

Population Growth And Infrastructure Development In Melbourne

***Inclusive Green Growth: The Pathway to Sustainable Development** makes the case that greening growth is necessary, efficient, and affordable. Yet spurring growth without ensuring equity will thwart efforts to reduce poverty and improve access to health, education, and infrastructure services.*

More than 50 percent of the global population resides in urban areas where land policy and infrastructure interactions facilitate economic opportunities, affect the quality of life, and influence patterns of urban development. While infrastructure is as old as cities, technological changes and public policies on taxation and regulation produce new issues worthy of analysis, ranging from megaprojects and greenhouse gas emissions to involuntary resettlement. Based on the 2012 seventh annual Land Policy Conference at the Lincoln Institute, brings together economists, social scientists, urban planners, and engineers to discuss how infrastructure issues impact low-, middle-, and high-income countries. Infrastructure drives economic and social activities. For urban areas, the challenges of balancing economic growth with infrastructure development and maintenance are reflected in debates about finance, regulation, and location and about the sustainable levels of infrastructure services. Relevant sectors include energy (electricity and natural gas); telecommunications (phone lines, mobile phone service, and Internet); transportation (airports, railways, roads, waterways, and seaports); and water supply and sanitation (piped water, irrigation, and sewage collection and treatment). Recent research shows that inadequate infrastructure is associated with income inequality. This is likely linked to the delivery of infrastructure services to households, such as direct health benefits, improved access to education, and enhanced economic opportunities. Because so much infrastructure is energy intensive, efforts to reduce greenhouse gas emissions and other negative impacts must address services such as electric power and transport. Bringing the management of infrastructure up to levels of good practice has a large economic payoff, and performance levels vary dramatically between and within countries. A crucial unmet challenge is to convince policy makers and voters that large economic returns can result from improving infrastructure performance and maintenance.

This book will be of interest to governments in the region and to multilateral and bilateral aid and lending agencies, as well as to graduate students, faculty, and researchers in African studies and transport studies. --Book Jacket.

Second Edition

Community Impact of Regional Transportation Infrastructure Growth

Urban Infrastructure Development in Small and Medium Towns

Infrastructure for Economic Development and Poverty Reduction in Africa

The Role of Cobble Stone Project in Urban Infrastructure Development

Africa's Cities

A Case Study in Madagascar

For the first time in human history more people now live and towns and cities than in rural areas. In the wealthier countries of the world, the transition from predominantly rural to urban habitation is more or less complete. But in many parts of Africa, Asia and Latin America, urban populations are expanding rapidly. Current UN projections indicate that virtually all population growth in the world over the next 30 years will be absorbed by towns and cities in developing countries. These simple demographic facts have profound implications for those concerned with understanding and addressing the pressing global development challenges of reducing poverty, promoting economic growth, improving human security and confronting environmental change. This revised and expanded second edition of Cities and Development explores the dynamic relationship between urbanism and development from a global perspective. The book surveys a wide range of topics, including: the historical origins of world urbanization; the role cities play in the process of economic development; the nature of urban poverty and the challenge of promoting sustainable livelihoods; the complexities of managing urban land, housing, infrastructure and urban services; and the spectres of endemic crime, conflict and violence in urban areas. This updated volume also contains two entirely new chapters: one that examines the links between urbanisation and environmental change, and a second that focuses on urban governance and politics. Adopting a multidisciplinary perspective, the book critically engages with debates in urban studies, geography and international development studies. Each chapter includes supplements in the form of case studies, chapter summaries, questions for discussion and suggested further readings. The book is targeted at upper-level undergraduate and graduate students interested in geography, urban studies and international development studies, as well as policy makers, urban planners and development practitioners.

This valuable book summarizes recent research by experts from both the natural and social sciences on the effects of population growth on land use. It is a useful introduction to a field in which little quantitative research has been conducted and in which there is a great deal of public controversy. The book includes case studies of African, Asian, and Latin American countries that demonstrate the varied effects of population growth on land use. Several general chapters address the following timely questions: What is meant by land use change? Why are ecological research and population studies so different? What are the implications for sustainable growth in agricultural production? Although much work remains to be done in quantifying the causal connections between demographic and land use changes, this book provides important insights into those connections, and it should stimulate more work in this area.

Population ageing has been going on for many decades, but population shrinking is a rather new phenomenon. The population of Germany, as in many other countries, has passed a plateau and is currently shrinking. Demographic change is a challenge for infrastructure planning due to the longevity of infrastructure capital and the need to match supply and demand in order to ensure cost-efficiency. This book summarises the findings of the INFRADEM project team, a multidisciplinary research group that worked together to estimate the effects of demographic change on infrastructure demand. Economists, engineers and geographers present studies from top-down and bottom-up perspectives, focusing on Germany and two selected regions: Hamburg and Mecklenburg-Western Pomerania. The contributors employed a broad range of methods, including an overlapping-generations model for Germany, regional input-output models, an energy systems model, and a spatial model of the transportation infrastructure.

Urban Regeneration and Sustainability (2 Volume Set)
Infrastructure for Supporting Inclusive Growth and Poverty Reduction in Asia
Insights from Developed and Developing Economies

The Case of Shanghai, China

Population and Development in Poor Countries

International Best Practices of Public-Private Partnership

Population Growth and Economic Development

This book carries out an initial assessment of Nepal's urban growth and spatial transformation, with a focus on spatial demographic and economic trends, economic growth drivers and infrastructure requirements of Nepal's urban regions.

In this thoroughly revised edition of Managing Growth in America's Communities, readers will learn the principles that guide intelligent planning for communities of any size, grasp the major issues in successfully managing growth, and discover what has actually worked in practice (and where and why). This clearly written book details how American communities have grappled with the challenges of planning for growth and the ways in which they are adapting new ideas about urban design, green building, and conservative infrastructure. It describes the policies and programs they have implemented, and includes examples from towns and cities throughout the U.S. "Growth management" is essential today, as communities seek to control the location, impact, character and timing of development in order to balance environmental and economic needs and concerns. Managing Growth in America's Communities addresses all of the key considerations. Establishing public roles in community development; Determining locations and character of future development; Protecting environmental and natural resources; Managing infrastructure development; Preserving community character and quality; Achieving economic and social goals; Respecting property rights concerns. The author, who is one of the nation's leading authorities on managing community growth, provides examples from dozens of communities across the country, as well as state and regional approaches. Brief profiles present overviews of specific problems addressed, techniques utilized, results achieved and context information for further research. Informative sidebars offer additional perspectives from experts in growth management, including Robert Lang, Arthur C. Nelson, Erik Meyers, and others. This new edition has been completely updated by the author. In particular, he considers issues of population growth, eminent domain, and the importance of design, especially "green" design. He also reports on the latest ideas in sustainable development, "smart growth," neighborhood design, transit-oriented development, green infrastructure planning. Like its predecessor, the second edition of Managing Growth in America's Communities is essential reading for anyone who is interested in how communities can grow intelligently.

Currently increasing population growth in Africa including Ethiopia creates unemployment among different stakeholders. However, to mitigate these problems, the government of Ethiopia established different opportunity for the society to create job opportunity. Among these projects: cobble stone constriction in different cities can be mentioned. This book therefore gives a detailed information on the methods, design and quality of cobble stone project carried out in Ethiopia. These will further contributes for urban infrastructure development and job creation.

Opening Doors to the World

Inclusive Green Growth

National and Regional Aspects of Demographic Change

Managing Growth in America's Communities

Population and Land Use in Developing Countries

Infrastructure Needs

Summary - The Report of the Year 2020 Panel to the Chesapeake Executive Council

Infrastructure development projects are set to continue into the next century as developing country governments seek to manage population growth, urbanization and industrialization. The contributions in this volume raise many questions about 'development' and 'progress' in the late twentieth century. What is revealed are the enormous problems and disastrous affects which continue to accompany displacement operations in many countries, which raise the ever more urgent question of whether the benefits of infrastructure development justify or outweigh the pain of the radical disruption of peoples lives, exacerbated by the fact that, with some notable exceptions, there has been a lack of official recognition on the part of governments and international agencies that development-induced displacement is a problem at all. This important volume addresses the issues and shows just how serious the situation is.

By 2030 more than sixty percent of the world's population will live in urban areas, with most of the world's population growth over the next twenty-five years being absorbed by cities and towns in low and middle income countries. What are the consequences of this shift? Demographic pressure already strains the capacity of local and national governments to manage urban change. Today, nearly one billion people live in slums, and in the absence of significant intervention that number is set to double in the next two decades. Will our future be dominated by mega-cities of poverty and despair, or can urbanization be harnessed to advance human and economic development? Cities and Development provides a critical exploration of the dynamic relationship between urbanism and development. Highlighting both the challenges and opportunities associated with rapid urban change, the book surveys: the historical relationship between urbanization and development the role cities play in fostering economic growth in a globalizing world the unique characteristics of urban poverty and the poor record of interventions designed to tackle it the complexities of managing urban environments; issues of urban crime, violence, war and terrorism in contemporary cities the importance of urban planning, governance and politics in shaping city futures. This book brings into conversation debates from urban and development studies and highlights the strengths and weaknesses of current policy and planning responses to the contemporary urban challenge. It includes research orientated supplements in the form of summaries, boxed case studies, development questions and further reading. The book is intended for senior undergraduate and graduate students interested in urban, international and development studies, as well as policy-makers and planners concerned with equitable and sustainable urban development.

Making the case that population growth does not hinder economic progress and that it eventually raises standards of living, Julian Simon became one of the most controversial figures in economics during the past decade. This book gathers a set of articles--theoretical, empirical, and policy analyses--written over the past twenty years, which examine the effects of population increase on various aspects of economic development in less-developed economies. The studies show that within a century, or even a quarter of a century, the positive benefits of additional people counterbalance the short-run costs. The process is as follows: increased numbers of consumers, and the resultant increase of total income, eventually stimulate growth. The resulting actual and expected shortages force up prices of the natural resources. The increased prices trigger the search for new ways to satisfy the demand, and/or new or later non-sources and innovative substitutes are found. These new discoveries lead to cheaper natural resources than existed before this process began, leaving humanity better off than if the shortages had not appeared. Originally published in 1992. The Princeton Legacy Library uses the latest print-on-demand technology to again make available previously out-of-print books from the distinguished backlist of Princeton University Press. These editions preserve the original texts of these important books while presenting them in durable paperback and hardcover editions. The goal of the Princeton Legacy Library is to vastly increase access to the rich scholarly heritage found in the thousands of books published by Princeton University Press since its founding in 1905.

Towards Green Growth and Low-Carbon Urban Development

Study of Konkani Railway

Population Growth and Rapid Urbanization in the Developing World

The Consequences of Development-Induced Displacement

The Pathway to Sustainable Development

An Initial Assessment

Infrastructure Development and Its Environmental Impact

As the world makes great strides on the path to development, the gap between infrastructure needs and the resources governments possess to meet those needs is ever growing on account of governments’ razor thin budgets, rapid urbanization and population growth. Asia’s overall infrastructure investment needs are estimated at USD 9 trillion till 2030, 68% of which is for new capacity and 32% for maintaining and replacing existing infrastructure. The average annual infrastructure investment during this period is about USD 750 billion. As countries move up the value chain and urban populations expand, demand for transport, logistics and utilities will only continue to grow, increasing the burden on public funds. If cash-flushed investors have an appetite for Asia’s infrastructure projects, what is keeping them at bay? For infrastructure development, statistics show that Asian nations have been turning to Public Private Partnerships (PPP), which seemed to be one of the main tools to attract financing and keep pace with rapid growth. Although the PPP models are established in several Asian countries, such as Singapore, South Korea and Japan, others are relatively immature. Indonesia, China and India, in particular, have announced ambitious infrastructure programs with governments developing mechanisms to encourage PPP investment and address barriers to PPP development. The new game-changers of the 21st century - India and China are showing aggressive signs of opening their domestic markets to international investors. While PPPs hold significant potential for Asia, they also present formidable challenges. Case studies of PPP markets in Australia, China, India, Indonesia, Japan, Korea, Malaysia, Singapore and Thailand provide an Asian perspective enabling recommendations for Azerbaijan. The Azerbaijani government has achieved great progress over the last decade in integrating the country into the global economic marketplace and increasing foreign investment mainly due to its oil resources. Now, the government’s focus is on diversifying the economy outside the oil sector. Azerbaijan is facing increasing demand for investment in infrastructure development, overstretching the government’s budget. There is need for not only private sector investment but also private sector knowledge and expertise. The traditional approach of the government for infrastructure development of any kind has been to use the state’s own budget or privatization. The first is markedly inefficient to meet the country’s needs while the latter only works in a sound legal and financial framework and is not appropriate for all public service delivery projects. So there is a need to see if the time is ripe for public private partnerships. PPPs may not be the ultimate solution, but they can help address many of the issues systemic to the region in the field of infrastructure development. All it needs is a systematic approach undertaken through joint efforts of private and public sectors.

The Philippines enjoys tremendous endowments of natural, and human resources that provide great potential for economic development and poverty reduction. However, overall development outcomes over the last decades have fallen short of potential. The gap can be largely attributed to weak performance of public institutions in providing services to citizens, which leads to a vicious cycle of weak public services, lack of trust in the government, and unwillingness on the part of citizens to provide adequate resources to the government. The key development challenge, therefore, is to reverse the cycle to one of virtuous development where increased government revenue translates into improved service delivery and greater public trust in the government. Infrastructure plays an important role in this development process. Insufficient infrastructure has been a major constraint to economic growth and poverty reduction in the Philippines. Though the country has relatively high access levels to water, sanitation, and electricity, service levels have failed to keep up with rapid population growth and urbanization. Infrastructure development in the country is hampered by a poor business environment; weaknesses in planning, coordination, and financing; and a decrease in private sector involvement in infrastructure provision. The report presents a road map which will help spur the expansion, and improvement of infrastructure services, and move the country into a virtuous circle of growth and development. It suggests that, in order to ease infrastructure constraints, the Philippines need to achieve a gradual increase in infrastructure investments to at least 5 percent of GDP, and an increase in the efficiency of spending. Furthermore, it is strongly suggested that the way forward for sustained development in infrastructure requires instigating a rigorous fiscal reform program; pursuing continued reforms in key sectors-particularly power, roads, and water-to improve cost recovery, competition, and institutional credibility, and to sharply reduce corruption; improving central oversight of the planning and coordination of investments; and, making a few focused investments through public-private partnerships to address key bottlenecks, and achieve quick gains in service delivery.

As the global population continues to boom, particularly in the developing countries, it has become necessary to find ways to handle this increase through various policy tools that address population growth and urbanization problems. The urbanization process has both potentials issues as well as opportunities to move societies forward that need to be exploited. Population Growth and Rapid Urbanization in the Developing World examines trends, challenges, issues and strategies adopted by developing countries in the face of population growth and rapid urbanization and its impact on urban environments. The book explores patterns of population growth and urbanization, use of different governance approaches in addressing challenges, as well as different tools and systems of appropriate allocation to address issues. The book is a comprehensive reference for academicians, students, practitioners, professionals, managers, urban planners and government officials.

Rural Population Growth and Economic Development

Selected Essays

Demography and Infrastructure

Policy Questions

Philippines

Mainstreaming Maintenance and Management

The Sustainable City IX

This Book Attempts To Deal With Issues Related To Urban Infrastructure Development While Engaging Itself In Emerging Areas Like Existing Infrastructure, Urban Management, Privatization Of Urban Services In The Urban Local Bodies. It Provides Concrete And Constructive Suggestions To The Existing, Emerging And Future Problems Due To Increased Urbanization.

Policy makers often call for increased spending on infrastructure, which can encompass a broad range of investments, from roads and bridges to digital networks that will expand access to high-speed broadband. Some point to the near-term macroeconomic benefits, such as job creation, associated with infrastructure spending; others point to the long-term effects of such spending on productivity and economic growth. Economic Analysis and Infrastructure Investment explores the links between infrastructure investment and economic outcomes, analyzing key economic issues in the funding and management of infrastructure projects. It includes new research on the short-run stimulus effects of infrastructure spending, develops new estimates of the stock of US infrastructure capital, and explores incentive aspects of public-private partnerships with particular attention to their allocation of risk. The volume provides a reference for researchers seeking to study infrastructure issues and for policymakers tasked with determining the appropriate level and allocation of infrastructure spending.

This book discusses how Public-Private Partnership (PPP) is practiced in developed and developing economies. The book demonstrates how PPP as a concept has grown over the years with many governments particularly from developing economies/countries seeking to enhance infrastructure growth and development through this scheme. Further, the book explores how PPP has become the major infrastructure procurement policy adopted by many governments globally to address the rapid increase in demand for infrastructure due to the increase in population growth. Although, there are many available textbooks on PPP, this book is unique because it provides in-depth analysis and discussion on the international best practices of PPP from developed and developing economies perspectives. This book provides strategic measures, useful practices and information about the similarities and differences in PPP practices in developed and developing economies based on empirical evidence and case studies. This book is structured in nine chapters. The first chapter explores the basic concept of PPPs. The second chapter looks at the global development and practices of PPP particularly from developed and developing economies’ perspectives. The third to the eight chapters explores critical topics and issues in international PPP practices from developed and developing economies perspectives. The topics included in this book are: governments motivations for adopting PPPs, barriers to PPP implementation, measuring PPP project success, risk management in PPPs, causes of conflict and conflict resolution mechanisms in PPPs and management of unsolicited proposals. The ninth chapter presents a comprehensive best practice framework for implementing international PPP projects. This book is useful to undergraduate and postgraduate students in architecture, civil engineering, business, construction and project management, researchers interested in PPP topics, included in this book are: governments investors and financiers, public authorities and departments and international development banks. This book provides in-depth insights and understanding on the best practices for PPP from the international perspective especially from the viewpoint of countries with diverse culture and policies. Importantly, readers will be adequately informed of the similarities and differences of PPP practices and processes in developed and developing economies based on empirical evidence. Investors and governments will be informed of the strategic plans and preventive actions to employ when engaging in PPP arrangements in any part of the world.

Impacts of Population Growth and Infrastructure Development on Land Use Evolution

Infrastructure and Land Policies

Africa's Transport Infrastructure

Population Growth, Shifting Cultivation, and Unsustainable Agricultural Development

America in the 21st Century

The Contribution of Cobble Stone Project in Urban Infrastructure Development and Employment

Asia-Pacific Countries with Special Needs Development Report 2017

"Investment in infrastructure is essential for promoting economic growth, and while countries in Asia have enjoyed higher rates of gross domestic product growth in recent years, the region remains severely deficient in the scale and quality of sustainable infrastructure. Moreover, population growth and climate change continue to put increasing pressure on the need for strategic and farsighted development, calling for policy makers to reevaluate infrastructure governance to ensure sustainable economic growth. Currently, in developing Asia, most investment in infrastructure comes from the public sector. However, with growing fiscal deficits and other budgetary constraints, it is essential to develop alternative sources of investment for infrastructure projects. This presents opportunities to tap into the private sector, which can play an instrumental role in minimizing the funding gap through the development of stronger, more transparent public-private partnerships (PPPs) and incentivizing sustainable infrastructure investment. This book provides a scholarly discussion on the importance of PPPs and approaches to unlock private participation in infrastructure investment based on lessons from across Asia. Among the proposed schemes are government tax incentives, development-based land value capture strategy under PPP land pooling, Viability Gap Funds, Project Development Facilities, and other guarantees. The book aims to assess the impacts and future of sustainable infrastructure investments and examines the role of governments in mobilizing financial resources and new models for unlocking private investment in sustainable infrastructure. This book consists of fifteen original chapters on the experiences of the Central Asia Regional Economic Cooperation (CAREC) and a few other cases for promoting private investment in sustainable infrastructure. The fact that not much has been published previously on this theme makes this book a welcome and timely addition to the much needed knowledge on this subject"--

Cities face critical challenges connected to population growth, urbanization, and climate change. Fundamental transformations in urban planning, community design, and infrastructure development are absolutely needed to address the problems raised by land use changes. A transition from conventional urban development models to a green or low-carbon future needs to change the system of the "systems", such as energy, water, waste, mobility, and infrastructure systems. Cities are facing huge pressure and great opportunities to make these transitions through more effective arrangement of land use development footprints. This book introduces the significant trend of urban planning towards green growth and low-carbon development patterns while illustrating key concepts underpinning theories of green growth and low-carbon development. Introduced in this book are broad concepts of urban and land use planning, and a description of practical planning approaches. The authors explain how to incorporate core "green" and "low-carbon" concepts into urban planning and community development. Also discussed are the tools and processes necessary to develop a green and low-carbon development strategy where the major methods include energy conservation and efficiency, transportation planning, livability and walkability techniques, environmental planning, low impact community design skills, planning support systems, and public participation. A diverse range of examples, from North America, Europe, Africa, and China, are provided to analyze the barriers and solutions in socio-technical transitions emerging in different urban contexts. An international context of urban planning and a proposed model to assess future conditions, evaluate policy choices, create visions, and compare scenarios is presented. This book can help academics, policy makers, practitioners and researchers interested in the development of green cities and low-carbon development.

Abstract: “Calderrón and Servén provide an empirical evaluation of the impact of infrastructure development on economic growth and income distribution using a large panel data set encompassing over 100 countries and spanning the years 1960-2000. The empirical strategy involves the estimation of simple equations for GDP growth and conventional inequality measures, augmented to include, among the regressors, infrastructure quantity and quality indicators, in addition to standard controls. To account for the potential endogeneity of infrastructure (as well as that of other regressors), the authors use a variety of generalized-method-of-moments (GMM) estimators based on both internal and external instruments and report results using both disaggregated and synthetic measures of infrastructure quantity and quality. The two robust results are: (1) growth is positively affected by the stock of infrastructure assets, and (2) income inequality declines with higher infrastructure quantity and quality. A variety of specification tests suggests that these results do capture the causal impact of the exogenous component of infrastructure quantity and quality on growth and inequality. These two results combined suggest that infrastructure development can be highly effective to combat poverty. Furthermore, illustrative simulations for Latin American countries suggest that these impacts are economically quite significant and highlight the growth acceleration and inequality reduction that would result from increased availability and quality of infrastructure. This paper a joint product of the Finance, Private Sector, and Infrastructure Department and the Office of the Chief Economist, Latin America and the Caribbean Region is part of a larger effort in the region to assess the effects of infrastructure development"--World Bank web site.

Economic Analysis and Infrastructure Investment

The Effects of Infrastructure Development on Growth and Income Distribution

Investing in Infrastructure for an Inclusive and Sustainable Future

Urban Growth and Spatial Transition in Nepal

ECONOMIC AND SOCIAL INFRASTRUCTURE DEVELOPMENT: A CASE STUDY

Environment and Infrastructure Development in Mega-cities

Understanding Impoverishment

Urban infrastructures are the first and the most important services to foster the city growth.They are also key and indispensable elements in facilitating urban life.However, most Third World Cities characterized by rapid population growth, inadequate infrastructure, lack of good governance, poverty...The infrastructure is not only inadequate but also poorly planned.Haphazard planning in collaboration with rapid population growth may cause for devastating urban structure and physical disruption. Apparently it plays crucial role in retarding the infrastructural development in the Third World Cities.Ethiopian cities particularly Addis Ababa is highly affected with such haphazard problem.Therefore this book tries to Answer for those wishing to Know the cause and effect of the inadequate infrastructure provision and also serve as reference for those need to know where lies the process of integration fa Cities in Sub-Saharan Africa are experiencing rapid population growth. Yet their economic growth has not kept pace. Why? One factor might be low capital investment, due in part to Africa’s relative poverty: Other regions have reached similar stages of urbanization at higher per capita GDP. This study, however, identifies a deeper reason: African cities are closed to the world. Compared with other developing cities, cities in Africa produce few goods and services for trade on regional and international markets To grow economically as they are growing in size, Africa’s cities must open their doors to the world. They need to specialize in manufacturing, along with other regionally and globally tradable goods and services. And to attract global investment in tradables production, cities must develop scale economies, which are associated with successful urban economic development in other regions. Such scale economies can arise in Africa, and they will—if city and country leaders make concerted efforts to bring agglomeration effects to urban areas. Today, potential urban investors and entrepreneurs look at Africa and see crowded, disconnected, and costly cities. Such cities inspire low expectations for the scale of urban production and for returns on invested capital. How can these cities become economically dense—not merely crowded? How can they acquire efficient connections? And how can they draw firms and skilled workers with a more affordable, livable urban environment? From a policy standpoint, the answer must be to address the structural problems affecting African cities. Foremost among these problems are institutional and regulatory constraints that misallocate land and labor, fragment physical development, and limit productivity. As long as African cities lack functioning land markets and regulations and early, coordinated infrastructure investments, they will remain local cities: closed to regional and global markets, trapped into producing only locally traded goods and services, and limited in their economic growth.

World Bank Discussion Paper 234. This study of a microregion of Madagascar illustrates the important relationships between population growth, unsustainable agriculture, and natural resource decline. It shows how agricultural development has been ha

Population Growth, Family Planning and Economic Development

Meeting the Infrastructure Challenges

A Case Study of Nakorn Ratchasima and Chaiyaphum Province

Unlocking Private Investment in Sustainable Infrastructure in Asia

Urbanization and Its Impact on Socio-Economic Growth in Developing Regions

Cities and Development

Public Private Partnership: Asian Perspectives - Recommendations for Azerbaijan

This book provides profiles of over 50 countries with 54 development indicators about people, environment, economy, technology, infrastructure, trade and finance, all in one handy, pocket-sized volume. A must have for anyone interested in today's development challenges in subSaharan Africa.

This report introduces the Access to Physical Infrastructure Index as a tool to capture the multidimensional character of infrastructure and to illustrate the strong positive causality between infrastructure and sustainable development. The report highlights that significant infrastructure gaps exist among the countries with special needs, and estimates that these countries need to invest an average of 10.5 per cent of GDP per annum in infrastructure development and maintenance to close the infrastructure deficit, taking population growth, increasing urban clear priorities are required for infrastructure development and that sequencing infrastructure investment is necessary by determining where the impact of additional infrastructure on sustainable development outcomes may be the largest.

The social and economic systems of any country are influenced by a range of factors. As the global population grows in developing nations, it has become essential to examine the effects of urbanization. Urbanization and Its Impact on Socio-Economic Growth in Developing Regions is a pivotal reference source for the latest research findings on the role of urban growth on the socio-economic infrastructures in developing regions. Featuring extensive coverage on relevant areas such as job creation, sustainability, and transportation planning, this publication is a

academics, and students interested in emerging perspectives on socio-economic development.

The Absence of Integration and Its Effect in the Development of Urban Services in Addis Ababa

Population Growth and Development in the Chesapeake Bay Watershed to the Year 2020

The Impacts of Disintegrated Infrastructure Development in Addis Ababa

Rethinking Infrastructure for Development

Report of a Workshop

Containing the proceedings of the 9th International Conference on Urban Regeneration and Sustainability this book addresses the multi-disciplinary aspects of urban planning; a result of the increasing size of cities; the amount of resources and services required and the complexity of modern society. Most of earth's population now lives in cities and the process of urbanisation still continues generating many problems deriving from the drift of the population towards them. These problems can be resolved by cities becoming efficient habitats, saving resources in a way that improves the quality and standard of living. The process however, faces a number of major challenges, related to reducing pollution, improving main transportation and infrastructure systems. New urban solutions are required to optimise the use of space and energy resources leading to improvements in the environment, i.e. reduction in air, water and soil pollution as well as efficient ways to deal with waste generation. These challenges contribute to the development of social and economic imbalances and require the development of new solutions. Large cities are probably the most complex mechanisms to manage. However, despite such complexity they represent a fertile ground for architects, engineers, city planners, social and political scientists, and other professionals able to conceive new ideas and time them according to technological advances and human requirements. The challenge of planning sustainable cities lies in considering their dynamics, the exchange of energy and matter, and the function and maintenance of ordered structures directly or indirectly, supplied and maintained by natural systems. Topics covered include: Urban strategies; Planning, development and management; Urban conservation and regeneration; The community and the city; Eco-town planning; Landscape planning and design; Environmental management; Sustainable energy and the city; Transportation; Quality of life; Waterfront development. Case studies; Architectural issues; Cultural heritage issues; Intelligent environment and emerging technologies; Planning for risk; Disaster and emergency response; Safety and security; Waste management; Infrastructure and society; Urban metabolism.

This book addresses nine relevant questions: Will population growth reduce the growth rate of per capita income because it reduces the per capita availability of exhaustible resources? How about for renewable resources? Will population growth aggravate degradation of the natural environment? Does more rapid growth reduce worker output and consumption? Do rapid growth and greater density lead to productivity gains through scale economies and thereby raise per capita income? Will rapid population growth reduce per capita levels of education and health? Will it increase inequality of income distribution? Is it an important source of labor problems and city population absorption? And, finally, do the economic effects of population growth justify government programs to reduce fertility that go beyond the provision of family planning services?

This publication summarizes the papers and presentations in Workshops on Economics of Infrastructure in a Globalized World, funded by the Asian Development Bank through a regional technical assistance project. The discussions at the conferences focused on three themes: (i) the role of infrastructure in supporting inclusive growth and poverty reduction; (ii) the need for appropriate soft infrastructure, including the policy environment and regulatory institutions; and (iii) the potential for public and private partnerships in infrastructure provision. Each theme elaborates the premise that extensive, efficient infrastructure services are essential drivers of economic growth and sustainable poverty reduction.