Sustainable Development Goals and Dealing with Climate Change

DSDS 2015: Regional Dialogues

Mumbai|December 11, 2014

Concept Note

Introduction- Inclusion of a dedicated goal on cities and human settlements in the SDG framework

One of the main outcomes of the United Nations Conference on Sustainable Development (*Rio+20*) held in June 2012 was the decision to develop a set of Sustainable Development Goals (SDGs) for the timeframe of 2015-2030. An Open Working Group (OWG) was established in January 2013. The group concluded its thirteenth and final session on 19th July, 2014. The Group has proposed 17 SDGs and targets, including a stand-alone goal on **Sustainable Cities & Human Settlements -Goal 11 –** 'Make Cities and Human Settlements inclusive, safe, resilient and sustainable' - to be considered by the U.N. General Assembly in its upcoming 69th session. Under this goal, targets include ensuring access to: adequate, safe and affordable housing; accessible and sustainable transport systems; inclusive and accessible green and public spaces among others. It also touches upon the need for sustainable and resilient buildings, the need for implementing integrated policies and plans towards inclusion, resource efficiency, mitigation and adaptation to climate change and resilience to disasters[1].

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[1] http://sustainabledevelopment.un.org/content/documents/4518SDGs_FINAL_Proposal%20of%20OWG_19%20July%20at%201320hrsver3.pdf

Implications for Indian cities

The proposal to include a dedicated global goal on Sustainable cities is a welcome step given that by 2030, 60 per cent of the global population and more than 55 per cent of the Asian population will be urban. India will not be far behind in the race of urbanization. India's current urban population of 410 million people is expected to grow to 814 million by 2050 (World Urbanization Prospects 2014) and is expected to contribute significantly to the country's growth. The contribution of urban areas to national GDP is projected to increase from the current level of 60% to 75–80% by the year 2030. The rapid urban growth, however, will bring along unforeseen challenges and pressures for Indian cities that will have to be envisioned and timely strategies devised to address them; mega cities, specifically, would have to be prepared for the future growth challenges.

Mumbai, one of the three megacities in the country with a population of 12.48[2] million is expected to continue contributing a major share to India's GDP while also witnessing a burgeoning increase in population. In fact, the entire Mumbai Metropolitan Region (MMR) with a population of more than 20 million is expected to witness burgeoning growing, which will bring along challenges and pressures related to housing, delivery of basic urban services, traffic congestion, solid waste management , air pollution, waste water management, etc. There is therefore an urgent need to address these problems and prepare the city to meet these challenges. The proposed event will focus on some of the issues that the city faces and will feature high-level panel discussions on an agenda of 'Sustainable Urban Infrastructure Planning' for Mumbai with a focus on solid waste management and mobility. The panellists will discuss the key problems and development priorities of the city w.r.t. these areas and outline a brief set of priority areas as an outcome.

1. **Smart Solutions for Waste (solid and liquid) Management**

The government's objective for the 100 Smart Cities initiative is to enable a safe, healthy, livable and sustainable city that has resource efficient infrastructure, has sustained economic growth, is environmentally responsible and has good governance and delivery mechanisms. The concept of introducing smartness in cities needs to be embedded within strong principles of achieving sustainability. In this background, managing the municipal waste becomes a challenging task. The city of Mumbai generates about 10,000 MT of municipal solid waste[3] and more than 2700 MLD [4] of sewage per day. Managing and processing this huge amount of waste is a huge challenge faced by the urban local body. Even in small peripheral cities of Mumbai, MSW collection and treatment is a huge task. Given the wave of Smart cities coupled with the lack of technologies to process MSW as well as increasing generation of MSW, the wave of Swachh Bharat Yojana seems to be under tremendous threat unless we come up with out of box solutions to minimize as well as treat and reuse the waste.

The Mumbai Regional Dialogue aims to seek inputs on the some of the above issues, which would be dovetailed with the relevant national initiatives being spearheaded by TERI. Panelists in the session will address some of the following questions:

- What is the major challenge in managing the municipal solid waste in Mumbai?

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[2] http://www.census2011.co.in/census/city/365-mumbai.html
[3] http://swmindia.blogspot.in/2012/01/municipal-solid-waste-msw-generation-in.html
[4] http://www.icrier.org/pdf/Mumbai_he.pdf

- There have been many initiatives to address the issue of solid waste but success stories are very few, what is the major hindrance is continuing the implemented initiatives?
- What kind of standards do you think need to be designed and created?
- What measures would be required for reducing risk to investors and reducing trade barriers?
- Which potential enablers would be required for a holistic planning for waste management and implementation of the ambitious plan for 100 Smart Cities?

2. Sustainable and Smart Urban Transport for Mumbai – The Way Ahead

Mumbai Metropolitan Region (MMR) is one of the fastest growing urban agglomerations in India. With more than 20 million residents and a population density of over 27,000 people per square kilometre, Greater Mumbai is currently one of the most densely populated urban areas in the world. The city is experiencing major traffic problems and is being choked by congestion even though public transit represents more than 60% of the motorized transport modal share.

Having one of the highest per capita incomes in the country, the city has seen an unprecedented increase in the number of personal vehicles; the number of vehicles registered in Greater Mumbai has increased at a rate of 4-5% per annum, of which 2 wheelers recorded about 9% growth rate[5]. The city has been making investments in building new infrastructure like new roads, flyovers, bypasses, etc., but there has been little improvement in the traffic situation in the city. With a road length of about 2000 km[6], the city has given very less attention to the needs of non-motorised transport users i.e. pedestrians and cyclists. The city is also experiencing huge pressure on its public transport and has been actively responding to these pressures by augmenting/introducing new public transport systems like mono rail, metro rail systems, etc. The city will have to promote such sustainable mass transit systems very quickly if it is aiming to address the current traffic challenges and move towards sustainable and smart transport for its residents. The session on sustainable mobility aims to deliberate on some of the critical issues related to promotion of sustainable transport systems for the city of Mumbai and discuss on solutions needed to bring this mega city to a path of sustainable mobility. Specific questions that the session will aim to address are:

- Are the current trends related to transport sector growth in Mumbai Metropolitan Region (MMR) sustainable?
- What are the key barriers to promoting smart and sustainable transport system for the region?
- How should the city address the needs of millions of non-motorized transport users?
- Has the city reached the stage where it needs to disincentivize use of personal vehicles?
- How can technology help address the current traffic trends in the city?

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[5]

http://www.mcgm.gov.in/irj/go/km/docs/documents/MCGM%20Department%20List/City%20Engineer/Deputy%20City%20Engineer%20(Planning%20and%20Design)/City%20Development%20Plan/Urban%20Transportation.pdf

[6]

http://www.mcgm.gov.in/irj/go/km/docs/documents/MCGM%20Department%20List/City%20Engineer/Deputy%20City%20Engineer%20(Planning%20and%20Design)/City%20Development%20Plan/Urban%20Transportation.pdf