



WSDS 2016: Bengaluru Regional Dialogue

Localising the Post 2015 Development Agenda

Urbanization, Innovation and Climate Resilience

Bengaluru | 10 August 2016

Concept Note

Introduction

Since 2001, TERI annually organised the Delhi Sustainable Development Summit (DSDS) to facilitate the exchange of knowledge on all aspects of sustainable development. Over the past 15 years, it emerged as one of the foremost fora on issues of global sustainability and has brought together Heads of States and Governments, thought leaders, policy makers and the crème de la crème of the industry and academia to deliberate on myriad issues. The World Sustainable Development Summit 2016 carries forward the legacy of DSDS. WSDS 2016, themed 'Beyond 2015: People, Planet & Progress', will be among the first international platforms to discuss the new development agenda post the adoption of the Sustainable Development Goals (SDG) and the signing of the Paris Agreement at the 21st Conference of Parties (COP21). The attempt will be to initiate discussions on methodologies to be adopted to chalk a path to realize the Goals beyond 2015.

As a run-up to WSDS 2016, TERI is hosting a series of regional dialogues. In the wake of SDGs and COP21, and in light of the recent implementation of the Smart Cities Mission and AMRUT, the Regional Dialogues in Mumbai and Bengaluru are focused on sustainable urbanisation. These discussions are designed to offer a strategic and valuable space for sustainable development stakeholders to formulate innovative plans for urbanisation, smart growth, climate change mitigation and adaptation, and urban risk management.

Goals, Agreements and Missions: Where Do We Stand?

Out of the 17 Sustainable Development Goals (SDGs) that were adopted at the United Nations Sustainable Development Summit on September 2015, goals 9, 11, 13 and 17, stated below, present a structure for the Bengaluru Regional Dialogue.

- Goal 9: Build resilient infrastructure, promote sustainable industrialisation and foster innovation.
- Goal 11: Make cities inclusive, safe, resilient and sustainable
- Goal 13: Take urgent action to combat climate change and its impacts
- Goal 17: Revitalize the global partnership for sustainable development.¹

These goals can be realised within the fabric of recent crucial developments. The most significant one would be the Paris Agreement of December 2015, where key Intended Nationally Determined Contributions (INDCs) identified by India are reducing the emissions intensity of its GDP by 33 to 35 per cent by 2030 from 2005 levels; achieving 40 per cent cumulative electric power installed capacity from non-fossil fuel based energy resources by 2030 level; and create an additional carbon sink of 2.5 to 3 billion tonnes of CO₂ equivalent through additional forest and tree cover by 2030.² Besides, there are National Missions, viz., the Smart Cities Mission under the Ministry of Urban Development (MoUD) to develop 100 cities through urban renewal and retrofitting, and the AMRUT scheme which is targeted towards upgrading urban infrastructure across 500 tier 2 & 3 cities. Apart from that, Karnataka also has adopted State Action Plan on Climate Change (SAPCC) attempting to mainstream climate change concerns in their planning process through identifying climate trends, projected vulnerabilities, and adaptation and mitigation priorities.³

In the light of these agreements, schemes, policies and bigger goals, the Regional Dialogue in Bengaluru will focus on:

- Sustainable Urbanization: Opportunities and Challenges
- Fostering Partnerships and Innovation for Sustainable Cities

Session 1: Sustainable Urbanization: Opportunities and Challenges

According to the Census of India's 2011 Provisional Population Totals of Rural-Urban Distribution, Karnataka is now among the most urbanised States in India with more than 38 per cent of its population living in urban areas. The level of urbanisation in Karnataka increased by 4.58 per cent, from 33.99 per cent in 2001 to 38.57 per cent in 2011, while the level of rural population declined from 66.01 per cent to 61.43 per cent. This is the result of a situation where economic activity and job creation become increasingly urban-focused. Of the 6.11 crore population in the State, 3.75 crore people are residing in rural areas and 2.35 crore in urban areas.

Bengaluru housed a population of 8.5 million in 2011, which made it the third most populous city in India after Mumbai and Delhi (Census of India, 2011). In 2016, the population grew to 11.5 million.⁴ As any other fast growing metropolis, the 'Garden City' encounters urban issues such as urban sprawl; development of slum pockets; power and water crisis; poor infrastructure related to water; sewerage and transportation services; social inequality; drying lakes; depleting green cover; and health crisis in poor neighbourhoods because of lack of resources, etc. Urban growth has resulted in extreme changes in land use pattern accounting for

¹ <http://www.un.org/sustainabledevelopment/>

² <http://www4.unfccc.int/submissions/INDC/Published%20Documents/India/1/INDIA%20INDC%20TO%20UNFCCC.pdf>

³ <http://www.empri.kar.nic.in/karnataka-sapcc-empri-teri-2012-03-22.pdf>

⁴ <http://www.indiaonlinepages.com/population/bangalore-population.html>

very evident climate change and its consequences. Apart from the population, the status of Bengaluru in Karnataka is also very critical. While Tier 2 cities such as Ahmedabad, Kochi and Coimbatore are expected to lead the economy in Gujarat, Kerala and Tamil Nadu, respectively, Bengaluru continues to be the lone growth centre in Karnataka.⁵

The ill effects of urbanization in Bengaluru are seen in three major areas, viz., urban transport, water supply and solid waste management. The city lacks a robust public transport system like the Delhi Metro or the local trains in Mumbai. Secondly, the private transport system is not flourishing because of the monopoly being asserted by the government agencies. Ground water in Bengaluru is over-exploited by more than 150 per cent, and the average depth of bore wells in areas like Marathahalli, Sarjapur, HSR Layout is about 800-1200 feet and it's only going deeper. Bengaluru district has no major rivers flowing through the city to rejuvenate its ground water table. Over the past 15 years, the per capita garbage generation on an average has doubled, from 0.25 kg per capita to 0.50 kg per capita; and the composition and fabric of garbage has drastically changed, from about 80 per cent compostable organic waste and a great part of the 20 per cent being recyclable, to less than 60 per cent compostable and a great part of the 40 per cent being rejects, that goes for landfilling because they are mixed waste.⁶ The constant urban sprawl is making the city utility board fail to provide the basic water supply and sewerage connections. A sustainable approach is the immediate need to deal with the issues city is grappling with.

The opportunities related to sustainable urbanisation can be framed within the framework of the Government Smart City Mission and AMRUT scheme. The Smart City Mission intends to promote adoption of smart solutions for efficient use of available assets, resources and infrastructure with the objective of enhancing the quality of urban life and providing a clean and sustainable environment. The AMRUT scheme adopts a project approach to ensure basic infrastructure services relating to water supply, sewerage management, storm water drains, transport and development of green spaces and parks with special provision for meeting the needs of children. The challenges towards sustainable urbanisation may include population flux due to various factors, lack of funds with the Urban Local Bodies, the nature of functioning in silos of the Government bodies, scarce land resource, lack of general awareness and technical knowhow, etc.

The session would aim to answer the following questions:

1. What are the key challenges and barriers to sustainable urban infrastructure and growth at present?
2. What kind of policy and programs will be required? Are the existing policies and frameworks not good enough? If not, what are they lacking?
3. What could be the potentially successful implementation and financing mechanisms for developing sustainable infrastructure services, for instance, incentives for private investment, ease of doing business, fostering an open policy environment, providing technical know-how, and building capacity?

⁵ <http://www.thehindu.com/sunday-anchor/bloom-boom-doom/article6204838.ece>

⁶ <http://bangalore.citizenmatters.in/articles/hundreds-of-crores-spent-on-garbage-what-does-bbmp-have-to-show>

4. Do the urban local bodies have the required capacities for enabling development of sustainable infrastructure services?

Session 2: Fostering Partnerships and Innovation for Sustainable Cities

The quality of governance and service delivery can be greatly improved by reforms in the system such as partnerships with public-private and civil society organisations. Privatisation, decentralisation, restructuring of departments and administrative procedures, laws and regulations, social audit, e-governance, citizen charter, redressal grievances, transparency and sound personnel policies constituted major strategies of urban governance reform (World Bank, 2003).

Six tier 2 cities, viz., Hubballi-Dharwad, Shivamogga, Tumakuru, Belagavi, Davangere and Mangaluru, have been selected from Karnataka under the Smart Cities Mission. The Government is adopting a Public Private Partnership (PPP) model to implement the required scheme of work towards the outcome. It has identified consultants in the Southern Region, like they have done for other regions, to help them execute the projects. A more holistic approach will be required for the city proposals to get selected and receive funding from the Government for this ambitious scheme.

Bengaluru has or rather had the best example of partnership plan for catering the city needs in the form of BATF. The Bangalore Agenda Task Force (BATF), now defunct, was a first of its kind methodology with the objectives of upgrading the infrastructure and quality of civic services with the association of stakeholders of the city. The BATF was set-up involving prominent citizens from different fields and representatives of the Government. It involved the Corporate Sector, IT Firms and Specialists for a Public-Private Partnership to offer the citizens of Bengaluru a better quality of life through transparent and accountable good governance.

Governments and political discourse, though, are not the only factors affecting the success or failure of healthy initiatives within existing cities. Inherent cultural dynamics also play a role. Built around a technology-oriented economy, Bengaluru presumably has attracted citizens with a natural drive towards innovation and progress. For any partnership or reform to work, it takes its citizens to be equipped with knowledge and required skills to take part in a public dialogue, consultation and decision making.

The following questions will guide the conversation on stakeholder partnerships during the session:

1. What could be the potential Public Private Partnerships to implement the Smart City proposal/scheme of projects in the 6 tier two cities in Karnataka? What needs to be done for Bengaluru in this regard?
2. How to address policy and institutional coherence, especially when in collaboration with projects through the Smart City Mission or AMRUT?

⁷ <http://timesofindia.indiatimes.com/smart-cities/Six-cities-selected-for-Smart-City-project-Amrut-scheme-hits-a-roadblock-in-Karnataka/articleshow/49541685.cms>

3. How can partnership-building be made more uniform and efficient? How can the process be institutionalized? What would be the limitations of this framework?
