

Presentation on Mumbai Transformation Process

PARTNERS

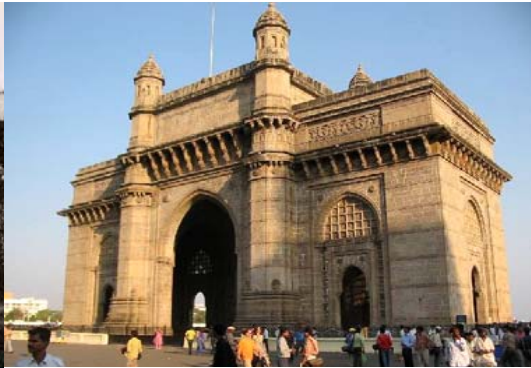
Citizens' Action Group
Government of Maharashtra
World Bank
and
Cities Alliance

Structure

- Perspective of urbanisation
- Rationale of transformation
- Vision and transformation agenda
- Institutional mechanism for consultation process
- Strategy for transformation
- Challenges

Urbanization and Development

- 30% in India and 45% population in Maharashtra is urban- expected to double by 2025
- Rate of growth of urban population is much higher than rural (AARC: Urban 2.81%; Rural .82%. Total 1.41%)
- Contribution of Primary sector to the GDP – 20%
- Share of Agriculture in workforce to reduce to 37% by about 2025
-
- Cities are the engines of growth
- About 24% of urban population below poverty line and as many living in slums
- ***Cities will have to provide employment and housing to much larger number and play much larger role in state and national economy***

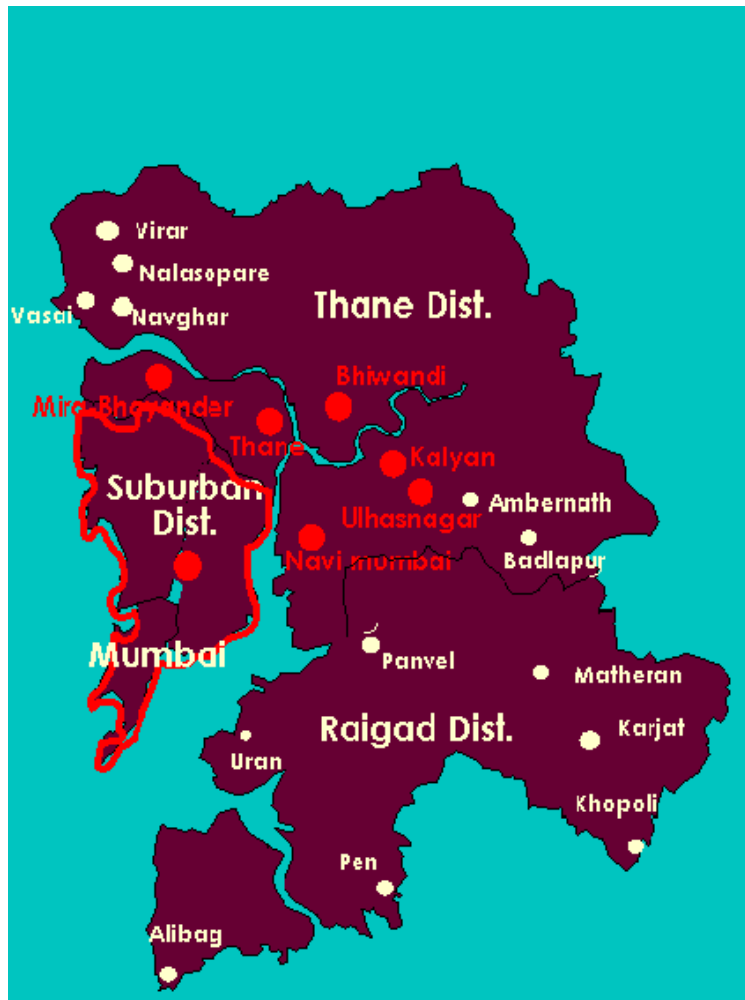


Transforming Mumbai Into a World-Class City



Mumbai is Mumbai Metropolitan Region

Mumbai Metropolitan Region



Salient Features

Greater Mumbai

Area 437 sq.km. Population 11.91 million

Municipal Corporations (6)

Populations 4.75 million

Thane (1.26 million)

Kalyan-Dombivli (1.19 million)

Navi Mumbai (0.70 million)

Mira-Bhayander (0.52 million)

Bhiwandi-Nizampur (0.59)

Ulhasnagar (0.47)

Municipal Councils (13)

Population 1.04million

Rural MMR

Population 1.04

Mumbai Metropolitan Region

Area 4325 sq.km. Population 18.89 million

Mumbai's growth matters for the state

Income and Tax of MMR and Maharashtra

2004-05	MMR	Maharashtra (without MMR)	Maharashtra (Total)
GDP (Rs.)	Rs.136,400 crore	Rs.228,800 crore	Rs. 365,200 crore
GDP Per Capita (Rs.)	Rs. 62,000	Rs. 28,962	Rs. 36,158
Sales Tax	Rs. 12,440 crore	Rs. 4,450 crore	Rs. 16,890 crore

Mumbai (MMR) accounts for:

- 22% of the state's population and 40% urban population
- 40% of growth; has almost double the state's per capita income
- 70% of all state taxes

Overcrowded public transport



**Trains supposed to carry 1700
passengers carry 4500
passengers**

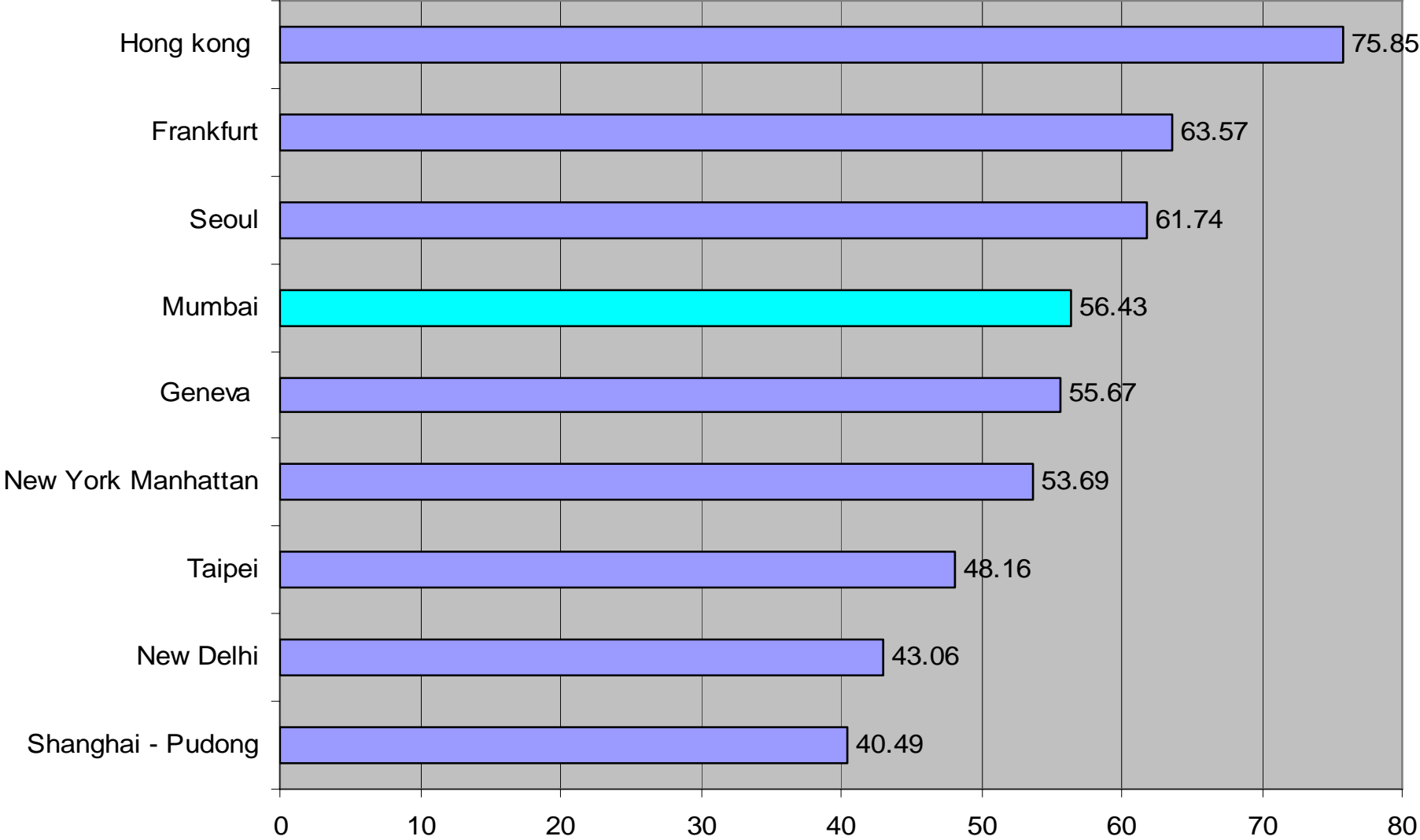


Housing and Encroached Infrastructure is a serious problem

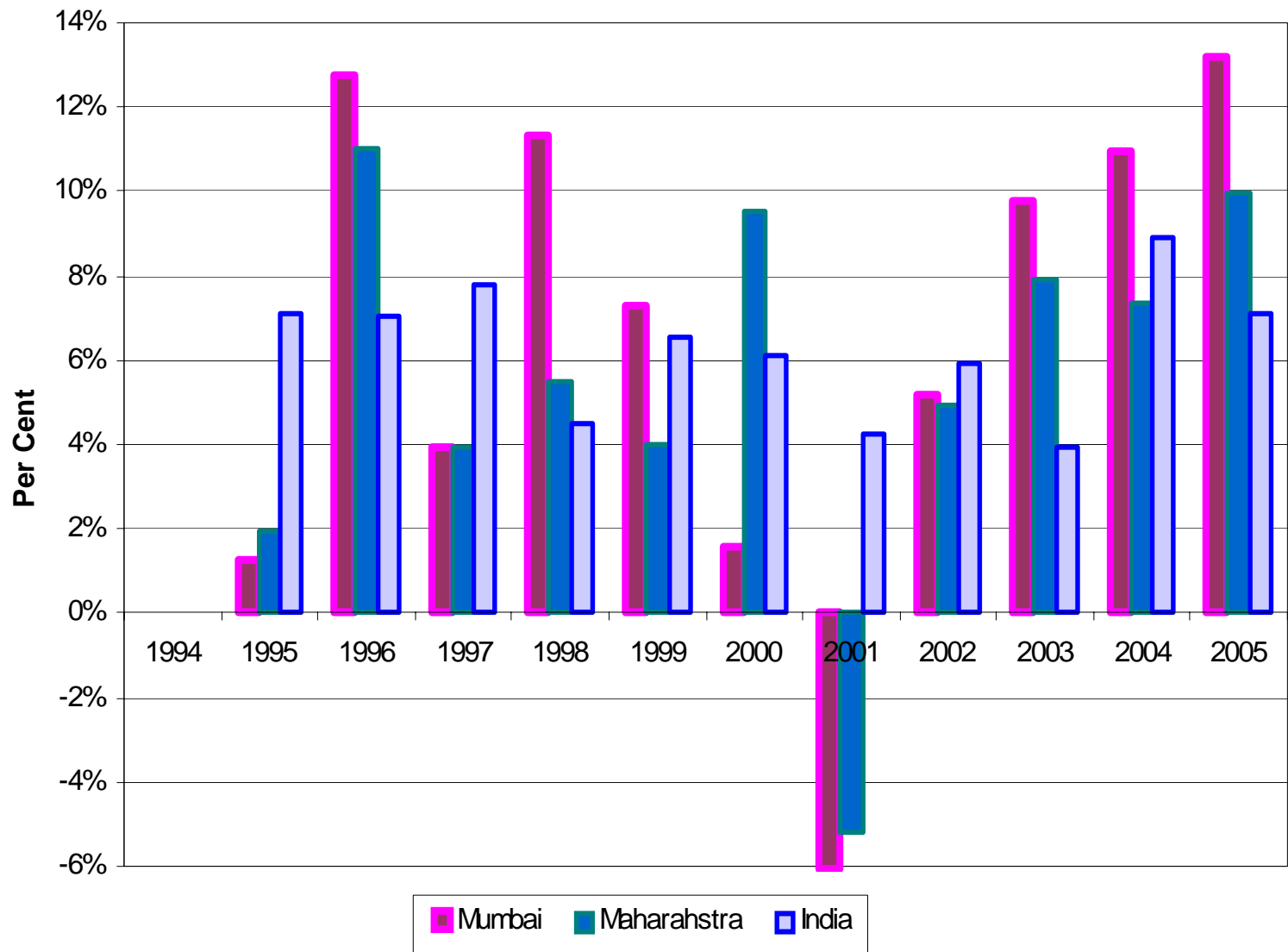


High Real Estate Prices

RENT PER ANNUM IN \$US PER SQ FT



Growth Rate of Net domestic Product



Vision Mumbai

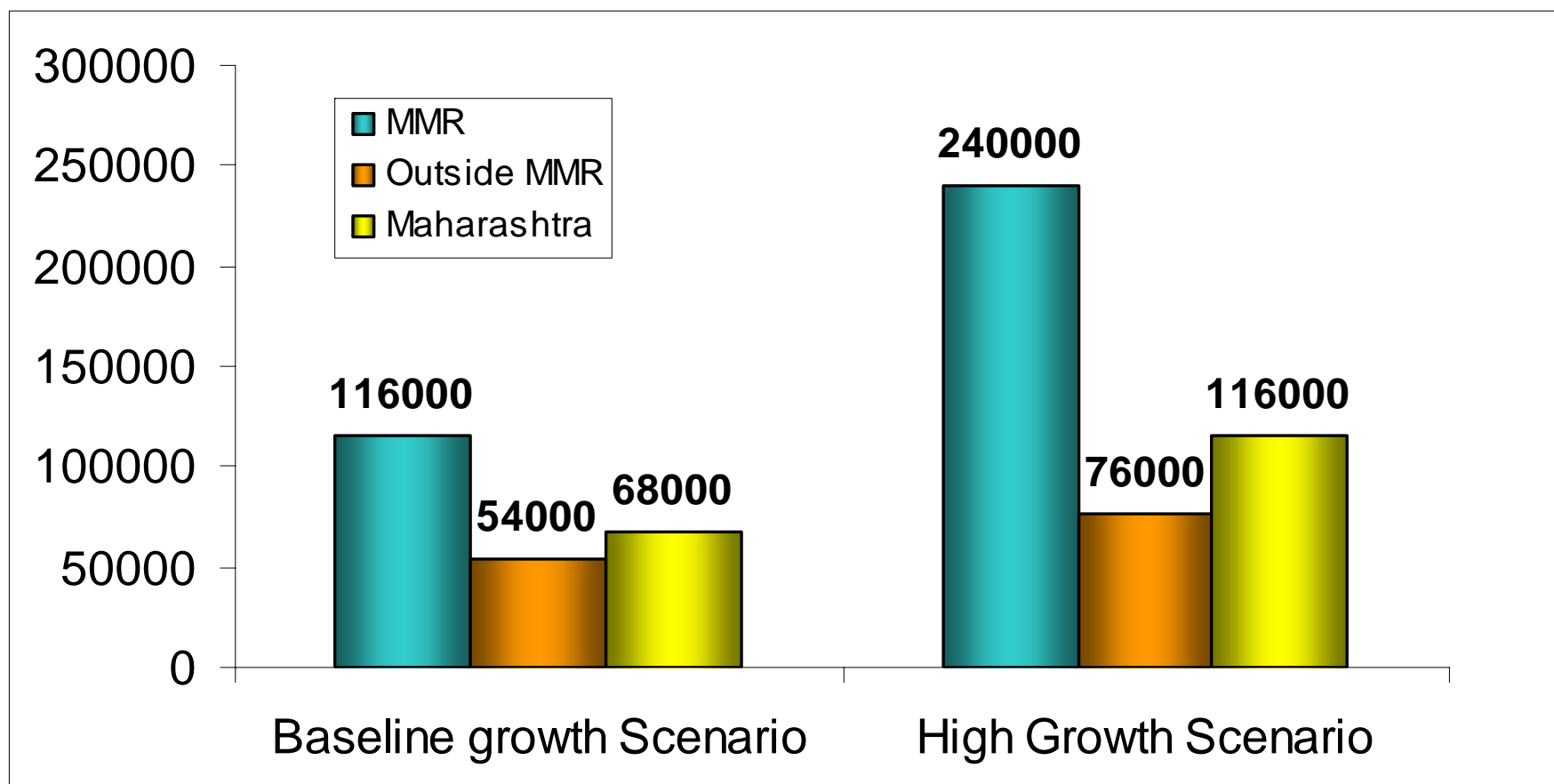
Transforming Mumbai into a World Class City with a Vibrant Economy and Globally Comparable Quality of Life for its Citizens

Transformation agenda

- Strategic planning
- Infrastructure development
- Economic Growth
- Social infrastructure
- Housing
- Governance

Maharashtra's Engine of Economic Growth: Mumbai 2006 - 2020

Per Capita GDP Scenarios (Rs) : 2006 to 2020



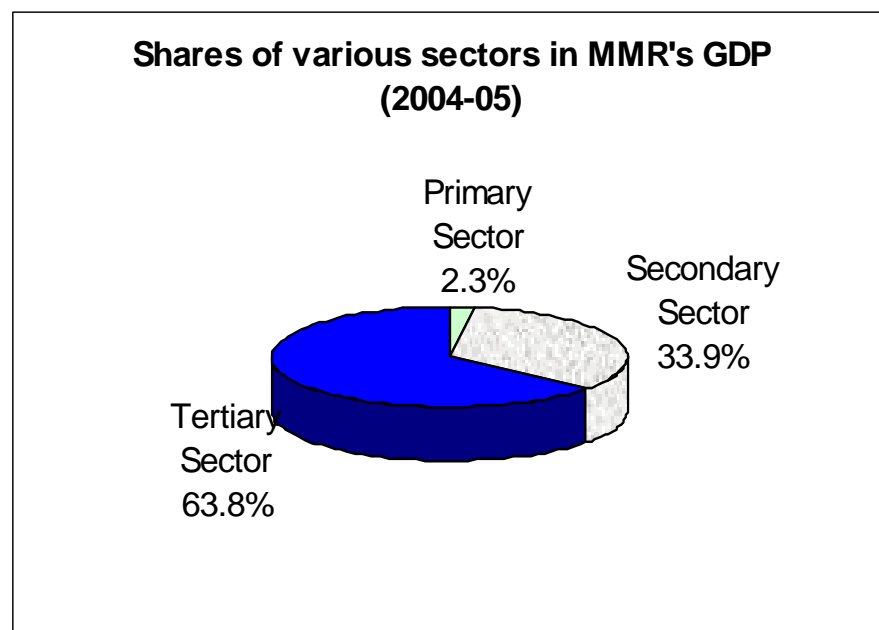
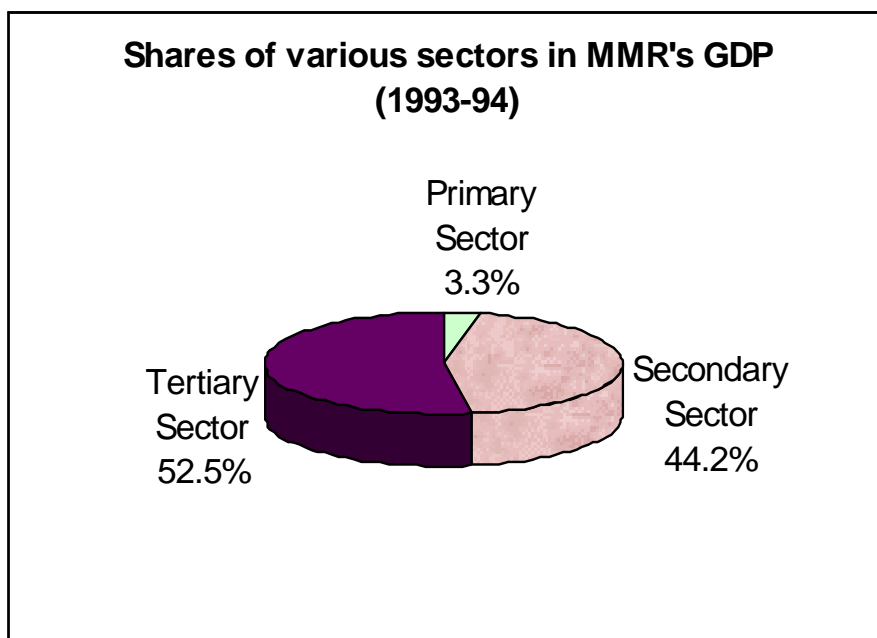
Note: Baseline growth scenario: MMR 6%; State 6%
High growth scenario: MMR 12% and State 8%

Projected tax revenues from MMR: 2006-2020



Structural Shift - GDP composition

- Increase in share of tertiary sector to 63.8% in FY 2004-05 from 52.5% in FY 1993-04
- Decline in secondary sector from 44.2% to 33.9%

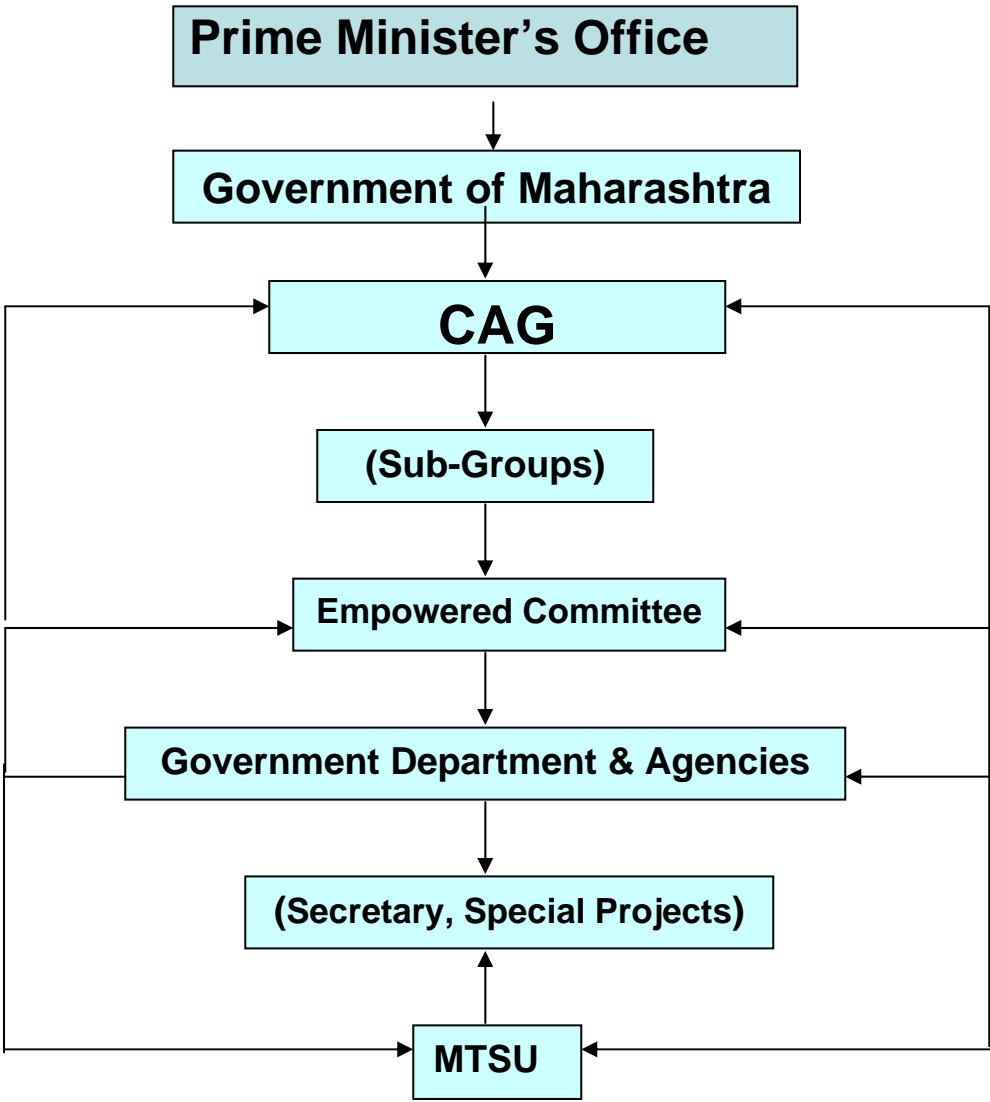


Source: Department of Economics and Statistics, Government of Maharashtra

Transformation Agenda



Institutional Framework for Consultation Process



Thematic Sub groups

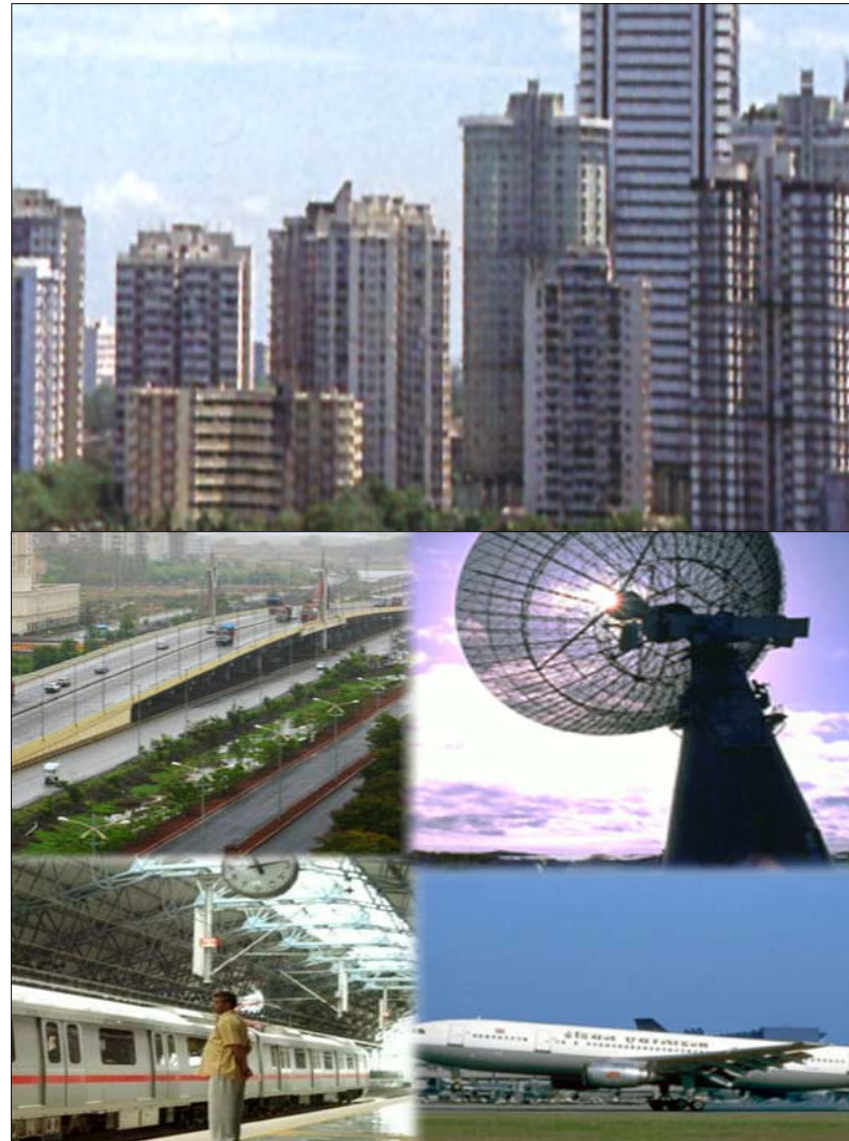
- Strategic planning and financing
- Infrastructure
- Economic Growth
- Housing
- Social Infrastructure
- Governance

Strategy

- Identifying economy drivers and assess their needs for sustained growth
- Infrastructure Development
- Ring fenced Development Fund
- Mainstreaming of informal sector
- Land and housing market reforms
 - Decontrol of housing
 - Rationalize development control and streamline approvals
 - Redevelopment of slums and cessed buildings
 - Affordable housing
 - Capturing property value gain
 - Property tax reforms

Governance Reforms

- Setting up of Metropolitan Planning Committee
- Strengthening ward committees
- Professionalizing service delivery
- Empowered city government



Implementation Strategy

- Bring key projects on fast track
- Pushing identified policy reforms
- Implementing quick win initiatives
- Consultation with wider stakeholders
- Studies and pilots
- Business plan

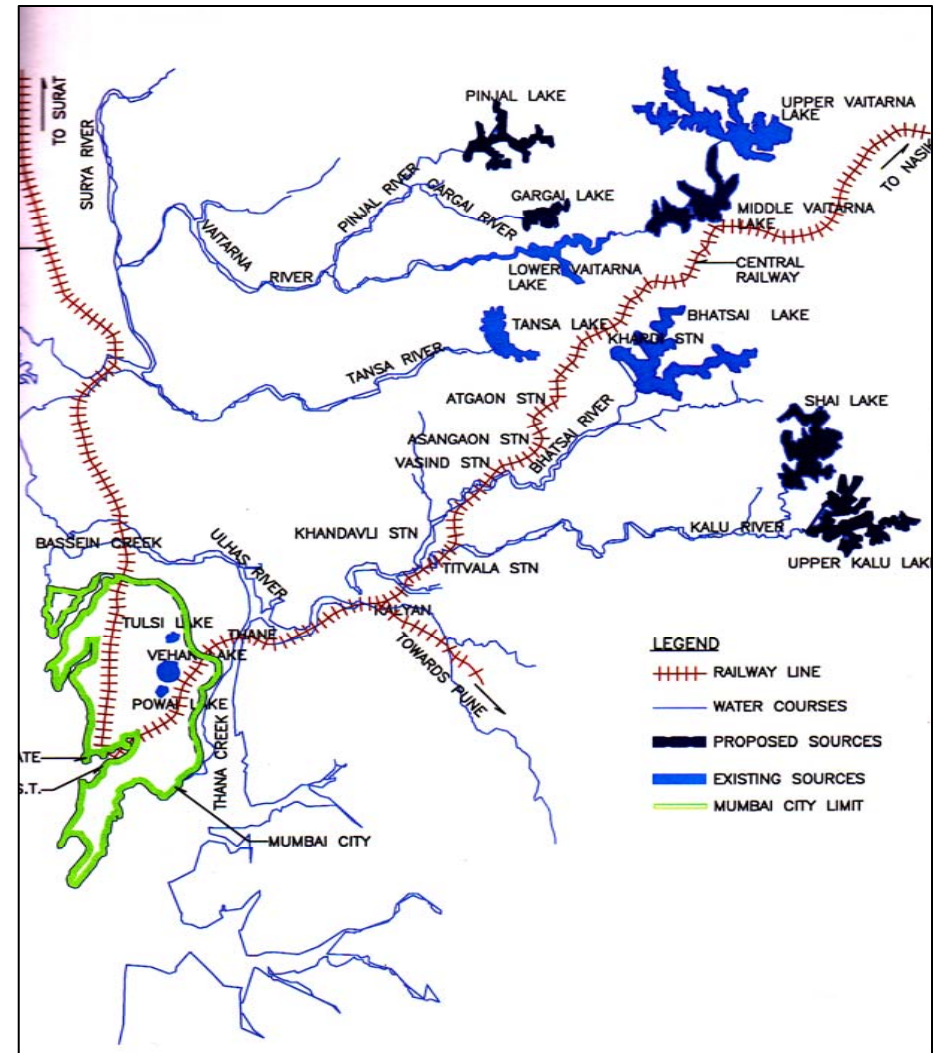
Middle Vaitarna Project

Objective:

- To augment the water supply to Mumbai city in order to overcome the present water shortage
- To tap 455 MLD of water supply to Mumbai by 2012

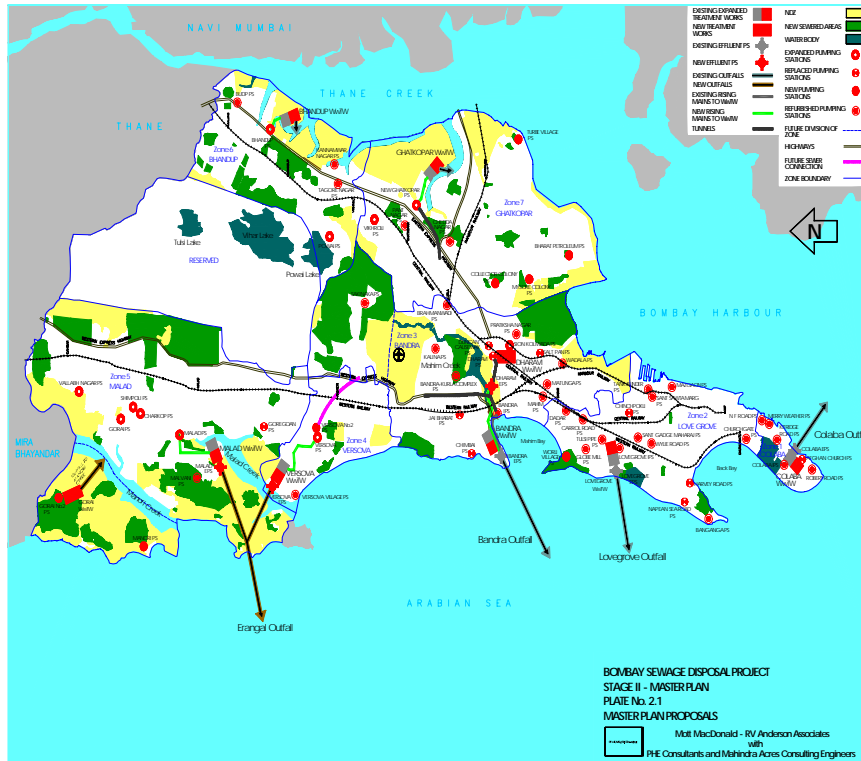
Key Features:

- Dam across Vaitarna river
- Tunnel from Vaitarna to Tansa
- 45 kms. of 3m diameter transmission main
- Water treatment plant at Bhandup
- Detailed Engineering in progress
- Project to be completed between 2007 – 2012



Cost Rs.1,352 Cr

Mumbai Sewage Disposal Project



Objective:

- To provide a healthier and improved environment for people living in MCGM, while minimizing impact of coast water on natural environment

Scope of Work:

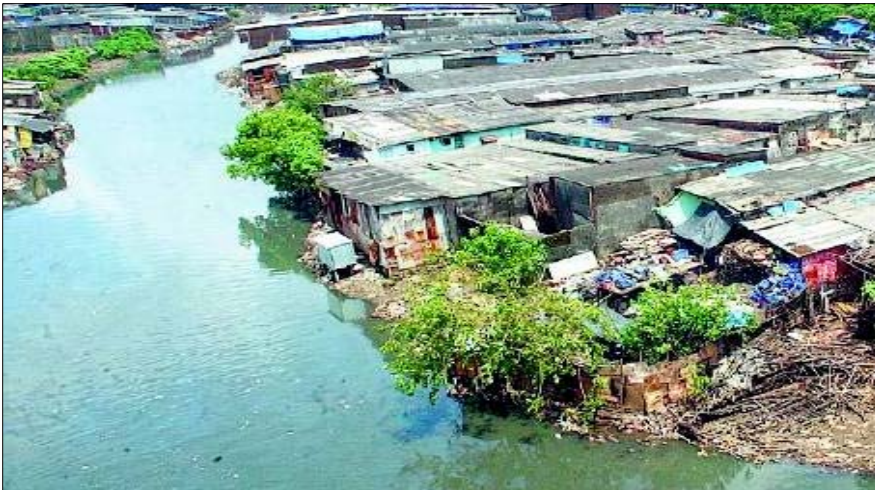
- Providing sanitation facilities to entire slum population
- Rehabilitation of sewers, upsizing of sewers and laying new trunk sewers
- Pumping stations and transfer of flows
- Waste water treatment works and outfalls

Status:

- Phase I and II proposals submitted to GOI
- Appointment of consultants for detailed engineering in progress

Cost Rs. 5,570 Cr

BRIMSTOWAD Project (Brihan Mumbai Storm Water Drain Project)



Objective:

- To ensure reduced incidents of flooding and lessen social losses due to flooding

Key Features:

- Replacement of old / dilapidated drains, enlarging under-sized drains / nallahs, installation of high capacity pumps
- Project implementation in 3 years from 2006-07 to 2008-09

Cost Rs.1,800 Cr

Mumbai Metro Project



Objective:

To provide a rail-based mass transit connectivity to people within an approach distance of 1-2 kms and to serve areas not connected by existing suburban rail system

Key features:

Construction in three phases

Total length 146.5 km.:

Implementation in 3 phases from 2006 to 2021

Total Cost Rs 19,525 Cr.

Metro Rail Phase I



Total Cost Rs 8180 Cr.

Phase I

Versova – Andheri – Ghatkopar

- Total Cost – Rs.1,500 Cr
- Total Length – 15.0 Km
- Bid Evaluation Complete
- Targeted Completion – 2008

**Project flagged off on 21st June 06
By Hon. Prime Minister**

Colaba –Mahim Charkop

- Total Cost – Rs. 5085 Cr
- Total Length – 36.0 Km
- Targeted Period – 2006 to 2011
- Tender Invitation in progress

Mahim- BKC – Mankhurd

- Total Cost – Rs. 1595 Cr
- Total Length – 12.80 Km
- Targeted Period – 2006 to 2010

Mumbai Transharbour Link (MTHL)



Objective:

- To improve connectivity of Mumbai to hinterland to promote housing and economic development

Key features:

- Proposed Key infrastructure projects in the area such as SEZs, airport, JNPT, Thane-Vashi Rail link to also benefit
- 22 km, 6 lane bridge
- Construction period 2007 – 2011 through 100% private equity.

Project Cost Rs.4000 Cr

Bandra Worli Sea Link Project



Objective:

- Developing Additional North- South Corridor

Key Features:

- Length of Main Bridge 4 Km
- 27% Work of the Main Bridge Completed
- Expected completion April 2008

Total Cost Rs. 1,300 Cr

Western Freeway Sealink Project

Worli-Nariman Point



Objective:

- To reduce the congestion in the existing western corridor between Bandra and Nariman Point

Key Features:

- Sealink will run parallel to shore line at a distance of 150-200 M in the sea
- Total length: 13.75 kms
- To be executed on BOT basis

Status:

- Consultants appointed
- Detailed Engineering in progress

Cost Rs.2,545 Cr

Mumbai Urban Infrastructure Project



Objective:

- To strengthen North –South corridors and East –West connectivity

Present Status:

- 60 % Work on Road corridors complete
- Contracts awarded for developing signal free corridors
- Expected completion by June 2007

Total Cost Rs. 2,647 Cr

Modernization of Airport



Objective:

- World Class Airport Facilities
- Enhance passenger capacity to 40 million per year

Key Features:

- Upgradation and expansion in 4 phases
- Project Period 20 years

Status:

- Airport handed over to SPV

Total Cost Rs. 9,000 Cr

Marine Drive Beautification



Objective:

- One of the 'quick wins' program
- To rally public support and build momentum for change

Key Features:

- Restoring Marine Drive (also known as *Queen's Necklace*) to its original beauty to serve as a tourist attraction
- The first phase of the work comprises of construction of a sea wall, parapet, footpath paving and some steel furniture.

Status:

Work is in progress and will be completed by December 2006

Cost Rs. 29 Cr

Dharavi Slum Redevelopment

Objective:

- Integrated Urban Renewal for improved housing and living conditions

Key Features:

- Duration of Project - 7 YEARS
- Rehabilitation of 51,680 families
- Sector wise redevelopment
- Public Private Partnership
- Project at bidding stage

Project cost Rs. 5480 crore



Rehabilitation of Pavement Dwellers

~ Mahatma Gandhi Path Kranti Yojna

Objective:

- Freeing arterial roads of pavement dwellings
- Facilitate smooth movement of vehicular traffic and pedestrians.
- 100% resettlement of pavement dwellers

Key Features:

- Resettlement of 25000 families
- Improvement of approx. 100 km of road
- Project Period: Two years implemented in three phases

Total Cost Rs. 625 Cr



Modern Fleet Taxi Scheme



Objective:

- To introduce comfortable, modern Taxis to facilitate commuters and reduce use of private cars

Key Features:

- State-of-the-art A/C vehicles of different models to cater to various needs/segments
- On Call Taxi service equipped with GPS/GPRS and Radio Phones
- Availability of call centers for easy access to users
- Electronic tamper-proof meter with printed bill facility



Mithi River Redevelopment



Objective:

Flood mitigation in the catchment area of the river, particularly in upcoming financial center of Bandra – Kurla Complex and the International Airport

Key Features:

- Mithi River Development and Protection Authority
- Resettlement of 3600 slum dwellers on the river bank
- Widening of river
- Phase I Cost Rs. 130 Cr

Total Cost Rs. 1,300 Cr

Reform Initiatives



State Housing Policy

- Repeal of ULCRA
- Amendment in RCA
- Development Control Regulations
- Slum Policy
- Market oriented redevelopment of old buildings
- Housing for Low Income Groups

Governance Reforms

- Empowered Committee set up
- Metropolitan Planning Committee
- Property Tax reforms
- Development/betterment Charges
- Mumbai Development Fund (MDF)

Consultations



Brainstorming in Sub Groups

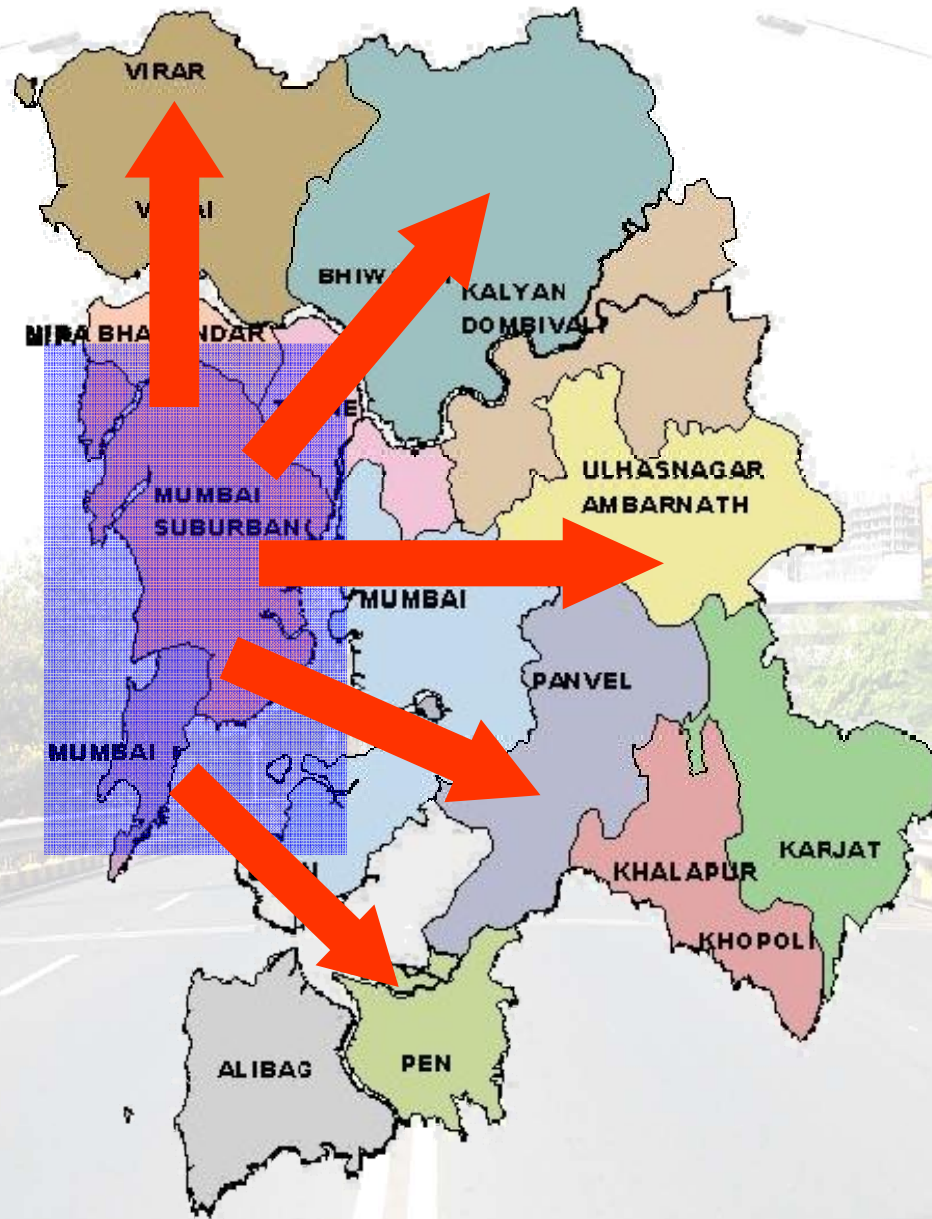


Sharing the Study on Economic Growth



Discussions with Experts





The Way Ahead

Way Ahead

- Business Plan of MMR -Identification of Specific Projects
- Mumbai Development Fund
- Developing transformation strategies through consultations
- Sectoral growth strategies
- Workforce development
- Housing policy on tenure based slum redevelopment
- Governance Reforms for political decentralisation and good governance
- Institutionalizing “Transformation Process “

Conclusion

- Mumbai transformation has become debating issue
- The process has succeeded in convergence of stakeholders
- Speedier approval to projects through the institutional framework of MTP
- Reforms underway
- Results becoming visible
- Skepticism is giving way to hope
- *The process... has... begun.....*

Thank You