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MINISTRY OF
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Project Report

On

Safe City Indicators

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‘Promoting Good Practices and Standards’



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Project : Safe City Indicators

1. Introduction:

The evolution of civilization is blended with urbanization and industrialization. Industrial revolution in 18th and 19th centuries resulted in the creation of huge factories. These factories brought together enormous capital, machineries, raw materials and people to ensure large scale manufacturing and reap the benefits of economies of scale. Development of factories also resulted in migration of people from rural areas to growing urban conglomerations known as cities and towns.

Cities and towns provide great opportunities to people to grow and fulfill their aspirations. Industrialization also resulted in vast employment opportunities in the form of auxiliary services like trade, commerce, banking etc. Growing cities also provided better living standards in terms of educational facilities, healthcare, recreation and several other multi-faceted intellectual pursuits to attract people. Today, this has resulted in the emergence of huge mega cities which are the nerve centers of all economic activities of a nation.

For the first time in history, there are more people around the world living in cities than there are living in rural areas. It isn't surprising to know that the level of urbanization in western countries is more than 75%. Although India is essentially a rural country, the urban population has been growing at a phenomenal rate, as seen from the fact that in 2019, there were more than 600 cities with a population of one lakh or more. While this global migration to urban areas is improving the living standards, health, and prosperity of these citizens; it also brings challenges to a city's infrastructure, resources, security procedures and emergency response systems. Meeting these challenges will be critical to the success of cities in the decades that follow.

2. Overview:

2.1 Safe City Indicators:

Safe city means different things to different people. There is no universally accepted definition of a safe city. Therefore the conceptualization of safe city varies from city to city and country to country.

One common accepted definition would be city which is liveable, sustainable, inclusive, tolerant, technologically progressive can be called as safe and secure city.

2.2 Vision:

Public safety has emerged as an important function for governments across the world. It refers to the duty and function of the state to ensure the safety of its citizens, organizations and institutions against threats to their well-being as well as the traditional functions of law and order. With more than half the global population today living in urban areas, safe city is increasingly being considered essential in ensuring secure living and prosperity. The basic principles of good governance must find a direct application in any urban safety strategy, aimed at reducing and preventing common problems of crime and insecurity.

2.3 Purpose of the Project:

The purpose of the project is to develop initiatives in the form of series of approaches and strategies to enhance safety and security in cities. The United Nations through its habitat agenda on human settlements has developed the following broad purposes in the form of building blocks to create safe cities;

- Building urban safety through urban vulnerabilities reduction: The UN Safer Cities programme defines vulnerability as the probability of an individual, a household or a community falling below a minimum level of welfare (e.g.

poverty line) or the probability of suffering physical and socio-economic consequences (homeless or physical injury) as a result of risky events and processes (as forced eviction, crime or flood). Paying special attention to urban vulnerabilities and violence shall reduce the probability of crime and ensure a secure and safe city environment.

- Building urban safety through urban planning, management and governance: Sustainable urbanization by emphasizing inclusive and participatory urban planning, and local development practices, incorporates policy-making and strategy development. This in turn promotes institutional and organizational development, resource planning and management in order to enhance efficiency in governance.
- Improving the governance of safety: Enhancing urban safety and social cohesion are issues of good urban governance. They intend to create a city where safety is improved for its citizens and neighborhoods, where there is fearless interaction among people and groups. These are prudent aspects of good governance which create an enabling environment for the inhabitants of the city, allowing improved quality of life and fostering economic development.

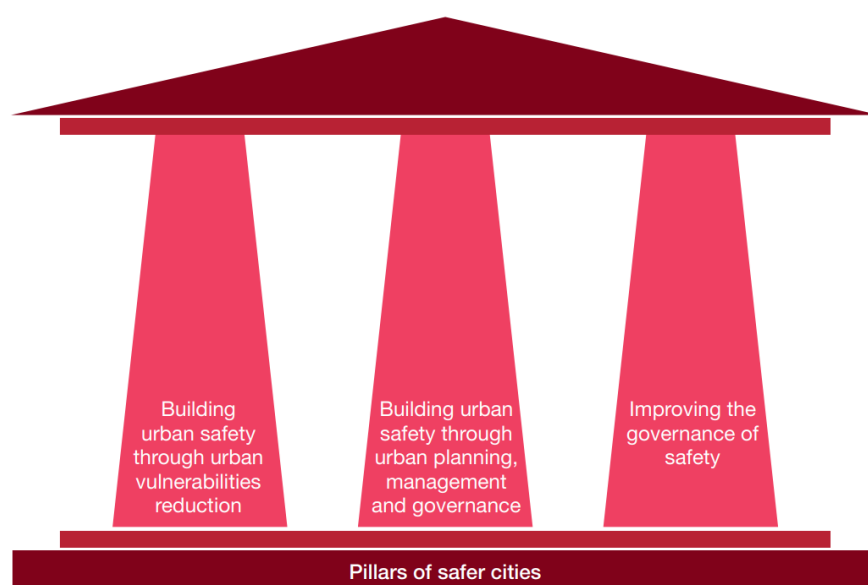


Figure: 1

2.4 Project Objectives:

Safe cities are an essential pillar supporting the economic development of country throughout the world. They provide the security and safety required to protect citizens from crime and terrorism as well as mitigate, as much as possible, the impact of natural disasters and other threats. A successful safe city solutions should support a city's security agencies, fire and rescue departments, public health and social service departments before, during and after an event and integrate the disparate technologies and government departments responsible for citizen safety.

The challenges faced by a city can be illustrated by the following diagram;

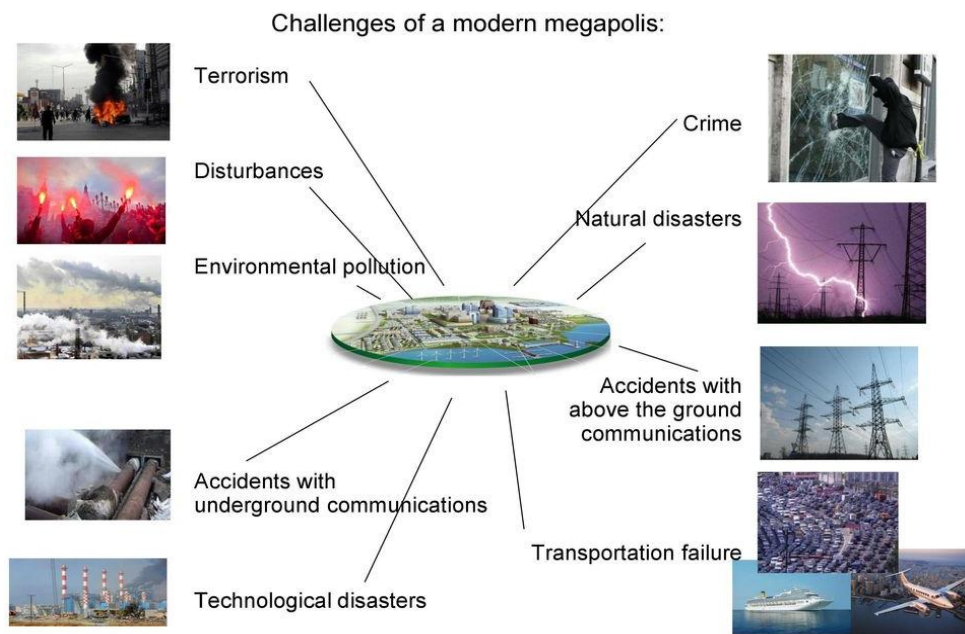


Figure: 2

3. The Project:

3.10 Drivers for safe city in India

Public safety has always been an important function for the Indian Government. However with the change in global priorities and few other factor 'safe city' is increasingly being considered essential to ensure a secure living and prosperity of the people. The key contributors which have contributed to increased focus on 'safety of cities'

3.11 Crime Rate

The main purpose of implementing safe city is to reduce crime and induce a feeling of safety among the citizens. It also aims to deter crime by creating a fear of consequence in the criminals. Currently, the NCRB data reflects a high rate of crime throughout the country. As per Crime in India¹, it an increase of 1.3% in registration of cases over 2017 has been observed in India.

3.12 Urbanization

This fast paced urbanization is pressurizing the existing civic infrastructure leading to a competition over scarce resources in the cities. This has a direct correlation with the number of crime cases and thus accentuates the need for implementing a safe city project.

3.13 Disaster and Terrorism threats

Natural disasters and terrorism pose major threats to both life and property. Implementation of 'safe city' programme (integrated with emergency response and disaster management facilities) will help deploy advanced information and communication systems. These can significantly reduce the number of casualties as well as economic loss.

3.14 Socio- Economic Factors

Social, financial and the political importance of regions is also one of the most critical elements while considering the implementation of safe city projects. There is a need for the enforcement agencies to bring the security mechanisms of significant places that are noteworthy contributors to political, cultural and commercial mosaic of the nation, up to international standards.

¹Crime in India, Published by NCRB

3.2 Sponsor

The Bureau of Police Research and Development, Ministry of Home Affairs, Govt. of India will be the sponsor for this project.

3.3 Financial Benefits

The project Safe City Indicators is designed to rate different cities on various safety parameters. Cities which have robust physical and technological infrastructure may get additional funding to improve the quality of life from the citizens. Increased budget and funding through local bodies, State Governments and Government of India will help the cities to improve safety parameters after ranking.

4. Safe City Indicators

4.1 Various agencies have developed parameters / indicators to rank cities as safe / unsafe. Some of the parameters considered by various agencies

- The Ministry of Housing and Urban Affairs based on its 'Ease of Living Index" 2018 survey, considered three parameters – the best surveillance, low crime rate and better enforcement.
- The economist intelligence unit considers mainly three parameters namely digital security, health security, infrastructure security and personal security.

The rankings of the cities through Safe City Index were done by Economist Intelligence Unit for the year 2019. The Safe City index 2019 is provided in Annexure-I.

After a careful analysis and deliberations, the Core Group formed by BPR&D has developed the following indicators;

4.2 Personal safety indicators:

Personal security considers how at-risk citizens are from crime, violence, man-made threats and natural disasters. Input indicators in this domain take into account policies and decisions such as the level of police engagement, the use of data-driven crime prevention, the overall political stability of the country where each city is located.

Combating crime and reducing insecurity is essential if development and growth is to occur. Where there is fear, there is no hope. And where there is no hope, there is little opportunity to reduce poverty and improve lives. Personal safety indicators include the following;

- Safety from violent crimes
- Safety from property offences like theft, burglary etc.
- Women & Children safety
- Safety to Senior Citizens
- Safety of children in educational institutions
- Safety of women at workplace
- Protection of vulnerable sections like SC/STs, Minorities, etc.

4.3 Socio-Economic security indicators

Safety and security is pre-requisite for socio-economic development of any nation. Economic frauds and corruption eats away vital financial resources which otherwise have been used for well being of citizens. Citizens need to have robust mechanism to prevent and investigate economic offences.

Apart from economic offences, drug trafficking and human trafficking erodes social fabric of the society. The rise of crime related to drug trafficking in cities is alarming in Indian cities. The end result of drug trafficking is degeneration of youth. Organized crimes such as extortion and contract

killings are a regular feature in our cities. Socio-economic security indicators are as follows;

- Organized crime networks
- Drugs – Availability and consumption
- Human Trafficking
- Extortions and Hafta culture
- Gambling in all its forms

4.4 Institutional Safety Indicators

The rule of law is the foundation of a just and democratic society. It requires a fair and effective criminal justice system in which the police have a central role to play. The police is also the most recognizable face to the State and a police station is invariably a citizen's first point of contact in an hour of crisis. We expect police persons to protect our lives and liberties, enforce the law and maintain peace and harmony in the society. The sheer range of duties and tasks assigned to them require both, adequate and modern infrastructure, as well as sensitive and well-trained personnel. We need to build capacities of our police persons for not only upholding the law but also in constitutional conduct and compassionate handling of crises involving all sections of citizens.

Police public ratio and police response time is a key indicator for safe environment in cities. Well trained and highly motivated police can transform any city to achieve reasonable safety standards. The institutional safety indicators are:

- Police-public ratio
- Police response time
- Community Policing Scenario

- Surveillance Mechanism
- Conviction Rate

4.5 Traffic and road safety indicators

Traffic management problems which are assuming alarming proportion in the cities of the industrially advanced countries are being experienced in Indian Cities also. It is due to unprecedented rise in population and phenomenal growth of vehicles in almost all Indian Metropolitan Cities. The enormous vehicular growth without commensurate development in road infrastructure has led to traffic congestion, pollution, longer journey time and increased road accidents. Therefore the greatest challenge for civic authorities and police in these cities is traffic management on par with provision of civic amenities and security to the citizens. Following are Traffic and road safety indicators;

- Road Safety – Road Accidents per lakh population
- Traffic congestion
- Compliance to Traffic Laws
- Traffic Management Practices
- Traffic Policemen / Vehicle ratio

4.6 Digital security indicators

Digital security assesses the ability of urban citizens to freely use the internet and other digital channel without fear of privacy violations or identity theft. On inputs, cities are scored on their awareness of digital threats, the level of technology employed and the existence of dedicated cyber-security teams. On outputs, the index measures the risk of local threats and the estimated number of computers infected with a virus. One indicator was replaced in this domain (frequency of identity theft) with risk of local threats

with a view to use a stronger dataset and remove inherent scoring biases due to a paucity of data. Following are digital security indicators.

- Cyber Security
- Credit card frauds
- Data security
- Availability of technical staff

4.7 Infrastructure Security Indicators:

Infrastructure security considers the built physical environment, such as city infrastructure and its vulnerability to disasters and terrorist attacks. On inputs, the index takes into account sub-indicators such as the quality of infrastructure as well as the enforcement of transport safety, while on outputs the number of road traffic deaths is included, as well as the number of terrorist attacks on facilities and infrastructure. Natural disasters and terrorism (including the anti-national activism of groups like the naxals, ULFA, Bodo etc) pose major threats to both life and property. In most cases, the response of the concerned authorities to natural disasters and terrorist activities is more reactive than proactive. While a lot has been done in terms of post-event mitigation mechanism, preventive measures still have some ground to cover. Implementation of a safe city programme (integrated with emergency response and disaster management facilities) will help deploy advanced information and communication systems. These can significantly reduce the number of casualties as well as economic loss. Infrastructure security indicators are as follows;

- Protection from natural disasters
- Protection from terrorist attacks
- Protection and maintenance of public properties
- Robust investigation mechanism

4.8 Health and hygienic security indicators:

Health security measures how cities fare in terms of environmental policy (design and implementation) as well as the level and quality of healthcare available to residents. On inputs, cities are scored based on their environmental policies and the access to and quality of healthcare services. Output indicators include air and water quality, life expectancy, infant mortality and other sub-indicators.

Living conditions are crucial for human security since an inadequate dwelling, insecurity of tenure and insufficient access to basic services all have a strong negative impact on the lives of the urban population, particularly the urban poor. Spatial discrimination and social exclusion limit or undermine the rights to the city and to citizenship. Following are some of health and hygienic security indicators.

- Air and noise pollution levels
- Availability of water and electricity
- Sewage and garbage disposal
- Adequate Health Services
- Trauma Care and Emergency Medical Services
- Ambulance Facilities

4.9 Infrastructure to cope with pandemics

Pandemic diseases such as Novel Corona virus have the potential effect on life in many ways. Many at times pandemic rapid acceleration causes government to halt most individual, social, economic and industrial activities. During pandemic times the infrastructure and resources of any city is put to an ultimate test. Preparation and handling of pandemic is a key indicator for resilience of any city. Following are the indicators for Infrastructure to cope with pandemics.

- Mass health facilities
- Availability of equipment like ventilators, beds and surgical equipments etc.
- Testing facilities
- Community halls and centers for migrant population
- Feeding huge masses
- Sanitation and healthcare
- Water supply and electricity
- Internet connectivity to the outer world
- Containment apparatus

Diagrammatic Representation of Safe City Indicators



Figure: 3

5. Critical Assumptions and Constraints

The concept of a safe city is built on understanding its benefits and overcoming its challenges. The thorough process for such a concept is newly emerging, and in order to ensure its faster, countrywide acceptance as well as application, it is important to understand the concept behind making cities safer in all its attributes. Both policymakers as well as solution providers are aggressively trying to obtain a better understanding of the obstacles that may hinder its quick adoption, and the capacity of the initiative to counter threatening situations (such as crime, terrorism, etc.) while contributing to better city traffic management in an ever evolving scenario, where predictable or unpredictable events affect the lives of the people.

Conceptualising the project with all its attributes, keeping in mind factors such as the rule of the land as well as the governing policies, and ensuring that the designed system produces the desired results, has always played a critical role in any project life cycle. Planning and strategising a safe city project is no different. Some of the typical challenges that originate during this stage are as follows:

- Lack of understanding of safe city projects and its benefits after implementation
- Identification of the functional expectations from the system
- Lack of a consolidated roadmap for planning and executing the project
- Lack of a synergized approach due to limited coordination among policymakers while adopting a countrywide approach towards the safe city concept
- Limited involvement of all agencies responsible for maintenance of law, infrastructure creation as well as governance, i.e. state police, state municipal corporations, public works department, etc.

6. Implementation Strategy

6.1 Quantifying Safe City Indicators:

In order to rank cities on safety parameters mentioned above, it is important that a quantification model should be developed. Ranking each parameter in the scale of 1 to 10 through the following framework may be adopted.



6.2 Prevention

To be able to provide reliable and comprehensive security measures to predict threats and hazardous situations. City authorities must be able to take measures to prevent threats from occurring in the first place. Simulation and forecasting technology, based on big data mining, can help the relevant authorities to predict public threats and support police and military assets to prevent the event before it begins

6.3 Detection

The public-safety organizations should be able to collect, share and analyze the data more effectively to provide early warnings and raise situational awareness. Sensor systems in the city may help to proactively gather information. This may include video surveillance cameras, CBRNE (Chemical, biological, radiological and nuclear) sensors, gunshot-detection sensors, and weather sensors. The type of sensor used is determined by the scope of the safe city project and how much interoperability is required. Information can be used to provide early detection and alerts when events occur. Increasingly, sensors include “listening” to social media for relevant postings by netizens.

6.4 Response

The key organizations in the city should be able to react to security threats in real time. City authorities must focus on preventing an adverse event from escalating. Safe city projects should enable an effective response by using a consolidated ICT platform to provide a common operational picture to all relevant agencies, including law enforcement, public health, fire and rescue services; and to allow the critical communication systems of these agencies to interoperate. This will help to raise the situational awareness for each of the responding agencies, and their command, control and coordination.

6.5 Recovery

This aspect helps provide post-event examination and analysis, identify victims and provide assistance in rescue actions. After an event, city authorities must be able to quickly examine and analyze all data received from the relevant sensor systems. This supports the subsequent search for suspects as well as the process of building a case based on incriminating evidence. Information can also be used to facilitate rescue actions, and the identification and assistance processes for both victims and survivors.

6.6 Stakeholders

The stakeholders for this project are;

- 1) Bureau of Police Research and Development, Ministry of Home Affairs, Government of India which actually ranks the cities based on indicators developed in this project.
- 2) NITI Ayog

- 3) Ministry of Urban Development, Government of India
- 4) State Governments and Union Territories
- 5) Metropolitan / Municipal Corporations
- 6) Local Urban Development Boards

6.7 Related Projects

a. Nirbhaya Safe City Project (2018)

While globally safe city is an evolving concept, MHA has issued directives to states on measures to be taken to curb crime against women and improve safety of women. In this context, As a part of initiatives under Nirbhaya Fund Projects, Safe city projects is a pilot initiative for large metro cities. Presently in the phase-1, 8 metro cities are taken into consideration. The objective of Nirbhaya Safe City is Ensuring the Security of women in metro/large cities by strengthening:

- Civil Amenities for women in public places
- Facilitating easy access for women to law enforcement agencies, counselors and legal assistance
- Enhanced use of IT in surveillance in hotspots, tracking of offenders and response to women in case of sexual assault
- Community Sensitization on Gender issues esp. on sexual assault matters relating to awareness on safety measures, reporting of assault and community support victims

b. Mega City Policing

The megacity policing plan was introduced by the government under the MPF scheme in 2005 with an allocation of over Rs.250 crores. By 2010, it had achieved considerable maturity as the system was used for ensuring the successful and event-free Commonwealth Games in Delhi. The MHA has provided further impetus to the megacity policing programme by allocating over Rs.400 crores for the period 2013-17. These funds are used by the state governments to improvise and modernize the equipment.

c. Modernization of Police Forces

The MHA is assisting the state governments for modernizing its state police forces. Under this scheme, assistance is being provided for the procurement of state-of-the-art equipment such as CCTV cameras for surveillance, radio tetra sets for communication, forensic laboratories, weaponry, vehicles, computerization and training infrastructure. Under the MPF scheme, all the north eastern states are eligible to receive 100% central assistance of their approved annual plan for modernizing the state police force.

6.8 Work plan

The following chart provides a detailed Index for quantifying the safe city indicators;

Index for Quantifying Safe City Indicators

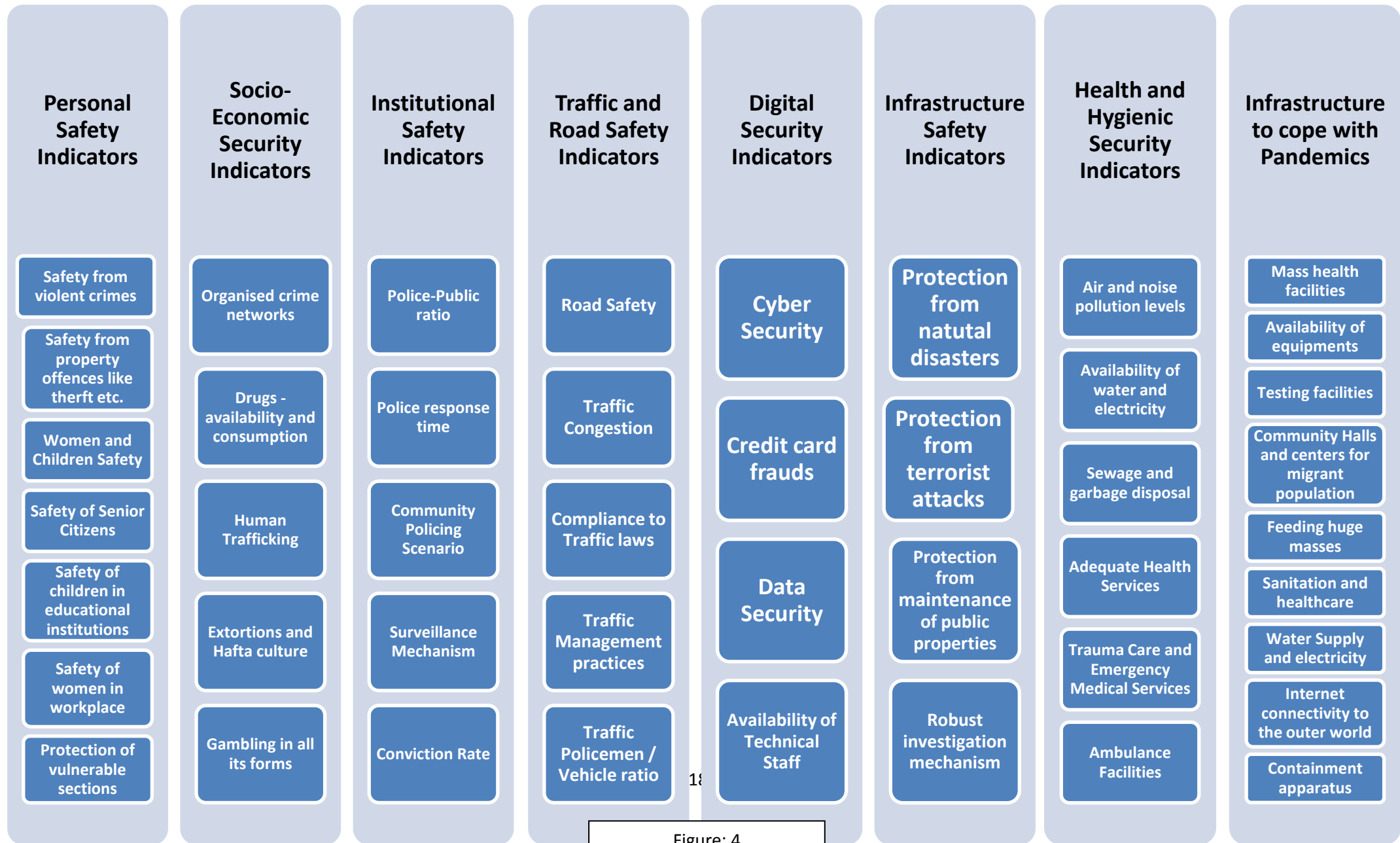


Figure: 4

The cities have to be rated through response from citizens. A citizen's perception survey has to be conducted and marks should be allocated under each of the main indicators. The marks in the form of grading should be in the scale of 1 – 10. Maximum marks for each city will be 80 divided as under;

Table -1: Grading of cities on 8 Safe City indicators

Sl. No	Index	Maximum Marks				Total
		Prevention	Detection	Response	Recovery	
1	Personal Safety Indicators	10	10	10	10	40
2	Socio-Economic Security Indicators	10	10	10	10	40
3	Institutional Safety Indicators	10	10	10	10	40
4	Traffic and Road Safety Indicators	10	10	10	10	40
5	Digital Security Indicators	10	10	10	10	40
6	Infrastructure Safety Indicators	10	10	10	10	40
7	Health and Hygienic Security Indicators	10	10	10	10	40
8	Infrastructure to cope with pandemics	10	10	10	10	40
	TOTAL	80	80	80	80	320

7. The Way Forward:

The indicators identified above fall in to eight broad categories. These are called pillars of security for rating. Within each pillars, the relevant indicators should be grouped into inputs of safety such as policies or personnel dedicated to some aspect of security, and outcomes which is anything from air pollution levels to crime rates.

Put simplistically, outputs measure how safe a city currently is while the inputs indicate which cities are doing the right things to enhance safety. Both are essential to understanding the security situation. Not only will policy likely

enhance safety-related outcomes in the future, but they may also be essential to preserving them in the present.

For an example, the inputs and outputs of personal security indicators is shown in the following table;

Table -2: Input / output of Personal Security Indicators

Personal Security Indicators	
Inputs	Outputs
• Level of police engagements • Community-based patrolling • Available street-level crime data • Use of data-driven techniques for crime • Private Security Measures • Gun regulation and enforcement • Political stability risk • Effectiveness of the criminal justice system • Hazard monitoring	• Prevalence of petty crime • Prevalence of violent crime • Organized crime • Level of corruption • Rate of drug use • Frequency of terrorist attacks • Severity of terrorist attacks • Gender safety (female homicide) • Perceptions of safety • Threat of terrorism • Threat of military conflict • Threat of civil unrest

The survey to rank cities in the above 8 indicators may be entrusted to National Sample Survey Organization (NSSO) or any other professional agencies.

8. Ranking of Cities Globally:

The intelligence Unit of the Economists in collaboration with NEC Corporation has conducted detailed survey of 60 cities across the world. The survey is conducted to rank cities under 4 indicators i.e., Digital Security, Health Security and Infrastructure Security and Personal Security. Tokyo with overall score of 92 ranks highest in Safe City Index and Logos, Nigeria with score of 38 is a least safe city as per the survey. Among Indian cities, Mumbai with overall score of 58.2 stands at 45th and New Delhi with overall score of 55.05 stands

at 52nd position. Singapore with a overall score of 91.5 is the safest city in Asia. The ranking of cities by the Economists is shown in Annexure - I.

Since one mega city should be taken as model for comparison to rank Indian cities, Singapore can be taken as a model.

9. Conclusion:

Safe cities are just cities where people can live together in relative peace, respect and prosperity, without the threat of crime and victimization. From a global prospective, in our rapidly growing and overcrowded urban areas, preventing and reducing crime, violence and victimization is a major challenge now recognized as an essential prerequisite for development. It is as important as good housing health, food and drinking water, and sustainable livelihoods.

The safe city is ultimately a government-driven approach to security. However, multiple stakeholders must be involved. The continuous evolution of technologies, city structure, and security requirements, means a broad range of expertise is needed to make the city safer. Cities which have higher ranking in the parameters indicated above will have greater prosperity and economic development. These cities will be much more livable from the point of view of citizens.

_____ ☆ _____

ANNEXURE – I

Ranking of cities by the Economist Intelligence Unit - 2019

Overall score	1) Digital security	2) Health security	3) Infrastructure security	4) Personal security
1 Tokyo 92.0	1 Tokyo 94.4	1 Osaka 88.5	1 Singapore 96.9	1 Singapore 95.3
2 Singapore 91.5	2 Singapore 93.1	2 Tokyo 87.5	2 Osaka 94.5	2 Copenhagen 93.6
3 Osaka 90.9	3 Chicago 92.9	3 Seoul 85.2	3 Barcelona 94.4	3 Hong Kong 91.9
4 Amsterdam 88.0	4 Washington, DC 92.2	=4 Amsterdam 81.6	4 Tokyo 94.3	4 Tokyo 91.7
5 Sydney 87.9	=5 Los Angeles 91.4	=4 Stockholm 81.6	5 Madrid 94.2	5 Wellington 91.5
6 Toronto 87.8	=5 San Francisco 91.4	6 Frankfurt 81.2	6 Frankfurt 93.7	6 Stockholm 91.3
7 Washington, DC 87.6	7 Dallas 91.3	7 Washington, DC 81.1	=7 Melbourne 93.5	7 Osaka 91.1
=8 Copenhagen 87.4	8 New York 91.1	8 Singapore 80.9	=7 Sydney 93.5	8 Toronto 90.8
=8 Seoul 87.4	9 Toronto 90.6	9 Zurich 80.8	9 Wellington 93.2	9 Amsterdam 89.4
10 Melbourne 87.3	10 London 90.2	10 Taipei 80.2	10 Washington, DC 93.1	10 Sydney 89.1
11 Chicago 86.7	=11 Melbourne 89.4	=11 Copenhagen 79.8	11 Chicago 93.0	11 Abu Dhabi 88.9
12 Stockholm 86.5	=11 Osaka 89.4	=11 Sydney 79.8	=12 New York 92.5	12 Dubai 88.6
13 San Francisco 85.9	=11 Sydney 89.4	=13 Brussels 79.3	=12 Toronto 92.5	13 Zurich 87.8
14 London 85.7	14 Amsterdam 89.0	=13 Melbourne 79.3	14 Seoul 92.4	14 Frankfurt 87.7
15 New York 85.5	15 Copenhagen 87.3	15 Paris 78.7	15 Los Angeles 92.2	15 Seoul 87.5
16 Frankfurt 85.4	16 Stockholm 85.5	16 London 78.0	16 Amsterdam 92.0	16 Melbourne 86.8
17 Los Angeles 85.2	17 Seoul 84.7	17 Toronto 77.4	17 San Francisco 91.7	17 Brussels 86.3
=18 Wellington 84.5	18 Zurich 80.8	18 San Francisco 77.2	18 Hong Kong 91.1	18 Madrid 86.2
=18 Zurich 84.5	19 Wellington 80.2	19 Chicago 77.1	19 London 90.4	19 Barcelona 86.0
20 Hong Kong 83.7	20 Paris 80.0	=20 Madrid 76.1	20 Copenhagen 89.0	20 Taipei 85.8
21 Dallas 83.1	21 Frankfurt 78.9	=20 New York 76.1	21 Brussels 88.9	21 Paris 85.2
22 Taipei 82.5	22 Hong Kong 78.8	22 Dallas 75.9	22 Zurich 88.5	22 London 84.3
23 Paris 82.4	23 Taipei 77.0	23 Los Angeles 75.8	23 Stockholm 87.5	=23 Shanghai 84.0
24 Brussels 82.1	=24 Abu Dhabi 74.1	24 Barcelona 75.2	24 Taipei 87.1	=23 Washington, DC 84.0
25 Madrid 81.4	=24 Dubai 74.1	25 Rome 75.1	25 Paris 85.9	25 Beijing 83.9
26 Barcelona 81.2	26 Brussels 74.0	26 Milan 74.9	=26 Abu Dhabi 83.2	26 Chicago 83.8
27 Abu Dhabi 79.5	27 Milan 72.5	27 Hong Kong 73.2	=26 Dubai 83.2	=27 Dallas 83.3
28 Dubai 79.1	=28 Barcelona 69.2	28 Wellington 72.9	28 Rome 83.1	=27 San Francisco 83.3
29 Milan 78.1	=28 Madrid 69.2	29 Abu Dhabi 71.8	29 Milan 82.8	29 Milan 82.4
30 Rome 76.4	30 Rome 67.5	30 Moscow 71.5	30 Dallas 81.9	30 New York 82.2
Average 71.2	Average 67.2	31 Dubai 70.5	31 Istanbul 75.8	31 Kuala Lumpur 81.8
31 Beijing 70.5	31 Buenos Aires 65.0	32 Buenos Aires 68.8	32 Moscow 73.6	32 Los Angeles 81.3
32 Shanghai 70.2	32 Santiago 64.6	33 Beijing 68.0	Average 72.5	33 Kuwait City 80.4
33 Santiago 69.8	33 Istanbul 61.9	Average 68.0	33 Beijing 72.1	34 Rome 79.8
34 Buenos Aires 69.7	34 Johannesburg 60.2	34 Shanghai 67.5	34 Shanghai 72.0	35 Santiago 79.4
35 Kuala Lumpur 66.3	35 Mexico City 58.4	35 Kuwait City 64.8	35 Buenos Aires 71.2	36 Ho Chi Minh City 78.7
36 Istanbul 66.1	36 Beijing 58.1	=36 Rio de Janeiro 64.7	36 Santiago 71.0	Average 77.0
37 Moscow 65.8	37 Shanghai 57.4	=36 Sao Paulo 64.7	37 Kuala Lumpur 64.7	37 Mumbai 76.2
38 Kuwait City 64.5	38 Riyadh 56.5	=38 Kuala Lumpur 64.4	38 Mexico City 61.5	38 Riyadh 75.9
39 Riyadh 62.5	39 Kuwait City 56.4	=38 Santiago 64.4	39 Johannesburg 57.8	39 Moscow 75.3
40 Mexico City 61.6	40 Bangkok 56.2	40 Mexico City 64.1	40 Rio de Janeiro 57.7	40 Manila 74.7
41 Rio de Janeiro 60.9	41 Bogota 54.7	41 Baku 64.0	41 Sao Paulo 57.2	41 New Delhi 73.6
42 Sao Paulo 59.7	42 Quito 54.5	42 Riyadh 62.9	42 Kuwait City 56.4	42 Buenos Aires 72.9
43 Manila 59.2	43 Kuala Lumpur 54.4	43 Istanbul 61.7	43 Ho Chi Minh City 55.4	43 Jakarta 71.7
44 Johannesburg 58.6	44 Rio de Janeiro 52.7	44 Lima 60.7	44 Riyadh 54.8	44 Casablanca 69.5
=45 Lima 58.2	45 Manila 52.1	45 Bangkok 59.9	45 Bogota 53.9	45 Lima 69.3
=45 Mumbai 58.2	46 Baku 51.7	46 Quito 59.4	46 Manila 53.6	46 Rio de Janeiro 68.4
=47 Bangkok 57.6	=47 Mumbai 51.0	47 Bogota 59.1	47 Lima 53.0	47 Sao Paulo 67.5
=47 Ho Chi Minh City 57.6	=47 New Delhi 51.0	48 Manila 56.6	48 Bangkok 52.5	48 Istanbul 65.2
49 Baku 56.4	49 Lima 49.8	49 Ho Chi Minh City 56.3	49 Jakarta 52.3	49 Baku 63.7
50 Quito 55.3	50 Sao Paulo 49.4	50 Mumbai 55.8	50 Mumbai 50.0	50 Johannesburg 63.2
51 Bogota 55.1	51 Casablanca 44.9	51 New Delhi 54.6	51 Quito 49.9	51 Mexico City 62.3
52 New Delhi 55.0	52 Karachi 43.1	52 Johannesburg 53.2	52 Casablanca 49.6	52 Bangkok 61.8
53 Jakarta 54.5	53 Caracas 42.9	53 Jakarta 51.7	53 Cairo 48.2	53 Cairo 59.3
54 Casablanca 53.5	54 Moscow 42.8	54 Casablanca 50.0	54 Baku 46.3	54 Quito 57.5
55 Cairo 48.6	55 Jakarta 42.3	55 Caracas 48.1	55 Karachi 46.1	55 Dhaka 57.4
56 Dhaka 44.6	56 Lagos 42.2	56 Cairo 46.1	56 Yangon 45.3	56 Bogota 52.8
57 Karachi 43.5	57 Dhaka 41.9	57 Dhaka 45.1	57 New Delhi 40.7	57 Yangon 52.3
58 Yangon 41.9	58 Cairo 40.7	58 Yangon 42.3	58 Lagos 37.4	58 Karachi 45.9
59 Caracas 40.1	59 Ho Chi Minh City 40.2	59 Karachi 39.0	59 Dhaka 34.2	59 Caracas 42.1
60 Lagos 38.1	60 Yangon 27.8	60 Lagos 34.1	60 Caracas 27.3	60 Lagos 38.7

ANNEXURE - II

List of Core Group – Developing Indicators for Safe City Project

1. Dr. M. A. Saleem IPS, Addl. Director General of Police, Karnataka – Group Leader
2. Shri. Raja Srivastava, Inspector General of Police, Uttar Pradesh
3. Smt. Satwant Atwal Trivedi, Inspector General of Police, BSF, New Delhi.
4. Shri. Alok Kumar, Inspector General of Police, Admn, BSF, New Delhi.
5. Shri. K. V. Sharath Chandra IPS, Inspector General of Police, Administration, Bengaluru (co-opted)
6. Dr. Dhananjay P Ghanwat, Superintendent of Police, Special. Branch, Assam.
7. Shri. Karthikeyan K, IPS, Superintendent of Police, Dindori, Madhya Pradesh.
8. Smt. Nawaz Kotwal, Programme Analyst, ICR.
9. Ms. Ajita Vidyarthi, Security and Migration Analyst, UN Women
10. Ms. Kalpana Viswanath, SafetiPin.
11. Ms. Krati Sharma, UN Women
12. Dr. Anjan Sen, Asst. Professor, Dept. of Geography, Delhi School of Economics, University of Delhi.
13. Shri. Sunil Kumar Raghuvanshi, Programme Advisor, ICRC.