NAGARĪ
SHORT FILM COMPETITION

CCF
CHARLES
CORREA
FOUNDATION

# ABOUT NAGARI

The Nagari Short Film Competition is an annual competition designed to guide and develop films that focus on urban issues, specific to Indian cities.
Nagari is a bioscope for the city, and through this lens, we explore diverse urban conditions and focus our attention on them.

Brought together by film, Nagari aims to be a collaborative process between like-minded individuals from different walks of life. The competition follows a unique format of a guided exercise that is supported by Mentors. Nagari encourages filmmakers, architects, planners, social scientists or simply any interested individuals to engage with the issues around them, channel these ideas towards film and create a greater understanding of the urban realm.

See https://charlescorreafoundation.org/portfolio/nagari/



Image Source: World Bank India

# NAGARI 2024

**Mobility** is the capability to move from one location to another influenced by the push (i.e., outflux of people) and the pull (i.e., influx of people) factor. This movement is governed by three key interrelated choices that citizens make, namely, housing, transport and livelihoods.

Past editions of Nagari have looked at the themes of housing adequacy and livelihoods in urban India. Keeping transport as the central performative nerve in an urban environment, this year's Nagari bioscope aims to create an anthology documenting the elements governing mobility and its dynamics in shaping Indian cities.



Image Source: Vishwa Samvad Kendra

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# THEME

Through the format of short documentary films, this year Nagari will capture stories of people's interaction and experiences with both, the tangible and intangible infrastructure of Indian mobility.

- How it has made cities the engines for economic growth
- By reducing physical distances, how it has enhanced people's movement within a city
- Rapid infrastructure development and its impact on the environment
- Question who is it truly benefitting and who it is displacing
- Question if it is equally catering to people from all backgrounds and abilities
- Taking a closer look at the disparity in movement of various genders within a city
- Taking a closer look at the lives of people who facilitate this movement
- Ease of movement in the digital age and the opportunities smart mobility provides



Image Source: Stock Images

Photo: Rajesh Vora

# AWARDS



## NAGARI GOLDEN BIOSCOPE
₹ 1, 50, 000



## NAGARI SILVER BIOSCOPE
₹ 75, 000



## SPECIAL JURY PRIZE
₹ 25, 000



## PEOPLE'S CHOICE AWARD

## REGISTRATION + OUTLINE

**STEP 1**

The registration for the Nagari Short Film Competition will be online, you can **fill the form here.** The competition is open to everyone. Each team should consist of a film-maker, an architect/urbanist and a social scientist.

**The registration requires three deliverables:**
1. Curriculum Vitae (CV) of all participating members, in order to understand the background and professional experience of the team.
2. A brief outline or abstract of the film script, up to 500 words.
3. A brief note on the audio-visual treatment and 3-4 accompanying visuals.

The deadline for submission of the outline is **12:00 noon IST on Sunday, 28 June 2024**

You will be required to upload the above deliverables as a part of the registration form, so please keep them ready before attempting to fill the form.

**Interviews:**
Selected submissions will be interviewed by CCF and may potentially be selected for the Nagari Shortlist.

## SHORTLISTING + SHOOTING

**STEP 2**

**Selection:**
CCF will select 12 teams. The teams involved in the shortlisted entries will be given 15 days to detail and edit their scripts guided by the Mentors and Subject Experts.

12 teams selected will be awarded an honorarium of ₹**75,000** each. The funds will be dispersed in 3 installments, linked to stages of the film's progress.

Films must adhere to the following specifications:
1. Time: up to **7 minutes** in length.
2. Context: Mobility in Urban India
3. The film must be shot in 16:9 frame and submitted in HD (1080p).
4. The film can be in any language. The final film will have to be submitted with a separate subtitle track in English.
5. Films should be Nonfiction documentary films.

## REVIEW + SHARING

**STEP 3**

**Final review:**
Selected participants will create their films under the guidance of the Mentors (each Mentor is responsible for 2 teams). These 12 films will be reviewed by an independent Jury in November.

There will be 3 categories for the Awards
1. The Jury shall confer the Nagari Golden Bioscope and the Nagari Silver Bioscope.
2. The Jury may award a Special Jury Prize.
3. Additionally, the film with the most public engagement will be awarded the People's Choice Award.

CCF may also recognise a member of the film making team who has shown exceptional talent.

All participants must send, as a downloadable file, their final videos to nagari@charlescorreafoundation.org

All videos will be uploaded on the CCF YouTube channel, 'NagariTV'.

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## REGISTRATION

### JUNE - JULY

**5 June**

Registrations open.

**28 June**

Registrations close.

Teams intending to participate will have to submit the registration form, along with an abstract and outline of the proposed film, and a brief note on the profile of the team members.

**15 July**

Shortlisting of 12 teams.

## SELECTION

### AUGUST - OCTOBER

**18 - 20 July**

Interaction of the 12 teams with Mentors and subject experts.

**28 July**

Submission of detailed scripts.

**12 August**

Feedback to the teams.

**August - October**

Shooting + Editing + Post-production.

Shortlisted teams will produce their films under the guidance of the Mentors.

## COMPETITION

### OCTOBER-DECEMBER

**21 October**

Submission of all the shortlisted films.

All shortlisted films will be uploaded on the CCF YouTube channel 'NagariTV'.

**October - November**

Jury + Polling.

A window for the Jury to review the films and the teams to spread the word and gather support for the People's Choice Award.

**December**

Award Ceremony.

*Dates are tentative and are subject to change*

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## DEEPA DHANRAJ

Filmmaker, writer, researcher
Bhopal

Deepa Dhanraj is a
researcher, writer
and an independent
documentary filmmaker.
Her documentaries
engage with questions
related to women's status,
political participation and
resistance. She was one
of the founding members
of Yugantar, a feminist
film collective and the
co-author of the book
'Rupture, Loss and Living'.

## ARJUN GOURISARIA

Filmmaker, Editor
Kolkata

Arjun is a producer, director,
editor and instructor. He
has won many awards
including two National
Awards for Editing - for
the documentaries '*Gulabi
Gang*' (2014) and '*Shut Up
Sona*' (2020). His maiden
co-directorial feature,
'*Sthaniya Sambaad*' (2011)
won the Best Film Award at
the New York Indian
Film Festival.

## PANKAJ RISHI KUMAR

Filmmaker, Educator
Mumbai

After graduating from FTII
Pune, India, in 1992, with
a specialisation in Film
Editing, Pankaj was assistant
editor on Sekhar Kapur's
'Bandit Queen'. He made his
first film 'Kumar Talkies' in
1998. Pankaj has become a
one-man crew- producing,
directing, shooting and
editing his own films under
the banner of Kumar
Talkies. His films have been
screened at film festivals all
over the world. Pankaj also
curates and teaches.

## BINA PAUL

Filmmaker, Artistic Director
Kochi

Bina works mainly in
Malayalam-language
films. She has over fifty
editing credits. Bina won
her first National Film
Award for Revathi's '*Mitr,
My Friend*', which had an
all-woman crew. She has
been the artistic director
of the International Film
Festival of Kerala and in
2017 she was appointed
as one of the heads of
"Women Collective in
Cinema".

## SOURAV SARANGI

Filmmaker
Kolkata

Sourav Sarangi is an
award-winning film maker
from India. He put down
his geologist's hammer
to pick up a camera and
tell stories. His journey
began from Kanthi, a small
town in South Bengal, to
become a fellow of the
Film Independent, LA, in
collaboration with The
U.S. Department of State's
Bureau of Educational and
Cultural Affairs.
"I don't follow stories, they
live in me," says Sourav.

## RAJULA SHAH

Poet, Filmmaker
Bhopal

Rajula completed her
diploma in Film Direction
from FTII, Pune. She
holds a masters degree
in English Literature.
She has been producing/
directing short films
since 2000; has worked
extensively in film and
video, exploring the
boundaries of fiction/
non-fiction, photography,
video essay, & New Media
Practice.

# CONNECTIVITY & GROWTH

Distance is no longer a barrier for the movement of people across India. However, are the available modes of connectivity able to keep up with the rapid population growth?

# GENDER & SOCIAL ROLE

Addressing gender & social roles in Indian cities with emphasis on the low percentages of female mobility and gender inequality.

# ENVIRONMENTAL IMPACT

Impact of the existing and upcoming transport infrastructure on the environment and the resultant climate change.

# INFRASTRUCTURE

Assessing the rapid want versus actual need of transport infrastructure in urban India. Who is it benefiting, who is it displacing?

# PEOPLE BEHIND MOBILITY

Narratives of people facilitating urban Indian mobility, shaping this system and unveiling stories of their experiences and contributions.

# SMART MOBILITY

The role of technology in redefining people's movement in urban India.

# MOBILITY CHOICES

Why do people who choose a particular mode of transport do so? Is it a need or a choice?

MOBILITY

IN URBAN INDIA

NH66
MANGALURU
408
KASARGOD
362
CALICUT
182

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Image Source: Flickr

# CONNECTIVITY AND GROWTH

Public transport serves as the backbone for mobility in urban India. It not only facilitates physical movement but also acts as an emblem of opportunity. Transport opens a way for people from diverse backgrounds, urban or rural, to travel to cities for job opportunities, better lifestyle and education, breaking the barrier of distance and contributing to an all time growth. However, with the rapid influx of people into urban centres, can public transport adequately cater to the movement of all?

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Image Source: PTI

# CONNECTIVITY AND GROWTH

"As cities unlock, railways help bring back lakhs of daily wage workers back to cities. Nearly 32.56 Lakh passengers travel in 7 days".

Within a span of seven days from 11 June 2021, around 32.56 lakh travellers including migrant workers traveled by long-distance mail express trains from areas like Uttar Pradesh, Jharkhand, Bihar, West Bengal and Odisha to various destinations including Mumbai, Pune, Delhi, Ahmedabad, Surat and Chennai.

Source: Financial Express

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Image Source: BBC

# CONNECTIVITY AND GROWTH

Overcrowding in the sleeper and general compartments of Indian Railways is a common occurrence. The daily wage workers face challenges in booking confirmed tickets even 2 months in advance. Is this an issue of overpopulation? Or are there not enough trains?

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| Route/Year | 2009 | | 2014 | | 2019 | | 2022 | |
|---|---|---|---|---|---|---|---|---|
| **Howrah-Chennai** | | | | | | | | |
| | SL | ACs | SL | ACs | SL | ACs | SL | ACs |
| | 73 % | 27 % | 64 % | 36 % | 65 % | 35 % | 56 % | 44 % |
| **Howrah-Hyderbad** | | | | | | | | |
| | SL | ACs | SL | ACs | SL | ACs | SL | ACs |
| | 79 % | 21 % | 71 % | 29 % | 79 % | 21 % | 55 % | 45 % |
| **Howrah-Bengaluru** | | | | | | | | |
| | SL | ACs | SL | ACs | SL | ACs | SL | ACs |
| | 79 % | 21 % | 79 % | 21 % | 64 % | 36 % | 51 % | 49 % |

Data provided by South Eastern Railways in response to an RTI
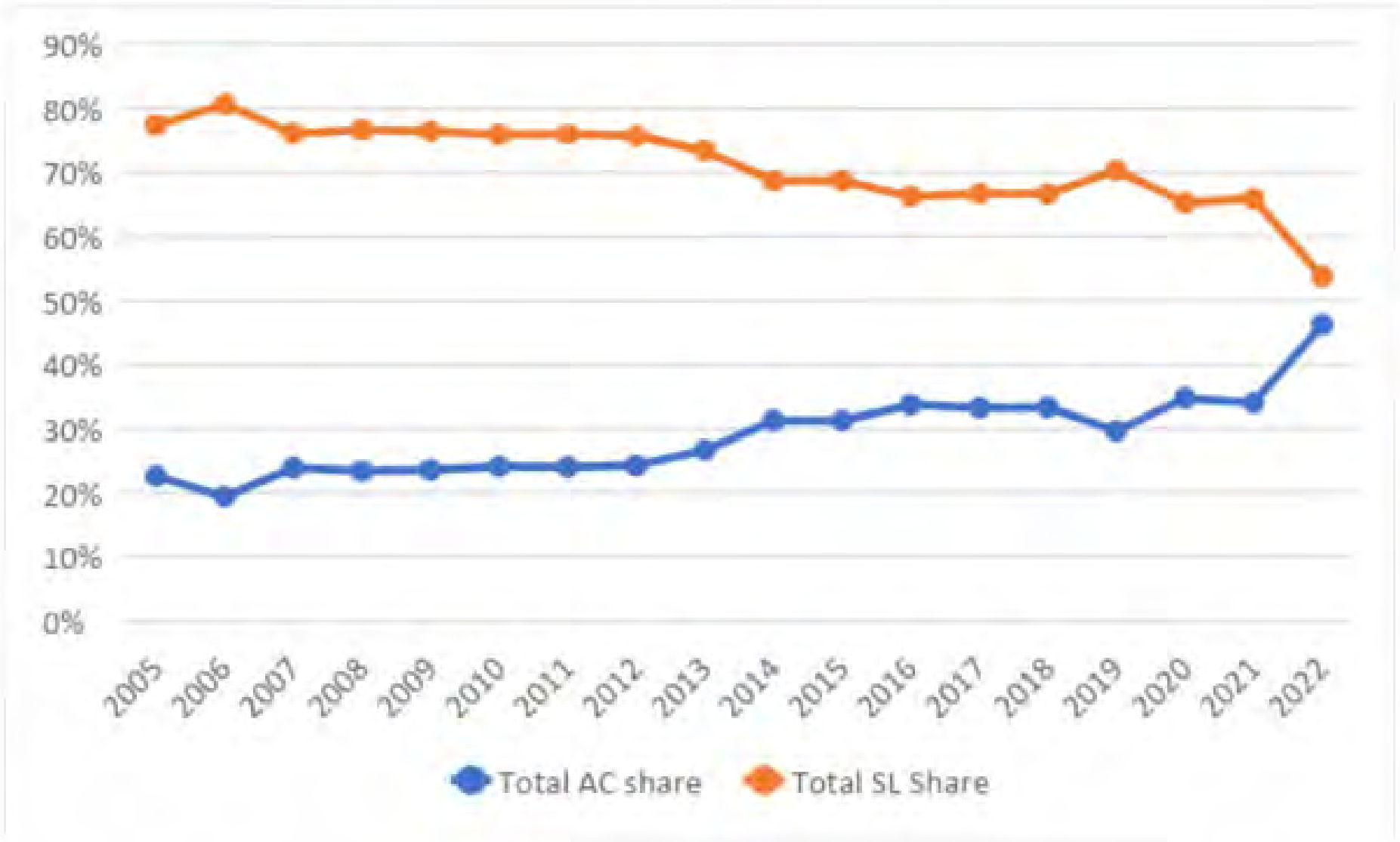


Shrinking share of sleeper berths and increasing share of AC berths

Source: Decreasing sleeper berths on trains is hurting migrant workers

# CONNECTIVITY AND GROWTH

According to a study, AC coaches in trains have been increasing in number with a subsequent decrease in sleeper coaches, leading to a surge in tatkal ticket prices. Because of the unaffordability of the tickets, many daily wage workers are unable to go home or return to their workplaces.

# CONNECTIVITY AND GROWTH

In Ghummenhera, until a few years ago, most homes were reluctant to let the women in their family study past Class 12, simply because there were no colleges nearby, and no safe way to get to those that were some distance away. The nearest Metro station was Dwarka, at least 15km away. In 2019, the Delhi Metro Rail Corporation (DMRC) launched the Grey Line, a 5km stretch connecting Najafgarh and nearby areas to the Blue Line, things changed. This might be the shortest connection of the Delhi Metro, but for the residents of Najafgarh villages this link has proved invaluable.

Source: 20 years of Delhi Metro: An era of safer, gender-sensitive transport

Mumbai Trans Harbour Link (MTHL), also known as 'Atal Setu', is set to improve connectivity and infrastructure development and likely to lead to an increase in real estate activity, demand, and prices. This project employed around 18000 people while also creating employment opportunities in the transport and construction industries.

However the project has displaced many agri-villages, uprooting their livelihood. The project has also triggered the air quality crisis and increased rainwater runoff due to insufficient planning for urban ecology. 47 meters deep dug out in the sea bed further disrupts the already threatened marine life.

**Are these the right solutions to the mobility problems ?**

# CONNECTIVITY AND GROWTH

Image source : Pixabay

# GENDER & SOCIAL ROLE

The intersection of gender and movement in urban India reveals a complex and often overlooked aspect of city life. Mobility, in all its forms, is deeply interlinked with gender, shaping experiences and opportunities for individuals across the spectrum. However, the reality is that transportation systems often fail to address the diverse needs of women, men, and gender minorities equally. Significance of transportation, not just as a means of getting from point A to point B, but as a reflection of societal norms, is a crucial factor in ensuring the freedom of movement and well-being of all individuals.

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Image Source: Scroll.in

# GENDER & SOCIAL ROLE

"The pink pass scheme increases employment of women from economically marginalized group by 24 percentage points at the extensive margin and by 150 minutes at the intensive margin."

Source: In Delhi, more women are taking free bus rides. Is AAP's scheme making them feel the city is safer?

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# GENDER & SOCIAL ROLE

Women are amongst the biggest users of public and non-motorized transport across Indian cities. On average, 45% women walk, and 22% take the bus when commuting to work compared to 27% and 14% of men, respectively (Census 2011).

Source: India's Smart City Mission Not for Women

# GENDER & SOCIAL ROLE

Since the Shakti scheme was launched, women made up more than half of Karnataka's bus riders. However, the scheme now faces threats due to overcrowding. Without improvements such as increased service frequency and expanded networks, the benefits of such schemes may be short-lived.

Source: [The power of Shakti: How it benefits women of Karnataka, what it costs the state government](#)

# INFRASTRUCTURE

Infrastructure is essential to the efficient operation of transport systems, facilitating daily mobility of people and distribution of goods. While infratructure projects have become symbols of economic development, they can also be unplanned and piecemeal in nature, thereby lacking an inclusive and sustainable approach to infrastructure-building.

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Image Source: The Hindu \ K. Pichumani

# INFRASTRUCTURE

"If you plan cities for cars and traffic, you get cars and traffic. If you plan for people and places, you get people and places."
-Fred Kent, founder of Project for Public Spaces
Responsible planning should accommodate for walkability just as much as it accounts for transport control. Lack of sufficient or accessible zebra crossings force pedestrians to risk their lives on India's motor-centric roads every day.

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# INFRASTRUCTURE

Between 2004–13, the ICIJ identified three projects that have displaced the most number of people in India. These are the second phase of Kerala State Transport Project, which has displaced 103,000, followed by the Lucknow-Muzaffarpur National Highway Project and India Orissa State Roads Project, which have displaced 75,434 and 64,287 people, respectively.

Source: World Bank projects displaced 380,000 in India: Report

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# INFRASTRUCTURE

"According to the 76th round of National Sample Survey (NSS) conducted in 2018, among the persons with disabilities who were surveyed and had used public transport in the 365 days preceding the survey, 67.1 per cent of them had faced difficulties in accessing or using public transport. According to this survey, accessibility was equally bad in urban as well as rural areas and many of them faced obstacles despite having a caregiver with them."

Source: In India, there are too many barriers for persons with disabilities

Image Source: Mayank Bhagwat

# INFRASTRUCTURE

Mumbai, inhabited by 21 million people, considers the local trains as its lifeline. While most of Mumbai's inhabitants grumble and crib about the train services, everyone appreciates how impossible life would be without them. Mumbai's local rail network is one of the largest and busiest commuter train system in the world, operating over 2300 train services every single day for over 7.5 million people commuting daily. One can travel 70km for around ₹30.

Source: Lifeline of Mumbai: What the City's Trains Mean to its People

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# INFRASTRUCTURE

Taken care of by River Navigation Department (RND), Government of Goa, there are 19 ferry crossings across Goa and catering to people as well as vehicles which are ferried across the river at the same time. According to the River Navigation Department, around 2.5 lakh commuters and 18,000 vehicles use ferry services across Goa. But poor maintenance of ferry access ramps at various ferry boat terminals, traffic chaos, especially during peak hours, inadequate ferry boats, use of boats older than 15 years and frequent breakdown of these boats remain a perennial problem.

Source: Ramp up Ferry Service

# ENVIRONMENTAL IMPACT

The transportation sector is so focused on releasing its pressures to meet the needs of the growing population that it often overlooks the need to develop a clear sustainable transportation policy which is environmentally-friendly. While we continue to construct various transportation projects at a rapid pace, we often fail to address the environmental consequences caused by such infrastructure projects. This however, is in addition to the emissions caused by haphazard movement of people through various modes of transport.

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Image Source: Navabharat

# ENVIRONMENTAL IMPACT

"Mangroves form a part of the Navi Mumbai Airport site. This loss was supposed to be compensated by mangrove afforestation in Dahanu, but this has not happened more than 10 years after work commenced. In addition, more than 1,200 acres of the site was covered by mudflats...its destruction affects bird life and marine life, including fisheries on which local population depends." Also, 3500 families, mainly farmers and fishermen, faced displacement with a majority of them voicing unfair compensation.

Source: Navi Mumbai airport: Hill flattened, rivers diverted for a site most accessible

Image Source: Free Press Journal

# ENVIRONMENTAL IMPACT

"Traffic jams and billowing dust have once again become the order of the day with workers having excavated key intra-city roads in the capital city of Panaji, Goa for executing the 'Smart City' works."

Source: Goa: Smart City Digging Spews Dust, Traffic Chaos On Panaji Streets

# ENVIRONMENTAL IMPACT

"Road transport presently accounts for 12% of India's energy-related $CO_2$ emissions and is a key contributor to urban air pollution. As India seeks to meet the increasing demand for private mobility and the transport of goods, energy use and $CO_2$ emissions from road transport could double by 2050."

Source: Road transport will play a key role in India's clean energy transition

Image Source: Alamy

# PEOPLE BEHIND MOBILITY

This theme delves into the driving forces behind transport in India. Addressing the human element of Mobility in India's Transportation Sector. This narrative showcases the stories of individuals powering various modes of mobility— taxi drivers, bus conductors, truck drivers, cart pullers, coolies, ticket collectors, etc. This theme could also cover others whose story needs a voice, highlighting their life experiences, challenges, and contributions essential for the operation of transportation services in India.

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# PEOPLE BEHIND MOBILITY

While we see glamorously decorated trucks adorned in vibrant colours and shiny tassels, the truck drivers driving them have a lifestyle that no one appreciates or desires. "We lose ₹200 for every hour of delay." Many truck drivers are overworked, this also happens due to lack of amenities for truck drivers. "We don't have the concept of a terminal where there are facilities for us to rest". This aggravates their fatigue. "We have designated places, mostly dhabas, where we take a break", said Ahmed.

Source: Why trucks kill so may on Indian Roads

# PEOPLE BEHIND MOBILITY

Often ignored from transport policies and proposals, the hand pulled rickshaws of Kolkata offer relief in the lanes and alleys of the old part of the city which is impassable to taxis, cars, and autos. The government has stopped issuing or renewing licences, while promising that it would offer training for alternative livelihoods. Nothing has changed till date. But for the hundreds of pullers who remain, rickshaws are often their only reliable source of income.

Source: The Rickshaw Pullers of Kolkata : A Declining Livelihood, Human and Inhuman

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Image Source: Satyaki Ghosh

# PEOPLE BEHIND MOBILITY

While the Street Vendors Act recognises the full spectrum of street vending activities and aim to protect street vendors' livelihoods, the Act will be unable to deal with the dynamism inherent in street vending due to its focus on creating designated zones. It reduces the challenges faced by vendors to one of access to public space alone, which does not help mobile vendors.

Source: The Street Vendors Act Falls Short of Accommodating Mobile Hawkers

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# PEOPLE BEHIND MOBILITY

Rajaram Shivram Sangle, aged 53, bearing coolie badge number 223 at Mumbai Central station who hails from Aurangabad district, followed in his father's footsteps to become a coolie. Over his 30 years of service, he highlighted how his daily earnings have shrunk to a meagre ₹ 400-500 due to improvements in passenger amenities across stations. He and his colleagues fear losing their jobs due to it.

Source: Once icons of railway stations, coolies struggle to eke out a living as amenities for passengers improve

# PEOPLE BEHIND MOBILITY

Cart pullers find a dynamic spot in the streets of Indian cities. Most of the cart pullers come from the poorest villages in India, where even ₹ 50 a day can look like good money. Hundreds of carts line up the main thoroughfare at Khari Baoli, in New Delhi, India. The market is claimed to be the largest outdoor wholesale spice market in Asia with thousands of cart pullers operating in the maze of roads so small and crowded that trucks cannot get in during the day.

Source: Indian cart pullers: Breaking backs for Rs 50

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# SMART MOBILITY

Urban mobility in India is on the cusp of a radical transition with the introduction of digital methods facilitating people's movement. These have not only made navigation, movement and payments more efficient but appear to be a promising replacement to the conventional mobility systems. The era of smart mobility has opened up a wide array of options for people wanting to move or facilitate movement within urban India.

# SMART MOBILITY

In 2020, the Delhi Government undertook an initiative to implement contactless mobile ticketing in Delhi Transport Corporation (DTC) and cluster buses to improve the ticketing experience. WRI India worked with the state government to create the 'Chartr app', a digital ticketing solution.

Source : Towards equitable, accessible and sustainable urban transport solutions for all

Image Source: WRI, Arvind Kumar

# MOBILITY CHOICES

Decoding mobility preferences and understanding the various factors influencing people's transportation choices. Delving into age, gender, income, and class dynamics, this theme seeks to showcase the rationale behind individuals' decisions to opt for specific routes and modes of transport, in the wake of extensive public transportation options available in many urban centres.

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Image Source: Alamy

# MOBILITY CHOICES

Claims that the metro would also contribute to reducing pollution and congestion in the city seem to be exaggerated. Evidence suggests that despite the expansion of the metro in Delhi, both the pollution and congestion levels are gradually rising, the metro expansion having not been tied up with any policy prescriptions on curbing the growth of private vehicles.

Source : Delhi Metro Rail: Beyond Mass Transit

# MOBILITY CHOICES

"Shared auto rickshaws offer affordable transportation options for city commuters, contributing to an economical commute and better accessibility. The majority of them are illegal, but they serve an unmet need."

Source: Share auto-rickshaws: a lifeline or a menace?

# MOBILITY CHOICES

E-rickshaws help mitigate air and noise pollution. At least 1,036.6 tonnes of $CO_2$ emissions can be mitigated a day (378,357 tonne $CO_2$ annually) if compressed natural gas auto is replaced by e-rickshaws. The economic viability of e-rikshaws has provided ample job opportunities replacing the traditional hand pulled rickshaws. But at the same time e-Rickshaws in India have proved to be a menace with unorganised players selling 10,000 e-rickshaws a month against 1,500–2,000 a month for organised players.

Source: Why e-rickshaws have emerged a winner in transition to electric mobility race

Image Source: India TV

# MOBILITY CHOICES

Uber and Ola have revolutionised the way people from diverse backgrounds interact with mobility. They have not only provided an easy and safe fix to mobility choices but also introduced job opportunities in India. Cheaper options of travel like Rapido or Uber Bike help in spreading accessibility through a vast economic spectrum.
Even though the drivers face tough competition with multiple apps coming up, these companies have opened up a plethora of opportunities for people traveling to big cities in search of job opportunities.

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# CHARLES CORREA AND FILMS

Charles Correa loved films! He often said that films and toy-trains led him to become an architect and an urbanist. While a graduate student at MIT, Correa directed, wrote and animated a 10-minute film, 'You and Your Neighbourhood' (1955). This was the first film submitted as a thesis at MIT!

Two decades later, the Films Division, Government of India asked him to make a film on his buildings, but he instead wrote and directed 'City on the Water' (1975). The film was on the planning of New Bombay (later Navi Mumbai) – an idea he had co-authored as a response to the already overcrowded the city of Bombay. The film looks at solutions developed by urban planners for less congested living options for the constantly moving workforce of the city.

In 1986, Correa curated the landmark exhibition 'VISTARA: The Architecture of India' in collaboration with the Government of India. For this, he also wrote a 9-projector audio-visual (directed by Imtiaz Dharker) which was screened during the exhibition.

Correa's last foray into creating film was a short video, "The Blessings of the Sky" (1995) which he wrote and directed. Aside from these four films, Correa engaged deeply with other filmmakers who used his buildings, his advocacy and his life as a subject of their own films.

## FILMOGRAPHY

**1955** Director, Scriptwriter, Animator, and Photographer for 'You & Your Neighbourhood', Masters Thesis, MIT

**1975** Director and Scriptwriter for documentary 'City on the Water', Films Division, Government of India

**1986** Scriptwriter for Audio-Visual 'VISTARA: The Architecture of India'

**1995** Scriptwriter and Director for Video 'The Blessings of the Sky'

# THE CHARLES CORREA FOUNDATION

The Charles Correa Foundation (CCF) is an initiative of internationally renowned architect and urban planner Charles Correa. CCF acts as a catalyst for architectural, urban design, planning, and community-based projects that improve the condition of human settlements in India.

Our work follows an organic process that originates with identifying an issue or concern that has the potential to use a design intervention.

Sharing walls with heritage houses in the precinct of Fontainhas, the Foundation studio occupies a small footprint in this historic area. Our office is part of the neighbourhood fabric and the Fontainhas community. Located at street level, CCF always has its doors open to anyone interested in engaging in our work.

All work undertaken by CCF is on a non-profit basis. The Charles Correa Foundation is constituted as a duly registered not-for-profit public charitable trust and has been exempted u/s 80G of the Income Tax Act.

www.charlescorreafoundation.org

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EDUCATION AND RESEARCH IN HUMAN SETTLEMENTS