PLANNING & DEVELOPMENT ORISSA

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CONTENTS

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1. CONSTITUTION OF

INFORMATION TECHNOLOGY BODY

TEACHINGS

TO TEACH PRELIMINARIES, ON IT TO GOVT. OFFICERS, OFFICIALS WORKING IN VARIOUS DEPARTMENTS, WITH MORE PRACTICAL TRAINING

APPLICATIONS

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INFRASTRUCTURE

PHYSICAL INFRASTRUCTURE

WATER, (II) SEWERAGE, (III) SWD, (IV) SWM & SANITATION, (V) POWER GENERATION,DISTRIBUTION & TRANSMISSION, (VI) GAS, (VII) TELECOMM., (VIII) TRANSPORTATION - A) ROADS, B) URBANRAILS, C) RAILS D) AIR WAYS E) WATER WAYS, (IX) PROTECTION FROM FLOODS.

SOCIAL INFRASTRUCTURE

HEALTH (II) EDUCATION (III) SECURITY (POLICE & FIRE) (IV) JUSTICE(V) RECREATION (VI) TOURISM (VII) SHELTER

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FACTORS TO CONTROL POLLUTION (WATER (II) NOISE (III) AIR AND (IV) SOIL) & TO IMPROVE ECOLOGICAL BALANCE & INFRASTRUCTURE

ECONOMIC INFRASTRUCTURE

EMPLOYMENT IN A) OFFICES B) INDUSTRIAL PARKS C) COMMERCIAL AREAS, (II) INCREASE IN GDP FROM, A) SAVINGS B) GOVT. RESOURCES C) FOREIGN EXCHANGE & D) INFRASTRUCTURE

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2. GENERAL CHARACTERISTICS

2.1 PHYSICAL SET UP.
(MARPHOLOGY,HYDROLOGY,SOIL & CLIMATE)

2.2 POLITICAL SET UP.

2.3 POPULATION PROFILE.

2.4 URBANISATION & DYNAMICS.

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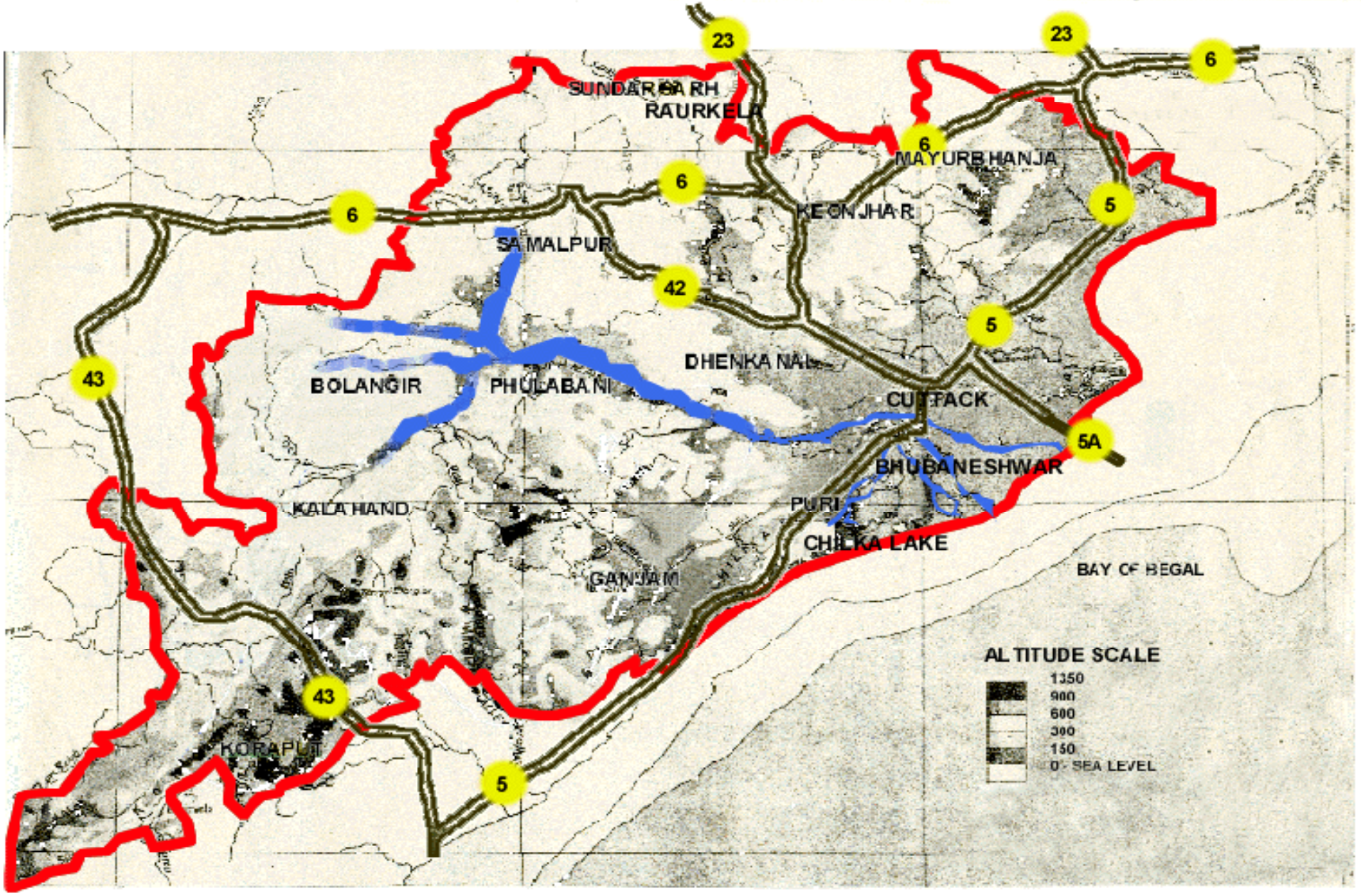

ORISSA : PHYSICAL SET UP

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THE STATE IS IN 155707 SQ.KM WITH 482 KM. LONG SEA-BEACH ,WITH 31.7 M. POP. LITERACY RATE OF 49% (1991 CENSUS).

2.1.1 MORPHOLOGY

i. COASTAL PLAINS
ii. MIDDLE MOUNTAINOUS ZONE
iii. ROLLING UP LANDS
iv. RIVER VALLEYS
v. DISSECTED PLATEAUS

2.1.2 HYDROLOGY

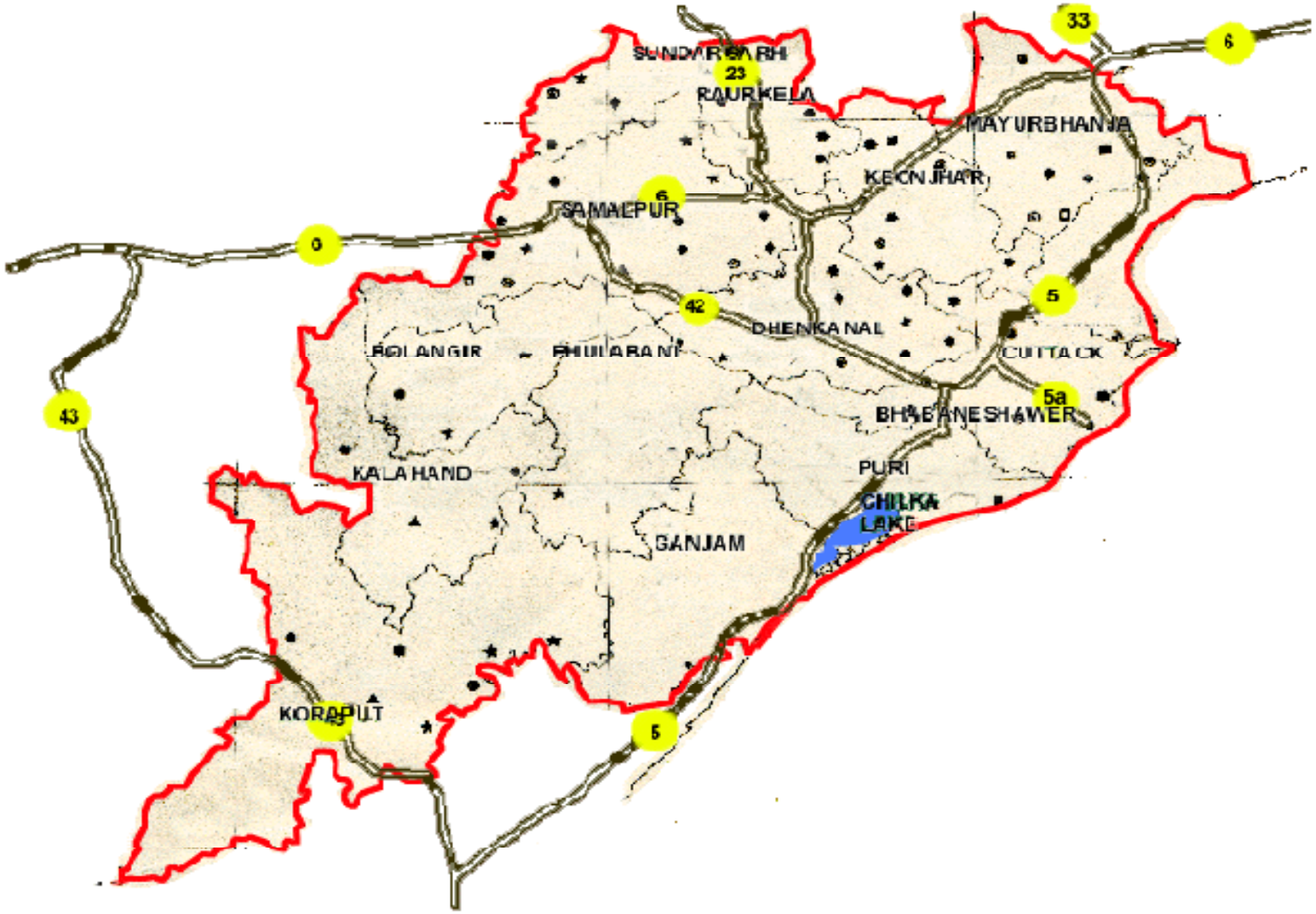
THE MOUNTAINOUS REGION COVERS ABOUT 75% OF THE STATE AREA. SIX MAIN RIVERS ARE I, BAITARANI, ii, BRAHMANI, iii, MAHANADI, iv, RISHIKALYA, v, VANSATHARA AND vi, NAGAVALI RIVERS.

2.1.3 SOIL TYPES

DOMINATED BY RED SOIL, COASTAL BELTS HAVE SALINE SOIL & PART OF KALAHANDI DISTRICT HAVE BLACK SOIL.

2.1.4 CLIMATE (AGRO-CLIMATIC ZONES)

I. MOIST & MILD COLD REGION - KARAPUT DISTRICT
II. MOIST & MILD HOT REGION - PHOOLBANI DISTRICT
III. SLIGHTLY DRY & HOT REGION - SUNDERGARH, PURI, SAMBALPUR, BALANGIR, DHEN KANAL, CUTTACK & GANJAM
IV. MOIST HOT REGION - KEONJHAR DISTRICT
V. SLIGHTLY MOIST HOT REGION - MAYURBHANJ, KALAHANDI & BALASHWAR



ORISSA : POLITICAL GEOGRAPHY

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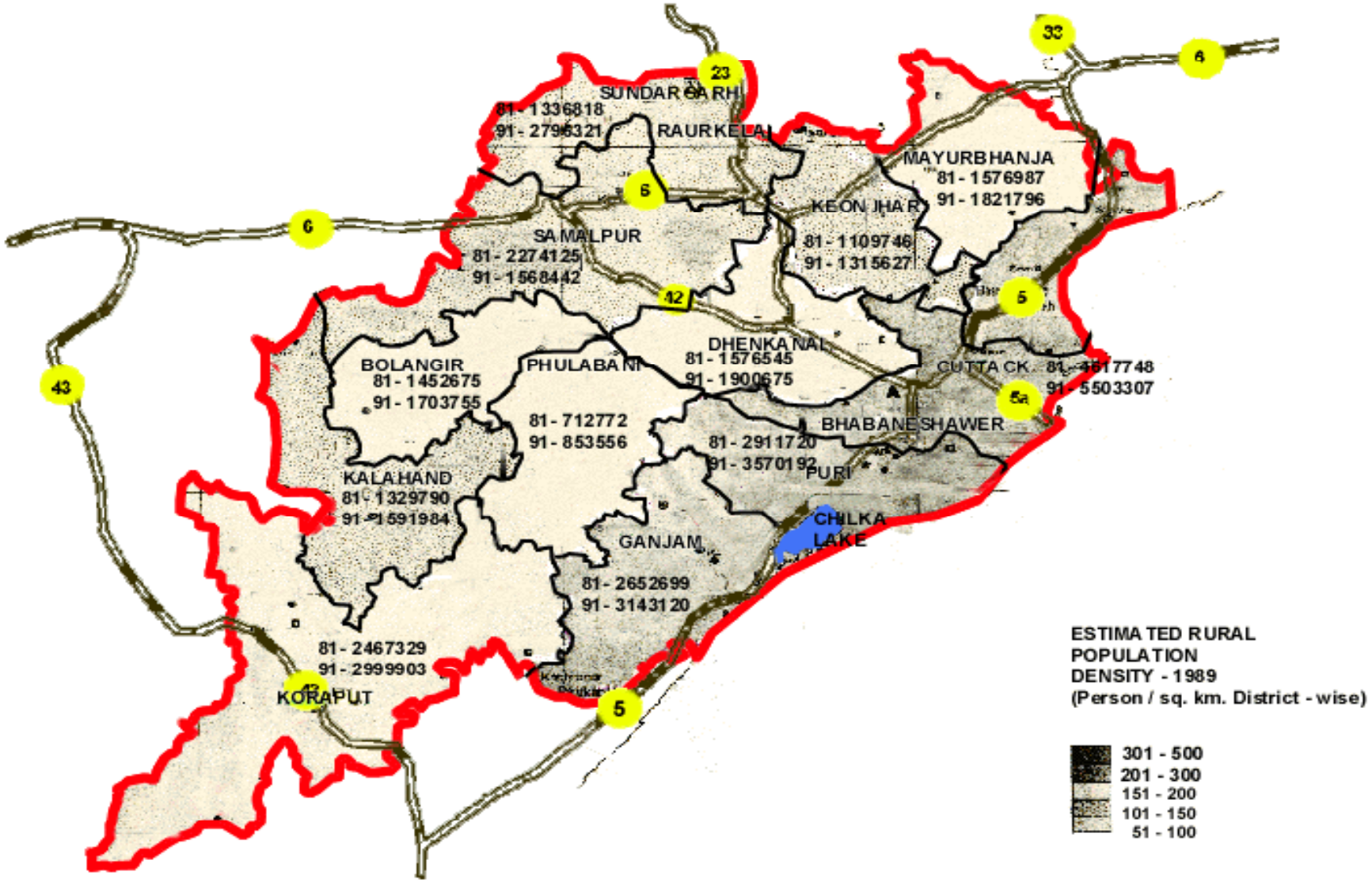

ORRISA : POPULATION PROFILE

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2.2.2 POPULATION

1991 CENSUS, TOTAL POP. IS 31.5M., OUT OF WHICH 27. 3M. (86.56%) IS RURAL AND 4.2 M. (13.43%) URBAN. ORISSA SHARES ONLY 4.73% OF THE TOTAL AREA OF INDIA & 3.71% POP. OF INDIA.

2.2.3. % AGE OF URBAN POP, DECADAL G. R. & DENSITY

S. No.	District	Urban Pop As % of Total Pop		Decadal G.R. of Pop 1981-91			Pop/ Sq.Km
		1981	1991	Total	Rural	Urban	
1.	Sambalpur	15.49	17.18	17.80	15.50	30.71	153
2.	Sundargarh	30.60	33.46	17.23	12.40	28.19	161
3.	Kendujhar	11.34	12.67	18.03	16.25	31.95	158

	1981	1991	Total	Rural	Urban	Pop/Sq.Km
4. Mayurbhanj	5.72	6.19	18.33	17.74	27.95	180
5. Baleshwar	8.25	9.46	24.13	22.50	42.23	443
6. Cuttak	10.28	12.31	18.89	16.20	42.36	494
7. Dhankanal	7.82	9.89	20.08	17.38	51.97	176
8. Phulbani	5.26	5.95	19.70	18.83	35.29	77
9. Balangir	9.13	9.64	16.77	16.11	23.33	191
10. Kalahandi	6.01	6.53	18.88	18.23	28.99	135
11. Koraput	11.31	11.26	20.77	20.84	20.23	111
12. Ganjam	14.25	14.97	17.72	16.74	23.66	251
13. Puri	14.79	6.00	22.22	15.09	63.30	351

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- %AGE OF U. POP. TO TOTAL POP.OF DISTRICT IN 1981 VARIED FROM 5.72% TO 30.6; IN 1991 THIS % AGE WAS FURTHER IMPROVED.

- THERE IS TOO MUCH CONTRAST IN POP. GROWTH RATE BETWEEN DISTRICTS.
- DECADEL GROWTH OF URBAN CENTRES VARIES FROM 20.23% (KORAPUT) TO 63.3% (PURI).

- DECADEL GROWTH OF MOST RURAL AREAS IS LESS THAN 18% EXCEPT OF BALESHWAR.
- DENSITY IS MAXIMUM IN CASE OF CUTTACK FOLLOWED BY BALESHWAR, PURI, GANJAM. DENSITY OF OTHER DISTRICTS IS EVEN LESS THAN 191 P/SQKM.

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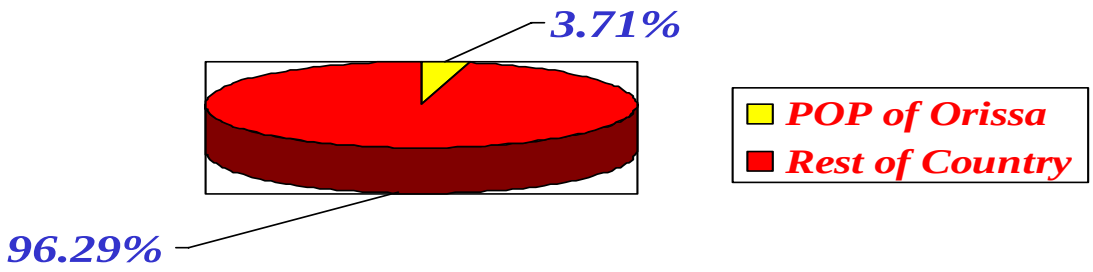
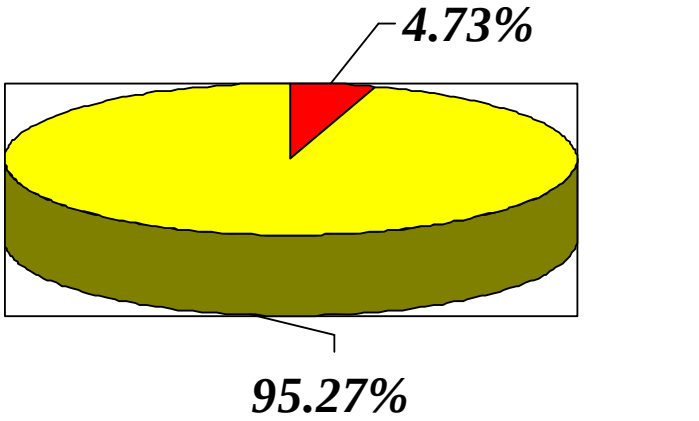
SOCIAL SET UP OF ORISSA

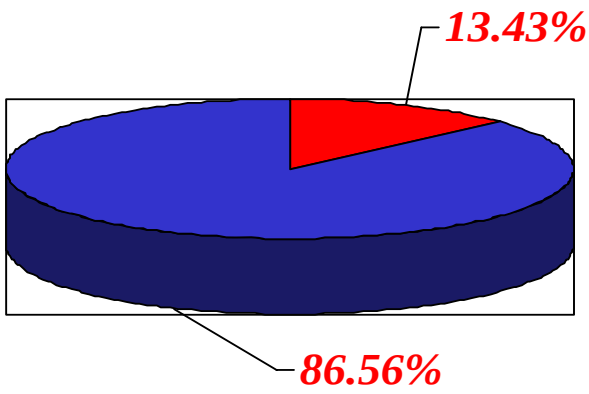
Population



Total Area of Orissa



Population Of Urban & Rural



LOCATIONAL TRENDS OF GROWTH OF POPULATION

- 1981&91, POPULATION GROWTH IS UNEVEN.
- COASTAL AREAS HAVE A NET LOSS IN POPULATION.
- MIDDLE MOUNTAINOUS TERRAIN & UNDULATING PLATEAUS HAVE RAPID GROWTH IN POP. DUE TO FOLLOWING REASONS.

i. COASTAL AREAS ARE AT A SATURATION POINT.

ii. MOUNTAINOUS TERRAIN & ROLLING UP LANDS HAVE AMPLE LAND & ECONOMY OPPORTUNITIES .

iii. NEW IRRIGATION SCHEMES HAVE ASSURED WATER SUPPLY TO FORMALLY PARCHED LANDS.

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iv. **EXPLOITATION OF MINERALS & FOREST RESOURCES HAVE OPENED UP AVENUES OF EMPLOYMENT.**

v. **INDUSTRIES HAVE ESTABLISHED IN THIS AREA WITH THE DISCOVERY OF RAW MATERIALS & AVAILABILITY OF HYDEL POWER.**

IF THIS TREND CONTINUES, IT MAY LEAD TO A MORE EVEN & BALANCED DISTRIBUTION OF POP. & RESOURCES IN STATE THAN IN THE PAST.

THIS IS A GOOD TREND OF DEVEL.

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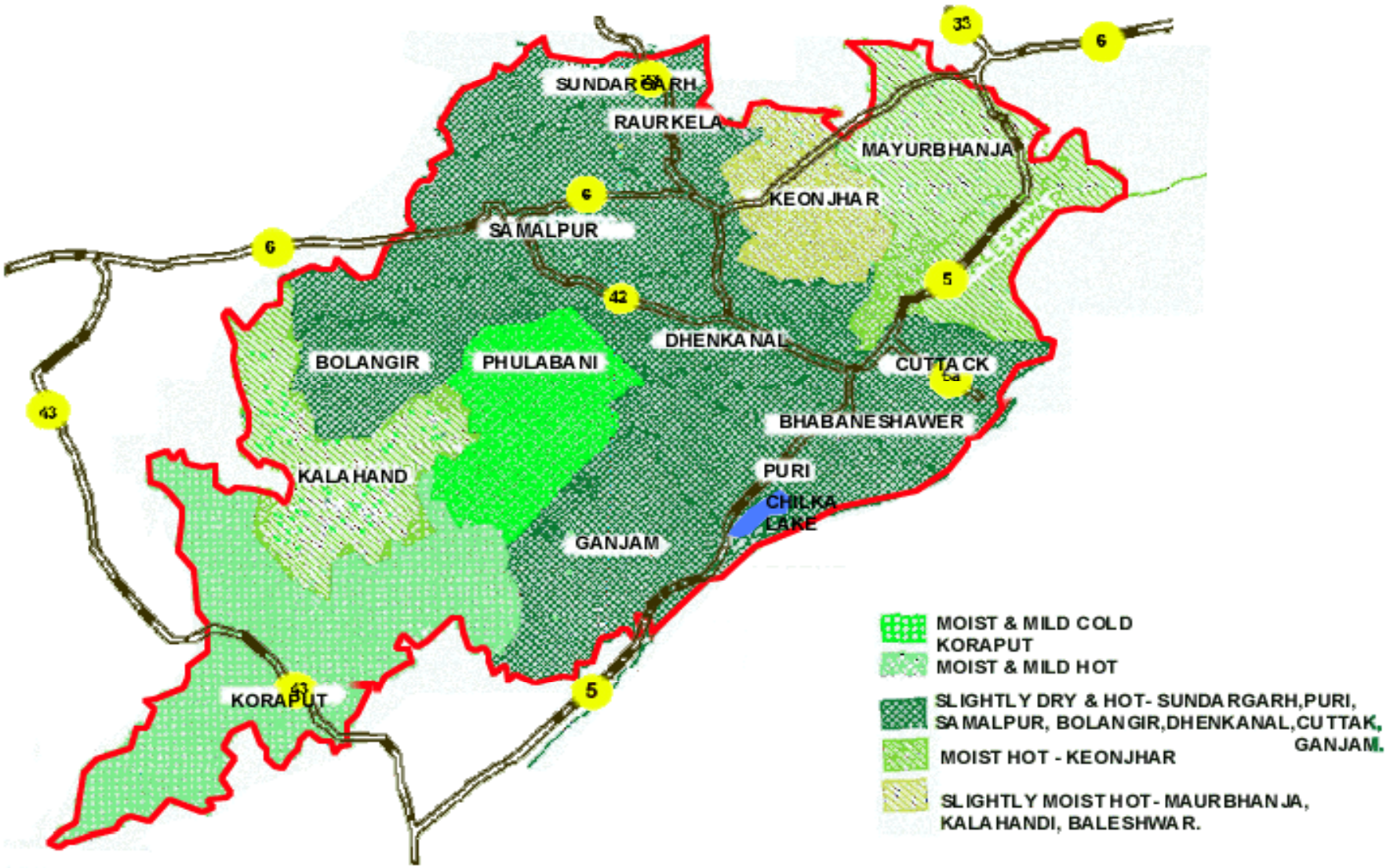

ORISSA - AGRO-CLIMATIC ZONE

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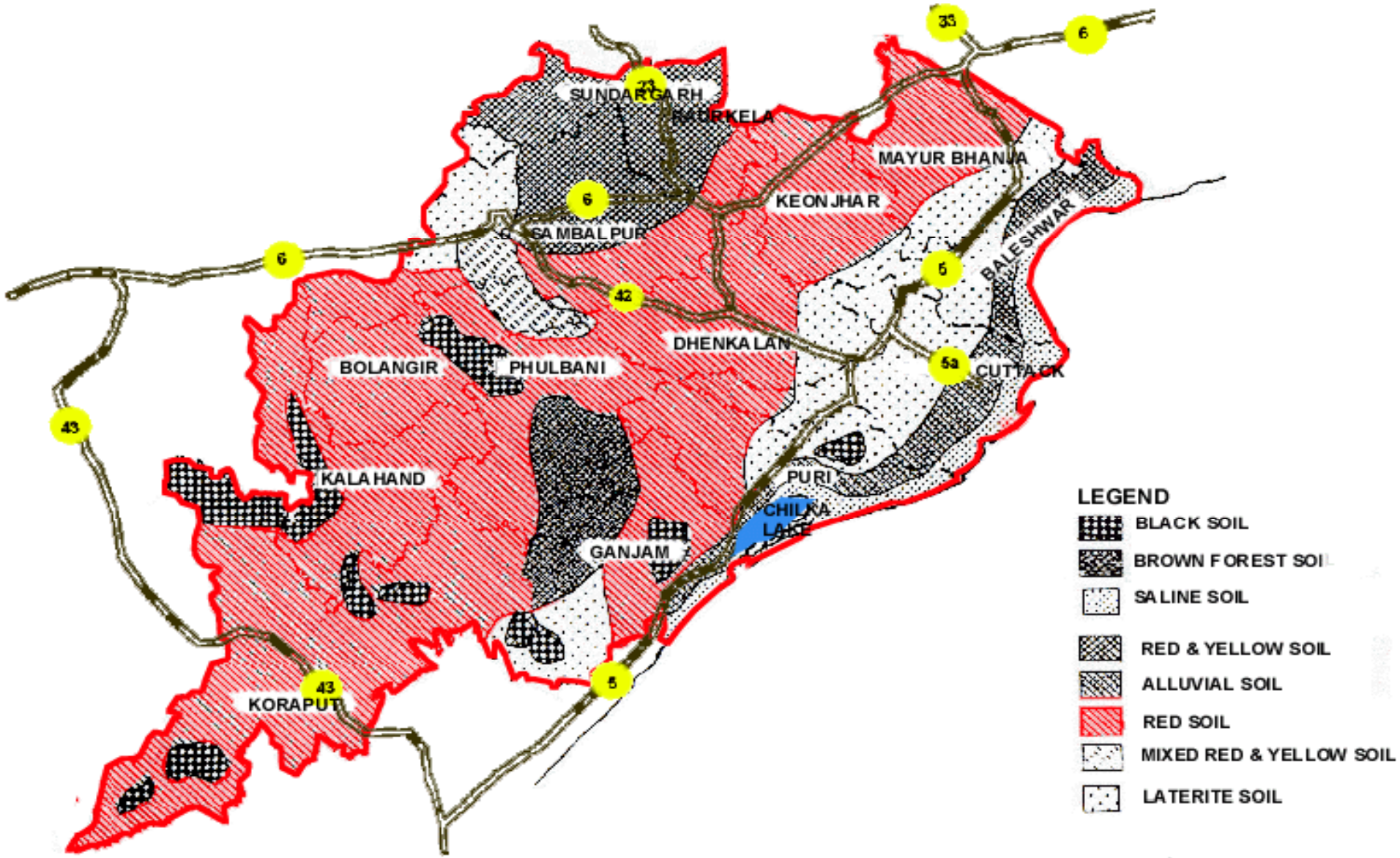

ORISSA : SOIL - DISTRIBUTION

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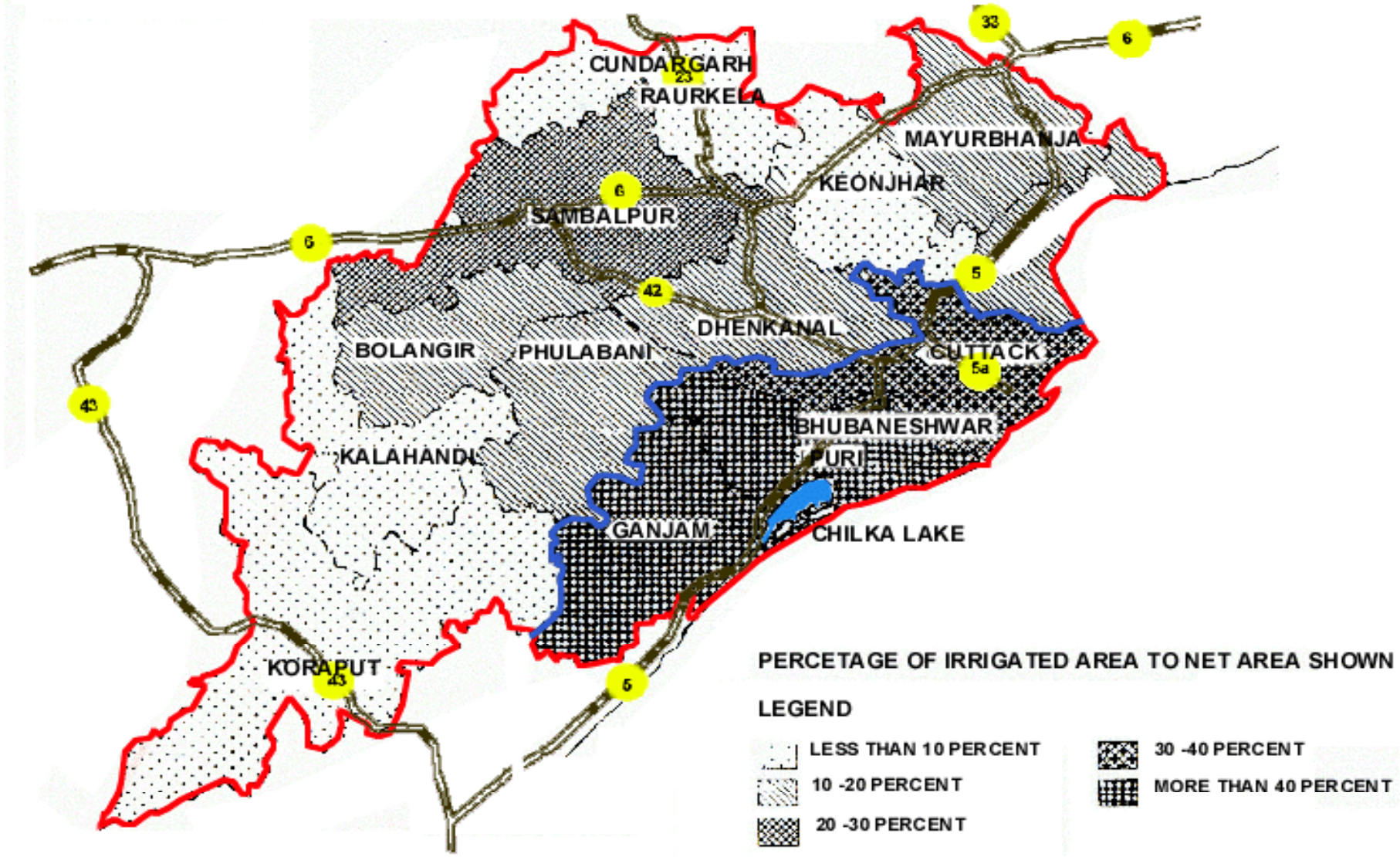

ORISSA : INTENSITY OF IRREGATION - 1980 - 81

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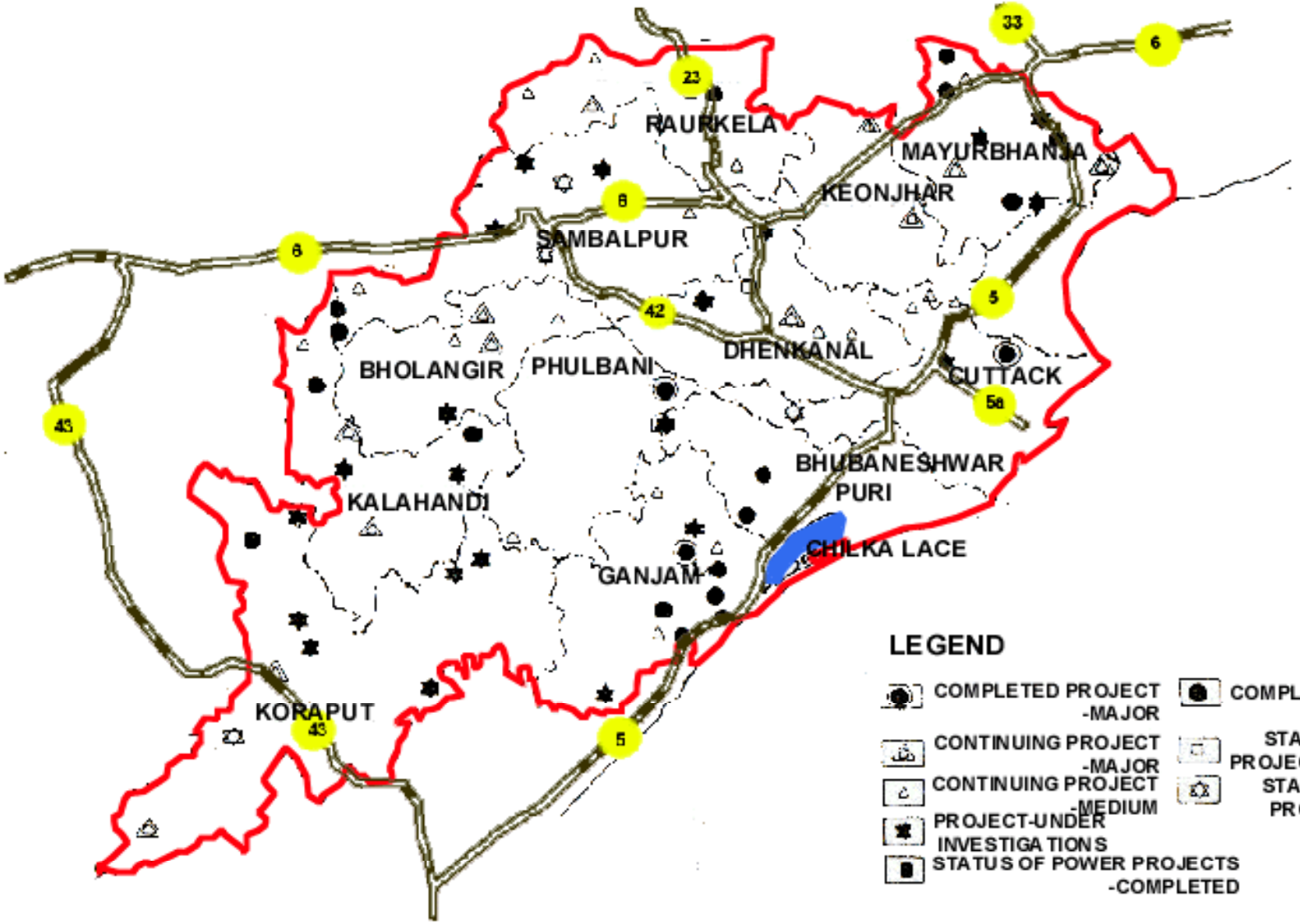

ORISSA : MAJOR AND MEDIUM IRRIGATION PROJECTS - 1988

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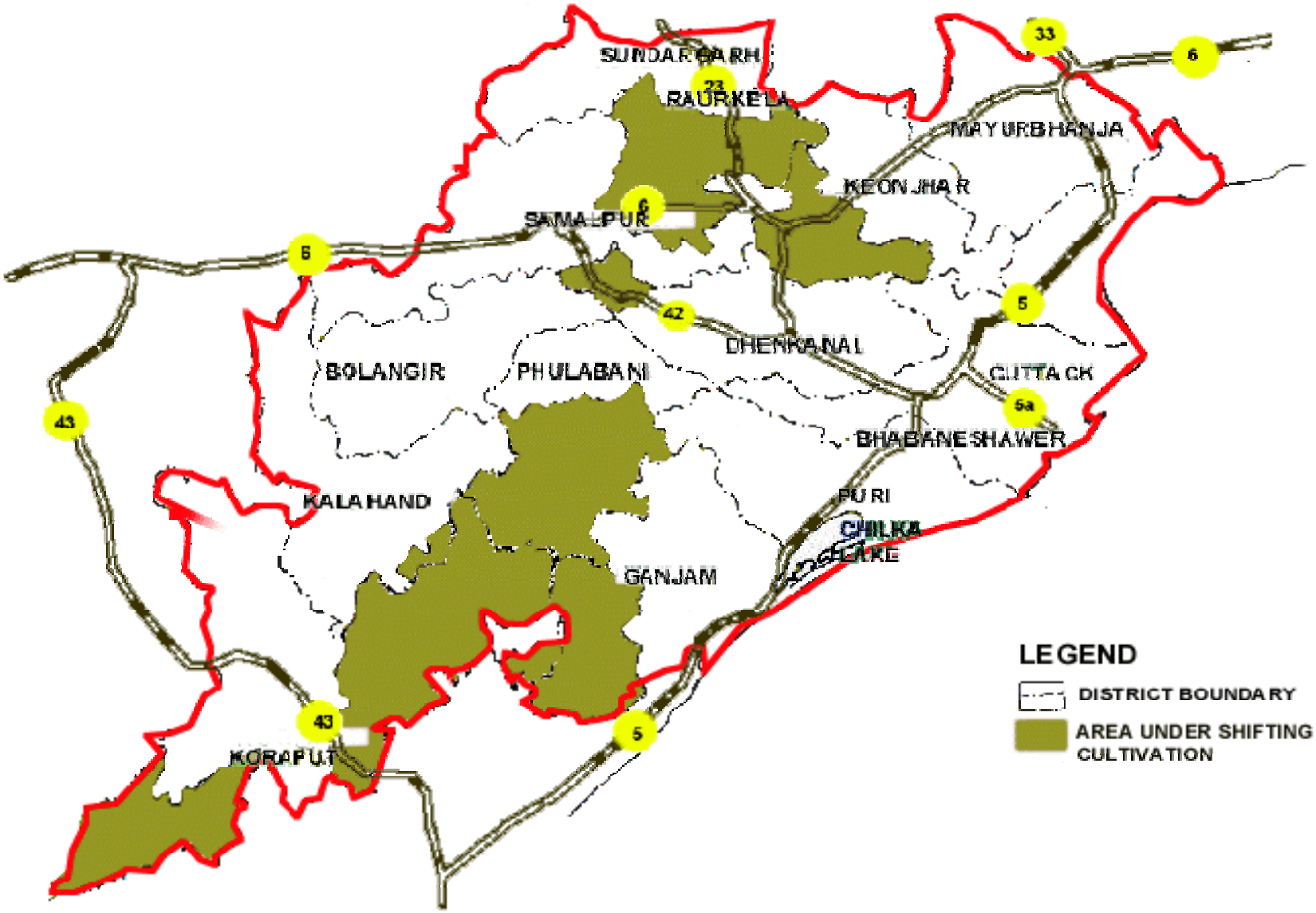

ORISSA : SHIFTING CUTIVATION

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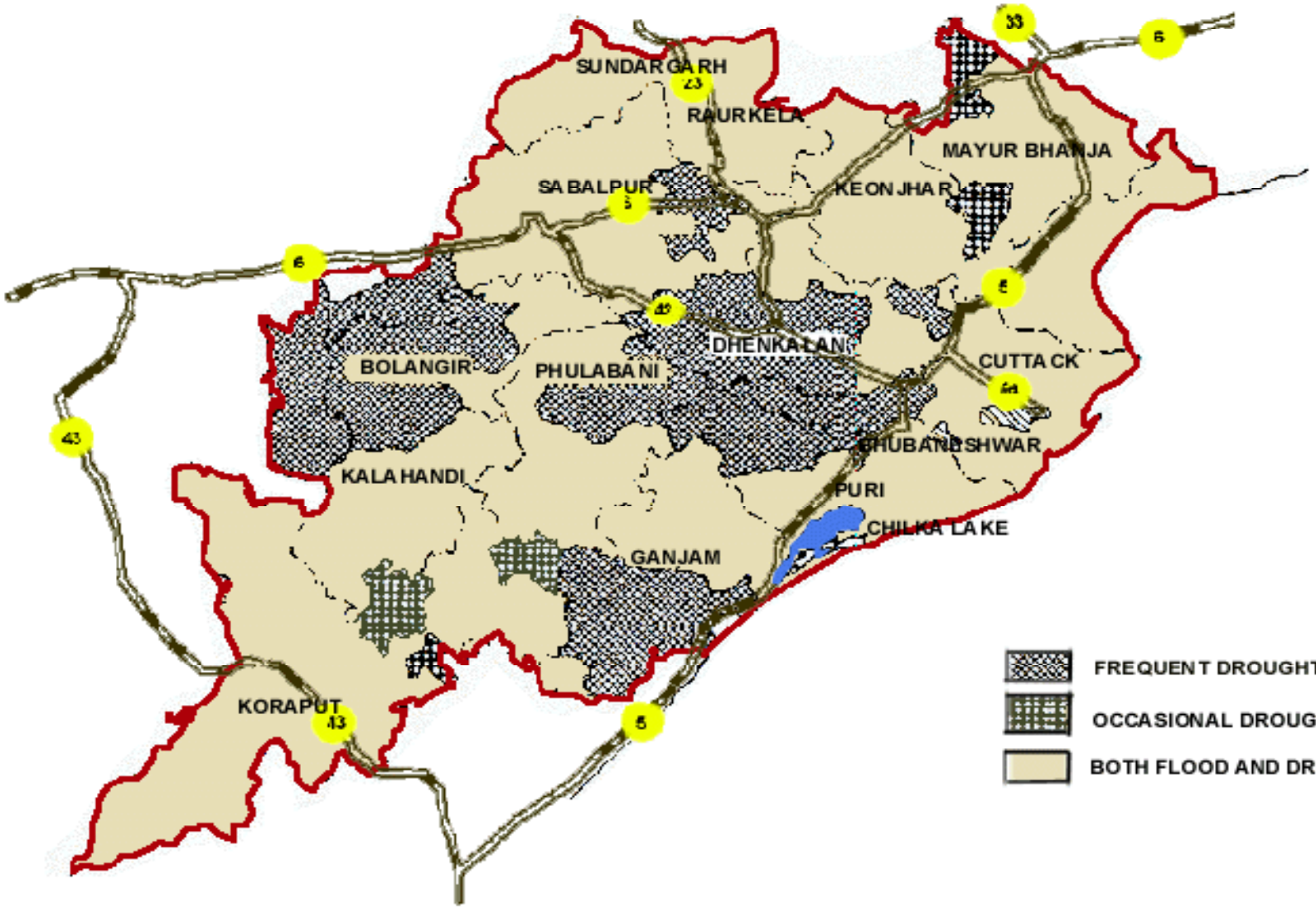

ORISSA : DROUGHT PRONE AREAS

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AREA UNDER AGRICULTURE USE

Use	Area in Sq. KM.	%Age
Net Area Shown	63,040	40.56
Forest	54,760	35.23
Not Available for Cultivation	12,450	8.01
Trees, Crops & Grooves	8,590	5.52
Permanent Pastures & GRASING Grounds	7,260	4.67
Cultivable Wastes	5,970	3.84
Fallow Land	3,330	2.13

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3. INTEGRATED PLANNING AND DEVELOPMENT.

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3. INTEGRATED PLANNING & DEVELOP.

1. SETTLEMENT POLICY.
2. URBAN LAND POLICY.
3. TRANSPORT SYSTEMS.

4. SHELTER, INFRA. & SERVICIES.
5. INSTITUTIONS & MANAGEMENT.
6. PUBLIC PARTICIPATION.

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3.1 SETTLEMENT POLICY

1. **DESIRABLE SIZE** - MAXIMUM SIZE NOT < 10 M. & MINIMUM > 5,000. TO DUE TO ECONOMY OF SCALE & MIN. AMOUNT OF PHYSICAL, SOCIAL & ECONOMIC INFRA.

2. **SYSTEMS**- IT SHOULD BE RANK SIZE DISTRIBUTION & NOT OF PRIMATE TYPE, DUE TO PROPER DISTRI BUTION OF FUNCTIONS.

3. **FUNCTIONS** - 20 MAIN FUNCTIONS AND 120 SUB FUNCTIONS OF URBAN NATURE. ACTUAL NO. OF FUNCTIONS WOULD DEPEND UPON SIZE & ORDER OF SETTLEMENT.

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4. **DYNAMICS** - NO DECLING OR EXTRA - ORDINARY GROWTH SETTLEMENT.

5. **PHYSICAL DISTANCE** - ON TYPE & ORDER OF SETTLEMENT.

6. **FORCES OF AGGLOMERATION** FOR ATTRACTION & DISPERSIONS.

7. **ECONOMY**-PRIMARY, SECONDARY & TERTIARY

8. **ACCESSIBILITY**-BYROADS,RAILS & AIRWAYS

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PLANNING OF SETTLEMENTS

STUDIES

NATIONAL **REGIONAL** **LOCAL**

EXISTING	PROPOSED
- SURVEYS - ANALYSIS - PREDICTION - SPACE STANDARDS - ZONING REGULATIONS	- ALTERNATE MODELS OF SPATIAL PLAN - ECONOMIC PLANS - PUBLIC PARTICIPATION - APPROVAL OF THE PLAN - IMPLEMENTATION

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URBANIZATION & DYNAMICS

AS PER 1991 CENSUS, THERE ARE 119 TOWNS, WITH FOLLOWING BREAK UP IN VARIOUS CLASSES :

CLASS	TOWNS	POP. GROUP
I	7	< 100,000
II	10	50,000 - 100,000
III	26	20,000 - 50,000
IV	51	10,000 - 20,000
V	22	5,000 - 10,000
VI	3	> 5,000

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FUNCTIONAL CLASSIFICATION OF TOWNS & ECONOMIC PROSPERITY

OUT OF 119 TOWNS 42.26% ARE MONO-FUNCTIONAL, 32.15% ARE BI-FUNCTIONAL & 23.59% ARE MULTI-FUNCTIONAL. DETAILS AS ON NEXT PAGE.

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FUNCTIONAL CLASSIFICATION OF TOWN

Services	Total	Mono Functional	Bi-Functional	Multi Functional	Total
	Total	63	28	28	119
Primary	59	42	P & I - 1	P, T, I = 1	
		9	P & T* - 1	P.T.S = 3	
		8	P & S - 7	P, S, I = 1	
				P, S, T & T* = 3	
Industries	19	11	I + P - 2	I + P + S = 2	
		4	I + S - 2	I + S + P = 1	
		4		I + S + T & C = 1	
Trade	4	0	T + P - 1	T + P + S = 1	
		1	T + S - 2	T + S + P = 1	
		3		T + S + I = 1	

Cont - 2

T = Trade , I = Industry, P = Primary, S = Services, T = Transport

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Services	Total	Mono Functional	Bi-Function	Multi Functional	Total
Transport	2	1	-	-	
		0	-	-	
		1	-	-	
Services	35	9	S + P - 5	S + P + I = 2	
		14	S + T - 9	S + P + T = 2	
		12		S + I + T = 2	
				S+ T + P = 6	

T = Trade , I = Industry, P = Primary, S = Services, T = Transport

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DYNAMICS OF SETTLEMENTS

I. **DECLINING SETTLEMENTS > 1.5% PER YEAR.**

II. **STATIC BETWEEN 1.5% - 2.5 % PER YEAR.**

III. **NORMAL : BETWEEN 2.5% - 3.5%.**

IV. **DYNAMIC : BETWEEN 3.5% - 5.0%.**

V. **EXTRAORDINARY : GROWTH RATE IS < 5. 0%.**

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DYNAMICS OF SETTLEMENTS

Type of Settlement	% of Growth Rate	% of Total Settlement
DECLINING	< 15	17
STATIC	15 - 25	37
NORMAL	25 - 35	32
DYNAMIC	35 - 50	9
EXTRAORDINARY	< 50	5

20 DECLING AND 6 EXTRA ORDINARY SETTLEMENTS SHOULD BE TAKEN CARE MORE, SO THAT THESE BECOMENORMAL OR DYNAMIC SETTLEMENTS .

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URBAN LAND POLICY

REQUIRES STUDIES OF LAW OF THE LAND & MODIFICATIONS / CHANGES

-PLANNING &DEVELOP. OF PHYSICAL & FINANCIAL SPACES

-DISPERSAL OF LAND AS GIVEN IN THE NEXT POINT

-CONTROL OF LAND USE AS IN ACTS & PLNN. DOCUMENTS.

-RECAPTURING PLUS VALUES - OF THE BENEFITS.

-MANAGEMENT OF URBAN SPACES.

-MAINTENANCE OF UTILITIES & SERVICES, STREET FURNITURE & FACADES OF BUILDINGS

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- **LARGE SCALE ACQ. DEVEL. & DISPOSAL OF LAND**
- **GURGAON MODEL.**
- **MAHARASHTRA & GUJRAT MODEL**

NEW MODEL OF PARTNERSHIP WITH FARMERS / OWNERS

- **PERSPECTIVE PLAN OF 20 YEARS .**
- **30% FOR TRUNK & CITY LEVEL .**
- **20% FOR ZONAL LEVEL FACILITIES .**
- **5% AREA FOR EWS USES.**
- **45% WOULD BE SHARED . EACH WOULD GET AS PROPOSED :**

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RATIONAL DISTRIBUTION OF PRICES OF LAND

COST OF DEVEL. PLOT WOULD BE AS UNDER.

- ACQUISITION INCL. REHABILITATION.
- INFRA. AT INTERNAL & PERIPHERAL LEVEL.
- DEVELOP. OF GREEN & SITES FOR FACILITIES
- 20% OF TRUNK INFRASTRUCTURE.
- 20% OF MAJOR ROADS EXCEPT HIGHWAYS.
- 20% OF CONSTRUCTION OF P& SP BUILDINGS.
- 20% OF THE COST OF BEAUTIFICATION.

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- **15% OF RES.& IND. FOR GOVT. FREE OF CHARGE .**
- **80% OF COMM. FOR GOVT. FREE OF CHARGE.**
- **MIN.RES. = 50 SQM, ON NO PROFIT NO LOSS .**
- **MAX. RES. = 1000 SQM ON NO PROFIT NO LOSS.**
- **MIN. COMM. = 10 SQM ON NO PROFIT NO LOSS.**
- **MAX. COMM. = 50 SQM ON NO PROFIT NO LOSS .**
- **COST OF ALTERNATE DEVELOPED PLOT IN COMPENSATION.**
- **FOR LIVELIHOOD A COMMERCIAL PLOT.**

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IF COST OF D. LAND IS RS. X PER SQM THEN SUGGESTED PRICE IS AS UNDER:

FOR EWS, 50% OF X	*FOR LIG, 75% OF X
FOR MIG X	*FOR HIG, 2X OR MORE
FOR PARKS & O. SPACES,	15% OF X
FOR EDU. & HEALTH FAC.	30% OF X
COMM. USE,	4 TIMES OF X, OR MORE
FOR NON-CONFOR.,	75% OF X
FOR NEW INDUSTRIES,	2X
FOR INFORMAL SECTOR	= 75 % OF X

OR CONCERNED G.O., WHICHEVER IS BETTER.

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TRANSPORT SYSTEMS

ROADS - EXPRESS, NATIONAL & STATE HIGH WAYS & OTHER MODES

RAILWAYS FOR GOODS & PASSENGERS

WATERWAYS - LARGELY GOODS

AIRWAYS - AT INTERNATIONAL & NATIONAL LEVEL

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DIFFERENT MODES

- DIESEL BUS
- ELECTRIC TROLLEY BUS
- ELEVATED CORRIDOR (BUS OR TRAIN)
- UNDERGROUND TRAIN
- HOVERCRAFT

EXPRESS CYCLE TRACKS

INTERMEDIATE PUBLIC TRANSPORT

PRIVATE MODE

GOODS CARRIERS

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SHELTER INFRASTRUCTURE & SERVICIES

SHOULD BE BASED ON

PHYSICAL INDICATORS

1. ELECTRIC POLES
2. TELEPHONE POLES
3. TREES
4. DUSTBINS
5. STREET FURNITURE
6. PARKINGS
7. CONVENIENCES
8. STREET LIGHTING
9. CONTROL ON POLLUTION

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SOCIAL INDICATORS

1. SHELTER
2. EDUCATION
3. HEALTH
4. SECURITY
5. JUSTICE

STATUS OF THE AREA SPECIALLY SUB STANDARDNESS.

1. UNAUTHORIZED COLONIES
2. SLUM AREA
3. JHUGGI CLUSTER
4. RESETTLEMENT COLONY
5. URBAN & RURAL VILLAGES
6. PUBLIC & PRIVATE HOUSING
7. GOVT. STAFF COLONY

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INSTITUTIONS & MANAGEMENT

SHELTER
HEALTH
FOOD
CLOTHING

RECREATION
SECURITY
JUSTICE

EDUCATION
COMMUNICATION
EMPLOYMENT
DISTRIBUTION

CAN BE MANAGED WITH

COORDINATIOR

INTEGRATION
EVALUATION
MONITORING
JURISDICTION
TIME
SKILLED- PERSONNEL

PLANNING,DEVELOPMENT& CONSTRUCTION OF SPACES.

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PUBLIC PARTICIPATION

THE PLANS

WHO MAKES
AUTHORITIES
ORGANISATIONS PLANNERS

FOR WHOM
GENERAL PUBLIC

THIS WOULD REDUCE
COST OF THE PROJECT
TIME OF IMPLEMENTATION
NON-ACCEPTANCE BY MASSES.

PP IS REQUIRED FOR

-ACQUISITION
-PLANNING
-DEALING WITH SUBSTANDARD AREAS & SHIFTING OF ECONOMIC ACTIVITIES

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4. REGIONAL PLANNING

1. FEW CONCEPTS:
2. STRATEGY OF A DEVELOPMENT PLAN.
3. REGIONS IN ORISSA.

4. STRATEGY TO PLAN & DEVELOP REGIONS.

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4.1 CONCEPTS

1. REGIONAL SCIENCE ; IS TO INTEGRATE VARIOUS HUMAN ACTIVITIES VIZ. LIVING, WORKING & ENJOYING, OF ALL TYPES IN A LOGICAL SYSTEM & MANNER .

2. REGIONAL PLANNING; IS A SYSTEM OF DEVELOP-MENT PLANNING IN TERMS OF PHYSICAL & FINANCIAL OF ALL HUMAN ACTIVITIES IN SPACE & IN ECONOMY IN A BALANCED WAY,WITHIN THE EXISTING & PREDICTED RESOURCES & COSTRAINTS.

3. DEVELOPMENT PLANNING; IS OF PHYSICAL, SOCIAL, ECONOMIC, ECOLOGICAL & POLITICAL, EXISTING & PREDICTED RESOURCES / CONSTRAINTS & INFRASTRUCTURES IN 4 DIMENSIONS (QUANTITY, QUALITY, DIRECTION & TIME). THIS HAS TO BE IN A INTEGRATED & COMPREHENSIVE WAY.

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4, COMPONENTS OF A DEVELOPMENT PLAN

I. DEVELOPMENT POTENTIALS.
II. SHORT & LONG TERM ADEQUATE INFRASTRUCTURE (PHYSICAL, SOCIAL, ECONOMIC, ECOLOGICAL).
III. GENERAL, SPECIALIZED, VOCATIONAL & TECHNICAL EDUCATION.
IV. PROPER LEGAL FRAME WORK.

V. MORE & BETTER MARKETS.
VI. DOMESTIC & FOREIGN POTENTIAL ENTERPRENEAURS
VII. BETTER UTILIZATION OF RESOURCES IN PUBLIC & PRIVATE SECTORS
VIII. INCREASE IN SAVINGS IN PUBLIC & PRIVATE SECTORS.

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STRATEGY OF A DEVELOPMENT PLAN

I. BALANCE VERSUS INBALANCE

II. CENTRALIZATION VERSUS DECENT-RALIZATION OR CONCENTRATION VERSUS DISPERSION

III. GROWTH VERSUS WELFARE.

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4.3 REGIONS IN ORISSA

1. STATE CAPITAL REGION.

2. CITY REGIONS.

3. UP WARD TRANSITIONAL AREA(CONTIGUOUS OR NON - CONTIGUOUS.

4. RESOURCE FRONTIER REGION.S

5. DOWNWARD TRANSITIONAL AREAS (OLD REGION/ POOR REGION/ DEPRESSED REGION/ EMPTY REGION).

6. MULTY PURPOSE REGIONS.

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4.4 STRATEGY TO DEVELOP REGIONS

PROBLEMS WOULD BE DEALT IN FOLLOWING TWO PARTS:

I. GENERAL APPROACH TO ALL THE REGIONS
II. SPECIFIC APPROACH

GENERAL APPROACH

Govt. Instruments	Govt. Spatial Objectives	
	Expansion	Consolidation
Concentration	I	II
Dispersion	III	IV

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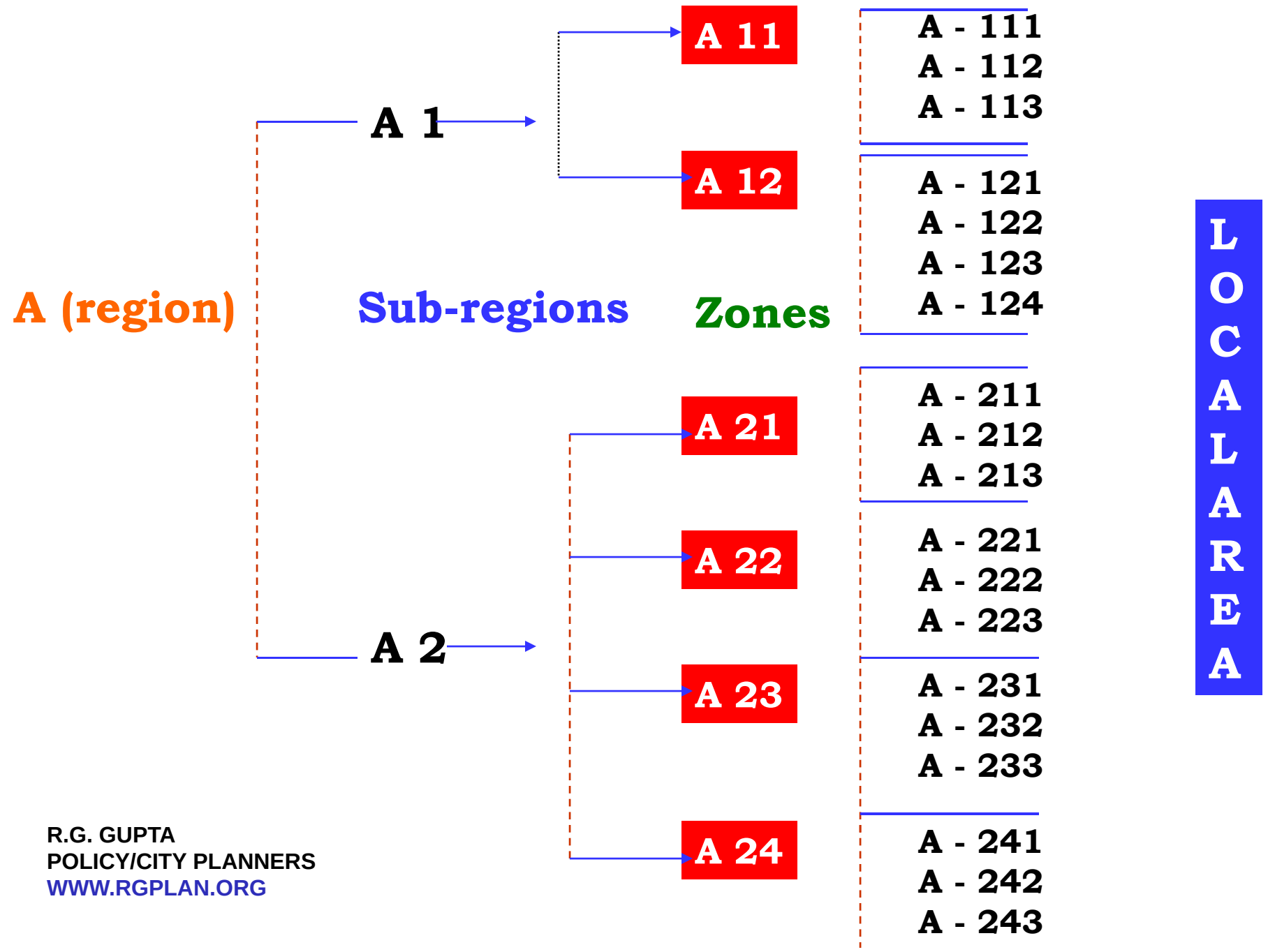
SYSTEM ANALYSIS OF A REGION



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4.5 ANALYSIS OF REGION

1. ANALYSIS OF HOMOGENOUS AREAS
2. ANALYSIS OF DIRECTIONS AND DEFLECTIONS

I) ANALYSIS OF HOMOGENOUS AREAS: SELECTED A UNIT WHICH IS NEITHER TO LARGE NOR SMALL COINCIDING WITH THE ADMINISTRATIVE UNIT SAY A TEHSIL.

THIS ANALYSIS IS APPLICABLE TO PRIMARY AND SECONDARY SECTORS I.E. AGRICULTURAL,LIVESTOCK, HORTICULTURAL, BIO DIVERSITY, MINES AND MINERALS, FORESTS, DRAUGHT AREAS ACCESSIBILITY BY ROAD, RAIL AIR AND WATER WAYS SOCIAL INDICATORS VIZ, HEALTH, EDUCATION, SECURITY, JUSTICE, DENSITY.

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ECONOMIC INDICATORS LIKE INCOME PER CAPITA, GDP PER CAPITA, FOREIGN EXCHANGE CAPITAL FORMS.

AGRICULTURAL ANALYSIS STRUCTURE INDICATORS.

FOLLOWING TWO METHODS CAN BE APPLIED TO FIND OUT HOMOGENOUS AREAS:

I) INDEX METHODS II) FACTOR ANALYSIS METHODS

TO FIND AREAS OF HIGHEST DEVELOPMENT POTENTIALS

METHOD OF ELEMENTATION OR THRESHOLD THEORY.

BASIS OF THE THEORY EXPANDING AREAS ARE FACED / FULL OF DIFFERENT TYPES OF ELEMENTA- TIONS LIKE PHYSICAL, TECHNICAL, STRUCTURAL AND SOCIAL ECONOMICAL. THESE ELEMENTATIONS ARE CALEED DEVELOPMENT THRESHOLD.

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DEVELOPMENT THRESHOLD WHICH ARE ALSO RESPONSIBLE FOR HIGHER INCREASING IN DISPROPORTIONATE COST OF SOCIAL OVER HEADS AND FURTHER EXPANSION / TAKE OF URBAN AREAS SO THE PROBLEM IS TO FIND OUT THE AREAS OF PARTICULAR DEVELOPMENT THRESHOLD WITH THE DEVELOPMENT MAY BE CARRIED OUT AT A CHEAPER COST THEN WITHIN THESE.

IN THIS PROCESS, NEGATIVE AND POSITIVE VALUES FOR DIFFERENT FUNCTIONS ARE DECIDED AND THEN MAPPED TO GET RESULTS.

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SOME OF THE EXAMPLES ARE GIVEN IN NEGATIVE VALUES ARE FOR:

HIGH MOUNTAINS WITH AN ALTITUDE OF 3 MONTHS AND ABOVE, STEEP GROUND WITH A SLOP IS MORE THAN AS IT IS, WASTE LAND, SALT FELTS, MARSHY LAND, DESSERT AND LAND LEVEL TO FLOODING OF TYPES OF SLOP EXCEPT ALLUVIAL ALL AREAS HAVING NO TRANSPORT COMMUNICATIONS WITH IN 5 KMS. OF THE INTERNAL LAND.

PLACES WHERE THE TRANSPORT IS TO BE LOT

PLACES WHERE WIND SPEED IS MORE THAN 20 KMS PER HOUR

NO EXISTANCE OF POTENTIALITY WITHIN 5 KMS. OF MINAL RESOURCES LIKE THIS QUALITY VALUE CAN ALSO BE DECIDED IN CASE OF PHYSICAL, SOCIAL, ECONOMICAL AND ECOLOGICAL INDICATORS/ INFRASTRUCTURE

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5. SUGGESTIONS FOR DEVELOPMENT OF BACKWARD AREAS

LONG TERMS SUGGESTIONS.
SHORT TERMS SUGGESTIONS.
OTHER IMPORTANT POINTS.

5.1 LONG TERMS SUGGESTIONS

1. ENHANCE THE INCOME THROUGH -

I. INCREASE WORK PARTICIPATION RATE.

II. IMPROVE INFRA. FACILITIES (ROAD, RAILS ETC).

III. UTILISE INCENTIVES FOR INDUST. DEVELOPMENT

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2. UTILISE LOCAL RESOURCES AS INDUSTRIAL INPUT FOR S.S. INDUSTIES .

I. EMPHASIZE AGRO-BASED INDUSTRIES.
II. USE MORE FOREST BASED RESOURCES.
III.MORE MINERAL BASED RESOURCES.
IV.MORE TEXTILE BASED RESOURCES.

V. MORE ENGINEERING & ALLIED BASED.
VI. ALUMINIUM UTENSIL, ETC.)
VII. CHEMICAL BASED.
VIII. ANIMAL HUNBANDRY BASED.
IX. BUILDING MATERIALS & CERAMICS BASED.

PROVIDE FULL INFRASTUCTURE AS DETAILS ON PAGE 4 & 5

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5.2 SHORT TERMS SUGGESTIONS.

1. MASSIVE AFFORESTATION PROGRAMME.

II. THE STATE IS DEPENDENT ON AGRICULTURE, THERE FORE MORE CARE & REASEACH IN PRODUCTION & DISTRIBUTION SHOULD BE DONE .

III. FOLLOWING SUGGESTIVE MEASURES ARE REQUIRED TO BE IMPLEMENTED FOR HIGHER YIELD.

-MAKE MINOR IRRIGATION PROJECTS ECO-FRIENDLY.

-MORE COST EFFECTIVE & MORE LABOUR INTENSIVE.

-FOR AGRO-BASED INDUSTRIES TECHNICAL & FINANCIAL ASSISTANCE MUST BE GIVEN.

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IV. MORE WHOLE SALE MARKETS BE DEVELOPED AT DISTRICTS, REGIONS & STATE LEVEL

V. THIS STATE / REGIONS ARE MOSTLY RURAL IN CHARACTER, SO PRIMARY SECTOR ACTIVITIES LIKE ANIMAL HUSBANDRY ETC. ARE REQUIRED TO BE ENCOURAGED TO THE MAXIMUM EXTENT.

VI. LAST BUT NOT THE LEAST, MORE & MORE COORDINATION, INTEGRATION, EVALUATION & MONITORING IS REQUIRED IN IMPLEMENTING ANY PROGRAM OF BACKWARD AREA

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5.3 OTHER IMPORTANT POINTS

I. WITH THE HELP OF GIS IMAGERIES, FIND BACKWARD POCKETS WITHIN THE STATE, ALONG WITH CAUSES OF ACKWARDNESS OF EACH POCKET.

II. PANCHAYATI RAJ SYSTEM - AS PER MODIFIED 1992 ACT.

III. RESEARCH ORIENTED WORK FOR THE DEVELOPMENT OF THE AREAS IN LOCAL EDUCATIONAL INSTITUTES.

IV. DEVELOPMENT OF BACK WARD AREAS DEPENDS UPON THE GROWTH OF MAJOR URBAN CENTRES WITH DESIRED INFRASTRUCTURE.

V. MOST OF THE BACKWARD DISTRICTS HAVE ONLY CLASS III& IV TOWNS. ABSENCE OF ANY CLASS-I TOWNS ARE OFTEN THE MAJOR CAUSE OF LACK OF INFRASTRUCTURE, / ECO.FACILITIES, INSTI. FACILITIES, MARKETING FACILITIES & INFORMATION FACILITIES. **SO CLASS I CITIES .**

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VI. COMMUNICATION SYSTEM BY ROADS & RAILS, TO ENCOURAGE COMMUNICATION & TOURISM.

VII. FOR EMPLOYMENT OPPORTUNITIES TRAINING CENTRES, RURAL POLYTECHNIC SHOULD BE ESTABLISHED ALONG WITH THE SMALL SCALE & HOUSEHOLD INDUSTRIES.

VIII. FOOT LOOSE INDUSTRIES HAVE TO BE ENCOURAGED. AS THE REGION HAS LACK OF NATURAL RESOURCES LIKE MINERALS, THEREFORE, ELECTRONICS OR GARMENTS ETC. CAN BE DEVELOPED.

IX. PRIVATE SECTORS SHOULD BE ENCOURAGED IN BACKWARD REGIONS.

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DROUGHT MANAGEMENT

DROUGHT-PRONE AREAS SHOULD BE MADE LESS VULNERABLE TO DROUGHT-ASSOCIATED PROBLEMS THROUGH SOIL-MOISTURE CONSERVATION MEASURES, WATER HARVESTING PRACTICES, THE MINIMISATION OF EVAPORATION LOSSES, THE DEVELOPMENT OF THE GROUND WATER POTENTIAL AND THE TRANSFER OF SURFACE WATER FROM SURPLUS AREAS WHERE FEASIBLE AND APPROPRIATE. PASTURES, FORESTRY OR OTHER MODES OF DEVELOPMENT WHICH ARE RELATIVELY LESS WATER-DEMANDING SHOULD BE ENCOURAGED.

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