receiving the necessary funding for the project.

Table 6.1.1(a):1

Provision of Funds by the Central to adequately support the operation and execution of the AMRUT

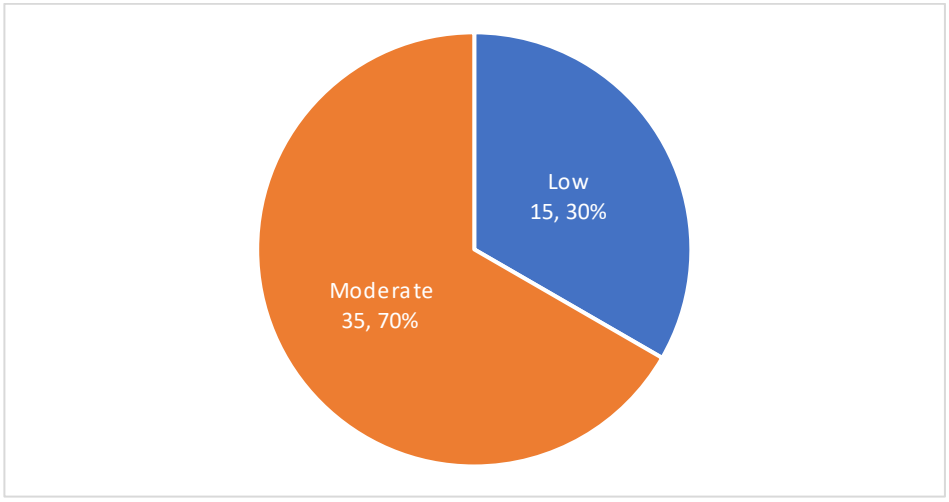
	Frequency	Percent	Valid Percent	Cumulative Percent
Yes, sufficient	25	26.3	50.0	50.0
Yes, but needs more	20	21.1	40.0	90.0
Unsure	5	5.3	10.0	100.0
Total	50	52.6	100.0	

Source: Field Study

The table above shows that (25 respondents, 26.3% of the total sample) 50.0% of valid respondents (20 out of 50) feel that the funds provided by the Central Government are sufficient to support the operation and execution of the AMRUT project. This means that half of the respondents believe the funding is adequate for the project's needs. (20 respondents, 21.1% of the total sample) 40.0% of valid respondents (5 out of 50) think that the funds are insufficient and that more funding is required to effectively support the project. This indicates that a significant portion feels that, while the funding is somewhat helpful, it is not enough to fully meet the project's needs.

Chart No 6.1.1(a):4

Level of community engagement in AMRUT



Source: Field Study

Based on the table above (35 respondents, 36.8% of the total sample) 70.0% of valid respondents (35 out of 50) feel that the level of community engagement in the AMRUT programme is moderate. This indicates that most respondents think that community involvement is happening to some extent, but it may not be highly active or robust. (15 respondents, 15.8% of the total sample) 30.0% of valid respondents (15 out of 50) believe that the level of community engagement is low. This reflects that a portion of respondents perceives a lack of sufficient community participation or involvement in the programme.

Table No 6.1.1(a):2

Level of urban local body engagement in AMRUT

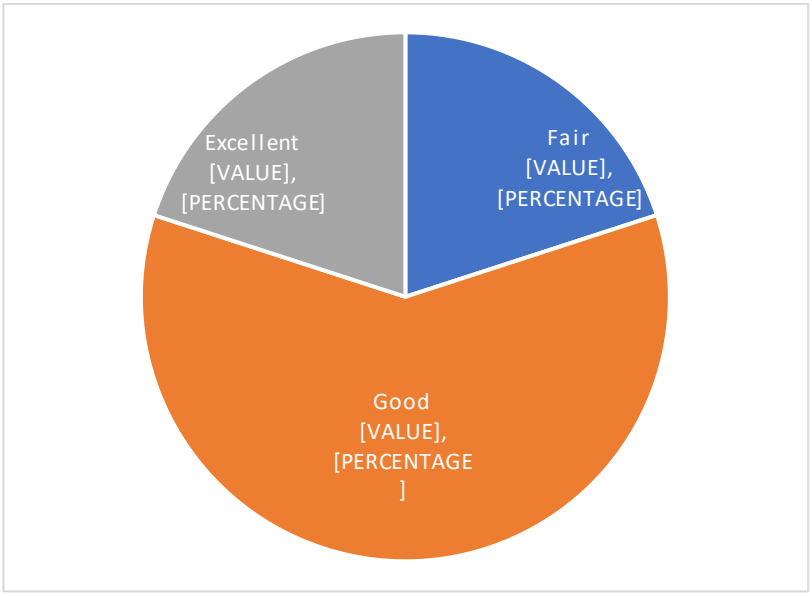
	Frequency	Percent	Valid Percent	Cumulative Percent
High	5	5.3	10.0	10.0
Moderate	35	36.8	70.0	80.0
Low	10	10.5	20.0	100.0
Total	50	52.6	100.0	

Source: Field Study

The above data indicates that (5 respondent, 5.3% of the total sample) 10.0% of valid respondents (5 out of 50) rate the level of ULB engagement as high. This indicates that only a very small proportion of respondents view the engagement of urban local bodies as very strong or effective in the AMRUT programme. (35 respondents, 36.8% of the total sample) 70.0% of valid respondents (35 out of 50) rate the level of ULB engagement as moderate. This means that the majority feel that ULB involvement is present but may not be as active, impactful, or comprehensive as it could be. (10 respondents, 10.5% of the total sample) i.e 20.0% of valid respondents (10 out of 50) consider the level of ULB engagement to be low. This reflects a portion of respondents who perceive that ULBs are not sufficiently involved in the AMRUT programme, possibly indicating gaps in participation, responsibility, or contribution.

Chart No 6.1.1(a):6

Collaboration between different stakeholders involved in AMRUT



Source: Field Study

The above data shows that (10 respondents, 10.5% of the total sample) 20.0% of valid respondents (10 out of 50) rate the collaboration between stakeholders as excellent. This suggests that a small portion of respondents believes that stakeholder collaboration is highly effective and well-coordinated. (30 respondents, 31.6% of the total sample) i.e. 60.0% of valid respondents (30 out of 50) consider the collaboration to be good. This indicates that the majority of respondents feel that there is a solid, positive level of collaboration between stakeholders, though it may not be perfect. (10 respondents, 10.5% of the total sample) i.e. 20.0% of valid respondents (10 out of 50) rate the collaboration as **fair**. This shows that some respondents perceive the collaboration as adequate but possibly lacking in certain areas, such as communication or effectiveness

Table No 6.1.1(a):3

Perception of the perceived impact of AMRUT on urban rejuvenation and transformation

	Frequency	Percent	Valid Percent	Cumulative Percent
Very positive	20	21.1	40.0	40.0
Positive	15	15.8	30.0	70.0
Neutral	15	15.8	30.0	100.0
Total	50	52.6	100.0	

Source: Field Study

The above chart has given that (20 respondents, 21.1% of the total sample) 40.0% of valid respondents (20 out of 50) believe the impact of AMRUT on urban rejuvenation and transformation is very positive. This indicates that a portion of respondents views the programme as having a significant, transformative effect on urban areas, suggesting it is having a substantial positive impact. (15 respondents, 15.8% of the total sample) 30.0% of valid respondents (15 out of 50) believe the impact is positive. This indicates that a smaller group feels that AMRUT has had a beneficial but perhaps less transformative or widespread impact. (15 respondents, 15.8% of the total sample) 30.0% of valid respondents (15 out of 50) have a neutral view on the impact of AMRUT. This suggests that some respondents feel the programme has neither a strong positive nor negative impact, indicating indifference or a perception that the impact is moderate or uncertain.

Table No 6.1.1(a):4

If sufficient funds received for training and capacity-building opportunities

	Frequency	Percent	Valid Percent	Cumulative Percent
Yes	30	31.6	60.0	60.0
No	15	15.8	30.0	90.0
Partially	5	5.3	10.0	100.0
Total	50	52.6	100.0	

Source: Field Study

The above table presents that (30 respondents, 31.6% of the total sample) 60.0% of valid respondents (30 out of 50) believe they have received sufficient training and capacity-building opportunities to support their role in AMRUT. This shows that a majority of respondents (60%) feel that they have received adequate training, which likely means that they are equipped with the insight and abilities required to effectively carry out their obligations within the programme. (15 respondents, 15.8% of the total sample) 30.0% of valid respondents (15 out of 50) feel that they have not received sufficient training and capacity-building opportunities. This indicates that a smaller portion of respondents feel underprepared or inadequately supported in terms of training, suggesting potential gaps in training programmes or resources. (5 respondent, 5.3% of the total sample) 10.0% of valid respondents (5 out of 50) feel that the training and capacity-building they received were partial or insufficient in some areas. This suggests that while some training may have been provided, it did not fully meet the needs or expectations of this respondent, possibly indicating that the training was incomplete or not comprehensive enough.

Table No 6.1.1(a):5

Presence of adequate mechanism for evaluating the effectiveness of AMRUT

	Frequency	Percent	Valid Percent	Cumulative Percent
Yes	40	42.1	80.0	80.0
Partially	10	10.5	20.0	100.0
Total	50	52.6	100.0	

Source: Field Study

The above table displays that (40 respondents, 42.1% of the total sample) 80.0% of valid respondents (40 out of 50) believe there is an adequate mechanism for evaluating the effectiveness of AMRUT. This shows that most of the respondents (80%) are satisfied with the evaluation mechanisms in place, perceiving them as sufficient to assess the program's impact and effectiveness. (10 respondents, 10.5% of the total sample) 20.0% of valid respondents (10 out of 50) think there is only a partial mechanism for evaluating the effectiveness of AMRUT. This indicates that a small portion of respondents feels that while some evaluation mechanisms may exist, they are not entirely comprehensive or fully effective.

Table No 6.1.1(a):6

The extent of advanced technologies integrated into AMRUT for urban transformation

	Frequency	Percent	Valid Percent	Cumulative Percent
Fully integrated	5	5.3	10.0	10.0
Patially integrated	45	47.4	90.0	100.0
Total	50	52.6	100.0	

Source: Field Study

The above table shows that (5 respondent, 5.3% of the total sample) 10.0% of valid respondents (5 out of 50) believe that advanced technologies are fully integrated into AMRUT for urban transformation. This suggests that a very small portion of respondents perceives AMRUT as having fully embraced advanced technologies. This could reflect a very high standard of technological integration, but it might also indicate that advanced technologies are not yet widely applied across all aspects of AMRUT. (9 respondents, 47.4% of the total sample) 90.0% of valid respondents (45 out of 50) believe that advanced technologies are partially integrated into AMRUT for urban transformation. This suggests that the majority of respondents acknowledge the use of some advanced technologies in AMRUT, but they feel that the integration is incomplete or inconsistent. This could mean that while certain projects or areas of the programme may use technology effectively, others might not be utilizing it to its full potential.

Table No 6.1.1(a):7

Financial management practices within AMRUT

	Frequency	Percent	Valid Percent	Cumulative Percent
Excellent	20	21.1	40.0	40.0
Good	15	15.8	30.0	70.0
Fair	15	15.8	30.0	100.0
Total	50	52.6	100.0	

Source: Field Study

The above table depicts that 20 respondents (21.1% of the total) rated the financial management practices as excellent. Among the valid responses, this makes up 40% of the participants, suggesting a crucial fraction of respondents believe the financial management is of high quality. 15 respondents (15.8% of the total) rated the financial management practices as *good*. This accounts for 30% of the valid responses, showing that a portion of participants find the financial management practices satisfactory but not exceptional. 15 respondents (15.8% of the total) rated the financial management practices as *fair*. This also accounts for 30% of the valid responses, suggesting that a similar proportion of respondents believe the financial management is adequate but may have room for improvement.

Table No 6.1.1(a):8

Implementation of AMRUT within the specified timelines

	Frequency	Percent	Valid Percent	Cumulative Percent
Yes, consistently	20	21.1	40.0	40.0
Yes, but with occasional delays	25	26.3	50.0	90.0
No, frequently delayed	5	5.3	10.0	100.0
Total	50	52.6	100.0	

Source: Field Study

The above chart indicates that 20 respondents (21.1% of the total) believe that AMRUT is being implemented *consistently* within the specified timelines. Among the valid responses, this makes up 40% of the participants, indicating that a portion of respondents sees the programme being executed on schedule without delays. 25 respondents (26.3% of the total) believe that AMRUT is being implemented *with occasional delays*. This accounts for 50% of the valid responses, suggesting that the majority of participants acknowledge some delays in implementation, though not on a frequent basis. 5 respondent (5.3% of the total) feels that AMRUT is *frequently delayed*. This represents 10% of the valid responses, indicating that a small portion of respondents believes that AMRUT faces recurring delays in its implementation.

Table No 6.1.1(a):9

Main challenges faced during the implementation of AMRUT

	Frequency	Percent	Valid Percent	Cumulative Percent
	10	10.5	20.0	20.0
Funding Constraints	20	21.1	40.0	60.0
Administrative Hurdles	5	5.3	10.0	70.0
Stakeholder Coordination	5	5.3	10.0	80.0
Infrastructure Limitations	10	10.5	20.0	100.0
Total	50	52.6	100.0	

Source: Field Study

The above chart shows that 20 respondents (21.1% of the total) identified *funding constraints* as a challenge. This represents 40% of the valid responses, making it the most common challenge reported by participants, indicating that financial limitations played a significant role in the implementation process. 5 respondent (5.3% of the total) identified *administrative hurdles* as a challenge. This accounts for 10% of the valid responses, suggesting that a smaller portion of respondents faced difficulties with administrative processes during implementation. 5 respondent (5.3% of the total) identified *stakeholder coordination* as a challenge. This also represents 10% of the valid responses, indicating that coordination between stakeholders was a challenge for a small group of respondents. 10 respondents (10.5% of the total) identified *infrastructure limitations* as a challenge. This accounts

for 20% of the valid responses, showing that infrastructure limitations were a significant issue for some participants in implementing AMRUT.

Table No 6.1.1(a):10

Role of public-private partnerships (PPP) played in the implementation of AMRUT within Aizawl on a scale of 1 - 5

	Frequency	Percent	Valid Percent	Cumulative Percent
2	5	5.3	10.0	10.0
3	30	31.6	60.0	70.0
4	10	10.5	20.0	90.0
5	5	5.3	10.0	100.0
Total	50	52.6	100.0	

Source: Field Study

The above chart displays that 5 respondent (5.3% of the total) rated the role of PPP as a *2*, indicating a low or limited role for PPP in the implementation of AMRUT. This represents 10% of the valid responses, suggesting that a small portion of respondents sees PPP as minimally important in AMRUT. 30 respondents (31.6% of the total) rated the role of PPP as a *3*, indicating a moderate role. This accounts for 60% of the valid responses, indicating that the majority of respondents view PPP as somewhat important but not central to the implementation of AMRUT. 10 respondents (10.5% of the total) rated the role of PPP as a *4*, indicating that PPP plays a significant role in the implementation. This represents 20% of the valid responses, suggesting that some respondents believe PPP is an important factor in urban management. 5 respondent (5.3% of the total) rated the role of PPP as a *5*, indicating a very significant or central role in the execution of AMRUT. This

accounts for 10% of the valid responses, indicating that a small portion of respondents sees PPP as a critical component in the strategy.

Table No 6.1.1(a):11

Presence of specific local issues related to urban infrastructure that should be addressed by AMRUT in Aizawl

	Frequency	Percent	Valid Percent	Cumulative Percent
Yes	35	36.8	70.0	70.0
No	15	15.8	30.0	100.0
Total	50	52.6	100.0	

Source: Field Study

The listed table shows that 35 respondents (36.8% of the total) believe that there are *specific local issues* related to urban infrastructure that AMRUT should address in Aizawl. Among the valid responses, this represents 70% of the participants, indicating a strong belief that AMRUT should focus on addressing local urban infrastructure challenges in Aizawl. 15 respondents (15.8% of the total) feel that there are *no specific local issues* that need to be addressed by AMRUT in Aizawl. This accounts for 30% of the valid responses, suggesting that a smaller portion of respondents believe that urban infrastructure in Aizawl does not require attention under AMRUT. the majority (70%) of respondents feel that AMRUT should address specific local issues related to urban infrastructure in Aizawl, highlighting a strong recognition of the need for infrastructure improvements. A smaller proportion (30%) does not see any pressing issues. While missing data reduces the overall completeness of the analysis, the valid responses clearly indicate that urban infrastructure challenges are a significant concern for most participants.

Table No 6.1.1(a):12

Overall rate of the effectiveness of AMRUT in addressing urban challenges in Aizawl

	Frequency	Percent	Valid Percent	Cumulative Percent
Highly Effective	15	15.8	30.0	30.0
Effective	25	26.3	50.0	80.0
Moderately Effective	10	10.5	20.0	100.0
Total	50	52.6	100.0	

Source: Field Study

The above chart shows that 15 respondents (15.8% of the total) rated AMRUT as *highly effective* in addressing urban challenges in Aizawl. This represents 30% of the valid responses, suggesting that a small portion of respondents believe AMRUT has had a significant and highly impactful effect on addressing urban challenges in the city. 25 respondents (26.3% of the total) rated AMRUT as *effective*. This represents 50% of the valid responses, indicating that the majority of respondents see AMRUT as moderately successful in addressing urban challenges, but not without limitations. 10 respondents (10.5% of the total) rated AMRUT as *moderately effective*. This represents 20% of the valid responses, suggesting that some respondents see AMRUT as having a somewhat limited impact in addressing urban challenges, but it has shown some positive results.

Table No 6.1.1(a):13

Suggestions for improving the effectiveness and efficiency of AMRUT

	Frequency	Percent	Valid Percent	Cumulative Percent
0	1	5.3	10.0	10.0
More Community Involvement	20	21.1	40.0	50.0
Simplify Bureaucratic Procedures	10	10.5	20.0	70.0
Increase Funding	15	15.8	30.0	100.0
Total	50	52.6	100.0	

Source: Field Study

The above chart depicts that 20 respondents (21.1% of the total) suggested *more community involvement* as a way to improve AMRUT's effectiveness and efficiency. This represents 40% of the valid responses, making it the most common suggestion. This indicates that a significant portion of respondents believes involving local communities more directly could lead to better outcomes for urban development projects. 10 respondents (10.5% of the total) recommended *simplifying bureaucratic procedures*. This represents 20% of the valid responses, suggesting that some respondents feel that reducing administrative complexities could help speed up implementation and improve the efficiency of AMRUT projects. 15 respondents (15.8% of the total) suggested *increasing funding* to improve the programme's effectiveness and efficiency. This represents 30% of the valid responses, indicating

that some believe that more financial resources are crucial for the success of AMRUT, especially in addressing the infrastructure needs of urban areas.

6.1.1 (b) Water Supply

Table 6.1.1(b):1

Satisfaction with the progress specifically regarding water supply projects under AMRUT in Mizoram

	Frequency	Percent	Valid Percent	Cumulative Percent
Very Satisfied	5	5.3	10.0	10.0
Satisfied	25	26.3	50.0	60.0
Neutral	20	21.1	40.0	100.0
Total	50	52.6	100.0	

Source: Field Study

The above table shows that 5 respondent (5.3% of the total) expressed being *very satisfied* with the progress of water supply projects under AMRUT in Mizoram. This accounts for 10% of the valid responses, indicating that a minor fraction of participants are extremely content with the progress. 25 respondents (26.3% of the total) are *satisfied* with the progress.

This represents 50% of the valid responses, suggesting that the majority of respondents have a positive, though not enthusiastic, view of the progress made in water supply projects under AMRUT. 20 respondents (21.1% of the total) were *neutral* regarding the progress, indicating neither satisfaction nor dissatisfaction. This accounts for 40% of the valid responses, suggesting that a significant portion of respondents feel indifferent or are unsure about the progress of the water supply projects.

Table 6.1.1(b):2

Main challenge in ensuring AMRUT projects to provide a sufficient and high-quality supply of water in Aizawl

	Frequency	Percent	Valid Percent	Cumulative Percent
Insufficient funding	15	15.8	30.0	30.0
Inadequate water resources	30	31.6	60.0	90.0
Poor Infrastructure maintenance	5	5.3	10.0	100.0
Total	50	52.6	100.0	

Source: Field Study

The above chart shows that 15 respondents (15.8% of the total) identified *insufficient funding* as the main challenge. This represents 30% of the valid responses, suggesting that funding constraints are considered a significant issue for ensuring a sufficient and high-quality water supply in Aizawl. 30 respondents (31.6% of the total) identified *inadequate water resources* as the primary challenge. This accounts for 60% of the valid responses, making it the most frequently cited challenge in ensuring a sufficient water supply. This indicates that the availability of water resources is seen as a major issue. 5 respondent (5.3% of the total) identified *poor infrastructure maintenance* as the main challenge. This accounts for 10% of the valid responses, suggesting that while infrastructure maintenance may be a concern for some, it is not seen as a primary issue by the majority of respondents.

Table 6.1.1(b):3

Presence of any specific geographical or topographical challenges impacting the implementation of water supply projects under AMRUT in Aizawl

	Frequency	Percent	Valid Percent	Cumulative Percent
	9	47.4	47.4	47.4
No	5	5.3	5.3	52.6
Yes	45	47.4	47.4	100.0
Total	50	100.0	100.0	

Source: Field Study

The above table displays that 45 respondents (47.4% of the total) reported that *geographical or topographical challenges* are impacting the implementation of water supply projects under AMRUT in Aizawl. This represents 47.4% of the total responses, indicating that nearly half of the respondents acknowledge the existence of geographical or topographical challenges. 5 respondent (5.3% of the total) indicated that *geographical or topographical challenges* are *not* impacting the implementation of water supply projects. This represents 5.3% of the total responses, showing that a very small portion of respondents believes that these challenges are not significant in the implementation process.

Table 6.1.1(b):4

Evaluation of how AMRUT-funded water supply affects the state of public health in Aizawl's urban areas

	Frequency	Percent	Valid Percent	Cumulative Percent
Very positive	20	21.1	40.0	40.0
Positive	15	15.8	30.0	70.0
Neutral	15	15.8	30.0	100.0
Total	50	52.6	100.0	

Source: Field Study

The above table presents that 4 respondents (21.1% of the total) rated the impact of AMRUT-funded water supply on public health as *very positive*. This represents 40% of the valid responses, suggesting that a notable portion of respondents feels strongly that the water supply improvements have had a significant positive impact on public health. 3 respondents (15.8% of the total) rated the impact as *positive*. This represents 30% of the valid responses, indicating that a good portion of respondents views the effect of AMRUT-funded water supply on public health as beneficial but not necessarily transformative. 3 respondents (15.8% of the total) expressed a *neutral* view regarding the impact of water supply on public health. This also represents 30% of the valid responses, meaning a significant portion of respondents feel indifferent or believe that the improvements in water supply have not significantly affected public health in Aizawl's urban areas.

Table 6.1.1(b):5

Measures to be taken to improve the operational efficiency of water supply systems developed under AMRUT

	Frequency	Percent	Valid Percent	Cumulative Percent
	4	5.3	5.3	52.6
Regular Maintenance Schedules	24	31.6	31.6	84.2
Adoption of Advanced Technology for Monitoring	4	5.3	5.3	89.5
Enhancing Inter-Departmental Coordination	18	10.5	10.5	100.0
Total	50	100.0	100.0	

Source: Field Study

The above table presents that 24 respondents (31.6% of the total) identified *regular maintenance schedules* as a key measure to improve operational efficiency. This represents 31.6% of the total responses, making it the most frequently suggested measure. Regular maintenance is considered crucial for ensuring the longevity and optimal performance of water supply systems. 4 respondent (5.3% of the total) suggested the *adoption of advanced technology for monitoring* as a measure. This represents 5.3% of the total responses, indicating that some see technology as a valuable tool to enhance operational efficiency, though it is a less commonly suggested measure. 18 respondents (10.5% of the total) recommended *enhancing inter-departmental coordination* to improve operational efficiency. This represents

10.5% of the total responses, highlighting the importance of collaboration between various departments in managing water supply systems. 4 respondents (47.4% of the total) did not provide a response or their response was categorized as system, indicating missing or incomplete data. These responses do not contribute to the analysis.

Table 6.1.1(b):6

Rating the reliability of water supply in urban areas of Aizawl, considering the current AMRUT projects

	Frequency	Percent	Valid Percent	Cumulative Percent
Very Reliable	10	10.5	20.0	20.0
Moderately Reliable	30	31.6	60.0	80.0
Very Unreliable	10	10.5	20.0	100.0
Total	50	52.6	100.0	

Source: Field Study

The above chart shows that 10 respondents (10.5% of the total) rated the water supply as *very reliable*. This represents 20% of the valid responses, indicating that a small portion of respondents view the water supply as highly dependable under the current AMRUT projects. 630respondents (31.6% of the total) rated the water supply as *moderately reliable*. This represents 60% of the valid responses, showing that the majority of respondents consider the water supply to be somewhat dependable, but not without some issues or variability. 10 respondents (10.5% of the total) rated the water supply as *very unreliable*. This represents 20% of the valid

responses, indicating that a minority of respondents believe the water supply is not reliable at all under the current AMRUT projects.

6.1.2 Analysis and interpretation of questionnaires collected from the Urban Local Bodies (ULBs)

The evaluation and discussion of the questionnaire data gathered from the ULBs of AMC and are organised according to the goals, financing, activities and effectiveness, financial management, performance, challenges, and general recommendations about AMRUT, as well as issues related to water supply. The arrangements are delineated as follows.

6.1.2 (a) Overview of AMRUT

Table No 6.1.2(a):1

Awareness on the objectives and guidelines of AMRUT

	Frequency	Percent	Valid Percent	Cumulative Percent
Yes	11	36.7	36.7	36.7
No	5	16.7	16.7	53.3
Somewhat	14	46.7	46.7	100.0
Total	30	100.0	100.0	

Source: Field Study

The table above presents that Yes 11 out of 30 participants (36.7%) are fully aware of the objectives and guidelines of AMRUT. No 5 respondents (16.7%) are not aware of the objectives and guidelines of AMRUT. Somewhat 14 respondents (46.7%) have some level of awareness but are not fully knowledgeable about AMRUT's objectives and guidelines. Most respondents (46.7%) have only partial awareness of AMRUT's objectives and guidelines, which indicates that while there is some familiarity with the initiative, many are not fully informed. Only 36.7% are

fully aware, showing that a significant portion of respondents may need more detailed information or education about AMRUT. A minority (16.7%) are not aware at all, which might indicate gaps in communication or outreach regarding the programme.

Table No 6.1.2(a):2

Understanding the objectives and goals of the AMRUT programme

	Frequency	Percent	Valid Percent	Cumulative Percent
Very Well	2	6.7	6.7	6.7
Moderately Well	16	53.3	53.3	60.0
Not Well	12	40.0	40.0	100.0
Total	30	100.0	100.0	

Source: Field Study

The above table presents that Very Well 2 out of 30 participants (6.7%) understand the objectives and goals of AMRUT very well. Moderately Well 16 out of 30 respondents (53.3%) have a moderate level of understanding of the objectives and goals of AMRUT. Majority of respondents (53.3%) have a moderate understanding of AMRUT's objectives and goals, which indicates that while they are somewhat familiar with the programme, they may lack a deeper or more detailed understanding. A significant portion (40%) do not understand the programme well, which highlights a potential issue in the communication and education efforts regarding the AMRUT programme. Only 6.7% of respondents understand the programme very well, which suggests that only a minor fraction of the participants are highly insightful about AMRUT's specific objectives and goals. Not Well 12 respondents (40%) do not understand the objectives and goals of AMRUT well.

Table No 6.1.2(a):3

Rating the coordination between different departments involved in AMRUT projects

	Frequency	Percent	Valid Percent	Cumulative Percent
Good	8	26.7	26.7	26.7
Fair	16	53.3	53.3	80.0
Poor	6	20.0	20.0	100.0
Total	30	100.0	100.0	

Source: Field Study

The above chart shows that Good 8 out of 30 participants (26.7%) rate the coordination between different departments as Good. Fair 16 out of 30 respondents (53.3%) rate the coordination as Fair. Poor 6 out of 30 respondents (20%) rate the coordination as Poor. Most respondents (53.3%) rate the coordination as fair, which suggests that while the coordination exists, it may not be highly effective or efficient. There could be room for improvement in how departments work together, perhaps in terms of communication, scheduling, or decision-making processes. A significant portion (26.7%) rate coordination as good, indicating that, for some AMRUT projects, coordination between departments is functioning well. This could highlight successful collaborations or well-managed projects. 20% of respondents rate the coordination as poor, which indicates that a minority of respondents have observed poor coordination, suggesting that certain projects face significant challenges in inter-departmental collaboration. This could result in delays, duplication of efforts, or lack of accountability.

Table No 6.1.2(a):4

Involvement with the implementation of AMRUT in your locality on a scale of 1 - 5

	Frequency	Percent	Valid Percent	Cumulative Percent
1	9	30.0	30.0	30.0
2	7	23.3	23.3	53.3
3	12	40.0	40.0	93.3
4	1	3.3	3.3	96.7
5	1	3.3	3.3	100.0
Total	30	100.0	100.0	

Source: Field Study

The table above presents that The majority of respondents (40%) are moderately involved in the implementation of AMRUT, indicating a reasonable level of participation but not an overwhelming commitment or responsibility. 30% are very rarely or not involved at all (rating of 1), suggesting that nearly a third of respondents have little to no role in AMRUT implementation. 23.3% have minimal involvement (rating of 2), which is less than the 40% who have moderate involvement, showing a moderate level of engagement but still not fully participatory. Only 6.6% (1 respondent each) are highly involved (rating of 4) or very highly involved (rating of 5), showing that only a small portion of respondents have a strong role in driving the implementation of AMRUT projects in their locality.

Table No 6.1.2(a):5

Rating the local residents on how they perceive AMRUT in Aizawl

	Frequency	Percent	Valid Percent	Cumulative Percent
1	11	36.7	36.7	36.7
2	8	26.7	26.7	63.3
3	11	36.7	36.7	100.0
Total	30	100.0	100.0	

The above chart shows that 11 out of 30 participants (36.7%) rate the perception of local residents as *negative* or *poor* (rating 1). 8 out of 30 respondents (26.7%) rate the perception as *neutral* (rating 2). 11 out of 30 respondents (36.7%) rate the perception as *positive* (rating 3). Local residents have mixed perceptions of AMRUT in Aizawl. The perception is divided into three groups 36.7% view it negatively, which may point to concerns, dissatisfaction, or lack of understanding about the AMRUT programme. 26.7% are neutral, indicating a lack of strong opinion—these residents might not feel strongly one way or the other about the programme, which could reflect indifference or insufficient information. 36.7% have a positive perception, suggesting that a significant portion of residents are either satisfied or optimistic about AMRUT and its potential benefits.

Table No 6.1.2(a):6

Receiving timely funding from the Department for the implementation of AMRUT Project

	Frequency	Percent	Valid Percent	Cumulative Percent
Yes	4	13.3	13.3	13.3
No	26	86.7	86.7	100.0
Total	30	100.0	100.0	

Source: Field Study

The above table shows that he overwhelming majority of respondents (86.7%) indicated that they do not receive timely funding from the Departments for the implementation of the AMRUT Project. This suggests a significant issue with the disbursement of funds which might impact the project's progress and success. A small minority (13.3%) reported receiving timely funding. While this shows that timely funding is possible, it indicates that it is not the norm. The high percentage of respondents not receiving timely funding could imply potential delays and inefficiencies in the project execution. It could also highlight administrative or bureaucratic challenges that need to be addressed to assure the uniform operating of the AMRUT Project. ith a total of 30 respondents, the data provides a clear picture of the funding issue's extent. The unanimous nature of responses underlines a critical area for improvement.

Table No 6.1.2(a):7

Implementation of AMRUT within the specified timelines

	Frequency	Percent	Valid Percent	Cumulative Percent
Yes, but with occasional delays	23	76.7	76.7	76.7
No, frequently delayed	7	23.3	23.3	100.0
Total	30	100.0	100.0	

Source: Field Study

The above chart i.e. Table 7 indicates that the majority of respondents (76.7%) indicated that the AMRUT Project is being implemented within the specified timelines, but with occasional delays. This suggests that while the project is generally on track, there are minor delays that occur from time to time. A smaller portion of respondents (23.3%) reported that the project is frequently delayed. This indicates a significant minority who experience regular delays, which could impact the overall success and efficiency of the project. The high percentage of occasional delays suggests that while the project implementation is mostly within the specified timelines, there are still issues that need to be addressed to minimize these delays. The presence of frequent delays reported by a smaller group indicates more serious implementation challenges for some parts of the project. With a total of 30 respondents, the data provides a clear picture of the project's implementation timeline. The responses indicate that while most of the project is on track, there are areas for improvement to ensure more consistent and timely implementation.

Table No 6.1.2(a):8

Major reason for project delays under AMRUT

	Frequency	Percent	Valid Percent	Cumulative Percent
Procurement Issues	4	13.3	13.3	13.3
Contractor Performance	5	16.7	16.7	30.0
Administrative Delays	14	46.7	46.7	76.7
Unforeseen Circumstances	4	13.3	13.3	90.0
Topological Difficulties	3	10.0	10.0	100.0
Total	30	100.0	100.0	

Source: Field Study

The above table indicates that most significant reason for project delays under the AMRUT Project is Administrative Delays, cited by 46.7% of the respondents. This suggests that bureaucratic processes and inefficiencies within administrative frameworks are the primary cause of delays. Contractor Performance16.7% of respondents indicated that delays are due to issues with contractor performance. This includes factors like delays in construction, poor quality of work, or other contractor-related problems. Procurement Issues and Unforeseen Circumstances, both were cited by 13.3% of respondents each. Procurement issues could include delays in acquiring necessary materials or equipment, while unforeseen circumstances might involve unexpected events such as natural disasters or sudden policy changes. Topological Difficulties, the least cited reason, mentioned by 10% of respondents,

refers to delays caused by geographical and topographical challenges that make construction or implementation difficult.

Table No 6.1.2(a):9

Effectiveness of communication between the implementing agencies and the ULBs regarding the implementation of AMRUT

	Frequency	Percent	Valid Percent	Cumulative Percent
Very Effective	2	6.7	6.7	6.7
Effective	13	43.3	43.3	50.0
Neutral	11	36.7	36.7	86.7
Ineffective	4	13.3	13.3	100.0
Total	30	100.0	100.0	

Source: Field Study

The above chart indicates that the majority of respondents (43.3%) rated the communication as Effective. This indicates that many feel that communication between the implementing agencies and ULBs is generally satisfactory and facilitates the implementation process. A smaller group (6.7%) rated the communication as Very Effective, suggesting that a few respondents find the communication exceptionally good. 36.7% of respondents rated the communication as Neutral. This significant proportion suggests that a notable number of respondents neither find the communication particularly effective nor ineffective. This neutrality could indicate areas for improvement or inconsistency in communication effectiveness. 13.3% of respondents rated the communication as Ineffective, indicating that a smaller portion of respondents face challenges with communication, which could hinder the project's implementation.

Table No 6.1.2(a):10

Level of community involvement in AMRUT

	Frequency	Percent	Valid Percent	Cumulative Percent
Moderate Involvement	10	33.3	33.3	33.3
Low Involvement	17	56.7	56.7	90.0
No Involvement	3	10.0	10.0	100.0
Total	30	100.0	100.0	

Source: Field Study

The above chart shows that the majority of respondents (56.7%) indicated Low Involvement of the community in the AMRUT project. This suggests that community engagement is minimal and may not be effectively integrated into the project planning and implementation processes. 33.3% of respondents reported Moderate Involvement. This indicates that while some level of community engagement exists, it is not substantial enough to be considered high involvement. A small proportion of respondents (10%) indicated No Involvement of the community. This shows that there are instances where the community is completely excluded from the process, which could lead to a lack of community support and ownership of the project.

Table No 6.1.2(a):11

Conduct of the monitoring the project by the ULBs

	Frequency	Percent	Valid Percent	Cumulative Percent
Regularly	2	6.7	6.7	6.7
Occationally	10	33.3	33.3	40.0
Rarely	13	43.3	43.3	83.3
Never	5	16.7	16.7	100.0
Total	30	100.0	100.0	

Source: Field Study

The above table i.e. Table 15 shows that the largest group of respondents (43.3%) indicated that project monitoring is conducted Rarely. This suggests that there is infrequent oversight of the projects by the ULBs, which could lead to issues in project execution and quality control. A substantial portion of respondents (33.3%) reported that monitoring is done Occasionally. This indicates some level of oversight, but it may not be sufficient for comprehensive project management. Only 6.7% of respondents indicated that project monitoring is conducted Regularly. This small percentage reflects a significant gap in consistent and ongoing project oversight. 16.7% of respondents reported that project monitoring is Never conducted. This lack of monitoring can severely impact project outcomes and accountability.

Table No 6.1.2(a):12

Satisfaction level with the monitoring mechanisms for AMRUT

	Frequency	Percent	Valid Percent	Cumulative Percent
Satisfied	10	33.3	33.3	33.3
Neutral	14	46.7	46.7	80.0
Dissatisfied	6	20.0	20.0	100.0
Total	30	100.0	100.0	

Source: Field Study

The above chart shows that the largest group of respondents (46.7%) reported being Neutral about the monitoring mechanisms. This suggests that while there may be some aspects of the monitoring mechanisms that are acceptable, there is no strong positive or negative sentiment towards them. It indicates room for improvement to shift neutral respondents towards satisfaction. A significant portion of respondents (33.3%) indicated that they are Satisfied with the monitoring mechanisms. This reflects that about one-third of the respondents find the current mechanisms effective and sufficient. 20.0% of respondents reported being Dissatisfied with the monitoring mechanisms. This shows that there are concerns and issues that require to be resolved to improve satisfaction levels.

Table No 6.1.2(a):13

Integration of AMRUT with other urban development initiatives in Aizawl

	Frequency	Percent	Valid Percent	Cumulative Percent
Very Well Integrated	1	3.3	3.3	3.3
Somewhat Integrated	20	66.7	66.7	70.0
Poorly Integrated	6	20.0	20.0	90.0
Not Integrated at all	3	10.0	10.0	100.0
Total	30	100.0	100.0	

Source: Field Study

The above chart indicates that the majority of respondents (66.7%) reported that AMRUT is Somewhat Integrated with other urban development initiatives. This indicates that while there is a level of integration, it may not be seamless or fully optimized. A notable portion of respondents (20.0%) indicated that AMRUT is Poorly Integrated. This suggests that there are significant challenges and gaps in the integration process. 0.0% of respondents reported that AMRUT is Not Integrated at All with other urban development initiatives. This shows that for some respondents, there is a complete lack of coordination and synergy. A small percentage (3.3%) of respondents indicated that AMRUT is Very Well Integrated. This reflects a minority view that the project is well-coordinated with other initiatives.

Table No 6.1.2(a):14

Presence of any specific local issues related to urban infrastructure that AMRUT should address in Aizawl

	Frequency	Percent	Valid Percent	Cumulative Percent
Yes	19	63.3	63.3	63.3
No	11	36.7	36.7	100.0
Total	30	100.0	100.0	

Source: Field Study

The above table i.e. Table 19 indicates that a substantial portion of respondents (63.3%) believe that there are specific local issues related to urban infrastructure that AMRUT should address in Aizawl. This suggests that there are pressing local challenges that the AMRUT project is either not currently addressing or could address more effectively. A smaller group of respondents (36.7%) feels that no specific local issues need to be addressed. This indicates that while some people feel that AMRUT is adequately addressing urban infrastructure needs, others believe there are still areas requiring attention.

Table No 6.1.2(a):15

Main challenges faced during the implementation of AMRUT

	Frequency	Percent	Valid Percent	Cumulative Percent
Funding Constraints	2	6.7	6.7	6.7
Administrative Hurdles	7	23.3	23.3	30.0
Technical Complexities	8	26.7	26.7	56.7
Stakeholder Coordination	6	20.0	20.0	76.7
Infrastructure Limitations	7	23.3	23.3	100.0
Total	30	100.0	100.0	

Source: Field Study

The above chart indicates that the most frequently mentioned challenge is Technical Complexities, with 26.7% of respondents indicating that this is a key obstacle in implementing AMRUT projects. This could include challenges such as outdated technology, difficulties in adapting to local conditions, or complex technical requirements for infrastructure projects. Administrative Hurdles (23.3%), another significant challenge, with a similar percentage of respondents identifying bureaucratic or procedural delays, including issues related to approvals, documentation, and inter-departmental coordination. Infrastructure Limitations (23.3%), large portion of respondents (23.3%) also pointed out limitations in existing infrastructure, such as outdated water supply systems, inadequate drainage, or limited utility capacity, which hinder the effective implementation of AMRUT projects.

Stakeholder Coordination (20.0%), a substantial number of respondents (20.0%) cited difficulties in coordinating among various stakeholders, including local authorities, contractors, and the community. This can lead to delays, misunderstandings, and inefficiencies in the project implementation. Funding Constraints (6.7%) a smaller portion of respondents (6.7%) identified funding as a challenge. This suggests that while it is a concern, it is less of a barrier compared to technical or administrative challenges.

Table No 6.1.2(a):16

Rating the overall effectiveness of AMRUT in addressing urban challenges in Aizawl

	Frequency	Percent	Valid Percent	Cumulative Percent
Highly Effective	1	3.3	3.3	3.3
Effective	11	36.7	36.7	40.0
Moderately Effective	16	53.3	53.3	93.3
Ineffective	2	6.7	6.7	100.0
Total	30	100.0	100.0	

Source: Field Study

The above chart indicates that The majority of respondents (53.3%) rate AMRUT as Moderately Effective in addressing urban challenges in Aizawl. This suggests that while AMRUT is seen as making progress, there is still room for improvement in its impact and effectiveness in solving urban issues. A substantial portion of respondents (36.7%) rate AMRUT as Effective, indicating that the programme has been successful in addressing urban challenges to some extent, but

perhaps not to the highest degree. A smaller percentage of respondents (6.7%) consider AMRUT to be Ineffective in addressing urban challenges, signaling that there are still some perceived shortcomings in its implementation or impact. Only 3.3% of respondents rate AMRUT as Highly Effective, implying that while there may be individual success stories or positive outcomes, the programme is not universally seen as achieving outstanding results in the eyes of the majority.

Table No 6.1.2(a):17

Suggestions for improving the effectiveness and efficiency of AMRUT

	Frequency	Percent	Valid Percent	Cumulative Percent
More Community Involvement	9	30.0	30.0	30.0
Simplify Bureaucratic Procedures	4	13.3	13.3	43.3
Increase Funding	9	30.0	30.0	73.3
Increase Stakeholder Communication	5	16.7	16.7	90.0
Boost Training for Staff	3	10.0	10.0	100.0
Total	30	100.0	100.0	

Source: Field Study

As presented in the above chart, 30.0% of respondents believe that greater community engagement is necessary to improve AMRUT. This shows that local community participation might boost AMRUT project relevance and effectiveness by directly addressing community issues and increasing resident investment in project success. 30.0% emphasise funding increases. This may indicate that financial

resources may not be enough to properly develop or grow AMRUT initiatives or to solve unanticipated obstacles. Funding might accelerate project completion, infrastructure enhancements, and service improvements. 16.7% said stakeholder communication must increase. Local authorities, contractors, and other stakeholders may improve communication to improve coordination, decrease delays, and align goals, enhancing project efficiency. 13.3% suggest streamlining bureaucracy. This certainly reflects displeasure with project approval, reporting, and coordination delays and administrative impediments. Streamlining procedures might speed up decision-making, remove red tape, and accelerate project delivery. 10.0% recommend increasing staff training. This suggests that knowledge or technical skill mismatches may cause project execution issues. Staff training might increase efficiency, project management, and complicated urban problem-solving.

6.1.2 (b) Water Supply

Table 6.1.2(b):1

Presence of any specific geographical or topographical challenges impacting the implementation of water supply projects under AMRUT in Aizawl

	Frequency	Percent	Valid Percent	Cumulative Percent
Yes	15	50.0	50.0	50.0
No	15	50.0	50.0	100.0
Total	30	100.0	100.0	

Source: Field Study

The above chart indicates that the respondents are evenly split on the issue, with exactly half (50.0%) indicating that there are geographical or topographical challenges impacting the implementation of water supply projects under AMRUT in Aizawl, and the other half (50.0%) indicating that there are no such challenges. The 50.0% of respondents who answered Yes indicate that there are notable geographical

or topographical issues affecting the implementation of water supply projects. This could include challenges such as hilly terrain, rocky soil, or other natural barriers that complicate construction and maintenance. The 50.0% of respondents who answered No suggest that these respondents do not perceive geographical or topographical factors as significant impediments to the water supply projects. This could imply that either such challenges have been effectively managed or that other factors are more critical in their view.

Table No 6.1.2(b):2

Participation in preparation of year-wise roadmap in offering household water-tap connections to attain universal coverage of water supply as part of the main target of AMRUT

	Frequency	Percent	Valid Percent	Cumulative Percent
Yes	3	10.0	10.0	10.0
No	27	90.0	90.0	100.0
Total	30	100.0	100.0	

Source: Field Study

The chart shows that 90.0% of respondents do not participate in the year-by-year plan for residential water-tap hookups. This shows that many stakeholders are not actively participating in this important planning phase of AMRUT's implementation. Only 10% said they help prepare the year-by-year strategy. This suggests that the roadmap development process may not include all stakeholders. The research reveals that 90% of respondents are not involved in preparing the year-wise strategy for water-tap hookups. This suggests a lack of inclusion and participation in AMRUT's planning and implementation, notably for water delivery projects.

Apart from this, it is significant to observe that some of the regions done pursuant to AMC are also covered by the Local Councils indirectly. Therefore the work are also affected into the AMC.

6.1.3 Analysis of data collected from the Public Health Engineering Department and discussion of data

According to the interviews conducted with the executives of the PHED. The respondents are aware of AMRUT. Nevertheless, the respondents were aware only of the component of AMRUT given to them, namely the water supply component and its aims. The respondents acknowledge that public-private partnerships (PPPs) are a crucial tool for attracting investments and technologies; yet, they believe that PPPs are currently inefficient and might be more actively engaged. The hilly landscapes and financial constraints are the primary challenges. The respondents observe a moderate efficacy in stakeholder interactions and the function of ULBs, indicating a need for enhanced community involvement and increased transparency in decision-making, which remains inadequately addressed. The respondents have offered a balanced viewpoint about the implementation of AMRUT: water supply, recognising gains but also addressing challenges such as inconsistent availability and seasonal changes.

Interactions indicate a need for increased budget allocations, appropriate utilisation, and capacity-building initiatives for municipal workers to enhance project implementation. The respondents provided favourable comments on the adherence to timeframes for water delivery projects. The finances are often well-managed; yet, delays and cost overruns persist. The respondents have assessed the effectiveness, suggesting strong internal coordination while acknowledging both achievements and difficulties in collaboration with the ULBs.

6.2 Issues and Challenges in the implementation of AMRUT Faced by Different Departments

6.2.1 Issues and Challenges in AMRUT Faced by UD&PA

The UD&PA encounters a few issues and challenges in implementing AMRUT. Challenges were also faced in the collection of questionnaires from the personnel. The challenges encountered by the personnel are enumerated as follows:

1. A significant proportion of personnel were unfamiliar with the AMRUT programme. Due to their lack of awareness of the general structure of AMRUT, they are even less familiar with its goals, purposes, programme specifics, and implementation details.

2. An issue arose concerning the funds received during the implementation of SAAP I, as the central authority abruptly altered the funding ratio from 50:50 to 90:10. This change delayed both financial processes and the physical work to be conducted.

3. Community and Urban Local Bodies (ULBs) exhibit minimal engagement in AMRUT activities. There is minimal cooperation and collaboration with personnel regarding the implementation of AMRUT.

4. AMRUT is a comprehensive scheme encompassing various objectives and aims across multiple areas. However, not all objectives can be achieved by the department due to local issues and challenges that vary significantly between plain and hilly areas. Reports on programme progress submitted from the central authority are typically issued on short notice, complicating cooperation in certain areas of the objectives, as they may not be relevant to the specific contexts of Mizoram.

5. The water supply sector could be completed within the designated timeframe; however, other sectors, including septage and sewerage management, urban transport, and green spaces and parks, have not met the established deadlines due to various factors.

6. AMRUT is less recognised locally compared to other CSS initiatives such as Swachh Bharat and the Smart City Mission, primarily due to insufficient advertising and no IEC funding by the central to popularise the programme by the department. This has led to less community engagement as well.

7. The funding issues related to IEC have undermined the credibility of AMRUT, which has affected various project works undertaken by other departments such as PHED and AMC. Upon project completion, the credibility of AMRUT appears diminished relative to the recognition granted to other initiatives such as Swachh Bharat and the Smart City Mission.

8. AMRUT 1.0 was inadequate for addressing specific areas in water supply. One of the mission targets in the water supply of AMRUT is to rejuvenate water bodies and ensure sustainability in water supply, which remains lacking. The water supply has extended to numerous households in Aizawl; however, there are limited water bodies for rejuvenation within the city, which have not received as much attention compared to the plain areas. AMRUT 2.0 presents greater opportunities for the continuation and expansion of target areas that were previously limited and insufficient under the original AMRUT initiative.

9. Nonrevenue water is included in the target mission and is addressed within the SAAPs; however, it continues to pose a challenge in certain regions.

10. The collection of questionnaires proved challenging due to the programme's limited recognition among certain personnel within the department. Their unfamiliarity with the insights and operations of AMRUT resulted in an inability to provide honest responses to the questions raised.

11. One major cause of the inadequate water supply in Aizawl is the scarcity and limitation of water resources.

12. Aizawl City is too congested to fully implement the target of AMRUT like expansion for green parks and spaces however steps and works are taken to meet the requirements in a few areas on the boundaries of Aizawl City.

13. The study reveals that 60% of personnel feel moderately encouraged to contribute innovative and creative solutions to AMRUT, while 40% report a strong sense of encouragement. This may impact workflow and motivation to proceed with the implementation of AMRUT.

6.2.2 **Issues and Challenges in AMRUT Faced by Urban Local Bodies (ULBs)**

The ULBs face a few issues and challenges in implementing AMRUT. Challenges were also faced in the collection of questionnaires from the personnel. The challenges encountered by the personnel are enumerated as follows:

1. There is only one ULB in Aizawl that is the Aizawl Municipal Corporation and are not big in size and in number. This led to the difficulty in fully implementing and monitoring AMRUT as given by the AMRUT Guidelines and Mission Statement.

2. AMC is the sole ULB, and local councils of various localities have also engaged in the implementation of AMRUT; however, many remain unfamiliar with its targets, aims, and mission. Only a significant number were unable to respond to the questionnaires.

3. Politics appears to be a significant factor affecting the implementation of AMRUT. According to the guidelines outlined in AMRUT, Urban Local Bodies (ULBs) were assigned a significant grassroots status and responsibility in both the implementation and monitoring processes. However, limited projects, funding, and tasks are allocated to the AMC, contrary to the priority outlined in the AMRUT Guidelines and Mission Statement.

4. Funding continues to be a significant challenge in the implementation for the ULBs.

5. Insufficient cooperation and coordination between the AMC and UD&PA impede development efforts. The Urban Local Bodies are infrequently engaged in the implementation process by the Urban Development and Poverty Alleviation Department.

6. AMRUT has minimal impact on the urbanisation of Aizawl City.

7. Urban Local Bodies (ULBs) must be incorporated into the development of a year-wise roadmap aimed at achieving universal coverage of household water-tap connections. However, the majority are excluded from the preparation process or are not informed when the projects are scheduled for implementation.

8. Non-revenue water continues to be a concern in certain regions of Aizawl.

9. All mission targets and objectives of AMRUT are unattainable due to topographical and geographical challenges encountered.

10. The ULBs infrequently assess the progress of AMRUT initiatives.

11. Water resources pose a crucial challenge in meeting the demands of Aizawl City's growing community. Despite the implementation of numerous projects aimed at supplying water to the community, intermittent water shortages persist.

6.2.3 Issues and Challenges in AMRUT Faced by Public Health Engineering Department

The PHED face a few issues and challenges in implementing AMRUT. Challenges were also faced in the collection of questionnaires from the personnel. The challenges encountered by the personnel are enumerated as follows:

1. Fund disbursement and delay presents a challenge in the execution of AMRUT.

2. Local financing challenges and cost overruns represent significant obstacles to the timely and budget-compliant implementation of water supply projects under AMRUT.

3. Finance constitutes a significant issue due to the rugged and hilly terrain of Aizawl, necessitating increased labour, effort, and supplementary resources.

4. Despite efforts to minimise non-revenue water, it remains a challenge in certain areas, necessitating increased attention and improved financial allocation.

5. The construction of pipelines and the repair of water distribution systems encounter thefts that disrupt workflow. This represents a significant challenge encountered.

6. Significant efforts have been made to engage stakeholders in AMRUT water supply projects in Aizawl. However, improving these efforts through enhanced coordination, increased funding, and capacity-

building initiatives could further enhance the effectiveness of stakeholder engagement.

7. AMRUT has enhanced water supply in urban areas to some degree; however, the funding remains inadequate to implement significant changes and expand water supply.

1.3 Socio Economic Information About the Respondents

6.3.1 Socio economic information from the Directorate of UD&PA

1. The majority of respondents in the sample are male, with 36.8% of the total 50 being male. Females make up 30% of the total.

2. The majority of respondents (36.8%) are aged between 26-35. Only (5.3%) belong to the 36-45 age group (0.1%). The Above 45 age group (0.2%) has 20% of valid responses (80%). The majority of respondents hold an HSSLC qualification (5.3%), completed undergraduate education (30%), postgraduate qualification (30%), professional degree (20%), or Doctorate in Philosophy (PhD).

3. Based on the study 5.3% of respondents hold an HSSLC qualification. The remaining 15.8% have completed undergraduate education, 30% hold a postgraduate qualification, 10.5% have a professional degree, and 5.3% hold a Doctorate in Philosophy (PhD). The majority of respondents have completed their education.

4. The study reveals that 21.1% of participants have fewer than 2 years of insight and exposure, 5.3% have 3 to 6 years of experience and 15.8% have 7 to 10 years of experience. The remaining 10.5% have more than 10 years of experience. This indicates a smaller proportion of respondents with relatively new experience in the department.

6.3.2 Socio economic information from the ULBs

1. The majority of respondents (80.0%) are male, suggesting a potential gender imbalance in the target group for AMRUT-related activities in Aizawl. Female respondents make up 20.0% of the total, suggesting a vital portion of the study's participants are women, despite being a smaller proportion compared to male respondents.

2. The majority of respondents (46.7%) are between the ages of 36 and 45. The second group, those above 45, is also highly engaged, possibly due to their experience in urban planning or governance. The youngest group, aged 26-35, makes up only 10.0% of the responses.

3. 46.7% of respondents have a Post Graduate qualification, indicating a high level of education in AMRUT-related activities. 46.7% have completed HSSLC and 20.0% have an Under Graduate qualification. The smallest group, 6.7%, has an HSLC qualification.

This chapter discusses the various functioning of the AMRUT under the Directorate of UD&PA, undertaken by the ULBs and the PHED. The issues and challenges addressed according to the perceptions of the respective implementors and participants have been analysed and discussed in this chapter.

CHAPTER VII

CONCLUSION

CHAPTER VII
CONCLUSION

This Chapter is sectioned into two parts. The first part is about an overview of all the preceding chapters. The second part responses the research hypothesis, suggesting the major findings and insights for enhancement in the enactment of AMRUT.

Part – I

The first part of the concluding Chapter covers a brief summary of all the previous six Chapters which gives an indication of the research problem, empirical study and presentation of various aspects of the analysis.

The first Chapter i.e. the introduction, addresses the primary issue of the research problem, provides a broad overview, reviews the literature, identifies the research gap, outlines the goals, delineates the scope, describes the methodology, emphasises the relevance, and presents the chapter design. The report provides a concise overview of urbanisation in India and various urban initiatives, particularly the current projects such as JNNURM and AMRUT. Four goals were established for the current investigation. Four research questions have been formulated, which will be attended in the subsequent section of this chapter. The methodology, kinds, data sources, data collecting, and data analysis were explicitly articulated. The statistical methodologies used were also defined in the first chapter.

The second Chapter provided a comprehensive conceptual analysis and theoretical frameworks pertaining to urban development. The chapter first addresses the notion and definition of urban, followed by an exploration of the emergence of urban development and urbanisation as a prominent worldwide trend and the foremost sector of development. This chapter encompasses several theories of urbanisation proposed by diverse practitioners and theorists, expanding the understanding of urban growth and its underlying

causes. The discussion also included several forms and patterns of urbanisation in depth. This chapter presents a comprehensive analysis of sustainable urbanisation, addressing its difficulties, challenges, significance, and necessary changes.

The third Chapter highlighted the historical progression of India's urban development initiatives from the post-independence period to the present day. The various urban projects are classified into several stages corresponding to different financial years, beginning in 1947 and extending to the present ongoing urban initiatives under the Ministry of Housing and Urban Affairs, Government of India. Urban poverty is a significant concern in India due to its enormous population, necessitating action on urban necessities, maintenance, and administration. The majority of urban policies were first developed under the Five Year Plans at the national level. The chapter thoroughly examines the urban policies implemented from 1947 to 2007, including five distinct periods, including JNNURM and recent initiatives like as AMRUT, Swachh Bharat Mission (urban), PMAY-U, Smart Cities Mission, HRIDAY, and DAY-NULM.

The fourth Chapter concentrated on the implementing agency of AMRUT, namely the UD&PA, GoM. An overview of the municipal conditions in the North East and the factors contributing to urbanisation in this area is first presented. It examined the historical progression of urban advancement in Mizoram and analysed the urban conditions that resulted in the establishment of a directorate responsible for overseeing urban operations. The urban contexts and development initiatives of four more northeastern states, including their urban development agencies, together with pertinent details on each state's position on the execution of AMRUT. The origins, historical context, and creation of the UD&PA in Mizoram are then examined in this chapter. The chapter then discusses the organisational structure, functions, and activities, including several urban programmes, both CSS and SSS, while also elaborating on the role and relevance of UD&PA.

The fifth Chapter is on the study subject of the Atal Mission for Rejuvenation and Urban Transformation. This chapter initially presents the programme and subsequently examines various elements, including its launch date, objectives, missions, focal areas, states of implementation, programme management structure at both national and municipal levels, funding, committee involvement, implementation and monitoring processes, and reforms. The execution of AMRUT under the UD&PA is prominently characterised by a focus on water supply, which is the foremost priority among the key areas of emphasis in AMRUT. The State Annual Action Plans include the implementation process, various undertaken initiatives, accomplished metrics and milestones, project cash allocations, and assessments in accordance with the AMRUT Guidelines and Mission Statement. Certain data gathered have also been used inside this chapter. This chapter also disclosed that the implementing agency UD&PA has completely fulfilled its responsibilities in executing AMRUT and managing the projects. Nevertheless, according to the submitted SAAPs, several projects could not be completed within the designated timeframes.

The sixth Chapter presents the findings and analysis of the study, primarily based on data collected from officials of UD&PA, AMC, and PHED. Data were collected through self-constructed non-restrictive questionnaires given to officials of UD&PA and AMC, while semi-structured personal interviews were performed with officials of the PHED. The issues, challenges, and overview of AMRUT were examined and analysed based on the findings. The demographic variables of the officials from UD&PA and AMC were analysed and discussed. The operations, funding, and knowledge regarding AMRUT have been examined and analysed from the perspective of the officials. This chapter indicates that while the UD&PA has been executing the programme since 2015, a significant number of respondents remain unaware of the objectives and operations of AMRUT.

PART – II

The current study posed four research hypotheses, which were responded using primary and secondary data gathered from the study of literature such as books, articles, manuals, records from the departments and sources from the internet.

The first research question is What is the concept of Urban Development?. The concept of urban advancement may be understood by understanding urban. However, defining it in simple term poses a challenge as it can refer to a wide range of concepts but basically means city resident where an urban region is the area encircling a city where majority of the people work in non-agricultural occupations modern and highly developed infrastructures and industrial and commercial activities. Therefore, urban development is a complex phenomenon and it refres to the systematic improvement of the urban area via the enhancement of its institutions, infrstrtucture and economy. It is not a recent phenomenon but rather have existed since prehistoric times. Although in previous times, most of thebpopulation consisted of small and dispersed numbers living in small settlements and in small communities. It comprises a complex array of economic demographic, social, cultural, technological and ecological processes whilst increasing the density and settlements of the urban area.

There is not only one or one concrete definition of urban area or urban development. It differs from nation to nation depending on various factors like population, economy and landscape. As the modern day continues urban development continues as well with high demands as rural population also continues to shift to urban areas in search of better livelihood.

Urban Development is caused by many factors like agricultural development, industrialization, commercialization, growth service centres, socio-cultural benefits and services, improved transportation and communication and a general natural increase in population These factors also give shape to the different types of urban

advancement as well. Urban Sprawl is one of the effect of urban development. Aizawl city may also be under an urban sprawl as the city population becomes more dispersed increasingly and taking up the suburbs.

The second research hypothesis is What are the major urban development programmemes in India? India's urban development has been shaped by multiple plans, previously integrated into the Five-Year Plans (FYPs). This study categorises the FYPs into distinct phases as follows.

- In the first phase, India's urban planning and development have been a long process, dating back to ancient times. Despite British colonization, India's growth was minimal due to its own interests. After independence in 1947, new leaders rethought development planning to focus on welfare-oriented growth. However, challenges arose, such as lagging local resources and institutional ability in smaller towns and rural areas. Despite these challenges, India's early development plans ignored urban concerns, reflecting the nationalist discourse's attitude towards cities. Despite these challenges, India's urbanization continues to be a significant aspect of its development.

- The second phase consists of the First FYP (1951-1956), Second FYP (1956-1961), and Third FYP (1961-1966). The first FYP focused on slum eradication and industrial and employer housing, while the Second FYP promoted regional industrial towns as urban hubs and emphasized the importance of master plans. The Third FYP formalized urban policy and development planning, focusing on achieving equitable demographic and geographical growth in urban planning. As urban poverty rose, plans were seized with the obsession to build tranquil, sparsely populated spread-out cities, violating their master plans. As a result, national strategies shifted from removing and clearing slums to improving and upgrading these areas, as evident in future plans.

- The third phase includes from the fourth FYP - eight FYP. The fourth FYP (1966 – 1974) focused on population dispersion in smaller urban centres to

prevent overpopulation in metropolitan cities. The India Infrastructure Development Plan (IIDP) focuses on population dispersion in smaller urban centres to prevent overpopulation in metropolitan cities. The Housing and Urban Development Corporation (HUDCo) was established in 1970 to propose loans for housing and expansion projects. The Environmental Improvement of Urban Slums (EIUS) scheme was launched in 1972-73 to supply basic amenities to 11 cities. The fifth FYP (1974-1979) focused on regulating urban land prices, establishing a structure for the growth of small and medium-sized towns, enhancing essential facilities, addressing regional challenges, and supporting development initiatives of national importance in metropolitan areas. The sixth FYP (1980-1985) focused on the growth of small and medium-sized communities and the allocation of fundamental amenities within urban slums. The seventh FYP (1985-1990) stressed the necessity to confide the principal duty of housing construction to the private sector. The eight FYP (1992-1997) connected urban growth with economic advancement and complex policy directives, such as consolidating spatial and economic factors of planning and connecting urban development plans with district-level strategic planning.

- In the fourth phase The Indian Institute of Infrastructure Research (IIR) was founded in 1994 during the transition from 8th FYP to 9th FYP. It focuses on privatization and deregulation of infrastructure sectors, aiming to improve efficiency and service quality. The Ninth Five Year Plan (1997-2002) aimed to reduce regional disparities by requiring state governments to raise resources from financial institutions and capital markets. It proposed creating an Urban Development fund to make urban local bodies (ULBs) accountable and financially viable. The 10th Five Year Plan (2002-2007) aimed to improve urban infrastructure and services through market-friendly urban changes and Public-Private Partnerships (PPPs). The Ministry of Urban Development and Poverty Alleviation was working on urban advancement reforms since the 2002-03 Budget, including the Urban Reform Incentive Fund (URIF), credit enhancement grants for ULBs, and the City Challenge

Fund. The Jawaharlal Nehru National Urban Renewal Mission (JNNURM) was initiated in 2005 to implement urban reforms, facilitate system, and provide basic facilities to the urban underclass in selected 63 cities.

- The fifth phase consists of the urban programmes in India from 2008 till present.

  DAY-NULM, launched in 2013, aims to organize the poor in grassroots institutions, enhance sustainable livelihood opportunities, and support them establish self-employment projects.

  The Swachh Bharat Mission - Urban (SBM-U) initiated in October 2014 targets to eliminate open defecation in urban areas and manage solid waste in all legally recognized municipalities.

  The Atal Mission for Rejuvenation and Urban Transformation (AMRUT), initiated by Prime Minister Narendra Modi in 2015, aims to develop infrastructure for efficient sewerage networks and water provision, revitalize cities through urban renewal projects, and address urban transport, green spaces, and parks by means of a public-private partnership model.

  The PMAY-U executed by the Ministry of Housing and Urban Affairs in 2015 provides Central assistance to States/UTs to tackle housing needs of slum dwellers, Economically Weaker Sections, Low Income Groups, and Middle Income Groups in urban areas. It includes four verticals: Beneficiary-led Individual House Construction or Enhancement, Affordable Housing in Partnership with public or corporate sector, In-situ Slum Redevelopment, and Credit Linked Subsidy Scheme. The scheme ensures housing with drinking water, power supply, sewerage, and toilet facilities.

  The National Smart Cities Mission, initiated by Prime Minister Narendra Modi in 2015, aims to create sustainable and citizen-friendly cities in India. Enacted by the Ministry of Housing and Urban Affairs and state governments, the endeavor aims to include 100 cities by 2023.

  HRIDAY (2015) is an venture started by the Ministry of Housing and Urban Affairs to merge urban planning, economic prosperity, and historical preservation in 13 Indian states. Funded by INR 500 Crores, the scheme aims

to revitalize urban infrastructure around monuments, Ghats, temples, and intangible assets, constructing sanitary facilities, roads, transportation, parking, citizen services, and information kiosks.

The third research question is How is Atal Mission for Rejuvenation and Urban Transformation implemented by the Department of Urban Development and Poverty Alleviation, Government of Mizoram? The implementing department is the Directorate of Urban Development and Poverty Alleviation. UD&PA was developed in Aizawl, Mizoram, on September 24, 2006, under the Land Administration Department. The department aims to promote urban development, alleviate poverty, improve sanitation and waste disposal, and regulate town and national planning in urban regions. Its main objective is to establish economically prosperous, inclusive, streamlined, and environmentally sustainable urban environments within the state. The department has taken on various Central and State Sector Projects and programmes. It is responsible for overseeing various urban development schemes, both Centrally Sponsored and State Sponsored.

The UD&PA has been designated as the implementing agency. The team for this initiative comprises 9 members. The AMRUT mission identifies and develops mission initiatives, which are presented to the SLTC, led by the Secretary of UD&PA, for further deliberation and decision-making. The SLTC evaluates the developed projects and submits Detailed Project Reports (DPRs) for approval. The SHPSC, chaired by the Chief Secretary, has ultimate power for final decisions and approvals at the provincial level. The State Mission Directorate compiles and consolidates final proposals into SAAPs, ensuring they align with AMRUT guidelines and budget allocation. The SHPSC reviews and approves the proposals at the regional level, followed by submission at the federal level, where the Mohua gives the final approval and release of funds. AMRUT 1.0 consists of five components: water provision, sewerage and septage management, effluent discharge, urban transport, and green belts. The UD&PA executes these projects in conjunction with other departments, such as PHED, PWD, and AMC, and generates DPRs. The UD&PA serves as the principal department in executing AMRUT, receiving funds

from the MoHUA, disbursing them, overseeing ongoing projects, and generating reports.

The fourth research question is What are the problems and challenges in the enactment of the Atal Mission for Rejuvenation and Urban Transformation Scheme in Mizoram and what are its solutions and remedial measures? The issues and challenges faced in the implementation of AMRUT are discussed as under-

Issues and challenges of the Directorate of UD&PA

- The AMRUT programme, a comprehensive scheme with various objectives and aims across multiple areas, faced challenges due to personnel's lack of familiarity as to what the programme is. The abrupt alteration of the funding ratio during the implementation of SAAP I.

- The community and ULBs exhibited minimal engagement in AMRUT activities.

- AMRUT is less recognized locally compared to other CSS initiatives such as Swachh Bharat and the Smart City Mission due to insufficient advertising and no IEC funding by the central authority. This has led to less community engagement and undermined the credibility of AMRUT.

- AMRUT 1.0 was inadequate for addressing specific areas in water supply, with one of the mission targets being to rejuvenate water bodies and ensure sustainability in water supply which pose a challenge for the geographical terrain of Aizawl despite being a mission target.

- Nonrevenue water is included in the target mission and is addressed within the SAAPs, but it continues to pose a challenge in certain regions. The collection of questionnaires proved challenging due to the programme's limited recognition among certain personnel within the department.

- One major cause of the inadequate water supply in Aizawl is the scarcity and limitation of water resources. Aizawl City is too congested to fully implement the target of AMRUT, like expansion for green parks and spaces.

- The study reveals that 60% of personnel feel moderately encouraged to contribute innovative and creative solutions to AMRUT, while 40% report a strong sense of encouragement, which may impact workflow and motivation to proceed with the implementation of AMRUT.

Issues and challenges faced by the ULBs

- The AMRUT, an urban water management system, is a crucial initiative in Aizawl City, aimed at addressing the urban water scarcity. However, the implementation of AMRUT faces challenges due to the limited size and number of ULBs in the city. Despite the AMC being the sole ULB, local councils and other localities have also been involved in its implementation. However, many remain unfamiliar with the targets, aims, and mission of AMRUT.

- Political factors, limited projects, funding, and tasks allocated to the AMC, further complicate the implementation process. Insufficient cooperation and coordination between the AMC and the UD&PA impede development efforts. AMRUT has minimal impact on the urbanization of Aizawl City, and the majority of ULBs are excluded from the preparation process or not informed about project schedules.

- Non-revenue water remains a concern in certain regions of Aizawl, and the AMRUT's mission targets and objectives are unattainable due to topographical and geographical challenges. ULBs also infrequently assess the progress of AMRUT initiatives. Despite numerous projects, intermittent

water shortages persist, highlighting the need for improved water resources management in Aizawl City.

Issues and challenges faced by then PHED

- The AMRUT water supply projects in Aizawl face significant challenges due to funding issues, delays, and cost overruns.
- The rugged terrain of Aizawl necessitates increased labor and resources.
- Non-revenue water remains a challenge in certain areas, requiring improved financial allocation.
- Pipeline construction and water distribution system repair encounter thefts, disrupting workflow.
- Stakeholder engagement efforts have been significant, but improved coordination, increased funding, and capacity-building initiatives could enhance stakeholder engagement effectiveness.
- Although AMRUT has improved water supply in urban areas, funding remains inadequate to implement significant changes and expand water supply.

Suggestions

Therefore, the following remedial measures are suggested to improve the implementation of AMRUT

- Seek funding from multilateral agencies, CSR initiatives, and Public-Private Partnerships (PPP). Ensure efficient utilization of AMRUT funds by prioritizing water supply projects in critical areas.

- Implement gravity-fed water delivery systems to decrease reliance on electricity. Improve outdated pipes with leak-proof, superior materials to reduce water wastage. Implement smart water meters to track and mitigate excessive water consumption. Conduct routine leakage detection and pipeline maintenance to minimise water loss.

- Promoting Sustainable Water Management Implement water conservation regulations, including essential rainwater collecting for new constructions, wastewater treatment, and the promotion of community-led water management committees for enhanced governance. Enhancing the ability of local government via the training of urban local bodies in water resource management.

- More effective collaboration and coordination in the process of carrying out the task, as well as in the development of project reports, the distribution of work lines, and creating more familiarity with the activities of AMRUT amongst the ULBs and community.

- Delegate more responsibility and authority for monitoring and implementation tasks to the ULBs, ensuring their increased involvement in the strategic roadmap and in fixing deficiencies to enhance the execution of AMRUT.

- Improve metering and billing systems to reduce water revenue losses.

- Policy Level improvements or capacity building programmes for ULBs to enhance cooperation.

Urban development in India is a critical focus of government policies, particularly in response to rapid urbanization and the rising demand for improved facilities. The Atal Mission for Rejuvenation and Urban Transformation (AMRUT),

developed in 2015, has been a significant initiative aimed at improving urban living conditions by enhancing basic infrastructure such as water system, sewerage, urban transport, and green belts. This study examined the implementation of AMRUT in Mizoram, with a specific focus on its effectiveness, challenges, and future prospects in transforming urban infrastructure in the state. Mizoram, with its unique hilly terrain, dispersed population, and financial constraints, presents both opportunities and challenges in urban development. The research found that AMRUT has had a crucial impact on urban infrastructure in the state, particularly in Aizawl, by improving water supply services, upgrading treatment plants, and expanding the extent of piped water connections. The programme has also facilitated the rehabilitation of existing infrastructure, leading to a more reliable and efficient water distribution system. However, while notable progress has been made, there remain several bottlenecks that hinder the full realization of AMRUT's objectives.

One of the significant challenges determined in this research is the difficult geographical terrain of Mizoram, which makes the construction, expansion, and maintenance of water supply infrastructure more complex and costly. Unlike cities in the plains, urban centres in Mizoram face high operational costs and engineering difficulties in laying pipelines and ensuring a consistent water supply across different elevations. This poses a serious challenge to achieving universal access to water supply, a key objective of AMRUT.

Another critical issue is financial constraints. While AMRUT provides significant funding for urban development, Mizoram, like many other northeastern states, faces budgetary limitations that affect both the implementation and sustainability of urban infrastructure projects. Delays in fund disbursement, cost overruns, and challenges in mobilizing additional financial resources through Public-Private Partnerships (PPPs) have impacted the pace and scale of project execution. Enhancing financial management practices, streamlining fund allocation, and attracting private investment will be crucial in overcoming these challenges.

The study also highlights the significance of stakeholder engagement in the success of urban advancement initiatives. While Urban Local Bodies (ULBs), the local government, and the Aizawl Municipal Corporation have been actively involved in identifying and implementing AMRUT projects, there is room for

improvement in community participation. Ensuring greater transparency, regular consultations with local communities, and participatory decision-making will help align infrastructure development with the actual needs of urban residents. Furthermore, technology adoption and capacity building are essential for enhancing the operational efficiency of AMRUT projects in Mizoram. The integration of Smart City technologies can significantly improve water management, reduce wastage, and enhance service delivery. Capacity-building programmes for municipal staff and technical personnel will further strengthen project execution and long-term sustainability.

Despite these challenges, the overall impact of AMRUT in Mizoram has been largely positive, with significant improvements in urban infrastructure, particularly in the water supply sector. However, continuous policy refinements, increased financial support, stronger institutional coordination, and technological advancements will be necessary to sustain and expand these benefits.

The following are suggested for further studies

- A study on the function of local governance, Urban Local Bodies (ULBs) and community engagement in the execution of AMRUT projects in Mizoram

- A study on the remaining components of AMRUT which is sewerage and septage management, drainage, urban mobility and urban spaces/green spaces.

- AMRUT implementation in the North East, a comparative study of Meghalaya and Mizoram

- A study on AMRUT 2.0

It may be mentioned here that although the UD&PA has done an ideal job in the implementation of AMRUT in Aizawl, the research discovered that there are a vital amount of people who are not familiar and aware of AMRUT and there were

only some who have heard of it. Therefore, there needs to be taken more effective measures in popularising the programme as it has done multiple urban rejuvenation and transformation works within the city of Aizawl.

In conclusion, AMRUT has laid a firm basis for urban development in Mizoram, but its long-term success will depend on addressing existing challenges through better financial management, enhanced stakeholder collaboration, and the adoption of innovative urban planning approaches. Future policy efforts should also focus on climate resilience and sustainable urban infrastructure, securing that development initiatives are not just effective but also ecologically and economically sustainable. By building on AMRUT's progress and addressing its limitations, Mizoram can move towards a more inclusive, efficient, and sustainable urban future, setting an example for other hilly states facing similar urban development challenges.

To sum up, urbanization is a continuous and long drawn process. Urban development and urban administration continue to be one of the most significant pre-occupations of the present day governance both in India and other states worldwide. Specific urban development policies, plans, programmes or strategies are drafted and implemented occasionally subject to the need of the hour and the requirements of the stakeholders. The present study of AMRUT in general and water supply scheme in particular has been undertaken within this scope. The findings of the current study would be helpful to further research in the field of urban development administration in India.

APPENDIX I

Questionnaire for Officials of UD&PA

PART I:

1. How well do you understand the objectives and goals of the AMRUT program?
   a) Very Well
   b) Moderately Well
   c) Not Well

2. Are the activities and processes within AMRUT clearly defined and effectively communicated?
   a) Yes
   b) No
   c) Partially

3. Do you get timely funding from the Central for the AMRUT Project?
   a) Yes
   b) No

4. Do the funds provided by the Central adequately support the operation and execution of the project?
   a) Yes, sufficient
   b) Yes, but needs more
   c) No, inadequate
   d) Unsure

5. How would you rate the level of community engagement in AMRUT?
   a) High
   b) Moderate
   c) Low
   d) No Community Engagement

6. How would you rate the level of urban local body engagement in AMRUT?
   a) High
   b) Moderate
   c) Low
   d) No urban local body engagement

7. How would you rate the collaboration between different stakeholders involved in AMRUT?
   a) Excellent
   b) Good
   c) Fair
   d) Poor

8. From your perspective, what is the perceived impact of AMRUT projects on urban rejuvenation and transformation?
   a) Very positive
   b) Positive
   c) Neutral
   d) Negative
   e) Very Negative

9. Do you believe that there is an adequate mechanism for evaluating the effectiveness of AMRUT?
   a) Yes
   b) No
   c) Partially

10. Have you received sufficient training and capacity-building opportunities to support your role in AMRUT?
    a) Yes
    b) No
    c) Partially

11. To what extent are advanced technologies integrated into AMRUT for urban transformation?
    a) Fully integrated
    b) Partially integrated
    c) Not integrated

12. How would you rate the financial management practices within AMRUT?
    a) Excellent
    b) Good
    c) Fair
    d) Poor
13. Is AMRUT being implemented within the specified timelines?
    a) Yes, Consistently
    b) Yes, but with occasional delays

c) No, frequently delayed

14. What are the main challenges you faced during the implementation of AMRUT?
    a) Funding Constraints
    b) Regulatory Hurdles
    c) Technical Complexities
    d) Stakeholder Coordination
    e) Infrastructure Limitations
    f) Other (please specify):
    _____

15. On a scale of 1 - 5, what role do public-private partnerships (PPP) play in your strategy for urban management within Aizawl?
    No Role 1 2 3 4 5 Significant Role

16. Are there any specific local issues related to urban infrastructure that you believe AMRUT should address in Aizawl?
    a) Yes
    b) No

17. How satisfied are you with the progress specifically regarding water supply projects under AMRUT in Mizoram?
    a) Very satisfied
    b) Satisfied
    c) Neutral
    d) Dissatisfied
    e) Very dissatisfied

18. What do you think is the main challenge in ensuring AMRUT projects to provide a sufficient and high-quality supply of water in Aizawl?
    a) Insufficient funding
    b) Technical issues in project implementation
    c) Inadequate water sources
    d) Poor infrastructure maintenance
    e) Other (please specify)_____

19. Are there any specific geographical or topographical challenges impacting the implementation of water supply projects under AMRUT in Mizoram?
    a) Yes
    b) No

c) Unsure

20. How do you evaluate how AMRUT-funded water supply affects the state of public health in Mizoram's urban areas?
    a) Very Positive
    b) Positive
    c) Neutral
    d) Negative
    e) Very Negative

21. What measures can be taken to improve the operational efficiency of water supply systems developed under AMRUT?
    a) Regular maintenance schedules
    b) Capacity building of operational staff
    c) Adoption of advanced technology for monitoring
    d) Enhancing inter-departmental coordination
    e) Others (please specify) _____

22. How would you rate the reliability of water supply in urban areas of Mizoram, considering the current AMRUT projects?
    a) Very reliable
    b) Reliable
    c) Moderately reliable
    d) Unreliable
    e) Very unreliable
    f) Not sure

23. Overall, How would you rate the effectiveness of AMRUT in addressing urban challenges in Mizoram?
    a) Highly effective
    b) Effective
    c) Moderately effective
    d) Ineffective

24. What suggestions do you have for improving the effectiveness and efficiency of AMRUT?
    a) More Community involvement
    b) Simplify bureaucratic procedures
    c) Increase funding
    d) Enhance stakeholder communication
    e) Boost training for staff

f) Other (please specify):
_____

PART II

1. Name of Department: _____
2. Name of Position: _____
3. Gender
   a) Male
   b) Female
   c) Other (please specify): _____

4. Age Group:
   a) Below 25
   b) 25 – 35
   c) 36 – 40
   d) Above 40

5. Educational Qualification
   a) HSLC
   b) HSSLC
   c) Under Graduate
   d) Post Graduate
   e) Professional Degree
   f) Doctorate in Philosophy
   g) Other (please specify): _____

6. Years of experience in the Department:_____

7. Years of experience with AMRUT: _____

APPENDIX II

Questionnaire for Urban Local Bodies (ULBs)

PART I:

1. Are you aware of the objectives and guidelines of AMRUT?
   a) Yes, fully aware
   b) Yes, somewhat aware
   c) Heard of it, but unsure
   d) No, not aware

2. How well do you understand the objectives and goals of the AMRUT program?
   a) Very Well
   b) Moderately Well
   c) Not Well

3. How do you rate the coordination between different departments involved in AMRUT projects?
   a) Excellent
   b) Good
   c) Fair
   d) Poor

4. On a scale of 1 - 5 how often are you involved with the implementation of AMRUT in your locality?
   Never 1 2 3 4 5 Very Often

5. How would you rate the local residents on how they perceive AMRUT in Aizawl?
   Very Negatively 1 2 3 4 5 Very Positively

6. Do you get timely funding from the Departments for the implementation of AMRUT Project?
   a) Yes
   b) No

7. Is AMRUT being implemented within the specified timelines?
    a) Yes, Consistently
    b) Yes, but with occasional delays
    c) No, frequently delayed

8. What is the major reason for project delays under AMRUT?
    a) Procurement Issues
    b) Contractor Performance
    c) Administrative Delays
    d) Unforeseen Circumstances
    e) Topological Difficulties

9. What is the effectiveness of communication between the implementing agencies and the ULBs regarding the implementation of AMRUT?
    a) Very Effective
    b) Effective
    c) Neutral
    d) Ineffective

10. What is the level of community involvement in AMRUT?
    a) Moderate Involvement
    b) Low Involvement
    c) No Involvement

11. How frequently are the project monitoring conducted by the ULBs?
    a) Regularly
    b) Occasionally
    c) Rarely
    d) Never

12. How satisfied are you with the monitoring mechanisms for AMRUT?
    a) Very Satisfied
    b) Satisfied
    c) Neutral
    d) Dissatisfied
    e) Very Dissatisfied

13. How well does AMRUT integrate with other urban development initiatives in Aizawl?
    a) Very Well Integrated
    b) Somewhat Integrated
    c) Poorly Integrated
    d) Not Integrated at all

14. Are there any specific geographical or topographical challenges impacting the implementation of water supply projects under AMRUT in Aizawl?
    a) Yes
    b) No

15. What are the main challenges you faced during the implementation of AMRUT?
    a) Yes
    b) No

16. Overall, How would you rate the effectiveness of AMRUT in addressing urban challenges in Aizawl?
    a) Highly Effective
    b) Effective
    c) Moderately Effective
    d) Ineffective

17. What suggestions do you have for improving the effectiveness and efficiency of AMRUT?
    a) More Community Involvement
    b) Simplify Bureaucratic Procedures
    c) Increase Funding
    d) Increase Stakeholder Communication
    e) Boost Training for Staff

18. Do you take part in the preparation of year-wise roadmap in providing household water-tap connections to achieve universal coverage of water supply as part of the main objective of AMRUT?
    a) Yes
    b) No

PART II

1. Gender
   a) Male
   b) Female
   c) Other (please specify): _____

2. Age Group:
   a) Below 25
   b) 26 – 40
   c) 41 – 50
   d) Above 50

3. Educational Qualification
   a) HSLC
   b) HSSLC
   c) Under Graduate
   d) Post Graduate
   e) Professional Degree
   f) Doctorate in Philosophy
   g) Other (please specify): _____

ACHIEVEMENT REPORT OF MISSIONS & SCHEMES UNDER UD&PA DEPARTMENT

2019-2022



URBAN DEVELOPMENT & POVERTY ALLEVIATION DEPARTMENT
GOVERNMENT OF MIZORAM

II. SWACHH BHARAT MISSION (URBAN)

The Prime Minister launched Swachh Bharat Mission on 2nd October 2014 to accelerate the efforts towards achieving universal sanitation coverage in India, and Swachh Bharat Mission (Urban)has been implemented in all urban towns of Mizoram since 2015. The Mission aims at achieving Open Defecation Free status in all urban towns and overall cleanliness of urban areas. By 2017, all 23 urban towns of Mizoram had achieved ODF status and were certified by Quality Council of India under Ministry of Housing & Urban Affairs.

To ensure that the open defecation status is sustained, to achieve scientific processing of wastes in all cities, and manage waste water in urban areas, the Mission is moving toward the next phase and new protocols for ODF+, ODF++ and Water+ have been introduced under the Mission. Swachh Bharat Mission (Urban) had been extended as Swachh Bharat Mission (Urban) 2.0 from 1st October 2021 to 1st October,2026.

COMPONENTS UNDER SWACHH BHARAT MISSION (URBAN):

The Ministry of Housing & Urban Affairs releases funds focusing on 5 components under SBM(U) and the activities have been taken up under the Scheme under these 5 Components:-

ALLOCATION OF FUND FOR MIZORAM UNDER SBM(U) from 2015-2021		
Sl.No	**COMPONENT**	**AMOUNT (in crores)**
1	IHHL	12.99
2	CT/PT	5.17
3	Solid Waste Management	13.22
4	IEC	14.11
5	CB & A&OE	3.53
	TOTAL	**49.02**

Construction of Individual Household Latrine (IHHL) and Community Toilets& Public Toilets:

SBM (Urban) aims to ensure that *a) No households engage in the practice of open defecation, b) No new insanitary toilets are constructed during the mission period and c) Pit latrines are converted to sanitary latrines*. Accordingly, Individual Household Latrines (IHHL) are constructed for such households without sanitary toilets.

Community Toilets are shared toilets provided for a group of residents or an entire settlement where space and/or land are limited in providing a household toilet. Public Toilets are constructed for floating population and general public in public areas and places such as market and high footfall areas. The status of construction of IHHL and CT/PT in Mizoram is as follows :

Sl. No	**District**	**No. of IHHL application received**	**No. of PTS Sanctioned**
1	Aizawl	1766	132
2	Lunglei	1522	32
3	Champhai	710	20
4	Kolasib	1840	37
5	Serchhip	1921	27
6	Mamit	726	16
7	Siaha	957	5
8	Lawngtlai	1104	5
9	Khawzawl	601	28
10	Hnahthial	892	17
11	Saitual	430	12
	TOTAL	**12469**	**331**







Scientific Solid Waste Management in Urban Towns

Urban Development & Poverty Alleviation Department is taking necessary steps for scientific treatment of Solid Waste in the State. Site for solid waste management project/processing and disposal facilities have been identified for all urban towns of Mizoram, and initiatives have been undertaken by the State Government for setting up of Solid waste Management Centres in all urban towns and provision for processing facilities and channels for transportation of recyclable waste are being pursued by the state. Vermicompost centers and waste resource management centers have been set up in 20 urban towns.



Vermi-compost Plant at Biate Urban Town

Under Swachh Bharat Mission (Urban),a pilot project has been taken up in Kolasib for setting up of a Scientific Solid Waste Management Centre which was inaugurated on 3rd September, 2021 by Hon'ble Deputy Chief Minister Pu Tawnluia.



Inauguration of KSWMC by Hon'ble Deputy CM, Pu Tawnluia

The following components are available at Kolasib SWMC :

1. Waste Resource Management Centre – 10 TPD
2. Organic Waste Shredder
3. Baling Machine
4. Sanitary Landfill – 4 TPD
5. Leachate Tank
6. Vermi Compost Shed (2 Nos) – 6 TPD
7. Rain Water Harvesting Tank (2 Lakh Ltr.)
8. Water Tank (4000 Ltr.)

9. 25 KVA Power Supply
10. Administrative Building & Site Office
11. Staff Quarters (2 Nos.)
12. Security Room



Pic: Aerial view of SWMC, Kolasib



Waste Resource Centre



Vermi-compost Centre



Landfill Area



Waste Segregation platform

AWARENESS CAMPAIGNS AND IEC ACTIVITIES

Several initiatives have been taken up to ensure awareness along with large scale citizen participation to bring about behavioral change towards improvement of urban sanitation. A few examples are as follows-

i) Organizing Mizoram Cleanliness Competition for urban towns annually since 2017 and observance of Cleanliness Week.

ii) Cleanliness campaign at schools and engagement of students in Cleanliness Drives.

iii) Awareness through various media such as talk shows on television, visual advertisements, radio, newspapers and social media.

iv) Hoardings, Banners, wall paintings/writings, posters on cleanliness at various locations within the State.

v) Sponsorship of important events organized by NGOs, institutions and interested citizens.

vi) Mass awareness through distribution of bookmarks, brochures, pamphlets etc.

vii) Organizing Swachhata Conclave in 2022 for various stakeholders, Art Workshop on Cleanliness, Video making Competion to spread awareness on Cleanliness and Sanitation and Esssay Competition for Students etc.



Engagement of children & school students



IEC Wall paintings & Hoarding

Mizoram Cleanliness Competition (MCC)

Urban Development & Poverty Alleviation Department has been organizing 'Mizoram Cleanliness Competition' annually since 2017 covering all Urban Towns of Mizoram in a bid to inculcate a sense of cleanliness and foster a healthy competition amongst all urban towns of Mizoram . Towns are divided into two different categories based on their population and administrative convenience and each town is judged on different parameters on cleanliness and sanitation where each town is given a rank at the end of the competition and top 3 towns are felicitated with wide publicity. The Competition has become a great success as it has resulted in visible improvement of Sanitation in urban towns.



Award Ceremony of MCC21 & Swachhata Conclave 2022

Observance of Cleanliness Week

Long before Swachh Bharat Mission (Urban) was launched in our country, Cleanliness Week has been observed since 1970 in Mizoram and it has been five decades since Mizoram has been participating in such activities through people's participation. Under Swachh Bharat Mission, observance of Cleanliness Week is continued every year on the occasion of Gandhiji's birthday where all towns had a list of activity set up for the whole week participating in mass cleanliness drives with large scale citizen participation people from different sections of the community, Children and Senior Citizens, SHGs, NGOs etc. have come forward and joined the campaign.



Launching of Cleanliness Week 2021 & Guidelines for Cleanliness



Door-to-door campaign on Source Segregation at Kolasib



Door-to-door campaign on Source Segregation at Sairang




Pics: Waste to Art Exhibition during Cleanliness Week 2021 & AKAM



Observance of Cleanliness Week at Directorate of





Pics: Felicitation of Sanitation Workers at Cleanliness Week, 2021

Over 600 Sanitation Workers were felicitated across the State

Capacity Building

Workshops on Cleanliness & Sanitation, Swachh Survekshan, ODF & ODF+, Garbage Free City Star Rating, SWM Rules, Plastic Waste Management Rules, C&D Waste Rules etc. and other such workshops and trainings are frequently organized at State level for the ULB's as well as at Town level for stakeholders for effective implementation of Swachh Bharat Mission.

Officials & staff in all urban towns have undergone training on various online courses provided by MoHUA on their website. Workshops/ Trainings and webinars organised by the Ministry have been religiously attended by all ULBs.



Capacity Building on ODF+ & GFC for Market Association at Champhai



Workshop on ODF+ & GFC for Village Councils & NGOs at Lunglei

Performance in Swachh Survekshan

Swachh Survekshan is the national level competition organized by MoHUA in respect of cleanliness of cities. Mizoram has recieved several awards since the launch of Swachh Survekshan. The list of awards received by State ULBs till date are as follows:-

- **Aizawl:** Fastest Mover City in SS2017
- **Biate:** Best City in Innovation & Best Practices in North East Zone in SS2018
- **Lunglei:** Best City in Innovation & Best Practices in North East Zone in SS2019.
- **Champhai:** Cleanest City in North East Zone in SS2019.
- **Vairengte:** Best City in Solid Waste Management in North East Zone in SS2019.
- **Mizoram:** 1st Rank as Fastest Mover State (less than 100 ULBs) in SS2021.
- **Lunglei:** Best City in Citizens' Feedback in the North East Zone (50k to 1 Lakh population) in SS2021.
- **Biate:** Best City in Citizens' Feedback in North East Zone. (< 25000 population) in SS2021.
- **Serchhip**: Best City in Citizens' Engagement (15k to 20k population)
- **Lunglei:** Clean City in the North East Zone (50k to 100k population)



Mizoram Cleanliness Competition 2019 Ranking

Category - I	Category - II
1 Serchhip Town	1 Biate Town
2 Lunglei Town	2 Zawlnuam Town
3 Kolasib Town	3 Thenzawl Town

Mizoram Cleanliness Competition 2020 Ranking

Category - I	Category - II
1 Lunglei Town	1 Biate Town
2 Saitual Town	2 Lengpui Town
3 Khawzawl Town	3 N. Vanlaiphai Town

Mizoram Cleanliness Competition 2021 Ranking

Category - I

1. Ward XVII
2. Ward III
3. Ward X

Category - II

1. Saitual Town
2. Lunglei Town
3. Mamit Town

Category - III

1. Biate Town
2. Ngopa Town
3. West Phaileng Town

Mizoram Cleanliness Competition 2022 Ranking

Category - I

1. Ward XVI
2. Ward XIX
3. Ward III

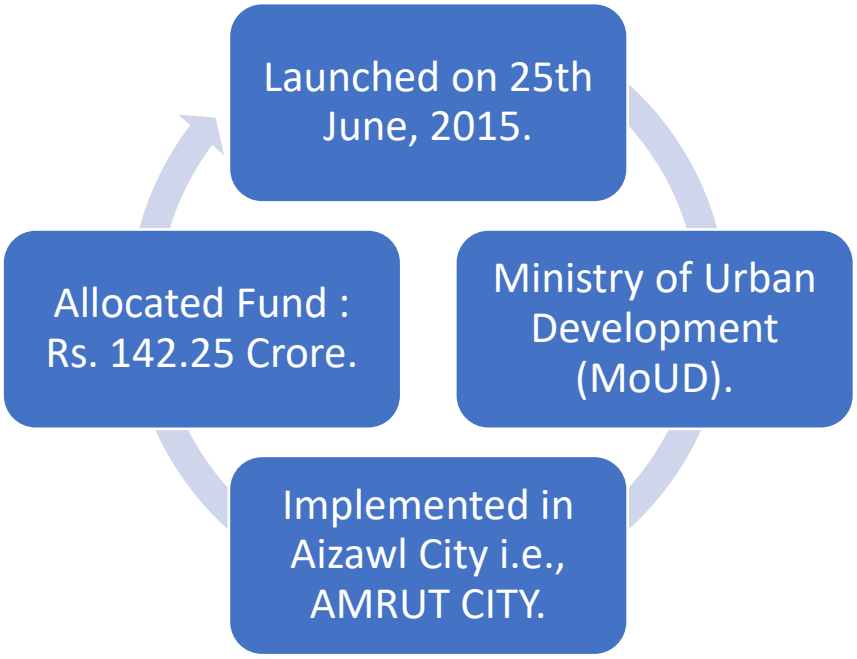
Category - II

1. Khawzawl Town
2. Lunglei Town
3. Serchhip Town

Category - III

1. Ngopa Town
2. Biate Town
3. Zawlnuam Town

III. AMRUT



AMRUT focuses on the following thrust areas:-

Water Supply (Implemented by PHED)	Reduction of water leakages in water distribution system of Aizawl city and improvement of water supply.
Sewerage and Septage Management (Implemented by PHED)	Setting up of septage management unit including Anaerobic Microbial Inoculum(AMI) & Bio Digester Manufacturing Facility at Aizawl.
Drainage (Implemented by PHED & PWD)	Construction of Storm water & roadside drainage.
Urban Transport (Implemented by AMC)	Pedestrian, Non-Motorize & Public transport facilities, Parking spaces in Aizawl city.
Creation of Green spaces and Parks (Implemented by AMC)	4 parks have developed.

Atal Mission for Rejuvenation & Urban Transformation (AMRUT) Mission objective is to provide basic services to households and build amenities in urban areas to improve the quality of life for all the residents, especially the poor and disadvantaged.

1.1 List of AMRUT Projects (Completed and On-going Projects)

Completed Projects (Rs. In Crore)

SL.NO	PROJECTS	PROJECT COST
WATER SUPPLY PROJECTS		
1	Reduction of leakages in water Distribution system of Aizawl City	4.06
2	Improvement of Aizawl water supply scheme	15.5
3	Improvement of Aizawl water supply scheme under AMRUT 2017-2019	32.12
SEPTAGE MANAGEMENT PROJECT		
4	Setting up of septage management unit including Anaerobic Microbial Inoculum (AMI) & Bio digester mmanufacturing facility at Aizawl	4.06
DRAINAGE PROJECTS		
5	Storm water drainage of Aizawl	25.96
6	Storm water drainage Phase III	8.57
URBAN TRANSPORT PROJECTS		
7	Pedestrian, Non-Motorized and public transport facilities, parking spaces in Aizawl City	5.48
8	Construction of Multilevel parking at Tuikual south and AMC mini parking at Aizawl venglai	3.67
9	Urban transport under AMRUT 2017-19	5
GREEN SPACE AND PARKS		
10	Creation of Green space & Parks in Aizawl	1.01
11	Eco-Park at Zonuam, Aizawl	1.16
12	AMC Orchid Park at Zonuam	0.88

13	Mission Vengthlang Eco-park near Tlawng River	0.44

On-going Projects (Rs. In Crore)

SL.NO	PROJECTS	PROJECT COST	PHYSICAL PROGRESS in %
SEPTAGE MANAGEMENT PROJECTS			
1	Septage Management & Bio-Digester Manufacturing at Aizawl	3.67	86
2	Septage Management & Bio-Digester Manufacturing at Aizawl Phase II	6	10.4
DRAINAGE PROJECTS			
3	Storm water drainage Phase II	22.67	94

Total physical progress is 93 % .

WATER SUPPLY (AMRUT – SAAP-I 2015 - 2016)
Executing Agency: Public Health Engineering Department (PHED)

- Improvement of distribution pipelines.
- Strengthening of the Department.
- Infrastructure Development.
- Repairing/replacement of the existing pipelines.

Name of Work: Reduction of water leakages in the water distribution system of Aizawl city.



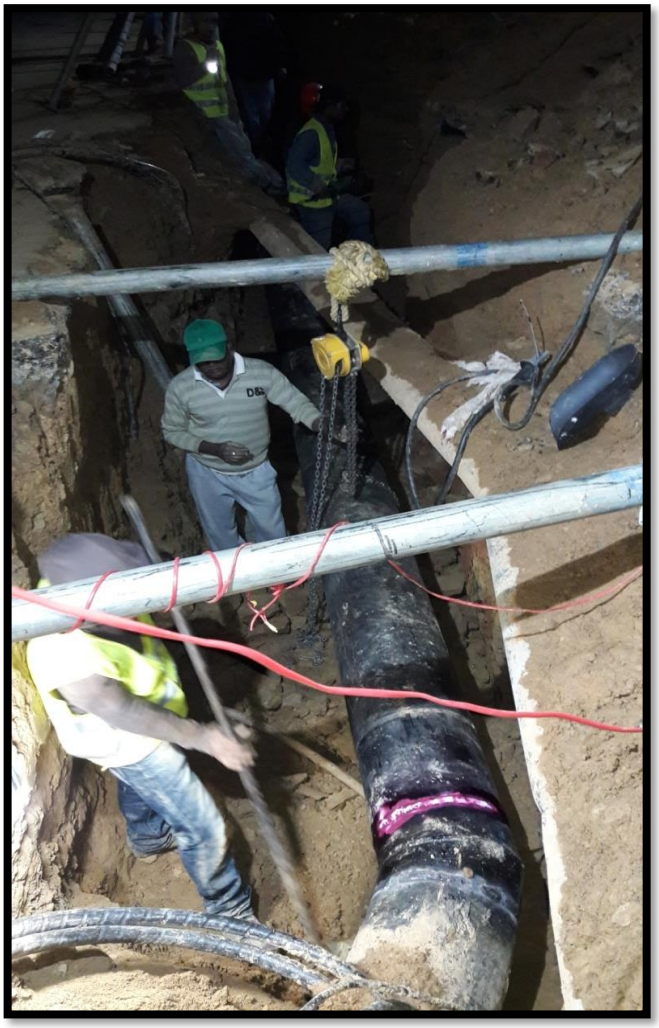
Leakage Reduction

WATER SUPPLY (AMRUT - SAAP-II, 2016 - 2017)
Executing Agency: Public Health Engineering Department (PHED)

Name of Work –

- Installation of Pressure Reducing Valve (PRV) &T-Cluster.
- Bunching Replacement of Distribution Line.
- Extension of Distribution Lines

Replacement Of Distribution Lines

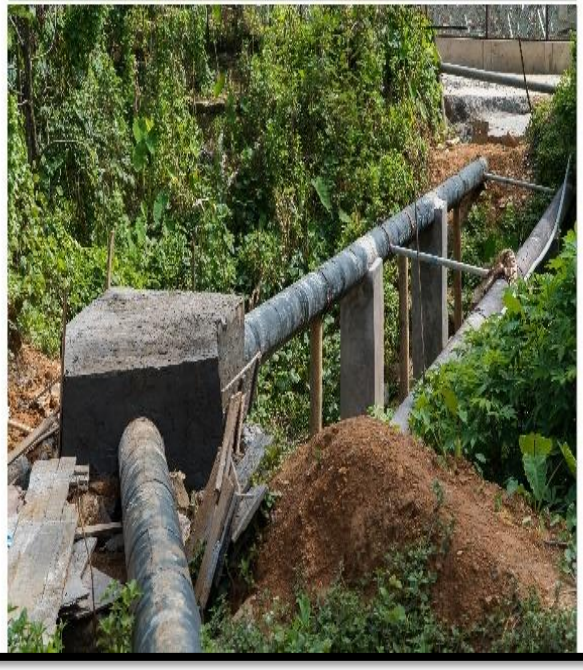


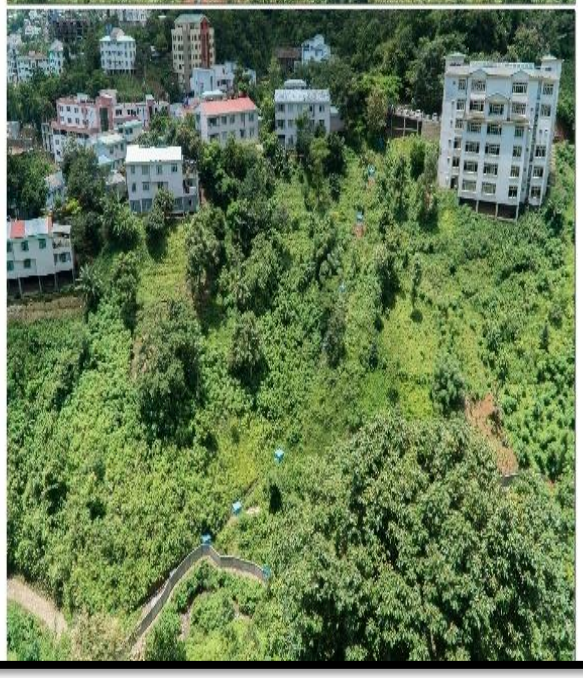


Strengthening of Distribution Pipelines in Aizawl City under Amrut Mission





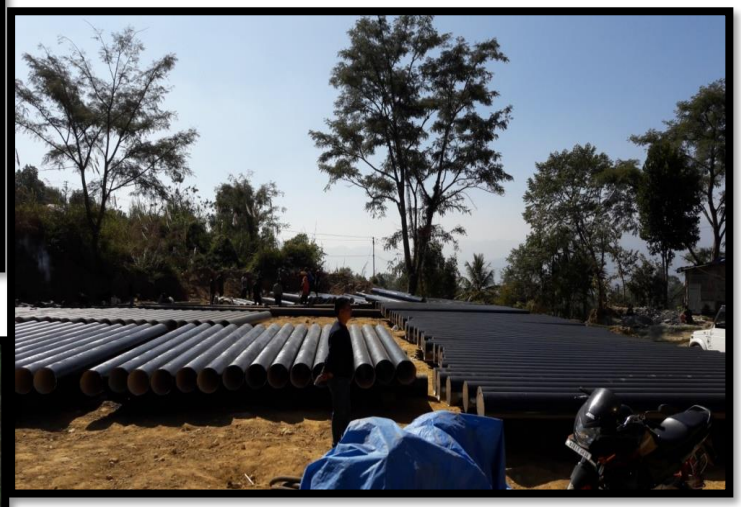




Laying of Pipeline from P.H. No. I to P.H. No. II











Laying of Pipeline from P.H. No.II to Main Reservoir, Tuikhuahtlang



Construction of Filter House at P.H. No. I



Construction of Site Office at Dihmunzawl



BEFORE CONSTRUCTION



AFTERCOMPLETION

Repair of W.T. Room at P.H. No. II



BEFORE CONSTRUCTION



AFTER COMPLETION

Repair of Chemical Store at P.H. No. I



BEFORE CONSTRUCTION



AFTER COMPLETION



BEFORE COMPLETION



AFTER COMPLETION

WATER SUPPLY (AMRUT - SAAP-III, 2017 - 2019)

Executing Agency: Public Health Engineering Department (PHE)

Name of Work –

- Distribution System, Feeding Main, Zonal Tanks, Pump & Machineries and Treatment Plant.



CHEMICAL HOUSE



GENERATOR SET

SEWERAGE AND SEPTAGE MANAGEMENT
(AMRUT - SAAP-I& II: 2015 –19)

Executing Agency: Public Health Engineering Department (PHE)

- Clean and safe environment.
- Replacement of conventional septic tank to bio-digester (DRDO technology).
- Promoting water re-use and recycle.
- Requires smaller space and does not require soak pit.
- Economical and eco-friendly.
- Anaerobic Microbial Inoculums (AMI) manufacturing facility bacteria and reproduce.

UNDER CONSTRUCTION PHOTOGRAPHS









DRAINAGE PROJECTS

Executing Agency: Public Health Engineering Department (PHED) and Public Works Department (PWD)

- Bring forward a clean and safe environment.
- Development of proper drainage system.
- Avoid landslide during rainy season.
- Expansion of roads by constructing covered drains.

BEST PRACTICES OF TECHNICAL DESIGN AND IMPLEMENTATION: -

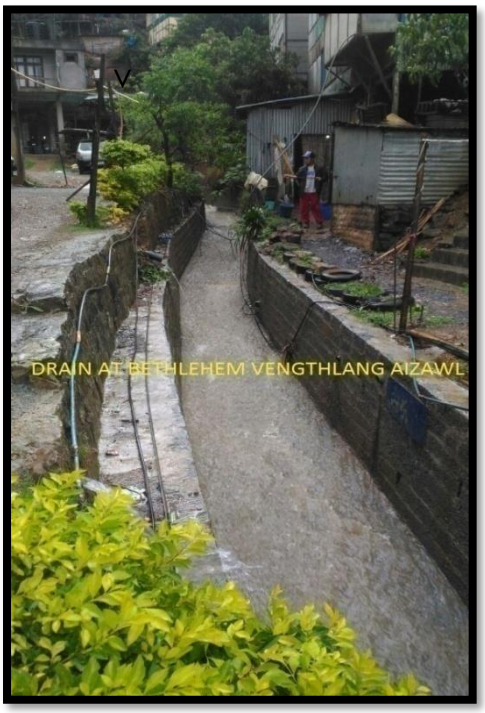
1) **Channel Materials: -**
   Rubble dressed stone masonry has been selected for the body of built-up channel. Stone Masonry has been selected due to high strength, durability weather resisting qualities and high durable from scouring in high velocities.

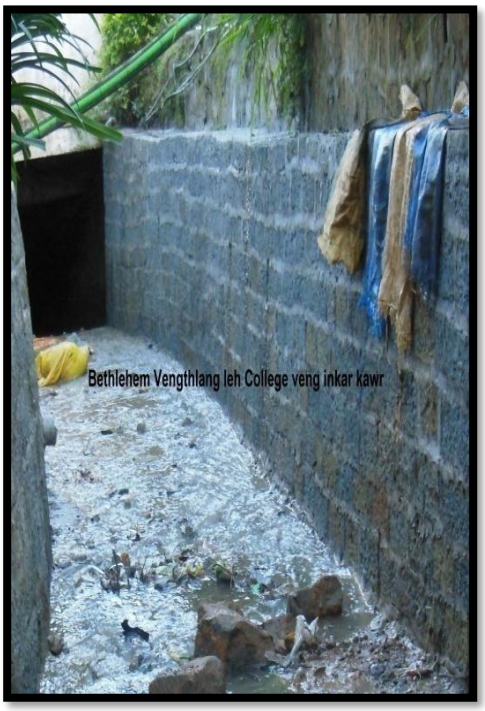
2) **Corner Stone: -**
   Designed as open rectangular most economical channel with round cut corner stone is adopted.

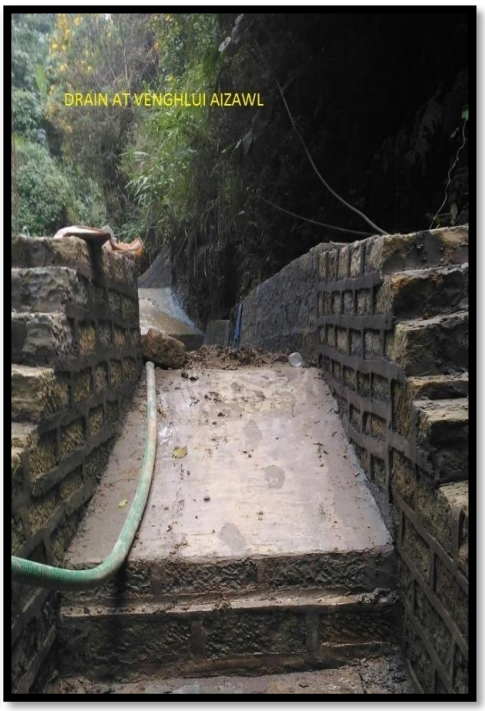
3) **Vertical Drop: -**
   The presence of sudden fall and deep gorges which act as energy dissipation reduce the velocity of flow in the channel maintaining a limit of non-scouring velocity.

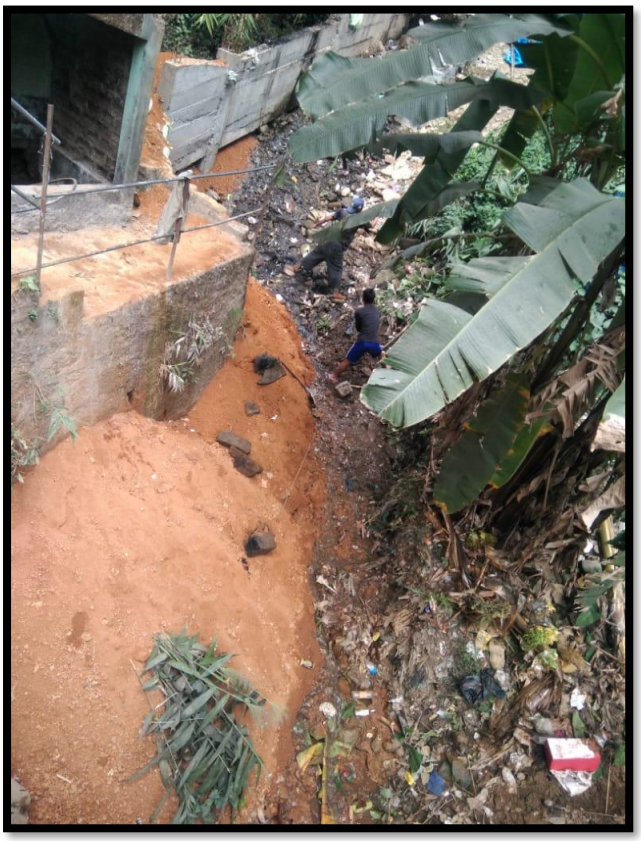
4) **Concrete Block: -**
   Provided across the drain so as to strengthen and reinforce drain floor protected from sliding taken by the storm water along direction of flow.

PHOTOGRAPHS OF THE PROJECTS











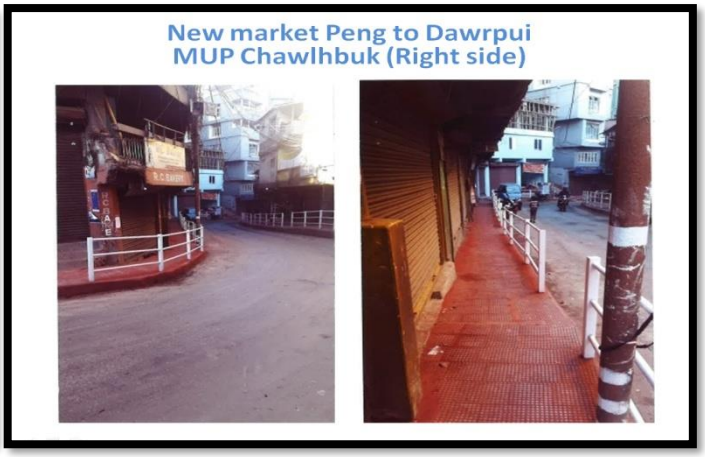
URBAN TRANSPORT & GREEN SPACE & PARKS

Executing Agency: Aizawl Municipal Corporation (AMC)

- Free and safe access to roads.
- Minimize heavy traffic in the city.
- Pedestrians for safe and free movements in the city.
- Serve the needs of free space and peaceful environment for citizens, especially the children and youth.
- Serve as environmental protection site and recreational site.

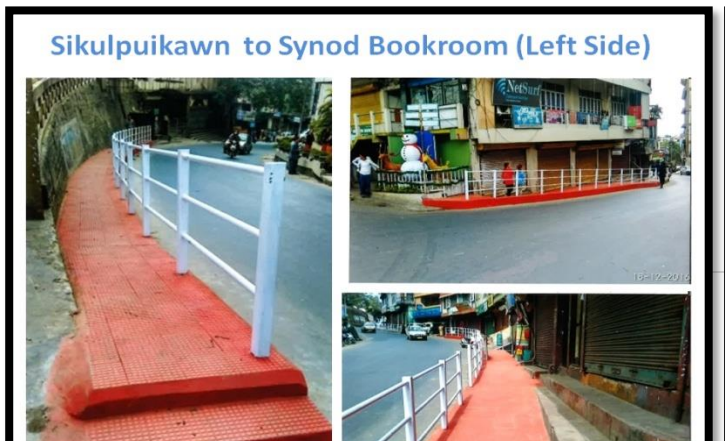
Photographs of works executed under Urban Transport by AMC

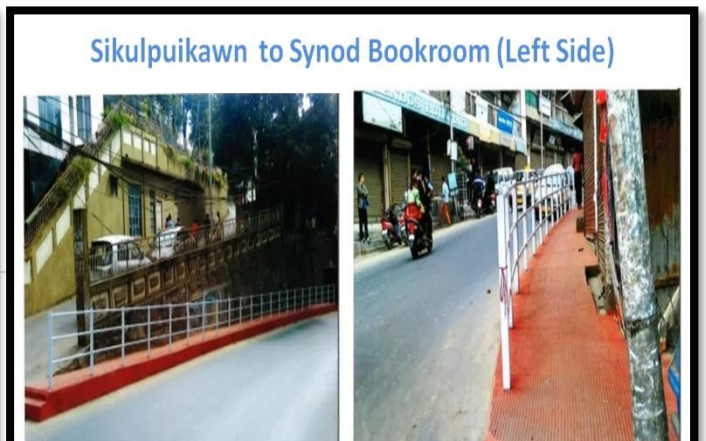












Photographs of works executed under Urban Transport by AMC at Durtlang,





Photographs of works executed under Urban Transport by AMC at Zonuam & Khatla





Photographs of works executed under Urban Transport by AMC near Ebenezer Hospital







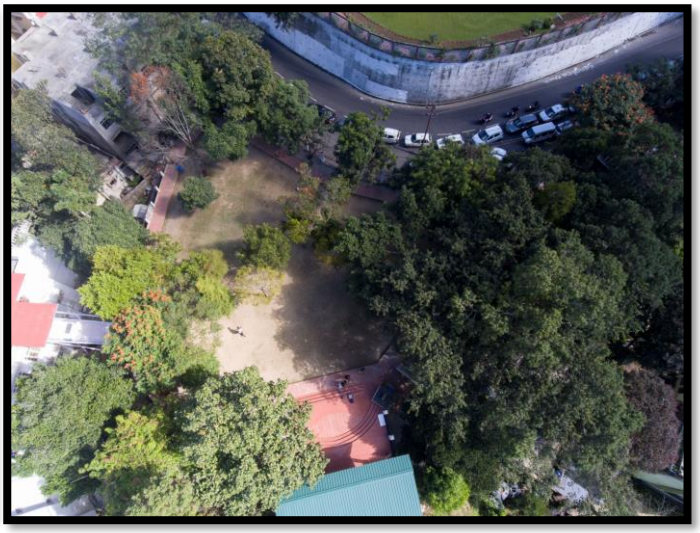
Parking Space at Aizawl Venglai



Multi-level Car parking at Tuikual.

Photographs of works executed under Green Space & Parks by AMC at Aijal Club





Photographs of works executed under Green Space & Parks by AMC at Zonuam Eco- Park.



Photographs of works executed under Green Space & Parks by AMC at Mission Vengthlang thlanmual.





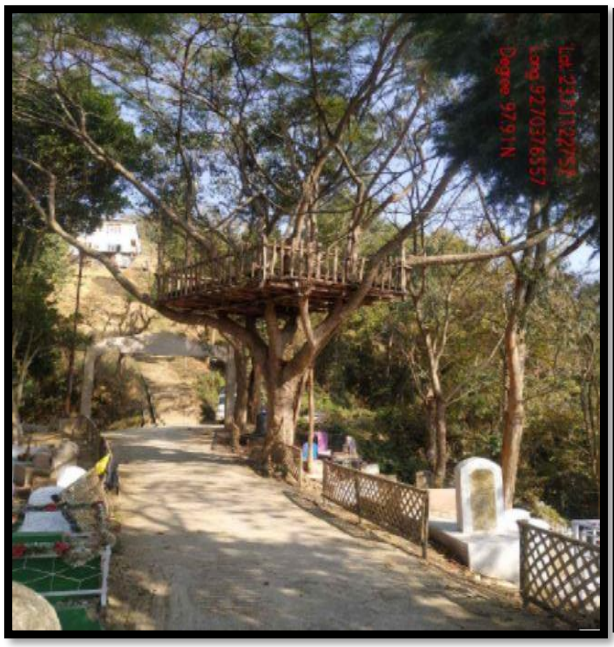
Construction of cottage at Zonuam eco-park and construction of tree house at Mission vengthlang thlanmual.

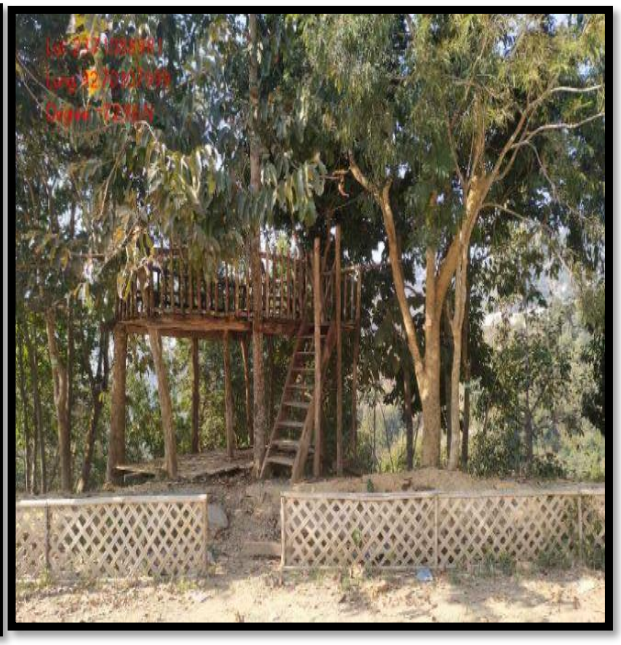




1.2 The following projects were completed during financial year 2020-2021

1. Pedestrian, Non-Motorized and Public transport Facilities, parking Spaces in Aizawl City under urban transport project (SAAP-I).
2. Mission Vengthlang Eco - Park near Tlawng River under green space and parks project (SAAP-I





1.3 Formulation of Local Area Plan (LAP) and Town Planning (TPS)

Sihphir Residential Area is identified for LAP. Cadastral Survey was done by the Land Revenue & Settlement Department, GoM. For TPS, Sairang Area

250 Ha was identified. MoU was signed with the WRI, India on **25th June, 2020**. All necessary data collected and is being processed by the Town Country Planning Wing, UD&PA Department. Rs. 40.00 lakhs were released as 1st installment on 15.07.2019 to T&CP Wing.

1.4 The Following Project is Completed During Financial Year 2021-2022

1. Setting up of Septage Management Unit including Anaerobic Microbial Inoculum (AMI) & Bio Digester Manufacturing Facility at Aizawl under Septage management project (SAAP-I) amounting to Rs. 3.61 crores have been completed. Production of 908 biodigester tanks and 1664 conversion of conventional septic tanks have already been completed. The main advantage of biodigester is 90% of waste is treated inside the tank and the effluent is free of pathogens and solid waste, no further treatment is required and it is maintenance free. The effluent can also be used for horticulture/arboriculture.



2. SAAP-III Water Supply Project (Improvement of Aizawl Water Supply Scheme under AMRUT 2017-2019).
3. SAAP – III Urban Transport Project (Urban Transport under AMRUT 2017-19).

4. SAAP – I & III Drainage Projects (Storm Water Drainage of Aizawl and Storm Water Drainage of Aizawl Phase – III).

1.5 Formulation of GIS Based Master Plan, A Sub-Scheme under AMRUT-2022

Voyants Solution Private Limited, Gurugram has been engaged as Consultant for Formulation of GIS Based Master Plan for Aizawl City. Aizawl Planning Area covers 203.56 sq.kms including Aizawl Municipal Area, Lengpui (NT), Sairang (NT), Samtlang, Muthi and Sihphir. The prepared draft master plan was reviewed and carefully examined by the UD&PA Department, Government of Mizoram. Final basemap which was received from NRSC, Hyderabad on 22nd Feb, 2022 was sent to the Consultant. Based on the final database, Consultant will update the Draft GIS based master Plan for Aizawl City and is expected to be finalized by 31st March, 2022. A total of Rs. 59, 63,200/- was released from MoHUA, GoI for GIS Based Master Plan.

1.6 Utilization of Fund Received Under Reform Incentive

- During FY 2020 – 2021, Rs. 100 lakhs are being utilized for construction of pedestrian footpath from Chaltlang to Chanmari received during 2015-2016.

- For Financial Year 2021 – 2022, Rs. 1.9 crore will be utilized for Street Renovation of Tennis Court Junction in Aizawl city.

1.7 Best Practices

- Mizoram is the only State from Northeast which was awarded incentive cash award for four consecutive years. Rs. 5.79 Crores Incentive Amount during financial year 2015 – 2019.

- It is proposed to construct low cost/affordable Rain Water Harvesting Structures (RWHS) namely, 'Catchment of Rain for Aizawl City Park' and 'Catchment of Rain'.

सत्यमेव जयते

GOVERNMENT OF MIZORAM

CITIZEN'S CHARTER
for

URBAN DEVELOPMENT & POVERTY ALLEVIATION DEPARTMENT
(2020)

"Touching Lives of the People"

Address : *Urban Development & Poverty Alleviation Department, Mizoram New Capital Complex (MINECO)*

Website : *udpamizoram.nic.in*

Date of Issue: _____

I. INTRODUCTION

The Urban Development & Poverty Alleviation Department was established in the year 2006. The main function of the Urban Development & Poverty Alleviation Department is administering and implementation of various missions, schemes and projects of both Central and State Government for the development of urban areas and coordination between the Urban Local Bodies of the state in discharging their statutory responsibilities. The following attached/subordinate offices, unit and ULBs comes under the ambit of this department: -

a) Directorate of Urban Development & Poverty Alleviation Department
b) Aizawl Municipal Corporation
c) State Investment Programme Management and Implementation Unit (SIPMIU)
d) Aizawl Smart City Limited
e) Town & Country Planning Wing
f) Sanitation Wing.

According to the Census 2011, a majority of the population of the state i.e., 51.51 per cent resides in urban areas, the other 48.49 per cent in rural areas. This means that a huge 51.51 per cent of the Mizoram population is directly depending on the activities and resources of the urban areas. With more than half of the state's GDP generated in cities, a well-planned urbanization has the ability to transform the social and economic fabric of the state and can contribute to sustainable growth if managed well to create more jobs and offer better livelihood, increase economic growth, improve social inclusion and promote the living standards of the people.

II. OUR VISION

To create an economically vibrant, inclusive, efficient and sustainable urban habitats within the State

III. OUR MISSION

To help promote urban areas as engines of economic growth through improvement in the quality of urban life by facilitating creation of quality urban infrastructure, with assured service levels and efficient governance, in coordination and cooperation with Urban Local Bodies and Parastatals, in a transparent, participative and citizen centric manner.

IV. MAIN SERVICES:

Sl No	Services delivered by the department/office to citizens or other departments/organisations including non-governmental organisations	Responsible official with designation	Email and Mobile (Phone No.)	Process for delivery of service within the department/ office	Documents for obtaining the service to be submitted by citizen	Fees, if any, for the service with amount
1.	**DEVELOPMENT OF URBAN INFRASTRUCTURE AND URBAN TRANSPORT** Existing assets and developmental activities have to be monitored and improved from time to time due to the fast pace of urbanization. The Department strives to address this issue through Central & State Schemes.	(i) Mrs. Rita Lalnunmawii Pachuau Joint Director (A) (ii) Mr. Lalrothanga Prog. Director, SIPMIU (iii) Mr. Lalrothanga Prog. CEO, ASCL	*ritalpachuau@gmail.com* 0389-2336260 pdazl07@gmail.com 0389 – 2390338 0389 – 2390338 smartcityaizawl@gmail.com	1. Preparation of DPR approved by the Competent Authority. 2.Monitoring and submission of reports 3. Conduct of meetings, seminars and capacity building programmes. 4. Evaluation of projects. 5. Evaluation of projects.	As far as possible, make it available in the Department's website	NA

Sl No	Services delivered by the department/office to citizens or other departments/organisations including non-governmental organizations	Responsible official with designation	Email and Mobile (Phone No.)	Process for delivery of service within the department/ office	Documents for obtaining the service to be submitted by citizen	Fees, if any, for the service with amount
2.	**URBAN SANITATION** Maintenance of proper sanitary habit and management of waste in an orderly and scientific manner.	Mrs. Rita Lalnunmawii Pachuau Joint Director (A) (ii) Mr. Lalrothanga Prog. Director, SIPMIU (iii) Mr. Lalrothanga CEO, ASCL (iv) H. Lalmuankima Sr. S.O, Sanitation Wing	*ritalpachuau@gmail.com* 0389-2336260 pdazl07@gmail.com 0389 – 2390338 0389 – 2390338 smartcityaizawl@gmail.com 0389-2325728 Hniarthul.lalmuankima@gmail.com	Submission of application for IHHL beneficiaries and verification by field level officers.	NA	NA

Sl No	Services delivered by the department/office to citizens or other departments/organizations including non-governmental organizations	Responsible official with designation	Email and Mobile (Phone No.)	Process for delivery of service within the department/ office	Documents for obtaining the service to be submitted by citizen	Fees, if any, for the service with amount
3.	**URBAN HOUSING** Urbanization has taken a rapid trend in Mizoram which is mainly encouraged by education, livelihood, health services etc. This rapid increase in population is coupled with challenges of urban housing. To tackle this, PMAY(U) was launched on 25th June 2015 to ensure housing for all in urban areas for implementation during 2015-2022. The Mission provides central assistance to implementing agencies through States/Union Territories (UTs) and Central Nodal Agencies (CNAs) for providing houses to all eligible families/ beneficiaries against the validated demand for houses. PMAY(U) focuses on the following trust areas. a. **BLC (BENEFICIARY-LED CONSTRUCTION):** Assistance to individual eligible families belonging to EWS categories to construct new house. Central assistance up to Rs. 1.5 lakh per house. b. **CLSS (CREDIT LINK SUBSIDY SCHEME):** To avail CLSS benefits, individuals must fall into any of these income categories: • Economically Weaker Section or Lower Income Group - Annual income between Rs. 3 Lakh and Rs. 6 Lakh can avail Loan up to Rs. 6 lakhs with interest subsidy of 6.5% • Middle Income Group I - Annual income within Rs. 6 Lakh - Rs. 12 Lakh can avail Loan up to Rs. 9 lakhs with interest subsidy of 4% • Middle Income Group II - Annual income within Rs. 12 Lakh - Rs. 18 Lakh can avail Loan up to Rs. 12 lakhs with interest subsidy of 3%	Mr. HVL Zarzoenga, Joint Director (Plan)/Project Director (NULM)	*hvlzara@gmail.com* 0389-2335185	**BLC**: 1. Conduct demand survey on 23 census towns 2. Prepared HFAPoA based on demand survey for 23 census towns 3. Entry of Survey data of Eligible beneficiaries to MIS-Portal 4.Preparation of DPR for eligible beneficiaries for 23 census towns 5. Appraisal of DPR by SLAC 6. Approval of DPR by SLSMC 7. Approval of DPR by CSMC 8.Attachment of beneficiaries to DPR	**BLC**: 1.Demand survey application 2.Attending sensitization programme for BLC beneficiaries 3.Signing of Undertaking by BLC Beneficiaries 4.Reporting of Geo-tagging stages by BLC beneficiaries through BLC Passbook **CLSS:** 1.Demand survey application 2.All other required Documents	Fee for Demand survey Application Form (Rs. 10/- per Application form)

Sl No	Services delivered by the department/office to citizens or other departments/organizations including non-governmental organizations	Responsible official with designation	Email and Mobile (Phone No.)	Process for delivery of service within the department/ office	Documents for obtaining the service to be submitted by citizen	Fees, if any, for the service with amount
				CLSS: 1. Approval for Allocation of target for 23 census towns by SLSMC & SLBC. 2. Conduct Demand survey for 23 census towns 3. Screening of Demand Survey Application 4. Forwarding of Eligible/ Valid Application to PLIs	are as per Bank's norms.	
4.	**IMPROVEMENT OF URBAN LIVELIHOOD:** Deendayal Antyodaya Yojana – National Urban Livelihoods Mission(DAY – NULM) is implemented to reduce poverty and vulnerability of the urban poor households by enabling them to access gainful self-employment and skilled wage employment opportunities, resulting in an appreciable improvement in their livelihoods on a sustainable basis, through building strong grassroots level institutions of the poor. DAY-NULM focuses on the following components.	Mr. HVL Zarzoenga, Joint Director (Plan)/Project Director (NULM)	*mizonulm@gmail.com* 0389-2335185 *hvlzara@gmail.com*	1. State mission Management Unit (SMMU) a) Prepare Annual Action Plan for State.	1. SMID-Inventory sheet (Bank account, Aadhaar & voters ID) with members photo.	

Sl No	Services delivered by the department/office to citizens or other departments/organisations including non-governmental organizations	Responsible official with designation	Email and Mobile (Phone No.)	Process for delivery of service within the department/ office	Documents for obtaining the service to be submitted by citizen	Fees, if any, for the service with amount
	• Social mobilization and Institutional development (SM & ID) • Employment through Skill Training and Placement (ESTP) • Self-Employment Programme (SEP) • Support to Urban Street Vendors (SUSV) • Shelter for Urban Homeless (SUH)			b) Monitoring & Evaluation of implementation of the Mission at City Level. 2. City Mission Management Unit (CMMU) a) Implementation of the Mission based on Annual physical target assigned by SMMU. b) Preparation of proposal based on requirement of shelters and street vendors identified and support by DAY-NULM c) Mobilizing beneficiaries at the time of inviting application and preparation of proposal.	2. ESTP- Application form, Aadhaar, academic certificate and passport size photo. 3. SEP- Application form, Aadhaar, BPL card & passport size photo. 4. SUSV- Voters ID, Aadhaar for vendors ID and certificate of vending and passport size photo. 5. SUH- No Objection Certificate from land owner.	

Sl No	Services delivered by the department/office to citizens or other departments/organizations including non-governmental organizations	Responsible official with designation	Email and Mobile (Phone No.)	Process for delivery of service within the department/ office	Documents for obtaining the service to be submitted by citizen	Fees, if any, for the service with amount
5.	**Parking House Support Scheme (PAHOSS)** In order to solve the traffic problem due to inadequate parking facility, the Government of Mizoram formulated a scheme for providing substantial amount of assistance for construction of parking space at various locations within Aizawl City by providing incentive to private, recognized NGO, Local Council having suitable land and building.	Mr. HVL Zarzoenga, Joint Director (Plan)/Project Director (NULM)	*hvlzara@gmail.com* *0389-2335185*	Application in the prescribed format to be submitted and verified by technical team of UD&PA/AMC and duly approved.	1. Certificate of Land /House ownership. 2.Valid Building Permit from AMC 3.NOC from Local Council concerned. 4.Aadhar/EPIC of applicant	NIL
6.	**Real Estate Regulatory Authority:**	Mrs. Irene Zohlimpuii Chongthu, Joint Secretary, UD&PA Mrs. Lalthanghliri Pautu, Assistant Director (P), UD&PA	*0389-2335913* *irenezohlimpuii@gmail.com* *9774034114* *mamipt@gmail.com*			

Sl No	Services delivered by the department/office to citizens or other departments/organizations including non-governmental organizations	Responsible official with designation	Email and Mobile (Phone No.)	Process for delivery of service within the department/ office	Documents for obtaining the service to be submitted by citizen	Fees, if any, for the service with amount
7.	**Town Planning**	Zoduailova Zote, Jt. Director (Town Planning), UD&PA	*Zdzote@gmail.com* 0389-2334644	DPR approved by the competent authority	NA	NA
8.	**Building Regulation/Site Development and Slope Modification Regulation**	H. Lalhmingthanga, Jt. Commissioner, AMC	*0389-2352089* *hmingtea.mcs@gmail.com*	DPR approved by the competent authority	NA	NA
9.	**Property Tax**	H. Lalhmingthanga, Jt. Commissioner, AMC	*0389-2352089*	DPR approved by the competent authority	NA	NA
10./	**Street Vending Regulation**	H. Lalhmingthanga, Jt. Commissioner, AMC	*0389-2352089*			

V. SERVICE DELIVERY STANDARD

Sl. No.	Services delivered by the department/office to citizens or other departments/ organizations including non-governmental organizations	Stipulated time limit for delivery of service (days/weeks/months)[2]	Remarks, if any
1.	Verification of all proposals/applications of routine nature under the normal state plan fund for various urban development schemes.	1 week within the receipt of application.	Subject to the availability of fund.
2,	Disseminating information on policy, advisories and guidelines of urban development.	NA	
3	Acknowledgement/forwarding of public grievances petition and disposal of grievances.	1 month	
4	Issuance of Completion Certificate will for all technical works after completion of the work at the level of the concerned technical officer.	1 week	Provided the work is executed satisfactorily.

VI. GRIEVANCE REDRESSAL MECHANISM

Sl. No.	Name of the responsible officer to handle public grievance in the department/office	Contact number	Email	Time limit for redress of grievances
1	Mrs. Irene Zohlimpuii Chongthu, Joint Secretary, UD&PA	0389-2335913	irenezohlimpuii@gmail.com	
2	Mr. Chuauhnuna, Deputy Secretary, UD&PA	0389 - 2336009	chuautea@gmail.com	
3	Mr. HVL Zarzoenga Director, UD&PA (Appellate Authority)	0389-2333815	dirudpa.mz@ gmail.com	
4	Mrs. Rita Lalnunmawii Pachuau Joint Director (Admn) Directorate of UD&PA, Aizawl (SPIO)	0389-2336260	ritalpachuau@ gmail.com	
5	Mr. H. Lalruatliana, Superintendent, AMC	9436196820	ruatliana15@gmail.com	
6	Mr. Lalrothanga, Program Director, SIPMIU	0389 – 2390338	pdazl07@gmail.com	
7	Mr. Lalrothanga, Chief Executive Officer, ASCL	0389 – 2390338	smartcityaizawl@gmail.com	
8	Mr. Andrew Lalhruaia, DUDO, Lunglei	9436157267	dudo.lunglei16@gmail.com	
9	Mrs. Vanthangpuii, DUDO, Serchhip	9436370445	udpaserchhip@gmail.com	
10	Mr. Vanlalchhuanliana, DUDO, Champhai	8974591417	udpacpi@gmail.com	
11	Mr. Gaston Vanlalhriatpuia, DUDO, Kolasib	03837 - 222258	udnpa.kolasib@gmail.com	
12	Mr. C. Sawihlira, DUDO, Mamit	8131935414	udpa.mamit@gmail.com	
13	Mr.RL Zidinga, DUDO, Saitual	9615141574	dudosaitual@gmail.com	

VII. LIST OF STAKEHOLDERS/CLIENTS

Sl. No.	Stakeholders/Clients
1.	**Government of Mizoram**
2.	**Attached/Subordinate Offices and Urban Local Bodies under UD&PA**
3.	**Citizens**

VIII. EXPECTATIONS OF THE DEPARTMENT/OFFICE FROM CITIZENS/SERVICE RECIPIENTS

Sl. No.	Expectations of the department/office from citizens/service recipients
1.	Active support and co-operation in our endeavor to achieve our visions and objectives
2.	Suggestions for improving our service deliveries
3.	Respect of official procedures and rules
4.	Timely response to our queries relating to your application/ proposal.

Responsibility Centers and Subordinate Organizations

Sl. No.	Responsibility Centers and Subordinate Organizations	Phone Number	Email	Address
1.	Secretariat of UD&PA	0389- 2336174	udpamizoram@gmail.com	Mizoram New Capital Complex (MINECO)
2.	Directorate of UD&PA	0389-2333815	Dirudpa.mz@gmail.com	Mizoram New Capital Complex (MINECO)
3.	Town & Country Planning Wing	0389-2334644	Zzote@gmail.com	Mizoram New Capital Complex (MINECO)
4.	Sanitation Office	0389-2325728	Hniarthul.lalmuankima@gmail.com	Sikulpuikawn, Aizawl
5.	Aizawl Municipal Corporation	0389-2350235	amcmizoram@gmail.com	Thuampui, Aizawl
6.	SIPMIU	0389-2335503	Pdazl07@gmail.com	Mizoram New Capital Complex (MINECO)
7.	Aizawl Smart City Limited	0389-2333737	smartcityaizawl@gmail.com	Mizoram New Capital Complex (MINECO).
8.	DUDO,Kolasib	0389-222259	udnpa.kolasib@yahoo.com	Bridg.C.Vankunga Bldg,Diakkawn,Kolasib
9.	DUDO,Khawzawl	9862447706	Jameslalnithanga11@gmail.com	Darngawn Veng, Khawzawl
10.	DUDO, Champhai	8974591417	udpacpi@gmail.com	Vengthlang, Champhai
11.	DPO, Lawngtlai	9862614740	robinhrina@gmail.com	Electrict Veng, Lawngtlai
12.	DUDO, Serchhip	9436370445	udpaserchhip@gmail.com	New Serchhip venglai, Serchhip
13.	DUDO, Mamit	9436351627	Somamit2014@gmail.com	Dinthar Veng, Mamit
14.	DUDO, Lunglei	9436157267	Dudo.lunglei@gmail.com	Convention Centre, Lunglei
15.	DPO, Siaha	7627996733	cmmusiaha@gmail.com	Siaha Vaihpi, Siaha



GOVERNMENT OF MIZORAM

CITIZEN'S CHARTER

for

State Investment Programme Management and Implementation Unit (SIPMIU)

For the year 2020

-

Address: Urban Resource Centre, MINECO
Website: www.Aizawl.sipmiu.org
Date of issue: 4th July, 2020.

CHARTER FOR DEPARTMENT/OFFICE OF
State Investment Programme Management and Implementation Unit (SIPMIU) (2020)

VISION AND MISSION

VISION

To bring about planned and sustainable development, economic growth and infrastructure developments in urban town and cities. Improve urban environment, public health and enabling urban residents to have access to better urban services.

To bring about urban institutional and governance reform and providing support for capacity building to municipal local bodies and project management and implementation.

MISSION

To improve the wellbeing of the urban residents by providing better quality and quantity of water supply through various water supply projects like installation of chlorinators and water meters, renovation, replacements and construction of new distribution tanks, replacement of existing water distribution pipe with larger distribution network for more flow, extending the water distribution network for reaching more residents and increasing the quantity of water supply and treatment capacity.

To improve the environment and health condition of the urban towns and cities by introducing better waste collection system and scientific solid waste management system, generating employment in the waste management system and sustaining the system through the byproducts. And introducing sustainable common sewage treatment system to reduce public burden of regular cleaning private expenses and to safe guard the environment and the adjoining land from pollution or landslide.

To impart knowledge and awareness to public regarding, cleanliness and hygienic urban environment and the role and responsibilities of the urban residents.

To give a consultative support for ULB reforms for furthering the decentralized urban governance, consultative support for implementing sustainable and accountable utility reforms, consultative support for implementing municipal finance reform and to help and support the municipal local bodies to build capacity.

CITIZEN'S CHARTER FOR DEPARTMENT/OFFICE OF
State Investment Programme Management and Implementation Unit (SIPMIU) (2020)

MAIN SERVICES

Sl. No.	Services delivered by the department/office to citizens or other departments/organizations including non-governmental organisations	Responsible official with designation	Email and Mobile (Phone No.)	Process for delivery of service within the department / office	Documents, if any, required for obtaining the service to be submitted by citizen/ client	Fees, if any, for the service with amount
1	**Water Supply:** Improvement of water supply system by laying of water distribution and feeding pipes, construction of distribution tank, installation of water meter, flow meter, construction of water treatment plant for harnessing 37 MLD.	**Lalrothanga Program Director, SIPMIU**	**pdazl07@gmail.com, 9436146077**	**N/A**	**Nil**	**Nil**
2	**Sewerage and sanitation:** Introduction of cesspool and common sewage treatment facility with laying of Sewer pipe for sewage collection including Bio-digester.	**Lalrothanga Program Director, SIPMIU**	**pdazl07@gmail.com, 9436146077**	**N/A**	**Nil**	**Nil**
3	**Solid waste Management:** Introduction of hygienic collection and scientific treatment of urban solid waste with mechanical and vermin composting facilities and landfill. Imparting awareness to the urban residents.	**Lalrothanga Program Director, SIPMIU**	**pdazl07@gmail.com, 9436146077**	**N/A**	**Nil**	**Nil**
4	**Institutional consultancy**					

	Development: Rendering consultative support for urban institutional and governance reforms.	**Lalrothanga Program Director, SIPMIU**	**pdazl07@gmail.com, 9436146077**	**N/A**	**Nil**	**Nil**

CITIZEN'S CHARTER FOR DEPARTMENT/OFFICE OF
State Investment Programme Management and Implementation Unit (SIPMIU) (2020)

SERVICE DELIVERY STANDARD

Sl. No.	Services delivered by the department/office to citizens or other departments/ organizations including non-governmental organisations	Stipulated time limit for delivery of service (days/weeks/months)[2]	Remarks, if any
1	**Construction of water Supply system**	**N/A**	**The projects will be handed over to PHE Department after completion.**
2	**Construction of common sewage treatment plant along with sewerage network along with Bio Digester,**	**N/A**	**The projects will be handed over to PHE Department after completion.**
3	**Construction of solid waste management centre and supply of garbage trucks and Operation of the centre.**	**N/A**	**Garbage collection is the responsibility of Aizawl Municipal Corporation, waste treatment at the waste management centre is looked after by SIPMIU.**
4	**Render consultative support for urban governance and institutional development**	**N/A**	

CITIZEN'S CHARTER FOR DEPARTMENT/OFFICE OF
State Investment Programme Management and Implementation Unit (SIPMIU) (2020)

GRIEVANCE REDRESS MECHANISM

Sl. No.	Name of the responsible officer to handle public grievance in the department/office	Contact number	Email	Time limit for redress of grievances
1.	Lalrothanga Program Director, SIPMIU	0389-2390338	pdazl07@gmail.com	3 days
2.	Daniel Lalrempuia Dy Program Director, SIPMIU	0389-2334532	pdazl07@gmail.com	3 days

CITIZEN'S CHARTER FOR DEPARTMENT/OFFICE OF
State Investment Programme Management and Implementation Unit (SIPMIU) (2020)

LIST OF STAKEHOLDERS/CLIENTS

Sl. No.	Stakeholders/Clients
1.	Public Health Engineering Department
2.	Aizawl Municipal Corporation
3.	Aizawl Traffic Police (Home Department) – During construction activities
4.	Public Works Department – During construction activities

CITIZEN'S CHARTER FOR DEPARTMENT/OFFICE OF
State Investment Programme Management and Implementation Unit (SIPMIU) (2020)

EXPECTATIONS OF THE DEPARTMENT/OFFICE FROM CITIZENS/SERVICE RECIPIENTS

Sl. No.	Expectations of the department/office from citizens/service recipients
1.	A standard and complete finish product of the projects for urban service delivery.
2.	A standard, safe and smooth operation during construction activities.
3.	A well thought planned operation during construction activities causing less nuisance and inconvenience to the public

CITIZEN'S CHARTER FOT THE OFFICE OF
State Investment Programme Management and Implementation Unit (SIPMIU) (2020)

Sl. No.	Services delivered by the office to citizens or other offices/ organisations including non-governmental organisations	Responsible official with designation, email and phone number	Documents, if any, required for obtaining the service to be submitted by citizen/client	Fees, if any, for the service with amount	Stipulated time limit for delivery of service (days/weeks / months)[6]
1	**Construction of water Supply system**	**Lalrothanga Program Director pdazl07@gmail.com, 9436146077**	**N/A**	**-**	**3 days**
2	**Construction of common sewage treatment plant along with sewerage network along with Bio Digester.**	**Lalrothanga Program Director pdazl07@gmail.com, 9436146077**	**N/A**	**-**	**3 days**
3	**Construction of solid waste management centre and supply of garbage trucks and Operation of the centre.**	**Lalrothanga Program Director pdazl07@gmail.com, 9436146077**	**N/A**	**-**	**3 days**
4	**Render consultative support for urban governance and institutional development.**	**Lalrothanga Program Director pdazl07@gmail.com, 9436146077**	**N/A**	**-**	**3 days**

Name of Public Grievance Redress Officer(s) : **Daniel Lalrempuia**
Phone number : **0389-2334532**
Email : **pdazl07@gmail.com**

CITIZEN'S CHARTER FOR OFFICE OF THE AIZAWL SMART CITY LIMITED (2020)

OBJECTIVES:

Smart Cities Mission is an urban renewal and retrofitting program by the Government of India with the mission to develop 100 smart cities across the country making them citizen friendly and sustainable. It is a five-year program in which all of the Indian states and Union territories are participated by nominating at least one city for the Smart Cities challenge. As per the Guidelines, each city will create a Special Purpose Vehicle (SPV), headed by a full-time Chief Executive Officer (CEO), to implement the Smart City proposals. One of the primary reasons for the creation of Aizawl Smart City Limited as an SPV for the Smart City Mission is to ensure operational independence and autonomy in decision making and mission implementation.

Aizawl city qualified in the 3rd round of Smart Cities Challenge in the month of June, 2017. Right after winning the competition, the State Government initiated incorporation of the Special Purpose Vehicle (SPV) named Aizawl Smart City Limited (ASCL). The Aizawl Smart City Limited has been registered as Public limited company under Companies Act, 2013 (Act No 18 of 2013) on 28 March, 2018. It is also a certified ISO 9001:2015 company. As per the guidelines, M/s WAPCOS Ltd in consortium with M/s Vayam Technologies Ltd is appointed as Project Management Consultant (PMC) through open bidding process. The scopes of PMC are Project Management, Design and Development and supervision.

MISSION:

The vision of Aizawl Smart City proposal is "Aizawl will be an inclusive, sustainable & resilient city by leveraging its human capital through technology and celebrating its culture and nature".

The objective is to promote cities that provide core infrastructure and give a decent quality of life to its citizens, a clean and sustainable environment and application of 'Smart' Solutions. The focus is sustainable and inclusive development and the idea is to look at compact areas, create a replicable model which will act like a light house to other aspiring cities. The Smart city proposal for Aizawl City envisions the city to establish itself as a Regional Hub for the North East India and a World Class Aizawl City by anchoring and re-orienting the city towards its natural assets. And to develop all the basic facility of the state and to improve the connectivity of the state with other part of the North Eastern States and also with the rest of the Country which will further strengthen city's vision of being the economic, education, health and Sports capital of North East region of India.

MAIN SERVICES/ACTIVITIES:

Sl/ No	Services delivered by the office to the citizens or other/offices/organization including non-governmental organisation	Responsible official with designation	Email and Mobile (Phone No.)	Process for delivery of services within the department/ office	Documents, if any, required for obtaining the service to be submitted by citizen/client	Fees, if any, for service with amount
1.	Preparation of detailed project report (DPR) for implementation of smart city proposals.	Lalrothanga, Chief Executive Officer	smartcityaizawl@gmail.com 9436146077	1) Feasibility Survey and site analysis 2) Preparation of concept plan and design. 3) Detailed Estimation.	Various primary and secondary data which may be differed from nature of the project.	NA
2.	Preparation and filing of statutory returns, reports and ensure adherence to all secretarial practices specified under Companies Acts.	Lohit Bagaria, Administrative Officer-cum-Company Secretary	lohit.bagaria@gmail.com 9706391523	Compilation of various reports.	NA	Nil
3.	Preparation of contract and bid documents.	KC. Lalawmpuia, Executive Engineer (Procurement)	kclpuia@gmail.com 9436141746	Compilation of various acts, rules and manuals	NA	
4.	Assessment of socio-economic condition of the city, particular project and community mobilization	Lalrambeiseia, Social Development Officer.	lalrambeiseia9@gmail.com 9436196845	Public consultation and collection of willingness from various stakeholders.	NA	
5	Disposal of grievances submitted through RTI Act	R. Ramdinthara, Deputy CEO and Asst. State Public Information Officer	raltethartea@gmail.com 8132844876	1)Submission of Grievance by citizen 2) Forwarding of grievance to concerned Department in both electronic and hardcopy (mail) format 3) Disposing off of	Contact details of Complainant	N.A.

				grievance after receiving redressal from concerned Department. Mail sent to complainant.		

SERVICE DELIVERY STANDARD:

Sl. No	*Services delivered by the department/office to citizens or other departments/organizations including non-governmental organizations*	*Stipulated time limit for delivery of service (days/weeks/months)*	*Remarks, if any.*
1.	Preparation of detailed project report (DPR) for implementation of smart city proposals.	12 months	
2.	Preparation and filing of statutory returns, reports and ensure adherence to all secretarial practices specified under Companies Acts.	\ NA	
3.	Preparation of contract and bid documents.	NA	
4.	Assessment of socio-economic condition of the city, particular project and community mobilization	NA	
5	Disposal of grievances submitted through RTI Act	30 days	

GRIEVANCE REDRESS MECHANISM:

Sl. No	*Name of responsible officer to handle public grievance in the department/office*	*Contact Number*	*Email*	*Time Limit for redress of grievances*
1.	Er. Lalrothanga Chief Executive Officer.	9436146077	smartcityaizawl@gmail.com	NA
2..	Er. R. Ramdinthara, Dy. Chief Executive Officer.	8132844876	raltethartea@gmail.com	30 days

LIST OF STAKEHOLDERS/CLIENTS:

Sl. No	*Stakeholders/Clients*
1.	Public Work Department, Govt. of Mizoram
2.	Public Health Engineer Department, Govt. of Mizoram
3.	Power & Electricity Department, Govt. of Mizoram

4.	Police/Home Department, Govt. of Mizoram
5.	Education Department
6.	Urban Development & Poverty Alleviation Department, Govt. of Mizoram
7.	Tourism Department, Govt. of Mizoram
8.	Art & Culture Department, Govt. of Mizoram
9.	Sport & Youth Services, Govt. of Mizoram
10.	Health Services Department, Govt. of Mizoram
11.	Commerce & Industries Department, Govt. of Mizoram
12.	Information & Communication Technology (ICT), Govt. of Mizoram
13	Aizawl Municipal Corporation.
14	M/s WAPCOS Ltd in consortium with M/s Vayam Technologies Ltd.
15	Various local authorities and Non-Government Organizations

EXPECTATIONS OF THE DEPARTMENT/OFFICE FROM CITIZENS/SERVICE RECIPIENTS:

Sl. No	***Expectations of the department/office from citizens/service recipients***
1.	With a goal to ensure meaningful and diverse participation of citizens, Citizen's engagement either through on-line or off-line mode, to reach out to maximum number of citizens.
2.	Public support and encouragement.
3.	Active Coordination of the citizen and end users.
4.	Active coordination of local authorities for timely and successful implementation of various projects

GOVERNMENT OF MIZORAM
CITIZEN'S CHARTER
for

TOWN & COUNTRY PLANING WING, UD&PA DEPARTMENT
For the year 2020

Address : **Jt. Director of Town Planning Office, MINECO**
Website : ……
Date of issue : ……..

CITIZEN'S CHARTER FOR DEPARTMENT/OFFICE OF
TOWN & COUNTRY PLANNING WING, UD&PA (2020)

VISION AND MISSION

VISION Promote Planned Development of Urban and rural areas, districts and regions as envisaged under Mizoram Urban & Regional Development Act 1990. Promote eco-balance and sustainable Development. Introduce Model Town & Country Planning Law 1996 in the State of Mizoram.
MISSION To achieve an orderly and integrated development of villages and town by conducting surveys and studies, preparing comprehensive development plans and implementing them by phased programe**.**

CITIZEN'S CHARTER FOR DEPARTMENT/OFFICE OF
TOWN & COUNTRY PLANNING WING, UD&PA (2020

MAIN SERVICES

Sl. No.	Services delivered by the department/office to citizens or other departments/organisations including non-governmental organisations	Responsible official with designation	Email and Mobile (Phone No.)	Process for delivery of service within the department/ office	Documents, if any, required for obtaining the service to be submitted by citizen/ client	Fees, if any, for the service with amount
1	Preparation of Master Plan for all Towns/Urban areas and Regions/ Districts in Mizoram.	**Zoduailova Zote, Jt. Director of TP** **&** **Albert Vanlalliantluanga, Dy. Director of TP** **&** **R. Lalhmangaihzuali Asst. Director of TP**	***Zdzote@gmail.com*** 0389-2334644 ***albert_vls@rediffmail.com*** **0389-2334823** ***hmags09@gmail.com*** ***0389 - 2335299*** ***9366413014***	**N/A**	**Nil**	**Nil**
2	Implementation of Master Plan proposals.			**N/A**	**Nil**	**Nil**
3	Preparation of Layout Plan and Development Schemes.			**N/A**	**Nil**	**Nil**
4	Preparation of DPR for Urban Infrastructure development under 10% lumpsum Grant & UIDSSMT and execution.			**N/A**	**Nil**	**Nil**
5	Enforcement of Mizoram Urban & Regional Development Act 1990 and Rules 1998 within State Government approved Master Plans for planned for Urban Development such as Lunglei, Champhai, Serchhip, Kolasib, Mamit etc.			**N/A**	**Nil**	**Nil**
6	Nodal Agency for implementation of National Urban Information system			**N/A**	**Nil**	**Nil**

7	Nodal Agency for Local Area Plan & Town Planning Scheme for Aizawl city.			**N/A**	**Nil**	**Nil**

CITIZEN'S CHARTER FOR DEPARTMENT/OFFICE OF
TOWN & COUNTRY PLANNING WING, UD&PA (2020)

GRIEVANCE REDRESS MECHANISM - Website address to lodge grievance pgportal.gov.in

Sl. No.	Name of the responsible officer to handle public grievance in the department/office	Contact number	Email	Time limit for redress of grievances
1.	**Albert Vanlalliantluanga,** **Dy. Director of TP**	**0389-2334823**	***albert_vls@rediffmail.com***	**3 days**

CITIZEN'S CHARTER FOR DEPARTMENT/OFFICE OF
TOWN & COUNTRY PLANNING WING, UD&PA (2020)

LIST OF STAKEHOLDERS/CLIENTS

Sl. No.	Stakeholders/Clients
1.	WRI, Mumbai – During Plan preparation of LAP & TPS activities.

EXPECTATIONS OF THE DEPARTMENT/OFFICE FROM CITIZENS/SERVICE RECIPIENTS

Sl. No.	Expectations of the department/office from citizens/service recipients
1.	Formulation of Master Plans for Urban Areas to guide City/Town development.
2.	Preparation of Area-based Plans, Town Planning Schemes and Community Facility Plans.
3.	Preparation of all types of Development Plans on GIS platform.
4.	Enforcement of State Town Planning Act.

Name of Public Grievance Redress Officer(s) : **Albert Vanlalliantluanga**
Phone number : **0389-2334823**
Email : ***albert_vls@rediffmail.com***

ADMINISTRATION OF TOWN COMMITTEES ACT

The 18th January, 1955

No. TAD/LF/2/54 – In pursuance of paragraph 11 of the Sixth Schedule to the Constitution of India, the following Act of the Mizo District Council, which received the assent of the Governor of Assam, is hereby published for general information :–

MIZO DISTRICT ACT NO. II OF 1955

The Mizo District (Administration of Town Committees) Act 1955

(Passed by the Mizo District Council)

Received the assent of the Governor of Assam on the 10th January. 1955).

(Published in the Assam Gazette, dated the 26th January, 1955).

An
Act

to provide for the establishment and administration of Town Committees in the Mizo District.

Preamble – whereas it is expedient to provide for the establishment and administration of Town Committee in the Mizo District :–

It is hereby enacted as follows :–

1. **Short title, extent and commencement** – 1) (a) This Act shall be called the Mizo District (Administration of Town Committees) Act, 1955.

(b) It extends to the whole of the Mizo District except the areas under the authority of the Pawi–Lakher Autonomous Regional Council.

(c) It shall come into force at once.

2. **Definition** – In this Act, unless there is anything repugnant in the subject or context –

(a) "District" means the Mizo Autonomous District;?

(b) "District Council" means the Mizo District Council ;

(c) "Executive Committee" means the Executive Committee of the Mizo District Council.

3. **Constitution of notified areas** - 1) The Executive Committee of the District Council may by notification published in the Assam Gazette, signify its intention to constitute a Town Committee for any specified area wherein it consider improved arrangement are necessary to deal with all or any of the matter referred to in the Schedule appended to this Act.

2) A copy of the notification under sub-section (1) shall be published in such places as the Executive Committee may by general or special order direct.

(3) Should any inhabitant of the specified area aforesaid desire to object to the notification issued under sub-section (1) he may, within six weeks from the date of its publication submit his objection in writting to the Executive Committee and the Executive Committee shall take this objection into consideration.

(4) When six weeks from the date of publication have expired and the Executive Committee has considered and passed orders on such objections as may have been submitted to it, the Executive Committee may by notification in the Assam Gazette declare the specified area aforesaid or any portion thereof to be a notified area.

(5) The Executive Committee may by notification declare that any area previously notified under sub-section (4) shall cease to be a notified area.

4. Constitution of Town Committee : (1) There shall be established for each notified area a Committee, for the purposes of sub-section (2) of section 5, consisting of such number to be appointed or elected on the basis of suffrage as the Executive Committee may, by notification, direct.

(2) Subject to the approval of the Governor of Assam, the Executive Committee may make rules for the appointment and election of member to such a Committee, and the conduct of such elections.

(3) A Committee established under sub-section (1) of this section shall be called a Town Committee, and every such Town Committee have a Chairman and a Vice Chairman who shall be elected by the members of Committee.

(4) Notwithstanding anything contained in the section till such time as Town Committee is established, the Executive Committee or any officer appointed by it on its behalf function as a Town Committee.

5. **Powers of the District Council to impose taxation and regulate expenditure of proceeds thereof –**

(1) The District Council may, subject to the provisions of this Act and the rules thereunder, impose in any notified area the following taxes fees and tolls or any of them -

(a) A general tax, payable by the owner, on holdings situated within the area;

(b) a water tax payable by the occupier, on the annual value of holdings ;

(c) a lighting tax payable by the occupier, on the annual value of holdings ;

(d) a latrine tax payable by the occupier, on the annual value of holdings ;

(e) a drainage tax, payable by the owner, where a system of drainage has been introduced ;

(f) a tax on private markets payable by the owner ;

(g) license fees on carriages and animals used for riding, driving or burden ;

(h) a fee on the registration of carts and bicycles;

(i) a fee on boats including stean boats and other vessels mooring within the area ;

(j) tools on bridges and metalled roads constructed and maintained by the Town Committee within the area ;

(2) The Executive Committee may, by rules, prescribe the arrangement–

(i) for the assessment and recovery of any tax imposed under sub-section (I) :

(ii) for the due expenditure of the proceeds of taxes imposed under sub-section (1) and of any other funds which may be plased at the disposal of the Town Committee for any general or special purposes of the notified area and for the preparation and maintenance of proper accounts thereof.

6. Application of funds of areas ceasing to be notified – If an area previously notified ceases to be a notified area, the unexpended proceeds of any taxes levied therein under section 5, shall be utilised for the benefit of the inhabitants of such area in such manner as the Executive Committee deem fit.

7. **Power to make rules** – Subject to the approval of the Governor, Executive Committee may make rules for carrying out the purposes of this.

SCHEDULE (para 3)

1. Payment of the expenses of paupers, lunatics, and lepers who are inhabitants of the Town Committee and are sent to public asylums from the Town Committee.
2. Construction, maintenance, repair, improvement and cleansing of a bridges, squares, gardens tanks, ghats, well, channels, drains, latrines and urinals.
3. Planting, reservation and felling of trees and bamboos.
4. Supply of water and the lighting and watering of roads.
5. Erection and maintenance of Town Halls, offices and other building required for the purposes of the Town Committee.
6. Establishment and maintenance of a Town Committee market or the taking of a market on a lease.
7. Establishment and maintenance of Primary Schools and of hostels to be used in connection with such schools.
8. Establishment and maintenance of hospitals and dispensaries.
9. Promotion of free vaccination.
10. Acquiring and keeping of open spaces for the promotion of physical exercise and recreation.
11. Establishment and maintenance of vaterinary dispensaries for the reception and treatment of horses, cattle and other animals.
12. Establishment and maintenance of free public libraries and reading rooms.
13. Maintenance of fire brigade.

14. Provision of burial and burning grounds.
15. Taking of a census other than a Union census.
16. Holding of fairs and Industrial exhibitions.
17. Destruction of noxious animals or diseased or inclaimed dogs.
18. Establishment and maintenance of grazing grounds for cattle.
19. Taking of such measure as may appear to the Town Committee to be necessary during the prevalence of disease.
20. Other works of public utility calculated to promote the health, comfort or convenience of the inhabitants.
21. Generally the carrying out of the purposes of this Act.

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The Mizoram Gazette

EXTRA ORDINARY

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NOTIFICATION

No H. 12018/120/2003-LJD, the 11th December, 2019. The following Act is hereby published for general information.

"The Mizoram Municipalities (Amendment) Act, 2019"
(Act No. 23 of 2019)

(Received the assent of the Governor of Mizoram on 27.11.2019)

Zahmingthanga Ralte,
Joint Secretary,
Law & Judicial Department.

THE MIZORAM MUNICIPALITIES (AMENDMENT) ACT, 2019

An Act to further amend the Mizoram Municipalities Act, 2007

It is enacted by the Mizoram Legislative Assembly in the Seventieth Year of the Republic of India as follows:-

1. Short title, extent and commencement
   1) This Act may be called "The Mizoram Municipalities (Amendment) Act, 2019"
   2) It shall have the like extent as the Principal Act.
   3) It shall come into force from the date of publication in the Official Gazette.

2 Amendment of section 2

In section 2 of the Mizoram Municipalities Act, 2007 (Act No. 6 of 2007) (hereinafter referred to as the Principal Act),

1) In Sub-section 23-A, between the words "appropriate" and "Government", the words "authority of the State" shall be inserted.
2) Sub-section (25) shall be re-inserted as:
"(25) "Executive Council" means the Executive Council of a Municipality. In a Municipal Corporation, the Executive Council shall mean the Mayor-in-Council of a municipality under clause (b) of Section 11."
3) Sub-section 26 shall be substituted by the following, namely:-
"(26a) "Executive Councillor" means the Members of the Executive

Council of a Municipality, other than the Chairman and the Vice Chairman" "(26b) "Executive Officer" means an Officer of a Municipality and includes-A Municipal Commissioner or Chief Executive Officer or any other Officers designated as such by a Municipality from time to time".

3. **Amendment of section 11** Section 11 of the Principal Act shall be substituted by the following, namely:
Section – 11 : Municipal authorities:
"The Municipal authorities charged with the responsibility of carrying out the provisions of this Act for each municipal area shall be-
(a) The Board of Councillors
(b) The Executive Council
(c) The Chairman/Vice Chairman (Mayor/ Dy. Mayor as in Corporation)
(d) Chief Executive Officer (Municipal Commissioner as in Corporation)

4. **Re-insertion of section 14** Section 14 shall be re-inserted as follows, namely:-
"Section – 14
Executive Council :
(1) There shall be an Executive Council consisting of the Chairman, the Vice Chairman and other members not exceeding, in the case of a Municipal Board, two, in the case of a Municipal Council, three, and in the case of a Municipal Corporation, four.
(2) The other members referred to in sub-section (1) shall be nominated by the Chairman from amongst the Councillors of the Municipality as soon as possible after he enters into office, and shall assume office after taking oath of secrecy under section 50.
(3) All executive powers of the Municipality shall vest in the Executive Council.
(4) The manner of transaction of business of the Executive Council shall be such as may be prescribed.
(5) The Executive Council shall be collectively responsible to the Municipality."

5. **Amendment of Section 15** (1) Section 15 -A shall be substituted by the following,namely :-
"Section –15-A
Powers of the Chairman in emergency -
If an emergency has arisen requiring immediate execution of any work for the doing of any act, which ordinarily requires the approval, sanction, consent or concurrence of the Board of Councillors or the Executive Council, is necessary for the maintenance of services or safety of the public or for the prevention of extensive damage to any property of the Municipality, The Mayor may direct the execution of such work or the doing of such act without such approval, sanction, consent or concurrence and, in such case, he may direct that the expenses for such execution or doing shall be paid from the Municipal Fund.

Provided that the Chairman shall report immediately to the Board of Councillors and/or to the Executive Council, as the case may be, the action taken under this section and the reasons thereof for discussions in the first meeting of the Board of Councillors and/or the Executive Council after occurrence of such event ."

6. **Re-Insertion of section 19** Section 19 shall be re-inserted as follows, namely :-
"Section - 19

Members of the Executive Council:
The members of the Executive Council shall exercise such powers and perform such functions as the Chairman may assign to them from time to time."

7. Re-insertion of section 20 — Section 20 shall be re-inserted as follows, namely :-
"Section - 20
Delegation of powers and functions :
(1) The Board of Councillors may, by resolution delegate subject to such conditions as may be specified in the resolution, any of its powers or functions to the Executive Council or the Chairman.
(2) The Executive Council may, by resolution, delegate, subject to such conditions as may be specified in the resolution, any of its powers or functions to the Chairman or a member of the Executive Council.
(3) Subject to such resolution as may be made by the Executive Council in this behalf, the Chairman may, by order, delegate, subject to such conditions as may be specified in the order, any of his powers or functions to the Vice-Chairman or to the member of the Executive Council or to the holder of any of the posts of officers referred to in sub-section (1) of section 61
(4) Notwithstanding anything contained in this section, the Executive Council, the Chairman, the Vice Chairman, the member of the Executive Council or a holder of the post of officers referred to in sub-section (1) of section 61 shall not delegate –
(a) any of its or his powers or functions delegated to it or him under this section, or.
(b) such of its or his powers as may be prescribed."

8. Re-insertion of section 21 — Section 21 shall be re-inserted as follows, namely :-
"Section - 21
Term of Office of Members of Executive Council :
A member of the Executive Council shall hold office until–
(a) he ceases to be Councillor, or
(b) he resigns his office by writing under his hand addressed to the Chairman in which case the resignation shall take effect from the date of his acceptance, or
(c) he is removed from office by a written order of the Chairman, or
(d) the Chairman ceases to hold office, or
(e) in the case of the death of the Chairman, a newly elected Chairman enters upon his office."

9. Insertion of section 26-A — After section 26 of the Principal Act the following section shall be inserted, namely :-
"Section - 26-A
Casual Vacancies in the Municipality
(i) When the seat of a councillor elected to the Municipality becomes vacant or, is declared vacant or, his election to the municipality is declared void, the State Election Commission shall, by a notification in the Official Gazette call upon the municipal ward concerned to elect a person for the purpose of filling the vacancy, on such date as may be specified in the notification, and the provision of this Act and Rules and Orders, made there under shall apply in relation to the election of a councillor to fill such vacancy.

(ii) A bye-election for filling any casual vacancy refered to in sub-section (i) shall be held within a period of six months from the date of occurrence of the vacancy.

Provided that, a bye-election shall not be held if the remainder of the term of a councillor is less than one year or if the State Election Commission, in consultation with the State Government, certifies that it is difficult to hold the bye-election within the said period.

Provided further that by not holding the election of casual vacancies, there is no change in the formation of a new Executive Council."

10. Amendment of section 55

Section 55 of the Principal Act, shall be substituted by the following namely:-

Remuneration and allowances:

The Councillors of the municipal area including the members of the Executive Council may receive such remuneration or allowance as may be prescribed by the State Government.

Provided that different rates may be prescribed for different groups of municipalities and for different classes of functionaries in each municipality.

11. Amendment of section 58-C

In Section 58(C) of the Principal Act,

(1) The heading "Discretionary functions of the Municipality" shall be inserted.

(2) After the words "solid waste management" the words "street lighting" shall be inserted.

12. Amendment of section 68

Section 68 of the Principal Act shall be substituted as follows, namely: -

Section - 68

"Appointment of officers of State Government for Municipalities:

Notwithstanding anything contained elsewhere in this Act, the State Government may place/appoint officers on deputation/ posting with such designation as the State Government may consider necessary, in such manner, and on such terms and conditions of service, as may be determined by the State Government in this behalf.

Provided that the officer so appointed shall be under the administrative control of the Municipality and may be withdrawn by the State Government suo motu or if a resolution to that effect is passed by the Board of Councillors at a meeting called for this purpose by a majority of the total number of members holding office for the time being and, in the case of a group of Municipalities, if such resolution is so passed by the Councillors of the majority of such group of Municipalities.

13. Insertion of section 69

A new section shall be inserted in the Principle Act as follows, namely:-

"Section - 69

Powers and Functions of the Chief Executive Officer:

Save as otherwise provided in this Act, and subject to supervision and control of the Board of Councillors and the Executive Council, the executive power for the purpose of carrying out the provisions of this Act, shall vest in the Chief Executive Officer. The Chief Executive Officer may -

1) exercise all the powers and perform all the duties specifically conferred or imposed upon him by this Act or by any other law for the time being in force;
2) prescribe the duties of and exercise supervision and control over the acts and proceedings of all officers and staff of a Municipality, and subject to any rules that may be made in this behalf, dispose of all questions relating to the service of the said officers and other employees and their pay, privileges, allowances and other conditions of service;
3) the Chief Executive Officer shall bring to the notice of the municipality any act or resolution of the municipality which may be in violation of any Government instructions or the provisions of this Act, provided that if such act or omission of the directions of the Government or the provisions of the Act, as the case may be, is not rectified within 45 days of the communication, it shall be the duty of the Chief Executive Officer to bring such omission or violation to the notice of the State Government."

14. Amendment of section 70 — In Sub-section (1) of Section 70 of the Principal Act, after the words "The Chief Executive Officer" the words "in consultation with the Chairman" shall be inserted.

15. Amendment of section 73 — In Section 73 of the Principal Act, after the words "into any bank" the words "account designated by Finance Department" shall be inserted.

16. Amendment of section 87 — In section 87 of the Principal Act, in sub-section (1), for the words "Chief Executive Officer" the word "Municipality" shall be substituted.

17. Amendment of section 123 — In section 123 of the Principal Act,-
In sub-section (4) and the proviso to section 123, for the words "Chief Executive Officer" the word "Municipality" shall be substituted.

18. Amendment of section 129 — In section 129 of the Principal Act, for the words "Chief Executive Officer" the word "Municipality" shall be substituted.

19. Amendment of section 130 — Section 130 of the Principal Act shall be substituted as follows:-
"Section - 130
Prohibition against commencement of work without permission :
The construction or reconstruction of a building shall not be started unless and until permission is granted for the execution of the work."

20. Amendment of section 131 — In section 131 of the Principal Act, for the words "Chief Executive Officer" the word "Municipality" shall be substituted.

21. Amendment of section 132 — In section 132 of the Principal Act, in the heading and in sub-section (1), for the words "Chief Executive Officer" the word "Municipality" shall be substituted.

22. Amendment of section 133 — In section 133 of the Principal Act,-
In sub-section (2), for the words "Chief Executive Officer" the word "Municipality" shall be substituted.

23.	Amendment of section 135	In section 135 of the Principal Act,- In sub-section (2), for the words "Chief Executive Officer" the word "Municipality" shall be substituted.
24.	Amendment of section 143	In section 143 of the Principal Act, in sub-section (1) and sub-section (2), for the words "Chief Executive Officer" the word "Municipality" shall be substituted.
25.	Amendment of section 144	In section 144 of the Principal Act, for the words "Chief Executive Officer" the word "Municipality" shall be substituted.
26.	Amendment of section 183	In section 183 of the Principal Act, for the words "Chief Executive Officer" the word "Municipality" shall be substituted.
27.	Amendment of section 184	In section 184 of the Principal Act, for the words "Chief Executive Officer" the word "Municipality" shall be substituted.
28.	Amendment of section 193	In Section 193 of the Principal Act,- In sub-section (2) for the word "Chief Executive Officer" the word "Municipality" shall be substituted.
29.	Amendment of section 208	In section 208 of the Principal Act, for the word "Chief Executive Officer" the word "Municipality" shall be substituted.
30.	Amendment of section 234	In section 234 of the Principal Act, in sub-section (3) for the word "Chief Executive Officer" the word "Municipality" shall be substituted.
31.	Amendment of section 238	In section 238 of the Principal Act, for the words "Chief Executive Officer" the word "Municipality" shall be substituted.
32.	Amendment of section 239	In section 239 of the Principal Act, for the words "Chief Executive Officer" the word "Municipality" shall be substituted.
33.	Amendment of section 363	In section 363 of the Principal Act, for all the words "Chief Executive Officer" the word "Municipality" shall be substituted.
34.	Amendment of section 372	In section 372 of the Principal Act, after the first sentence, the following shall be added, namely,- "The Government shall respond within a period of 90 days, failing which it will be deemed approved."

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PARKING HOUSE SUPPORT SCHEME

(PAHOSS)











GOVERNMENT OF MIZORAM

URBAN DEVELOPMENT & POVERTY ALLEVIATION DEPARTMENT

2019

PARKING HOUSE SUPPORT SCHEME
(PAHOSS)

1. Introduction:

1) Aizawl, the capital of Mizoram is the fastest growing city in the State. It is the political, commercial, educational and cultural hub of the State. As the administrative centre of the State, Aizawl houses all important Government offices, including the State Assembly and Secretariat. The Aizawl city covers an area measuring 129.91 sq. km.

2) The city has attracted considerable economic investment in the previous decade. Growing levels of in-migration has resulted in rapid urbanization and haphazard development.

3) The transport network of the city is complex due to constraints of the terrain. The urban road network in the core area is densely inhabited and is typically characterised by limited and non-expandable road spaces.

4) Aizawl has about 429 km of road in the municipal area. Of the total road network, only 40% of the roads have Right of Way more than 10m.

5) The spine has a concentration of the trip generating (high density residential functions) and trip attracting (important offices) land uses along them necessitating every intra-city travel to pass through it creating continuous congestion.

6) Aizawl has seen a steep increase in vehicle ownership, due to higher incomes, lack of public transit and investments in non-motorised transport infrastructure. This has overburdened the existing road network causing extreme congestion on city roads.

7) Development of infrastructures has occurred all along the major roads with negligible scope for widening.

8) Most of the regional road links pass through the congested urban street network of the town. This causes interference to both regional and local traffic movements. A few roads stretch that function as both local and regional linkages have experienced significant growth of vehicular traffic.

9) The topographical conditions do not offer any possibility of creating alternative alignments, relocation of existing activities at strategic locations is crucial so as to ensure that the parked vehicles do not become a barrier to vehicle movement.

2. Parking Problems in Aizawl City:

1) The core city of Aizawl is reasonably compact with most of the development along a spinal ridge.

2) All-important destinations are located in the core area of the city and within 500 meters of the spinal road.

3) Aizawl city is characterised by narrow roads with high to steep gradients and a number of acute bends and curves responsible for low capacity and speeds on the road networks.

4) Most of the available parking spaces primarily consists of haphazard on-street parking. However, on-street parking is another important challenge faced by the vehicular traffic and pedestrians on the constrained road spaces in the city.

5) The city officials have tried to earmark all available road-side space for the increasing parking demand in the city, trying to organise meagre space into parking lots, trying to balance between parking for cars and two wheelers, taxis, buses and freight vehicles.

6) The existing number of parking areas in Aizawl city for cars, two-wheelers, LMVs, Maxi cabs and HMVs has maximum capacity of approximately 4,500 vehicles but actual demand is more than 18,000.

7) The city roads are extremely congested in the peak-hours. This could be addressed by a comprehensive and systematic provision of parking in the city, which would require private participation.

3. Scope:

1) In order to solve the traffic problem due to inadequate parking facility, the Government of Mizoram formulated a scheme for providing substantial amount of assistance for construction of parking space at various locations within Aizawl City by providing incentive to private, recognised NGO, Local Council having suitable land and building.

2) Private, recognised NGO or Local Council land owners who are willing to construct parking space for a minimum of 5 light motor vehicles (LMV) will be eligible to receive the assistance as a grant-in-aid. There will be no maximum number of cars that can be accommodated for availing assistance under the scheme.

3) Assistance will be given in the form of **grant-in-aid** for construction of car parking at the rate of Rs 1.00 lakh per every light motor vehicle or every six two-wheelers.

4) Parking fee should be collected by the owner as per rate fixed by the Aizawl Municipal Corporation from time to time.

5) The Car parking so constructed should be opened for commercial parking only during daytime (7:00 am to 7:00 pm) and night time (7:00 pm to 7:00 am) as rent out parking or garage.

6) The Car parking so constructed should be utilised as a vehicle parking for a period of at least 10 years.

7) Priority Area shall be notified separately time to time by implementing Department.

8) Timeline for implementation of the scheme/project shall be determined by Executive Committee based on area and size of individual of project

4. Eligibility:

The eligibility criteria for availing the assistance will be as follows:

1) The scheme shall be valid within the area covered by Aizawl Municipal Corporation.

2) The minimum dimension for parking to be provided will be 2.5x4.5 meter per car or as per provisions of prevailing building regulations of Aizawl Municipal Corporation.

3) Adequate circulation space for vehicles shall be provided in the vehicle parking.

4) The vehicle parking should be constructed with permanent structure with metre 2.4 ceiling height. It should have proper roofing and wall of at least 1.5 meters high.

5) The building will be designed for parking any kind of two-wheeler and light motor vehicles.

1) If the plan consists of different levels, there must be easy access for vehicles to reach road level.

2) Necessary security measure should be ensured in the parking place by the owner. CCTV surveillance system must be installed.

5. Mode of Selection and Approval:

1) Applicant should have suitable land/space for construction of Vehicle Parking.
2) The applicant should have valid building permission from Aizawl Municipal Corporation before release of first instalment for Parking house assistance.
3) An applicant desirous of availing this assistance shall submit application in a prescribed format to the Director, Urban Development & Poverty Alleviation Department. **(Annexure – I)**
4) The following documents should be enclosed in the application:
    a) No objection certificate from President, Local Councils concern.
    b) Certificate of land/house ownership from Land Revenue & Settlement Department.
    c) Aadhaar Card/Voter ID/any other unique identification document.
5) The plan should be verified by technical team of UD&PA Department / AMC and should variably be approved by an officer not below the rank of Executive Engineer.
6) After being satisfied in all respects, the Director, UD&PA Department will recommend the application to the Executive Committee for sanction. Composition of the Executive Committee is indicated in **Annexure 2**
7) The Executive Committee will then approve and sanction the assistance.
8) An applicant selected for availing the assistance under the scheme shall sign an agreement with the Government in a prescribed format **(Annexure 3).**

6. Mode of Release of Financial Support:

1) Separate head of account will be made available with the implementing department for disbursal of assistance.
2) Assistance under the scheme will be released as Grant-in-aid to the owner in 3 installments of 40:30:30 ratios.
3) The implementing department will release the first instalment of 40% after signing of an agreement.
4) Second instalment of 30% would be released on financial completion of 80% of first instalment or 30% of the physical completion of construction. Utilisation Certificate should be submitted accordingly. Before releasing 2nd instalment, the implementing department / agency should check the quality of the houses being constructed and progress of the work.
5) The final instalment of 30% will be released upon completion of construction of vehicle parking.
6) Subsequent instalment release should be made in a prescribed form **(Annexure 4).**

7. Monitoring & Evaluation:

1) Monitoring and evaluation shall be done as per conditions of release of assistance **(Annexure 5).**
2) Time of completion for construction of the building will be fixed from time to time as per size of the building and number of parking to be provided.

3) In case of non-completion of the building within the stipulated time of completion, non-implementation, reduction in number of capacity, etc, the beneficiary shall immediately refund such amount of the assistance to the implementing department and any balance amount shall be forfeited.

4) Suitable monitoring mechanism will be developed by the implementing department / agency for monitoring and evaluating the physical progress of the construction.

5) Quarterly progress report in a prescribed format indicating the physical and financial achievement should be submitted to the State Government by implementing Department / agency.

अमृत

Atal Mission for Rejuvenation and Urban Transformation

Mission Statement & Guidelines

सत्यमेव जयते

Ministry of Urban Development
Government of India
June 2015

DEENDAYAL ANTYODAYA YOJANA – NATIONAL URBAN LIVELIHOODS MISSION (DAY-NULM)

DAY-NULM hmalakna Mizoram chhung a kalpuina khua te:

He Mission hi Sorkar laipui duan angin District Headquarter Town zawng zawngah kalpui a ni a, chu bakah chuan 2011 census in Census Town a puan khua ah te hmalakna kalpui a ni bawk.

Sorkar laipui phalna angin heng a hnuai a khaw 15 ah hian DAY-NULM hi mipui tan chhawpchhuah mek a ni a, District Headquarter Towns tih loh Census Towns zawng zawngah hian Staff indaih tawk lohna avangin DAY-NULM hnuaia hmalakna zawng zawng erawh kalpui an nilo thung a ni.

Sl.no	District	District Headquarter Town	Census Town
1	Aizawl	Aizawl	-
2	Champhai	Champhai	-
3	Lunglei	Lunglei	-
			Tlabung
4	Kolasib	Kolasib	Kawnpui
			Vairengte
5	Serchhip	Serchhip	Thenzawl
6	Mamit	Mamit	-
7	Lawngtlai	Lawngtlai	-
8	Siaha	Siaha	-
9	Saitual	Saitual	-
10	Khawzawl	Khawzawl	-
11	Hnahthial	Hnahthial	-

He Mission hi khawpuia cheng khawsak harsa zawkte tan a duan anih angin tun dinhmunah hamthatna dawngtu tur te thlan chhuah nan Government of Mizoram buatsaih "BPL Baseline Survey 2016" chu hman mek a ni.

DAY-NULM in mipui tana hamthatna tur hmalakna a kalpui mek te:

1. **Social Mobilisation & Institution Development (SM&ID)**: Khawpui a cheng BPL chhungkua atangin nu pakhat zel te Self Help Group (SHG) member nih tir a, Self Help Movement hmanga chhungkaw harsa zawk te chhawmdawl tum a ni.
   - SHG hi mi paruk chinin an din thei a

- Mi 6 zing a 70% erawh chu BPL an ni tur a ni
- SHG thla 3 aia upa tawhte tan Revolving Fund (Sum peipun tur) Rs 10,000.00 theuh DAY-NULM in a pe thin.
- SHG te hian DAY-NULM hnuaia SHG tana Interest subsidy loan an dil thei.
- SHG te hi anmahni zawm khawmtu pawl Area Level Federation (ALF) leh City Level Federation (CLF) a hlawmkhawm chhoh zel tum a ni bawk.
- ALF te hi State chhung a Dan remchang ber hnuai a ziah luh tur an nih avangin Firms & Society hnuai leh Co-operative society hnuaiah ziah luh mek an ni.
- Tun dinhmunah, SHG te enkawl tur hian NGO panga (5) thawhpui mek an ni.
- SHG a tel te hi a huhova sum peipun dan zirtir an nih bakah, Nu in mahni inchhung atanga sum dehchhuah theihna chi thiamthil zirtir thin an ni bawk.
- SHG member te hi Bank Account nei theuh tur leh Sorkar laipui buatsaih Insurance policy man tlawm ho te hmang tangkai thin tur a zirtir an ni bawk.
- City Livelihood Centre (CLC) khawpui tin ah din tum a ni a. He hmun ah hian a mipui ten Office dawr kher lo pawh a UD&PA hmalakna hrang hrang an lo hriat theih nan leh SHG ten an thiamthil dehchhuah te mitin lei theih a an phochhuah theihna tur a ruahman tum a ni.
- Self Help Group(SHG) te an meeting hun a meeting pui thin tur leh DAY-NULM hnuaia zirtirna hrang hrang zirtirtu atan Resource Organization (RO) rawih an ni a. Aizawl chhung a SHG te tan Codnerc, , Opendoors leh Zoram Entu Pawl (ZEP) te rawih thin an ni. Mamit chhung a SHG te tan Centre for Peace and Development (CPD) te rawih thin an ni. Kolasib chhung a SHG te tan Opendoors rawih thin an ni. Lunglei, Lawngtlai leh Siaha chhung a SHG te tan World Vision India: Chhimtuipui ADP rawih thin an ni. Serchhip chhung a SHG te Goodwill Foundation rawih thin an ni a. Tun dinhmunah Champhai chhung a SHG te tan Resource Organziation rawih an ni lova, Community Organizer (CO) ten an enkawl a ni.

2. **<u>Employment through Skill Training & Placement (ESTP):</u>** Khawpuia thalai eizawnna tlak hna neilo te tan a eizawnna tlak thiamthil a thlawn a zirtirna kalpui mek a ni bawk.
    - National Skills Qualification Framework (NSQF) hnuai a Skill Development Course awm te chauh hman a ni.

- Hei vang hian heng course zirtir thei National Skill Development Corporation (NSDC) hnuaia inziak lut leh SMART Accredited Training Centre nei, Skill Training Provider (STP) te chauh UD&PA Department in a thawhpui thei a ni.
- Heng STP te hian anmahni ta nilo, pawnlam mi Training Centre hman chhawn leh phal a ni lo.
- Skill Training hian Class a inzirtirna (Practical & Theory) bakah Assessment, Certification leh Job placement a huam a ni.
- Pianphung a rualbanlo te tan a 5 percent leh hmeichhia te tan 30 percent reservation kalpui a ni bawk.

3. **Self Employment Programme (SEP):** Khawpui chhung a cheng mahni a eizawnna tenau din duh te tan Bank kaltlang a sum lama tanpui dan kawng zawn hi DAY-NULM hmalakna pakhat a ni. DAY-NULM kal tlang a Bank loan la te hi an loan rulh tur a Bank in a pung an tuk sak zat atang chhut a za a pasarih (7%) chunglam zawng chu DAY-NULM in a rulh sak thin a. Chumi awmzia chu DAY-NULM kaltlang a Bank Loan dil a, hmu te chuan Loan Interest (Loan puk punna) an rul tem bik tihna a ni.
   - Mimal Loan dilin Cheng Nuaih hnih (Rs 2 lakhs) thleng a dil thei.
   - Mi 5 -10 in tel khawm (Group) in Group Loan Cheng Nuaih 10 thleng a dil thei.
   - DAY-NULM hnuai a Self Help Group(SHG) ten SHG-Bank Linkage Loan an dil thei bawk a. An SHG sumkhawl atanga chhut a a let li (4) thleng Loan hi a dil theih.
   - Heng Loan pathum te hmang a Loan la reng reng chu interest rate 7% aia a tamna zawng chu DAY-NULM in a rulhsak dawn a.
   - Hmeichhe hlang SHG ten SHG Bank Linkage Loan an lak an rulh that chuan, an rulh zawh ah Bank hnen a interest rate 7% an va rulh tawhna atanga chhutin interest rate 3% hu chu DAY-NULM in and SHG Bank Account ah a chhun luh sak leh bawk ang.
   - DAY-NULM hnuai a SHG te tan a he hmalakna that bikna chu, DAY-NULM hnuai a SHG an nih avang hian Loan engzat pawh Bank ah la se, an loan lak hi interest rate 4% aia tam in an rulh let a ngai ve lo tihna a ni.
   - Group loan leh SHG Bank linkage Loan hi thil in ang a nilo a ni.
   - Group Loan chu SHG ni kher lo mi 5-10 in tel khawmin an dil thei a, SHG Bank Linkage Loan chu DAY-NULM hnuai a SHG in din leh in register te chauhin an dil thei.

- Pianphung a rualbanlo te tan a 3 percent reservation kalpui a ni a, chu mai bakah PM 15 point programme hnuaiah Minority te tan 15 percent reservation kalpui a ni bawk.
- SEP hnuai a loan latute zingah hian hmeichhia 30 percent tal an awm ngei ngei a ngai bawk.
- SEP Loan hi dilna hawn anih lai a dilna thehlut tute chu Task Force Committee in Interview an neih pui thin a, he Interview ah hian Loan diltu te chu Bank Managers ten an endik thin a ni.
- SHG tan bik erawh Resource Organizer ten SHG Bank Linkage Grading an neih hnu ah kumtluanin Loan dilna Office lamah a thehluh theih a.
- Task Force Committee in Interview hmanga an thlan chhuah te chu Entrepreneurship Development Programme (EDP) Training buatsaih sak thin an ni.

4. **<u>Support to Urban Street Vendors (SUSV):</u>** Khawpui chhung a Kawtthler a thilzuarte Dan hmanga an himna tur ngaihtuah leh enkawl hi DAY-NULM thil tum leh hmalakna kal mek a ni.
   - The Mizoram Street Vendor (Protection of Livelihood & Regulation of Street Vending) (Repeal) Act, 2017, The Mizoram Street Vendor (Protection of Livelihood & Regulation of Street Vending) Rules, 2017 leh The Mizoram Street Vendor (Protection of Livelihood & Regulation of Street Vending) Scheme, 2017 te chu neih fel tawh a ni.
   - Heng Dan te hian Autonomous District a huam loh avangin SUSV hi Lawngtlai leh Siaha City Mission Management Unit ten hma an la ve lo.
   - Aizawl bik atan SUSV hi Aizawl Municipal Corporation (AMC) in an kalpui a ni.
   - Kawtthler a thilzuarte (Street Vendors) hi Survey neiin, ID Card leh License pek thin tur an ni.
   - Khawpui chhung a thil zawrh phalna leh phal lohna thliar fel turin City Street Vending Plan buatsaih vek tur a ni.
   - Thilzawrhna hmun him, hrisel leh thianghlim a awm theih nan Market Development Project hmangin DAY-NULM chuan pavement, tui connection, Tuizem, Toilet leh bungraw dah khawmna te a buatsaih sak a ni.
   - Skill Training te, Dan leh Dun in zirtirna Training te leh Financial Literacy Camp te buatsaih thin a ni a.
   - DAY-NULM kal tlang a Bank Loan mamawhte pawh Bank Loan an hmuh theih nan tanpui thin an ni bawk.

- Kum tin DAY-NULM hnuai a Central atanga pawisa dawn 5% hi SUSV ah hmang ngei tur a ruahmanna siam thin a ni.

5. **Scheme of Shelter for Urban Homeless (SUH):** DAY-NULM hian a ngaihpawimawh berte zing a pakhat chu Khawpuia a mirethei in leh lo neih zawh loh avanga kawtthler a riak thin te tan a riahna tur hmun buatsaih a ni.
   - Mizoramah chuan Kawtthler a riah ngai khawp a khawsak harsa kan awm ve loh avangin Project Sanctioning Committee, Mizoram thurel angin De-addiction Home hrang hrang, Old Age Home leh Children's Home ah te hmalakna neih a ni.
   - SUH hmang hian heng Home kan tarlan ah te hian Building thar sak, Building hlui thawm that leh nitin khawsak nan a mamawh dangte pek thin an ni.
   - Shelter tinah he Mission in a duan angin mipakhat tan a 50 sq ft hmun a awm ngei theih nan Building thar sak leh a hlui thawm that thin an ni.
   - Hospital hnaivai ah Hospital rawn pantu damlo chhungte chawlh hahdamna tur In sak phalsak kan nih angin Hospital ram ah in sak thin a ni a. Tun dinhmun ah State Referral Hospital leh State Cancer Hospital ah te sak zawh tawh a ni a. Mamit District Hospital ramah sak tan thuai tum a ni bawk.
   - 3rd Party Urban Homeless Survey, 2018 a neih hmang a hmuhchhuah De-addiction Home leh Old Age home a awm, chhungte belh tur chuang neilo mi 425 te tan Operation & Maintenance (O&M) fund Rs 12,000.00 mi pakhat zel tan kum 2022 thleng kum tin pek tum a ni.

Audited Project Financial Statements

Project Number: 54335-001
Loan Number: 6038
Period covered: 1 April 2022 to 31 March 2023

India: Aizawl Sustainable Urban Transport Project

Prepared by Urban Development and Poverty Alleviation Department

For the Asian Development Bank
Date received by ADB: 20 December 2023

The audited project financial statements are documents owned by the borrower. The views expressed herein do not necessarily represent those of ADB's Board of Directors, Management, or staff. These documents are made publicly available in accordance with ADB's Access to Information Policy and as agreed between ADB and Urban Development and Poverty Alleviation Department

PUBLIC. This information is being disclosed to the public in accordance with ADB's Access to Information Policy.

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Independent Auditor's Report

To
The Project Director,
Aizawl Sustainable Urban Transport Project (ASUTP)
ADB Loan No: 6038-IND

Report on the Audit of the Project Financial Statements

We have audited the accompanying financial statements of the Aizawl Sustainable Urban Transport Project (ASUTP) of Urban Development & Poverty Alleviation Department (UD&PA) financed under Asian Development Bank loan no. 6038, which comprise the statement of receipts and payments, statement of income and expenditure, the statement of expenditure by category and financier, the statement of disbursement and related notes to financial statements including summary of significant accounting policies for the year ended 31st March 2023.

Opinion

In our opinion, the accompanying financial statements present fairly, in all material respects, a true and fair view of the receipts of the funds, including their sources and applications thereof for the year ended 31st March 2023 in accordance with applicable financial reporting framework as mentioned in the notes to the project financial statements.

Basis of opinion

We conducted our audit in accordance with Standards promulgated by the Comptroller and Auditor General of India. Those Standards require that we plan and perform the audit to obtain reasonable assurance about whether the financial statements are free of material misstatement. Our audit examines, on a test basis, evidence supporting the amounts and disclosures in the financial statements. It also includes assessing the accounting principles used and significant estimates made by management, as well as evaluating the overall statement presentation. We believe that our audit provides a reasonable basis for our opinion.

We are independent of the ASUTP in accordance with our Code of Ethics together with the ethical requirements that are relevant to our audit of the financial statements in India.

Responsibilities of Management and those Charged with Governance for the Financial Statements

The management of ASUTP is responsible for the preparation and fair presentation of these financial statements in accordance with applicable financial reporting framework and for such internal control as the management determines is necessary to enable the preparation of financial statements that are free from material misstatement, whether due to fraud or error.
Those charged with governance are responsible for overseeing the Project's financial reporting process.

Auditor's Responsibilities for the Audit of the Financial Statements

Our objectives are to obtain reasonable assurance about whether the financial statements as a whole are free from material misstatement, whether due to fraud or error, and to issue an audit report that

includes our opinion. Reasonable assurance is a high level of assurance but is not a guarantee that an audit conducted in accordance with our auditing standards will always detect a material misstatement when it exists. Misstatements can arise from fraud or error and are considered material if, individually or in the aggregate, they could reasonably be expected to influence the economic decisions of users taken on the basis of these financial statements.

We communicate with those charged with governance regarding, among other matters, the planned scope and timing of the audit and significant audit findings, including any significant deficiencies in internal control that we identify during our audit.

Other Matters

Section C and Table 5 of the Project Administration Manual (PAM) describes ADB's share and Government's share of all cost components under Consulting Services and Contingencies at 80.94% and 19.06% respectively. Government's share includes taxes and duties exclusively which was 18% during the current financial year. For all payments made during the year, only taxes (INR 8.20 million) were paid from the Government's share and the balance INR 45.78 million was claimed from and reimbursed by ADB. Therefore, the amount claimed from ADB was higher by INR 0.52 million (1.14% approximately of total expenditure excluding taxes) which is ineligible as per PAM. However, the Loan Agreement states that 100% of total expenditure claimed will be reimbursed by ADB (excluding taxes and duties). Attention is drawn to ADB's actual share in Annexure 2 of the APFS and Note 4b in Annexure 4.

Report on Other Legal and Regulatory Requirements

In addition, in our opinion,

(a) Proceeds of the loan from ADB have been utilized for the purposes as per ADB Loan / Project Agreement.
(b) Adequate supporting documents have been maintained to support eligible expenditures reported in the PFS.
(c) With respect to SOEs, adequate supporting documentation has been maintained to support claims to the Asian Development Bank for reimbursements of expenditures incurred.

This report is issued without prejudice to CAG's right to incorporate the audit observations in the Report of the CAG of India for being laid before Parliament/State or Union Territory Legislature.

For & on behalf of
A R Das & Associates
Chartered Accountants
Firm Registration No: 306109E

A.R.DAS & ASSOCIATES Chartered Accountants KOLKATA

SWARNENDU CHAUDHURY
Partner
Membership No: 055439
Place: Aizawl
Date: 29th September 2023
UDIN: 23055439BGXAAI2730

DEENDAYAL ANTYODAYA YOJANA – NATIONAL URBAN LIVELIHOODS MISSION (DAY-NULM)

DAY-NULM hi Ministry of Housing & Urban Affairs (MoHUA) hnuai a Flagship Programme pawimawh tak te zing a mi a ni a. India rampumah ni 24th September 2013 atang khan bul tan a ni a.

Mizoram Sorkar hnuaiah pawh Urban Development & Poverty Alleviation Department in he Mission hi kalpuiin, Sorkar laipui duhdanin Mizoram State Urban Livelihoods Mission Society (MzSULM) chu 30th October 2014 -ah The Mizoram Societies Registration Act, 2005 (Act No 13 of 2005) hnuaiah din fel a ni.

I. <u>Committee pawimawh te</u>:

1. Governing Council (State) – Chairman Chief Minister of Mizoram.
2. Executive Committee (State) – Chairman Chief Secretary of Mizoram.
3. Project Sanctioning Committee – Chairman Secretary, UD&PA.
4. City Level Executive Committee (District) – Chairman Deputy Commissioner of all District.
5. Task Force Committee (District) - Chairman Deputy Commissioner of all District.
6. Town Vending Committee (District) Chairman Deputy Commissioner of all District.

Heng bakah hian tun hnaiah, Supreme Court of India in a din State Level Shelter Monitoring Committee (SLSMC) chu he Mission hnuai a hmalakna pakhat Scheme of Shelter for Urban Homeless (SUH) endik bik tur a din a ni a. Chairman atan hian Principal Secretary, UD&PA (retired) Pu RL Rinawma chu ruat mek a ni.

सत्यमेव जयते

The Mizoram Gazette

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NOTIFICATION

No.H.12018/211/10-LJD/Pt, the 12th November, 2010. The following Act of the Mizoram Legislative Assembly, which received the assent of the Governor of Mizoram is hereby published for general information.

The Mizoram Finance Commission Act, 2010 (Act No. 17 of 2010)

(Received the assent of the Governor of Mizoram on 26.10.2010.)

P. Chakraborty,
Commissioner/Secretary to the Govt. of Mizoram.

AN
ACT

to constitute a State Finance Commission and, to determine the qualifications requisite for appointment as members of the Finance Commission and the manner in which they shall be selected, and to prescribe their powers.

Whereas it is expedient to make all the local bodies of the state to have financial autonomy to further democratic decentralization for which constitution of a state finance commission to consider and recommend the principle which will govern the distribution of revenue between the state government and the local bodies is necessary;

And whereas Part IX exempted the state of Mizoram from its purview, and whereas Part IX-A of the Constitution of India exempted the tribal areas of the state of Mizoram from its purview;

And whereas it is expedient to constitute a single State Finance Commission for all the local bodies which will also be suitable to local bodies exempted by the afore mentioned provisions of the Constitution on the basis of the existing administrative arrangements to enable all the local bodies to have financial autonomy to perform functions analogous to the functions of other local bodies constituted under Constitution Part IX and Part IX-A while retaining the distinctive tribal identity protected by the Sixth Schedule to the Constitution of India which is foundational to the local bodies of the state;

It is enacted by the Legislature of the State of Mizoram in the Sixty first Year of the Republic of India as follows:-

1. ***Short title***. (1) This Act may be called the Mizoram Finance Commission Act, 2010.

(2) It shall come into force with immediate effect.

2. ***Definitions***;

(a) "Commission" means the Mizoram Finance Commission constituted by the Governor pursuant to sub-section (1) of section 3 of this Act.

(b) "Governor" means the Governor of Mizoram;

(c) "members" of the Commission means members of the Mizoram Finance Commission including the chairperson, other members, and include the member-secretary appointed by the Governor pursuant to sub-section (1) of section 3 of this Act;

(d) "State" means the state of Mizoram;

(e) "State Government" means the Government of Mizoram;

(f) "State Legislative" means the Mizoram State Legislative Assembly;

3. Constitution of a State Finance Commission. (1) The Governor of Mizoram shall, as soon as may be within one year from the commencement of this Act, and thereafter at the expiry of every fifth year, constitute a body to be known as the Mizoram Finance Commission to review the financial position of the Village Councils, Municipalities or Municipal Boards notwithstanding any term by which urban local bodies are called in the state, and also the autonomous district councils as the Governor may deem it necessary and to make recommendations to the Governor as to-

(a) the principles which should govern-

(i) the distribution between the state and the Village Council/Municipalities/Municipal Boards/ the Autonomous district councils of the net proceeds of the taxes, duties, tolls and fees leviable by the State, which may be divided between them to enable these bodies to perform the functions assigned, and which may be assigned, to it under any laws in force or orders, and the allocation between the Village Councils, municipalities and the autonomous district councils at all levels of their respective shares of such proceeds;

(ii) the determination of the taxes, duties, tolls and fees which may be assigned to, or appropriated by, the Village Councils, the municipalities, and the autonomous district councils;

(iii) the grant-in-aid to the Village Councils, the municipalities and, the autonomous district councils from the Consolidated Fund of Mizoram;

(b) the measures needed to improve the financial position of the Village Councils, the municipalities, and the autonomous district councils;

(c) any other matter referred to the Commission by the Governor in the interests of sound finances of the Village Councils, municipalities, and the autonomous district councils.

(2) The Governor shall cause every recommendation made by the Commission under this section together with an explanatory memorandum as to the action taken thereon to be laid before the State Legislature.

4. The composition and qualifications for appointment as, and the manner of selection of, members of the commission. The Commission shall consist of-

(a) a Chairperson who shall be selected from among persons who have had experience in public affairs;

(b) and the members not exceeding four in numbers who shall be selected from among persons who-

(i) have special knowledge of the finances and accounts of Government; or

(ii) have had wide experience in financial matters and in administration; or

(iii) have special knowledge of economics.

5. ***Personal interest to disqualify members***. Before appointing a person to be a member of the Commission, the Governor shall satisfy himself that that person will have no such financial or other interest as is likely to affect prejudicially his functions as a member of the Commission; and the Governor shall also satisfy himself from time to time with respect to every member of the Commission that he has no such interest and any person who is, or whom the Governor proposes to appoint to be, a member of the Commission shall, whenever required by the Governor so to do, furnish to him such information as the Governor considers necessary for the performance by him of his duties under this section.

6. ***Disqualifications for being a member of the Commission***. A person shall be disqualified for being appointed as, or for being, a member of the Commission,-

(a) if he is of unsound mind;

(b) if he is an undischarged insolvent;

(c) if he has been convicted of an offence involving moral turpitude;

(d) if he has such financial or other interest as is likely to affect prejudicially his functions as a member of the Commission.

7. ***Term of office of members and eligibility for reappointment***. Every member of the Commission shall hold office for such period as may be specified in the order of the Governor appointing him, but shall be eligible for reappointment;

Provided that he may, by letter addressed to the Governor, resign his office.

8. ***Conditions of service and salaries and allowances of members***. The members of the Commission shall render whole-time or part-time service to the Commission as the Governor may in each case specify and there shall be paid to the members of the Commission such fees or salaries and such allowances as the State Government may, by rules, determine.

9. ***Procedures and powers of the Commission***.

(1) The Commission shall determine their procedure-

Provided that the Commission may consider for its adoption the template for reports of the State Finance Commissions recommended by the Thirteenth Finance Commission of India.

(2) The Commission, in the performance of their functions, shall have all the powers of a civil court under the Code of Civil Procedure, 1908 (5 of 1908), while trying a suit in respect of the following matters, namely :-

(a) summoning and enforcing the attendance of witnesses;

(b) requiring the production of any document;

(c) requisitioning any public record from any court or office;

(3) The Commission shall have power to require any person to furnish information on such points or matters as in the opinion of the Commission may be useful for, or relevant to, any matter under the consideration of the Commission and any person so required shall, notwithstanding anything contained in any law for the time being in force, be deemed to be legally bound to furnish such information within the meaning of the provisions of the Indian Penal Code (45 of 1860).

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ABSTRACT

URBAN DEVELOPMENT PROGRAMMES IN INDIA: A STUDY OF ATAL MISSION FOR REJUVENATION AND URBAN TRANSFORMATION IN MIZORAM

AN ABSTRACT SUBMITTED IN PARTIAL FULFILLMENT OF THE REQUIREMENTS FOR THE DEGREE OF DOCTOR OF PHILOSOPHY

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DEPARTMENT OF PUBLIC ADMINISTRATION
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URBAN DEVELOPMENT PROGRAMMES IN INDIA: A STUDY OF ATAL MISSION FOR REJUVENATION AND URBAN TRANSFORMATION IN MIZORAM

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In partial fulfillment of the requirement of the Degree of Doctor of Philosophy in Public Administration of Mizoram University, Aizawl

Introduction

Urban development is the systematic improvement and extension of urban areas including infrastructure, homes, and basic services to raise the well-being of the people and promote economic development. To offer sustainable and effective metropolitan settings, it entails strategic administration of land use, transportation, and public facilities. Urban development entails the developing and execution of plans that guide the growth and organization of urban spaces, ensuring functionality and sustainability.[1] Urban development integrates theories and practices aimed at addressing the complexities of urbanization, including governance and environmental considerations. [2] However, urban development requires a balance in tune with the environment therefore achieving sustainable development for long term viability. [3] In brief, development is a process aimed at enhancing the well-being of individuals. The objective is to elevate the level of living for individuals, enhance their education and health, and provide them with new and equitable chances for a more enriched and diverse existence.. [4]

Urban Development deals with the promotion of life and livelihood of the people residing in the urban section. Urban development is required for the better functioning and growth of the urban areas as they constitute a large portion of the population and it is where most development and growth takes place. The main administrative that runs the urban administration for development of the urban areas is the Municipal Council and Corporation which consists of bodies elected by the people situated in such areas. These bodies carry out the basic amenities and services in maintaining the cities, although there are varied actors and institutions that play a role in the urban administrative services. Their relationships are determined by what happens in the city. Another important actor in the transformation and managing of

[1] Hopkins, L.,D. (2001). Urban Development: The Laws of Making Plans. Washington : Island Press.
[2] Pattanaik, L,.K. (2023). Introduction to Urban Development and Planning. New Delhi : Sage Publications.
[3] Bianchi, R., de Man, F., & Tonne, C. (2022). A new urban narrative for sustainable development. *Journal of Sustainable Tourism*, 30(12), 2607–2625.
[4] Sapru, R., K. (2015). Development Administration. New Delhi: Sterling Publications

urban areas is the government of all levels by playing a vital role in creating partnerships with and amidst the key stakeholders.[5]

Urban areas are considered as the running engines of economic development within a country. As the country starts to develop economically, it attracts people to settle in these areas. In the last few decades, India has been developing economically at a fast pace despite its population and also accumulates growth particularly in the urban areas. However these rapid growths have not been governed very well thus facing a lot of increasing problems such as insufficient infrastructure to provide the requirements of the growing population, faulty service delivery, housing, poor health care and other issues that are a hindrance to achieve the true economic potential. But to achieve a wider scale of development and growth, it requires focus towards creating both competitive and sustainable cities. This can happen if the aim remains in bringing structural reforms to facilitate development of grassroot democracy through Democratic Empowerment and Accountability of City Governments and Citizen Engagement.[6]

Urban Development Programmes in India

The Government of India till date has started many urban regulations for the development and growth of the urban areas throughout India. Such policies implemented and taken up by the Ministry of Housing and Urban Affairs of India are Atma Nirbar Bharat, Scheme for Satellite Towns around seven urban centers, Lumpsum Provision scheme for the advantage of North East Region including Sikkim, Urban Transport, HRIDAY, Swachh Bharat Mission, Smart Cities, North Eastern Region Urban Development Programme NERUP, Atal Mission for Rejuvenation and Urban Transformation AMRUT, Pradhan Mantri Awas Yojana, Deendayal Atyodaya Yojana – National Urban Livelihood Mission DAY-NULM,

[5] https://gsdrc.org/topic-guides/urban-governance/concepts-and-debates/what-is-urban-governance, accessed on 13th January 2021.
[6] Praja's urban governance index. (2020). Mumbai. www.praja.org, accessed on 14th February 2021.

Jawarharlal Nehru National Urban Renewal Mission JNNURM, Credit Risk Guarantee Fund, and Rajiv Awas Yojana.[7]

The Government of Mizoram has also implemented measures regarding development and growth of the urban cities within the state. The Directorate of Urban Development and Poverty Alleviation was established in August 2006, in which to date are entrusted with the following functions and responsibilities on the implementations of The Mizoram Urban Sanitation and Solid Waste Management Policy, 10% Lumpsum Grant for North East Region, State Investment Project Management and Implementation Unit SIPMIU, Smart Cities Mission, Urban Housing For All, Swachh Bharat Mission, National Urban Livelihoods Mission, AMRUT and distribution of several Urban Infrastructures through execution of Projects under State's Annual Plan and other Schemes like Non Lapsable Central Pool of Resources NLCPR, North East Council NEC etc. The UD&PA Mizoram has undertaken these initiatives with 4 current schemes which are AMRUT, DAY-NULM, Swachh Bharat Mission and Pradhan Mantri Awas Yojana.[8]

Jawaharlal Nehru National Urban Mission was the predecessor of Atal Mission for Rejuvention and Urban Transformation launched in December 2005 implemented by the Ministry of Housing and Urban Affairs. It consisted of two sections which are Basic Services to the Urban Poor BSUP and Integrated Housing and Slum Development Programme IHSDP targeting at integrated advancement of slums through undertakings for offering shelter, essential services and other related community facilities with a view to offering utilities to the urban impoverished. The initial target was for 7 years i.e till 2012 but was extended till March 2015 due to incompletion of ongoing project works.[9]

The Government of India has undertaken many policies as well as global among them is the Atal Mission for Rejuvenation and Urban Transformation Scheme

[7] http://mohua.gov.in/index.php, accessed on 19th March 2021.
[8] http://udpamizoram.nic.in/about.html, accessed on 19th March 2021.
[9] http://mohua.gov.in/cms/jawaharlal-nehru-national-urban-renewal-mission.php, accessed on 18th March 2021.

initiated on 25th June 2015 by the then Ministry of Urban Development MoUD under the office of Prime Minister Narendra Modi. The urban areas play a crucial role in the advancement of the non-urban areas as well. Atal Mission for Rejuvenation and Urban Transformation AMRUT was initiated with the aim to create infrastructure that could assure sufficient robust sewage networks and water supply for urban reformation by executing urban revival initiatives. Mizoram, a predominantly hilly state in northeastern India, faces unique challenges in urban development. The capital city**,** Aizawl, and other urban centre's struggle with water supply shortages, inefficient drainage systems, and limited public spaces due to the difficult terrain and increasing population density. The Directorate of Urban Development & Poverty Alleviation (UD&PA) has been responsible for implementing AMRUT in Mizoram, focusing on improving urban services and governance through financial and technical aid from the central government. Rajasthan was the first state in the country to propose State Annual Action Plan under Atal Mission for Rejuvenation and Urban Transformation. The scheme is contingent with public–private partnership (PPP) model.[10]

Statement of the Problem

Urbanization in India has been growing at a rapid pace, leading to significant challenges in infrastructure, service delivery, and environmental sustainability. Mizoram, a hilly northeastern state, faces unique urban development challenges, including inadequate water supply, poor sanitation, insufficient stormwater drainage, and limited green spaces. To address these issues, the Atal Mission for Rejuvenation and Urban Transformation (AMRUT) was launched in 2015 as a flagship urban development program aimed at improving basic urban services.

Despite the implementation of AMRUT in Mizoram, particularly in Aizawl, there remain several critical gaps in achieving the mission's objectives. The state's difficult terrain, financial constraints, and limited technical capacity of Urban Local

[10] http://amrut.gov.in/content/innerpage/the-mission.php, accessed on 13th January 2021.

Bodies (ULBs) pose significant hurdles to effective implementation. Issues such as unequal water distribution, delays in infrastructure development, and challenges in stakeholder engagement continue to affect the overall impact of AMRUT in Mizoram's urban areas.

Furthermore, while AMRUT emphasizes reforms in governance, financial sustainability, and smart urban solutions, the extent to which these reforms have been effectively adopted in Mizoram is unclear. There is a need to assess the effectiveness, challenges, and long-term impact of AMRUT on urban infrastructure and service delivery in the state. Additionally, how AMRUT 2.0 addresses existing gaps and contributes to sustainable urbanization in Mizoram remains a key area of investigation.

This study seeks to critically examine the implementation of AMRUT in Mizoram, evaluating its successes, challenges, and areas for improvement. It aims to provide insights into the efficacy of urban development programs in addressing the needs of Mizoram's growing urban population, offering recommendations for enhancing urban governance, infrastructure planning, and sustainable urban development in the region.

Review of Literature

The study titled 'Atal Mission for Rejuvenation and Urban Transformation' is a new subject of research. The researcher has consulted a number of books, journals, research articles, reports, newspapers, internet sources and etc in connection with the study. Some of these study materials are reviewed below which provide both direct and indirect references for collection of relevant data and information.

U.B Singh (2004)[11] in his book, *Urban Administration in India (experiences in fifty years)* has described the urban situation of India in 50 years of its

[11] Singh, U.,B. (2004). Urban Administration in India. New Delhi : Serials Publications

independence and the increasing influx of population in India during the 80's and the effects of this sudden increase without proper planning and infrastructure. Then despite the increasing growth and apathy at the local level, a remarkable event made by the Union Government was the enactment in the form of 74th Constitutional Amendment which provided basic framework to enable the state governments to shape the urban local government.

R.N Prasad (2006)[12] in his book *Urban Local Self Government in India* has analyzed in depth the 74th Constitutional Amendment Act 1992 in connection to urban local bodies and their roles towards urban administration in Mizoram. He has also laid down specifically the categories of urban government and the provisions required to be qualified as a city or urban area.

A.K Agarwal (2006)[13] in his article *Urbanisation in Mizoram – Issues to be resolved* has given a detailed view of the continuously increasing urban scenario in Mizoram over the years. He has also highlighted the issues in this area where the hilly terrain, the haphazard growth of towns have contributed mainly in the creation of new problems in relation to town planning, housing, water supply, sanitation, urban transport, pollution and socio-economic factors. He also emphasized that such issues may be resolved with proper co-ordination with the urban local bodies and the urban administrative agencies.

G Sai Prasad and C N Rao (2007)[14] in their book *Accountability of Urban Local Bodies in India* talked about the fast increasing urban urbanization and urban population in India causing great amount of growth in the urban areas and have eventually caused overcrowding. However, it is the bigger urban areas that require revamping and new procedures more than the smaller urban towns and the migrated population may be changed to the smaller urban towns rather than the larger ones.

[12] Prasad, R.,N.(2006). Urban Local Government in India. New Delhi : Mittal Publications
[13] Agarwal, A.,K. (2006). Urbanisation in Mizoram – Issues to be resolved. Prasad, R,.N. *Urban Local Self Government.* pp 138-142.
[14] Prasad, Sai, G. & Rao, C., N. (2007). Accountability of Urban Local Bodies in India. New Delhi : Atlantic.

For this reason, reformation and restructuring of the responsibilities, duties, roles and functions of the Urban Local Bodies is necessary for the new challenges they face. They also dealt with the need for capacity-building, decentralised planning, simplification of procedures, privatisation of certain municipal services to improve the quality

G Ramesh, Vishnuprasad Nagadevara, Gopal Naik and Anil B Suraj (2010)[15] in their book *Urban Infrastructure and Governance* is a compilation of fifteen articles contributed by different experts from both within and outside of India on the topic of Urbanisation. These articles are written in the context of providing urban growth and infrastructure through better governance and financial reforms. The main emphasis within this book is that it views financial mobilization and reforms as a strategy for governance and how these can be an instrument of governance.

Pankaj Singh (2013)[16] in his book *Urban Local Government in India* dealt in detail the different aspects of local self government and municipalities with regards to the urban scenario in India highlighting the causes of urban growth and social, political and economic consequences towards urbanisation in India.

Debolina Kundu (2014)[17] in her article *Urban Development Programmes in India: A Critique of JnNURM* has critically examined the condition of the JNNURM scheme implemented by central in many cities with special reference of equity in the deliverance of the basic services as a part of the objectives of the scheme. She analysed the infrastructural investment and geographical coverage across the country. She also highlighted the findings upon her research regarding the programme implementation with regard to inclusive urban development and has found that there are a clear demarcation and bias between the big cities or more developed cities as opposed to the suburban or less deprived urban poor cities.

[15] Ramesh, G. Nagadevara, Vishnuprasad. Naik, Gopal. Suraj, B, Anil. (Eds). (2010). Urban Infrastructure and Governance. Haryana: Baba Barkha Nath Printers
[16] Singh Pankaj. (2013). Urban Local Government in India. Allahabad : Kitab Mahal
[17] Kundu, Debolina. (2014). Urban Development Programmes in India: A Critique of JNNURM : *Journal of Social Change.* 44 (4).

Joseph L Lalfakzuala (2014)[18] in his article *Urban Governance in Mizoram: A study of BSUP and IHSDP* has stated the missions and aims of the two projects adopted by the central government while highlighting the main problem of the the Jawaharlal Nehru National Urban Renewal Mission which is the main project mainly deals with the development of the slum areas causing a difficulty in some states with Mizoram in particular as there is no proper definition or Act specifying the slum areas and slum population in the district. Aside from this the Mizoram State Government lacks proper and sufficient resources and has to rely solely on the central Government for assistance.

Lalkima (2014)[19] in his article *Urban Administration: Problems and Prospects – In Northeast India* has examined the situation faced by the urban and rural areas in Northeast India, with Mizoram in particular. The urban areas are increasing in population with migration coming from both rural areas of Mizoram as well as from the neighboring states like Assam, Tripura, Nagaland and Manipur and countries such as Myanmar and Bangladesh. He has also mentioned the influx in population of Mizoram over the years with 2011 census being the latest. However, due to the limitations in infrastructure and planning, the cities face challenges in different areas such as water and food supply, cemetery, traffic jam and unplanned city. To which he brought to light all the problems and prospects of urban administration in Aizawl and more so in North East India.

Rosiamngheta (2014)[20] in his article *Urban Administration and People's Participation in Northeast India* has issued the rise in population of Aizawl within a span of just 2 centuries due to migration from rural areas in search of better settlement in Aizawl. Then he stated the constraints and problems of people's

[18] Lalfakzuala, K., Joseph. (2014). Urban Governance in Mizoram: A study of BSUP and IHSDP. Lalhmachhuana & Tlanhlua, C.V.L., (Ed.), *Urban Administrationn and People's Participation in North East India.* Guwahati : EBH Publishers. pp. 29-31.

[19] Lalkima. (2014). Urban Administration: Problems and Prospects – In Northeast India. Lalhmachhuana & Tlanhlua, C.V.L., (Ed.), *Urban Administrationn and People's Participation in North East India*. Guwahati : EBH Publishers. pp. 6-13.

[20] Rosiamngheta. (2014). Urban Administration and People's Participation in Northeast India. Lalhmachhuana & Tlanhlua, C.V.L., (Ed.), Urban Administrationn and People's Participation in North East India, pp. Guwahati : EBH Publishers.14-18.

participation in urban administration in three main points; firstly the importance of good policies, good local governance systems and a sound financial management in the implementation of sustainable urban development along with the 3Fs i.e Functionaries, delegation of Functions and availability of Funds; secondly negative effects of power imposed by state government through inclusion of MLAs from municipal area; thirdly, lack of enthusiasm by legislators and administrators for development of the city and fourthly the ward committee not functioning as stipulated by the Indian constitution.

Srinibas Pathi (2014)[21] in his article *Urban Administration and People's Participation* has stated the issues and concerns in urbanization surrounding the North East region with Mizoram in particular on its socio-economic dynamics and the geo-political factors of the region. The existing gaps between the rich and the poor may be bridged if the urban policies, laws, plans and programmes are re-oriented accordingly to ensure slum development and inclusive growth. Citizen participation and public private partnership should also be incorporated especially in urban basic services and implementation and monitoring of development plans fields.

R.K Sapru (2015)[22] in his book, *Development Administration* provides an in-depth understanding on the different concepts of development, sustainable development, comparative public administration, development administration and new public management with special emphasis on the state's role in socio-economic development, enhancing its regulatory and transformative capabilities to face new challenges. It also highlights the development issues, approaches and strategies which should be considered under different national, social, economic and administrative settings.

[21]Pathi, Srinibas. (2014). Urban Administration and People's Participation. Lalhmachhuana & Tlanhlua, C.V.L., (Ed.), *Urban Administration and People's Participation in North East India*. Guwahati : EBH Publishers. pp. 1-4.
[22] Sapru, R.,K. (2015). Development Administration. New Delhi : Sterling Publications.

N Mani (2016)[23] in his book *Smart Cities and Urban Development in India* highlighted the Smart Cities policy adopted by the Government of India to modernize the Indian urban infrastructures and as a step towards development. He particularly focused on the policies and programmes to deal with the problems and challenges posed by the rising urbanization thus giving a detailed account of the problems arising from the growing urbanization in India

Arindam Biswas (2017)[24] in his article *Analysis of Indian Urban Policies to Identify Their Potential of Achieving Inclusive Growth* talked about the adoption of the development ideology to inclusive growth as against the continuous pro-poor growth strategies development approach yet majority of the urban population continued to be deprived of basic amenities. So they have brought up the significance of inclusive growth in corroboration with the previous approaches.

Isher Judge Ahluwalia (2017)[25] in his article, *Urban Governance in India* has examined the institutional features and devolution mechanisms of the federal framework where cities have to deliver improved standard of life to the residents and produce an investment climate capable of assisting the rapid growth. It argues that though planned urbanization is needed for the industry and services sectors and also for rural rejuvenation, the lack of empowerment of cities is constraining their ability to translate the urban development agenda into action. The article emphasizes the importance of bridging the urban infrastructure deficit and argues that institutional reforms are crucial for reaching out to private sector for sharing the financial burden and ensuring that it results in improved service delivery.

Arambam Prafullo Kumar Singh (2018)[26] in his book *Urban Local Government in Mizoram* has studied an in depth on the roles, powers and functions

[23] Mani, N,. (2016). Smart Cities and Development Administration in India. New Delhi : New Century Publications.
[24] Biswas, Arindam. (2017). Analysis of Indian Urban Policies to Identify Their Potential of Achieving Inclusive Growth : *Journal of Urban Research and Practice.* 10(2), pp 198 – 227.
[25] Ahluwalia, Isher Judge. (2017). Urban Governance in India:*Journal of Uban Affairs*, 41(1).
[26] Singh, Arambam Prafullo Kumar. (2018). Urban Local Government in Mizoram. New Delhi : Mittal Publications

of the urban bodies as well as the Aizawl Municipal Corporation in relation to the enactment of the 74th Constitutional Amendment Act 1992. He has given a detailed view on the Mizoram Municipalities Act 2007, the Ward Committees and Local Councils on their roles and functions with regards to the urban administration as well.

According to the United Nations Development Programme (2018)[27] report on World Urbanization Prospects, *Urbanization and Sustainable Development,* urbanization is a complex socio-economic process transforming environment, converting previous rural areas into urban, shifting the spatial distribution of population from rural areas to urban areas. Urbanization not only alter the demography but discusses that there has to be environmental sustainability in maintaining the development of the urbanization process.

Nuno F. da Cruz (2018)[28] in his article *New Urban Governance: A review of current themes and future priorities* explores some of the key concepts, trends and approaches in contemporary urban governance research. Furthermore, because global and comparative research on urban governance is confronted with an absence of systematically collected, comparable data, the article also argues that future efforts will require experimenting with methodologies that can generate new empirical insights.

[27] World Urbanization Report. (2018). United Nations Development Programmes Report. New York : United Nations.
[28] Cruz, Nuno F. da. (2018). New urban governance:A review of current themes and future priorities: *Journal of Urban Affairs*, 41(1).

Richard Florida (2018)[29] in his book *The New Urban Crisis: How Our Cities Are Increasing Inequality, Deepening Segregation, and Failing the Middle Class-and What We Can Do About It* examines the present situation and crisis of the urban lifestyle with the recent surge of many educated, affluent and the young back to the cities helping fight the stagnant urban decline and impoverished conditions for many decades. However, despite the increasing positive growth in urban lifestyles, yet there are still many urban cities that still remain stagnated and require much more attention to overcoming issues such as middle class disappearances.

Anupama Puri Mahajan (2019)[30] in his book *Development Administration in India* addressed comprehensively on the roles that the agencies of administrative development play in the functioning of a government with special reference to the developing country i.e India. It also included thorough insights on the concepts, concerns and new challenges of development administration in India, while highlighting the critical and exhaustive coverage of administrative development from both theoretical and practical perspectives.

Ramnath Jha and Sayli Udas Mankikar (2019)[31] in their report *India's Urban Challenges: Recommendations for the New Government (2019-2024)* talked about how in the past urbanization and its challenges required low priority in the national political area but in modern times, in regions like North and Western and the capital require special attention with its increase in economy and demography. Their article includes a report on urban challenges in recent years of urbanization as it is likely to increase. They have covered the subjects of urban planning, municipal finance, housing, urban livelihoods, urban transportation, and municipal capacity building, and aim to offer insights to the new national government on policy priorities.

[29] Florida, Richard. (2018). The New Urban Crisis: How Our Cities Are Increasing Inequality, Deepening Segregation, and Failing the Middle Class-and What We Can Do About It. New York: Basic Books.
[30] Mahajan Anupama Puri. (2019). Development Administration in India. New Delhi : SAGE pPublications.
[31] Jha, Ramnath., Mankikar, Sayli Udas. (2019). India's Urban Challenges: Recommendations for the New Government (2019-2024). Delhi : Observer Research Foundation.

Sahib Singh and Swinder Singh (2019)[32] in their book *Development Administration in India* made comparisons on the urban development situation between developed countries and developing countries based on social, economic, political and administrative characteristics with special highlights on public enterprises and their roles, significance and problems in economic development with special reference in India. Many agencies of the central government and central policies are also dealt with in detail in their book.

B. K Pattanaik (2020)[33] in his book *Introduction to Urban Development and Planning* covers contemporary topics in relation to urban development, governance and planning as well as the issues and challenges faced by urban administration while highlighting the various issues and challenges faced by the urban administration. He mainly focused the development, planning and governance with regard to sustainable goals and development. Therefore he highlighted the policies and programmes that for achieving sustainable development and administration.

R B Bhagat, Archana K Roy, Harihar Sahoo (2020)[34] in their book *Migration and Urban Transition in India* explores the conditions of migration emerging as an issue in global politics and community development as well. They also highlighted the role of migration in socioeconomic development and its interdependence with urbanization, employment, labour and industry as well as the challenges they face. They also covered the importance of the importance of migration and urbanization, sustainability and inclusivity to economic growth and development.

[32] Singh, Sahib, & Singh, Swinder. (2019). Development Administration in India. Jalandhar : New Academic Publishing.
[33] Pattanaik, B., K. (2020). Introduction to Urban Development and Planning. New Delhi : SAGE Publications.
[34] Bhagat, R,. B. Roy Archana K, Sahoo Harihar. (2020). Migration and Urban Transition in India. New Delhi : Routeledge India.

Research Gap

After a brief review of the above mentioned literature and academic resources, it is found that there is no study on Atal Mission for Rejuvenation and Urban Transformation in Mizoram. So, to bridge the gap, the research work is undertaken.

Scope of the Study

The present study has been designed for carrying out a comprehensive study of urban rejuvenation and transformation programme implemented by the Urban Development & Poverty Alleviation in Mizoram. This study focuses on urban development programmes in India**,** with a specific emphasis on the Atal Mission for Rejuvenation and Urban Transformation (AMRUT) in Mizoram**,** particularly in the Aizawl district. The study evaluates the role of the Directorate of UD&PA and Urban Local Bodies (ULBs), governance structures, financial management, and stakeholder engagement**,** community engagement in executing AMRUT projects.

The research examines the implementation, impact, and challenges of AMRUT projects with special emphasis on one of AMRUT's component i.e. water supply. The study explores the implementation of AMRUT-funded water supply projects assessing their impact. Additionally, the research identifies key bottlenecks such as terrain challenges, financial constraints, and stakeholder participation**,** offering policy recommendations for improving urban water supply management. The study is crucial for policy-makers, urban planners, and local authorities in enhancing the effectiveness of urban water infrastructure in Aizawl and similar hilly urban regions.

Objectives of the Study

1. To study the concept of Urban Development
2. To analyze the major Urban Development Programmes in India
3. To study Atal Mission for Rejuvenation and Urban Transformation as implemented by the Department of Urban Development and Poverty Alleviation, Government of Mizoram and
4. To find out the issues and challenges in the implementation of Atal Mission for Rejuvenation and Urban Transformation Scheme in Mizoram and the possible solutions and remedial measures

Research Questions

1. What is the concept of Urban Development?
2. What are the major Urban Development Programmes in India?
3. How is Atal Mission for Rejuvenation and Urban Transformation implemented by the Department of Urban Development and Poverty Alleviation, Government of Mizoram?
4. What are the issues and challenges in the implementation of the Atal Mission for Rejuvenation and Urban Transformation Scheme in Mizoram and what are its solutions and remedial measures?

Methodology

The present study was conducted grounded on a qualitative design on the urban development policies in general and Atal Mission for Rejuvenation and Urban Transformation and its implementation in Mizoram in particular. It is a mixed method of data collection with both qualitative and quantitative. Fifty respondents have been taken from the officials of Directorate of Urban Development and Poverty Alleviation and thirty respondents have been taken from the urban local bodies (ULBs) i.e Aizawl Municipal Corporation. For this, Purposive Sampling Method, Non Probability Sampling was conducted with the population from Aizawl district.

Three officials were also interviewed with the officials of the Public Health Engineering Department. Data was also collected amongst 100 citizens based on their opinions about AMRUT. Therefore, a total of 183 respondents have been collected for this study.

Primary data was collected through questionnaires and semi – structured interview schedule and interaction with the officials of the Directorate of Urban Development and Poverty Alleviation, the officials of AMC and the officials of Public Health Engineering Department. Secondary data was collected from published books, journals, articles, official websites accessed on the internet, reports of Government and non-Governmental agencies. Various urban development schemes, projects, policies and programmes of the central government taken up by the state government were also analyzed with a view to finding out their relevance for the present study. All data collected will then be analyzed and tabulated, and then presented in the form of tables consisting of rows and columns, headings and source, charts and graphs using a statistical tool i.e. Statistical Package for Social Science (SPSS) . Figures are also incorporated wherever necessary.

Chapterization

The present study is divided into seven chapters which are as follows:

Chapter I : Introduction

The first chapter discussed the main theme of the research problem, general introduction, review of literature, research gap, objectives, scope, methodology, significance and chapter scheme etc. The study covers a brief introduction on development, urban development and the dynamics of the urbanization in recent times including the urban development programmes in India and on AMRUT in Mizoram. Four objectives were formulated for the present study and four research questions were articulated. The methodology, types, source of data collection and

analysis of data were also clearly stated. The statistical methods employed were also laid out in the first chapter.

Chapter II : Urban Development: A Conceptual Study

The second chapter explores the concept, meaning and definition of urban development. It delves into the key components of urban development like the causes of urbanization and trends or urban development. The chapter examines various theories and models of urban development**,** such as Von Thunen Model, Concentric Zone Theory, Wedge or Radial Sector Theory and Multiple-Nuclei and the current theories providing a framework for understanding how cities grow and function. It also includes the concept, issues and challenges, importance and ways to foster sustainable urban development. It also discusses the issues and challenges of urban development**.**

Chapter III : Urban Development Programmes in India

The third chapter traces the history of the urban development programmes in India from the post independence period. Starting in 1947 and continuing up to the current day, it describes the many urban projects undertaken by the Ministry of Housing and Urban Affairs, Government of India, are organised into several phases that correlate to different Five Year Plans (FYP). It then explains in detail the different urban initiatives taken within each FYPs of the different phases. The chapter divided the phases into five with the fifth phase consisting of the latest urban policy initiatives and defining in brief the national urban policy initiatives.

Chapter IV : Implementing Department: Urban Development and Poverty Alleviation Mizoram

The fourth chapter studied on the UD&PA, GoM, the agency responsible for carrying out AMRUT. Initially, the elements that have contributed to the North East's urbanization and the current state of the region's urban circumstances are outlined. The chapter traced the evolution of Mizoram's urban growth through time and assessed the city's circumstances that prompted the creation of a directorate to monitor city operations. Additional four northeastern states' urban settings and development projects, along with their respective urban development agencies, and relevant information on each state's stance on AMRUT's implementation. It then discusses on the background, development, and founding of the UD&PA in Mizoram. Following an explanation of UD&PA's significance and purpose, the chapter delves into the organization's structure, operations, and activities, touching on a number of urban projects run by CSS and SSS.

Chapter V : Atal Mission for Rejuvenation and Urban Transformation

The chapter focusses on The Atal Mission for Rejuvenation and Urban Transformation . It first introduces the program and then looks at a number of components, such as the program's launch date, goals, missions, focus areas, implementation stages, national and local program management structures, funding, committee participation, implementation and monitoring procedures, and reforms. Water supply is the top priority among the main areas of attention in AMRUT, and its implementation under the UD&PA is notably distinguished by this focus. The implementation process, many activities performed, achieved metrics and milestones, project funding allocations, and evaluations in compliance with the AMRUT Guidelines and Mission Statement are all included in the State Annual Action Plans. This chapter also discusses some of the collected data.

Chapter VI : Results and Discussion

This chapter analyses the data collected for the study on AMRUT in Mizoram, specifically focusing on the component water supply only, The analysis of data collected as questionnaires and interviews provides insights into the impact, challenges, and potential areas for improvement, as well as the researcher's findings and suggestions for the implementation of AMRUT in Mizoram.

Chapter VII : Conclusion

The final chapter is divided into two parts. The first part covers a summary of the study. It highlights all the previous chapters including the Conceptual study of Urban Development, the different programmes of Urban Development in India post-independence, the development of urban in the 3 states of North East India, the origin, organizational structure and working of UD&PA in the implementation of AMRUT. Then lastly the study of AMRUT. The second part starts with answering the research questions separately. It also covers the general issues, problems and challenges and the remedial measures to be taken regarding the implementation of AMRUT.

To sum up, in this chapter, the introduction, the main theme of the research problem, general introduction, review of literature, research gap, objectives, scope, methodology, significance and chapter scheme etc have been discussed.

Major Findings

The study on the reveals several key findings related to the implementation of AMRUT in Mizoram. The major findings of this research are outlined below:

Lack of Awareness and Understanding of AMRUT: The awareness of AMRUT among key officials is relatively strong, but ULBs and local communities lack a deep understanding of its objectives. Limited knowledge about AMRUT's broader urban development components hinders integrated planning, making it essential to implement comprehensive training and awareness programs to improve participation and execution efficiency.

Stakeholder Engagement and Governance: Despite AMRUT's structured framework, stakeholder engagement remains low, with ULBs playing a minimal role in execution and monitoring. Community participation is also weak, reducing public trust and accountability. Ineffective communication between agencies further weakens governance, emphasizing the need for transparent decision-making and stronger collaboration among government bodies, private sectors, and local communities.

Financial and Administrative Challenges**:** Financial constraints and delays in fund disbursement have significantly affected project implementation. While the 90:10 central-state funding ratio provides greater central government support, inadequate financial resources still limit large-scale urban improvements. Administrative inefficiencies, slow bureaucratic processes, and contractor-related delays exacerbate these financial issues, requiring streamlined funding mechanisms and better fiscal management strategies.

Implementation and Infrastructure Challenges: While AMRUT projects in Mizoram, particularly under water supply, have largely adhered to timelines, the hilly topography and seasonal monsoons pose significant challenges. Engineering difficulties, lack of advanced technologies, and outdated infrastructure limit the overall impact of urban development initiatives. Addressing these barriers requires strategic planning, innovative construction methods, and enhanced technological integration.

Role of Public-Private Partnerships (PPPs)**:** PPPs have the potential to alleviate financial burdens and bring technological expertise into urban development projects. However, their role in Mizoram's AMRUT implementation remains minimal. Strengthening private sector engagement through incentives, clear policy frameworks, and risk-sharing mechanisms could improve efficiency, ensure sustainable funding, and enhance service delivery across urban infrastructure projects.

Project Monitoring and Evaluation Mechanisms: Although AMRUT has established evaluation mechanisms to monitor project progress, the actual execution of monitoring activities remains weak. ULBs rarely participate in oversight functions, and interdepartmental coordination is inconsistent. Strengthening monitoring frameworks, incorporating digital tracking systems, and ensuring regular audits could enhance transparency and accountability in urban development programs.

Impact and Sustainability of AMRUT in Mizoram: While AMRUT has contributed to infrastructure development, its impact on fully addressing urban challenges in Aizawl remains limited. Water supply improvements have been significant, but issues like inadequate resources, difficult geography, and lack of community involvement continue to affect long-term sustainability. Ensuring a holistic, multi-sectoral approach and

integrating sustainable practices will be crucial for lasting urban transformation.

Lack of available information regarding AMRUT in books, articles and internet sources in the context of AMRUT within Aizawl.

Recommendations for Improvement

The study recommends enhancing ULBs and community engagement, securing diversified funding sources, improving water infrastructure, strengthening policy frameworks, adopting smart technologies, ensuring better coordination, and implementing capacity-building programs to optimize AMRUT's effectiveness in Mizoram's urban development initiatives.

Remedial Measures

To overcome the challenges identified above, several remedial measures can be taken to improve the implementation of AMRUT in Mizoram. These measures will ensure that AMRUT projects are more effective, sustainable, and culturally relevant.

Enhancing Financial Resources and Efficient Fund Utilization

To ensure sustainable funding for AMRUT projects, financial support should be sought from multilateral agencies, Corporate Social Responsibility (CSR) initiatives, and Public-Private Partnerships (PPPs). Prioritizing water supply projects in high-need areas will improve resource allocation and ensure that funds are used efficiently, maximizing urban development impact.

Upgrading Water Supply Infrastructure and Reducing Water Wastage

The implementation of gravity-fed water systems will minimize dependence on electricity, reducing operational costs and energy consumption. Replacing outdated pipes with leak-proof materials will prevent water loss, while smart water meters will allow for accurate tracking of consumption and reduce excessive usage. Regular leakage detection and scheduled pipeline maintenance will help sustain water supply efficiency.

Promoting Sustainable Water Management Strategies

Introducing stringent water conservation policies will encourage sustainable practices, including mandatory rainwater harvesting, wastewater recycling, and community-led water governance initiatives. Enhancing the capacity of Urban Local Bodies (ULBs) through training programs on water resource management will ensure better planning, distribution, and sustainability of water supply projects.

Strengthening Collaboration and Coordination Among Stakeholders

Improving coordination between departments and agencies will enhance project efficiency, from the preparation of project reports to work allocation. Familiarizing ULBs and local communities with AMRUT activities will encourage active participation and create a more inclusive approach to urban development planning and execution.

Empowering ULBs for Improved Implementation and Monitoring

Delegating greater responsibilities to ULBs will strengthen local governance and improve their role in monitoring and execution. Increased involvement in strategic planning, project oversight, and identifying

deficiencies will enhance overall AMRUT implementation, leading to better service delivery and accountability.

Enhancing Water Metering and Billing Efficiency

Modernizing metering and billing systems will minimize revenue losses and improve financial sustainability in water supply projects. Accurate water usage tracking will encourage responsible consumption, while digital billing systems will streamline payment collection and reduce financial inefficiencies in urban water management.

Implementing Policy-Level Improvements and Capacity-Building Programs

Introducing capacity-building initiatives for ULBs will enhance their technical expertise, administrative efficiency, and policy execution. Strengthening cooperation among government agencies, private stakeholders, and communities will foster a more integrated urban management approach, ensuring long-term sustainability of AMRUT's objectives.

Limitations of the Study

This study provides a comprehensive analysis of urban development programmes in India, with a specific focus on the implementation of the Atal Mission for Rejuvenation and Urban Transformation (AMRUT) in Mizoram. However, certain limitations must be acknowledged, as they may have influenced the scope and depth of the research findings.

Limited Availability of Region-Specific Data: One of the primary challenges encountered was the lack of extensive data specific to Mizoram's urban development under AMRUT. While national-level reports and policy documents provide broad insights, detailed region-specific studies and statistics remain scarce, which may have constrained the depth of the analysis.

Restricted Access to Government Reports and Implementation Records:

Accessing official records on the progress, financial allocations, and effectiveness of AMRUT projects in Mizoram was limited. While certain reports and policy documents were publicly available, detailed project assessments, progress reports, and expenditure breakdowns were often inaccessible, affecting the ability to conduct a fully data-driven evaluation.

Evolving Urban Policies and Regulatory Framework: Urban development policies in India, including those related to AMRUT, are continuously evolving through amendments and policy revisions. As a result, the study is based on the most recent information available at the time of research, but future changes in regulations and implementation strategies may affect the long-term relevance of some findings.

Challenges in Obtaining Stakeholder Perspectives: Conducting interviews and gathering firsthand insights from key stakeholders, such as government officials, urban planners, and local beneficiaries, posed challenges due to logistical constraints and limited willingness of respondents to share detailed information. These factors may have affected the study's qualitative analysis of the programme's impact.

Generalizability of Findings: Given Mizoram's unique geographical, socio-economic, and infrastructural context, the findings of this study may not be entirely generalizable to other states or urban areas in India. The distinct challenges faced by Mizoram in implementing urban development initiatives may differ from those experienced in more urbanized or industrialized regions.

Despite these limitations, this study contributes valuable insights into the implementation of AMRUT in Mizoram and highlights key challenges and opportunities in urban development. Future research may benefit from enhanced data accessibility, longitudinal studies, and direct engagement with stakeholders to provide a more in-depth assessment of AMRUT's impact in the region.

Significance of the Study

The research on Urban Development Programmes in India**,** focusing on AMRUT in Mizoram, is significant as it evaluates the impact of urban infrastructure improvements, water supply, and governance in the region. It highlights challenges, policy effectiveness, and the role of the Directorate of Urban Development and Poverty Alleviation as well as Urban Local Bodies (ULBs) in sustainable urban growth. The study provides insights for future urban planning strategies, ensuring efficient resource allocation and better service delivery**,** contributing to inclusive and resilient urban development in Mizoram.

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