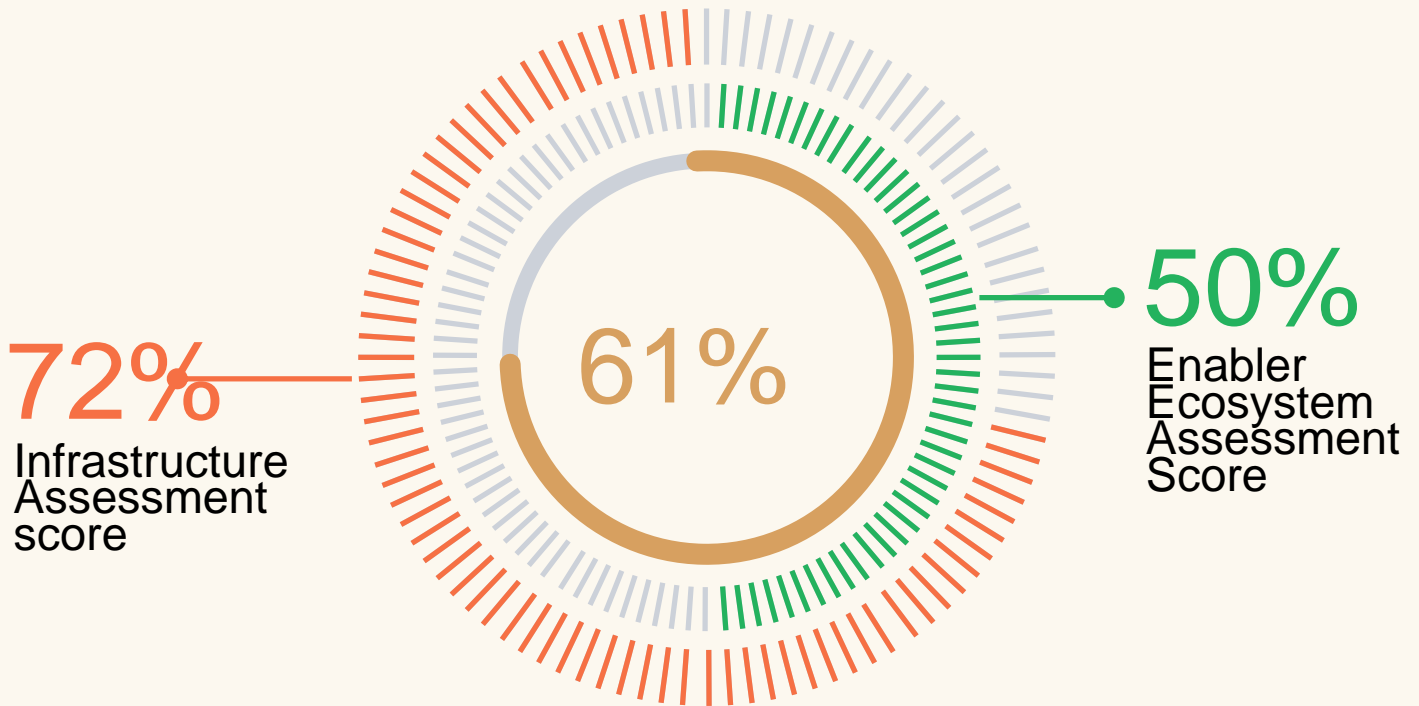


City Assessment Report sad

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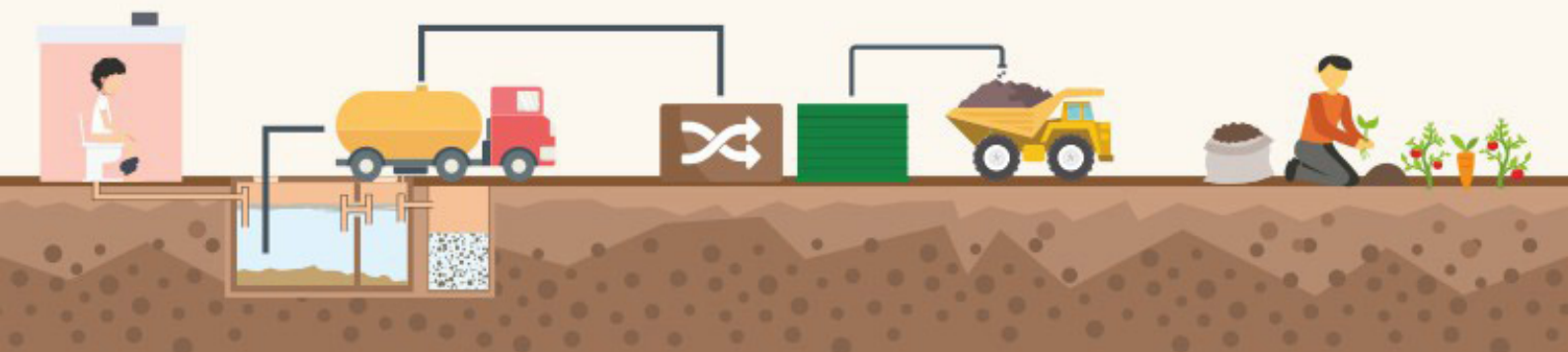


The FSM Index score indicates that the Overall FSM performance of the city is

Developing

Scale: Poor 0-33% | Developing 33-66% | Good 67-100%.

The FSM infrastructure of the city requires improvement with a focus on - containment systems, desludging and transportation services in the city. The enabler ecosystem assessment score indicates need for improvement in aspects of - defining service targets, public finance commitments, quality of FSM services, demand generation, programmes for sector development and overall quantity of FS safely managed across the value chain.



City Assessment Report: sad

02 May 19

Produced By: Sad, Sad, Sad, Steiermark, Austria.

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Source: The FSM Toolbox.

www.fsmttoolbox.com

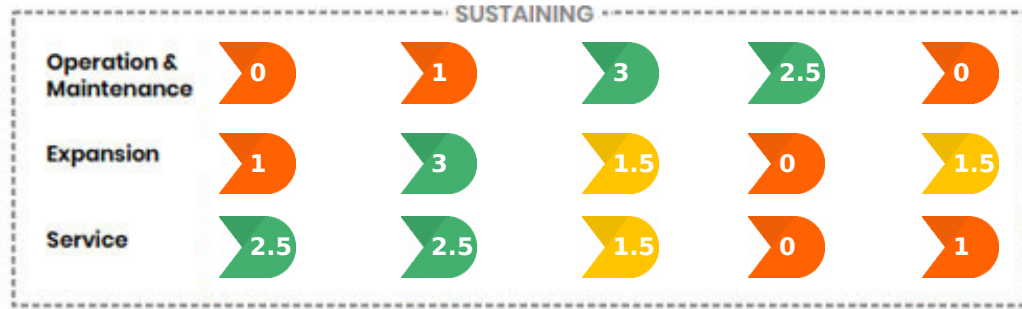
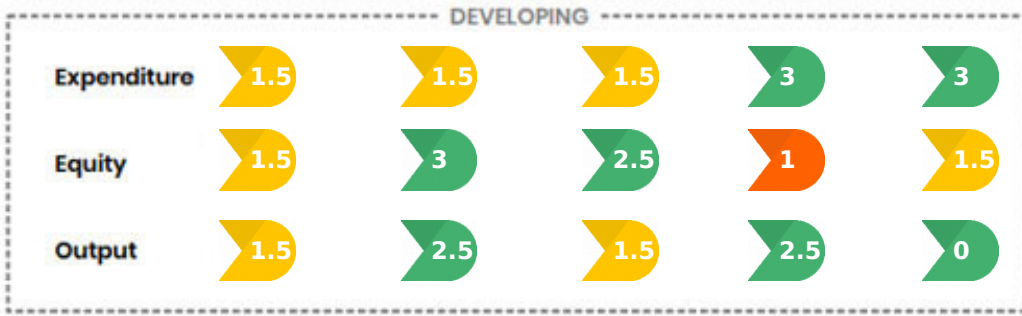
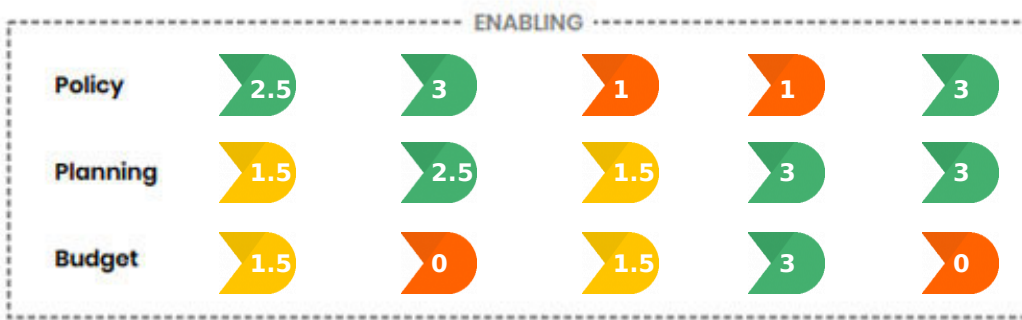
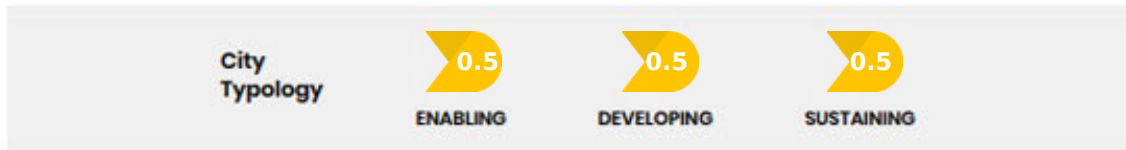


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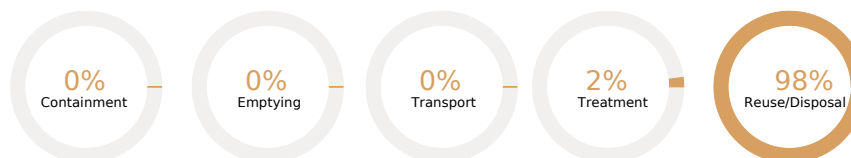
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Overall Assessment Output

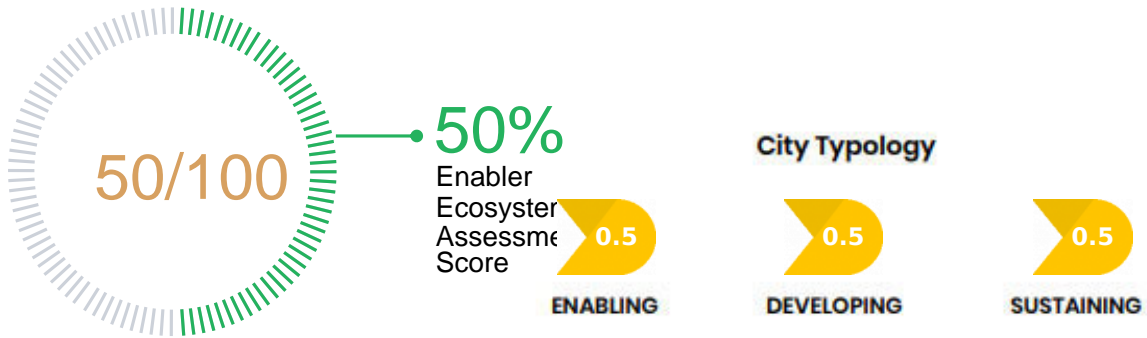
Enabler Ecosystem Assessment



Infrastructure Assessment



Enabler Ecosystem Assessment

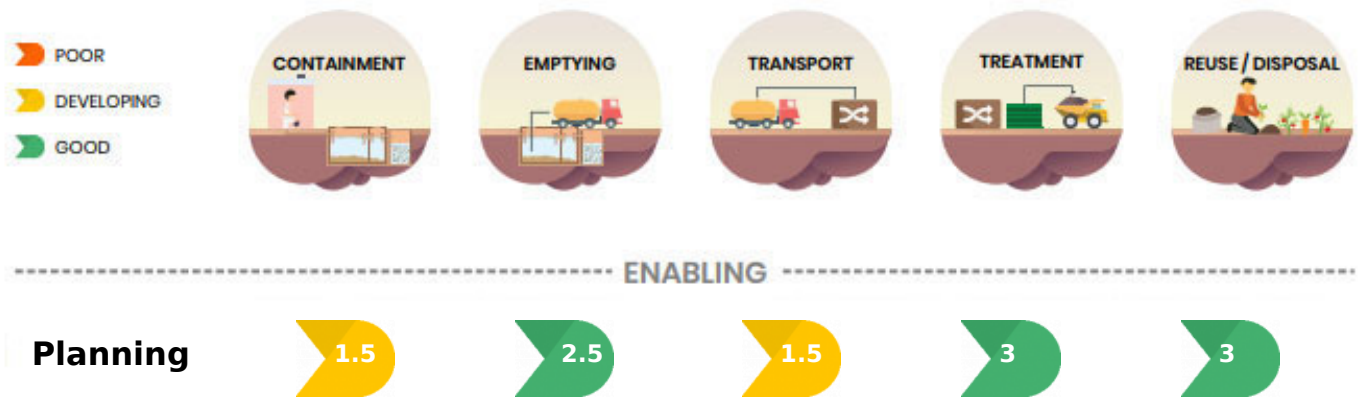


- ▶ POOR
- ▶ DEVELOPING
- ▶ GOOD

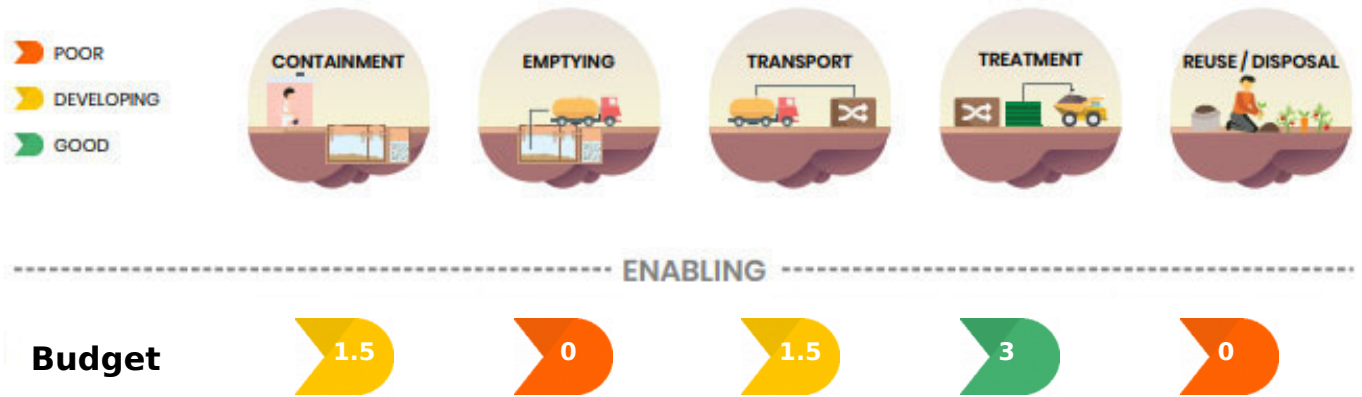


- Great to learn that the city has an appropriate and approved policy document acknowledged by all the stakeholders in the city **(Containment|Emptying|Treatment|Reuse/Disposal)**
- Good that you have taken the first step towards development of the policy document. Present the draft policy document among the core stakeholder, solicit feedback from the core group, refine and publish the policy document widely. **(Transport)**
- Great to learn that the city has clearly defined and operationalized institutional roles **(Containment|Emptying|Reuse/Disposal)**
- Identifying the key stakeholders and demarcating roles and responsibilities among the group will enhance FSM service delivery across the city **(Transport|Treatment)**
- Though legal and regulatory mechanisms exist in your city, it is important to operationalize them effectively. Educate and encourage the ground officers about the pros of effectively operationalizing legal and regulatory systems in the city. **(Containment|Transport)**
- Great to learn that the city has established and enforced legal and regulatory mechanisms in the city **(Emptying|Reuse/Disposal)**

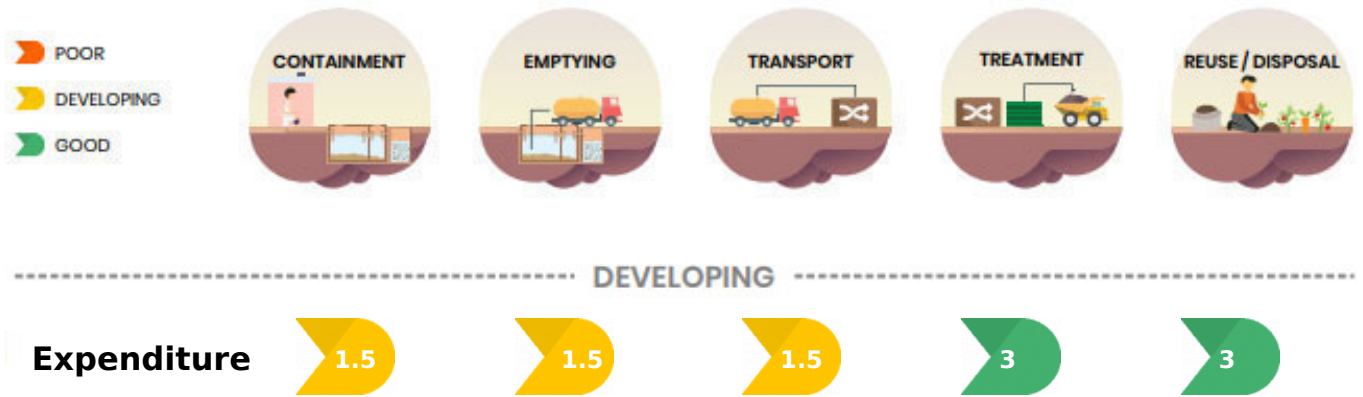
- Legal and regulatory mechanisms are the backbone for successful FSM implementation in cities. It is recommended that your city should take efforts to establish appropriate legal and regulatory mechanisms. **(Treatment)**



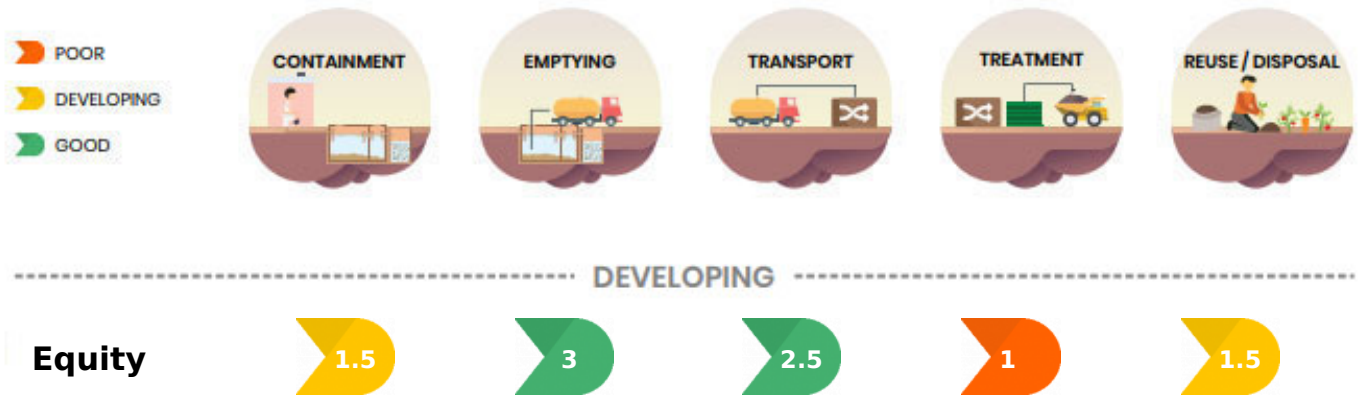
- No service targets are defined at the city level. Please engage with the relevant stakeholders and define service targets in a collaborative fashion. **(Containment|Transport)**
- Great to learn that the city has defined service targets as part of the FSM service chain in the development plan that is adopted at the city level **(Emptying|Treatment|Reuse/Disposal)**
- Though FSM investment plan exists, it is important to comprehensively cover all aspects of FSM implementation such as HR needs, TA needs, etc. **(Containment|Emptying|Transport)**
- Great to learn that the city has FSM incorporated into an approved investment plan that covers all aspects of project lifecycle including HR investment plan, TA, capacity building, etc. **(Treatment|Reuse/Disposal)**



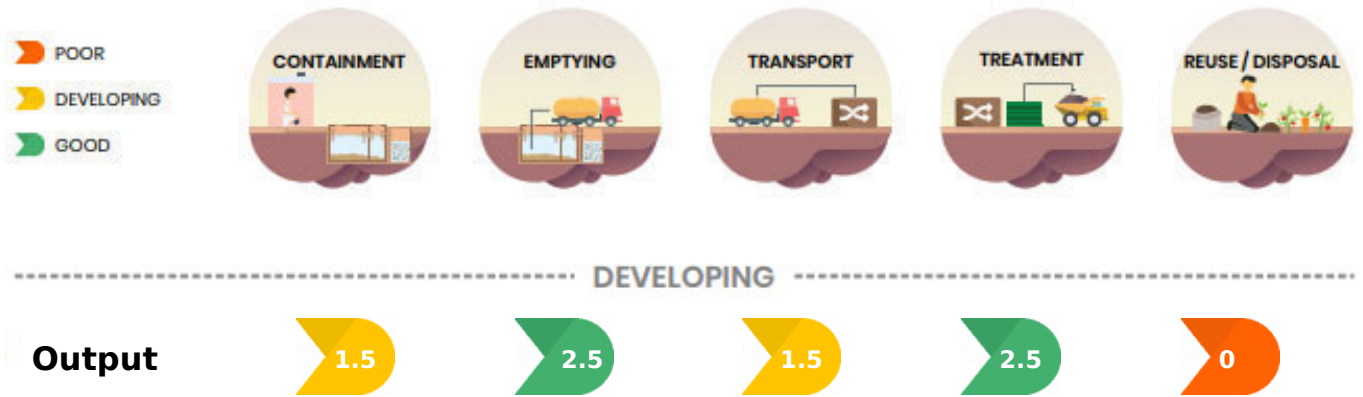
- The city must strengthen the process for coordinating investments from domestic and international donors, national grants, state budgets, donor loans, grants and others
(Containment|Transport)
- The city must establish a process for coordinating investments from domestic and international donors, national grants, state budgets, donor loans, grants and others
(Emptying|Reuse/Disposal)
- Great to learn that the city has a defined process for coordinating FSM investments
(Treatment)



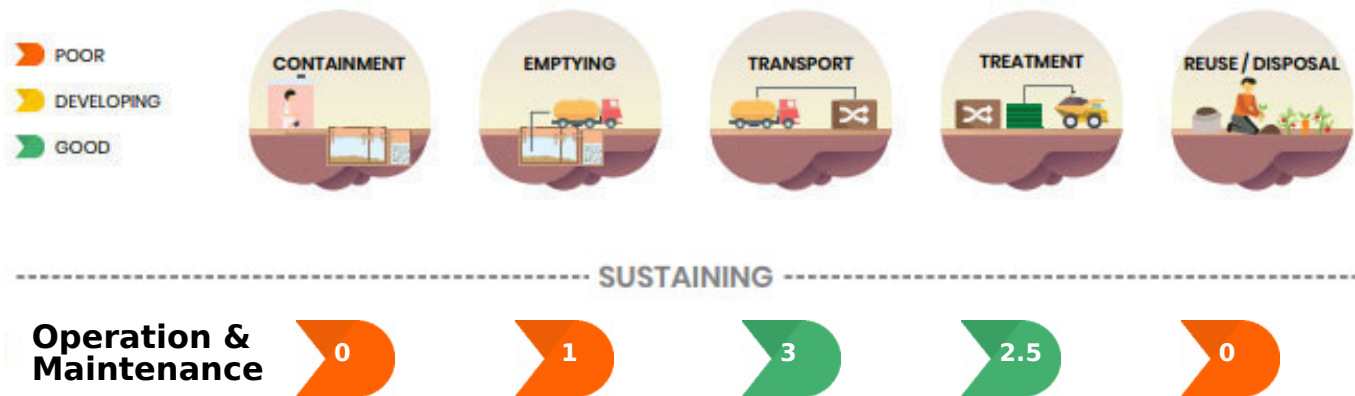
- The annual public financial commitments for fsm is insufficient to meet the service levels and needs for the city. The existing financial commitment meets just over 50% of overall FSM requirement for the city. It is advised that the city attempts to mobilize funds from domestic and international donors, national grants, state budgets, donor loans, grants and others. **(Containment|Emptying|Transport)**
- The annual public financial commitments for fsm is quite healthy to meet the service levels and needs for the city. The existing financial commitment meets over 75% of overall FSM requirement for the city. It is advised that the city attempts to mobilize gap funds from domestic and international donors, national grants, state budgets, donor loans, grants or engage the private sector through PPP mode. **(Treatment|Reuse/Disposal)**



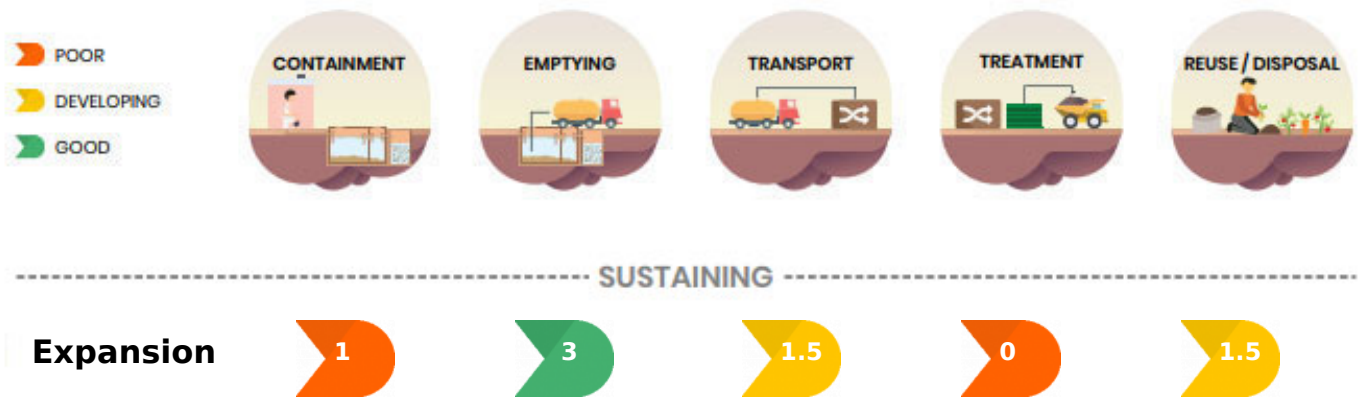
- The technology options are not sufficiently available in the city. The city needs to encourage private sector to research / develop / make available technologies that meets the needs of the urban poor **(Containment|Transport)**
- Great to learn that the city has sufficient technology options, especially to meet the needs of the urban poor **(Emptying)**
- The technology options are insufficient in the city. The city needs to engage with private sector extensively to encourage mobilization of affordable, appropriate, safe and adoptable technologies for FSM services in the city **(Treatment|Reuse/Disposal)**
- Though there are adequate funds arranged according to the plan, measures must be taken to actually implement and reduce inequalities in the city, specifically for the urban poor **(Containment|Treatment)**
- Great to learn that the city has adequate funds, plans and measures to reduce inequities by serving FSM to all users, specifically to the urban poor **(Emptying|Transport|Reuse/Disposal)**



- The capacity of the FSM players / infrastructure is partially growing at a decent pace (just over 50% growth) to meet the needs, demands and targets to protect the overall public and environmental health. The city must further encourage players to build capacities / mobilize investments / seek VGF / encourage PPP to improve the overall quality of FSM service delivery in the city. **(Containment|Transport|Treatment)**
- Great to learn that the the capacity of the FSM players / infrastructure in CityName is growing at a good pace (over 75% growth) to meet the needs, demands and targets to protect the overall public and environmental health. The city can further encourage players to build capacities / mobilize investments / seek VGF / encourage PPP to improve the overall quality of FSM service delivery in the city. **(Emptying)**
- The capacity of the FSM players / infrastructure is not growing at the pace required (Less than 50% growth) to meet the needs, demands and targets to protect the overall public and environmental health. The city must encourage players to build capacities / mobilize investments / seek VGF / encourage PPP to improve the overall quality of FSM service delivery in the city. **(Reuse/Disposal)**
- The quality of FSM is insufficient, just greater than 50% of services are adequate to meet the public health standards. It is recommended to engage with sanitation experts to improve the overall quality of service delivery. **(Containment|Emptying|Transport)**
- Great to learn that the quality of FSM is quite sufficient, just greater than 75% of services are adequate to meet the public health standards. Cities must revisit their service delivery value chain to improve the overall quality of services. **(Treatment)**
- The quality of FSM is insufficient, less than 50% of services are adequate to meet the public health standards. It is recommended to engage with sanitation experts to improve the overall quality of service delivery. **(Reuse/Disposal)**



- Less than 50% of the city's overall operations and maintenance cost is met through user fees and/or local revenue or transfers. It is highly recommended that the city should revisit its cost to deliver services and revise its cost to the consumer such that 100% of the operational cost is covered through either user fees / local revenues. **(Containment|Reuse/Disposal)**
- Just over 50% of the city's overall operations and maintenance cost is met through user fees and/or local revenue or transfers. It is highly recommended that the city should revisit its cost to deliver services and revise its cost to the consumer such that 100% of the operational cost is covered through either user fees / local revenues. **(Emptying|Treatment)**
- Great to learn that over 75% of the city's overall operations and maintenance cost is met through user fees and/or local revenue or transfers. It is highly recommended that the city should revisit its cost to deliver services and revise its cost to the consumer such that 100% of the operational cost is covered through either user fees / local revenues. **(Transport)**
- Though norms and standards exist for systematic collection of the user fees, the collection efficiency is not being monitored at the city level. It is highly encouraged that the city should set collection targets for each year, monitor the overall collection progress and incentivize fees collectors for achieving individual service targets. **(Containment|Emptying|Reuse/Disposal)**
- Great to learn that the city ensures to monitor the overall user fees collection progress regularly as per the norms and encourages the tax collectors to levy penalties to users who are uncompliant to set standards. **(Transport|Treatment)**



- The city should take adequate efforts to increase the overall FSM demand by creation of policies, procedures and plan programs to stimulate demand of FSM services, behavior of households and responses by service providers
(Containment|Treatment|Reuse/Disposal)
- Great to learn that the city taken adequate effort to increase the overall demand for FSM services and this has resulted to a constant growth in demand. **(Emptying|Transport)**
- Though programs and measures to strengthen the quality of service providers exist, little has been changed over years. Majority of the service providers remain disorganized and the sector is not expanding as per the development plans prepared by the city government.
(Containment)
- Great to learn that the programs and measures to strengthen overall quality of service providers has been successfully implemented in the city. The entire value chain has been streamlined, the sector is highly organized and is constantly expanding over years.
(Emptying|Reuse/Disposal)
- The city should focus on overall sector development by establishing programs to strengthen the quality of service providers, structure in their day to day operations and develop a roadmap for comprehensive growth / expansion over years **(Transport|Treatment)**



----- SUSTAINING -----

Service



- Over 75% of FS generated in the city is safely managed at the containment stage. The city should encourage households to improve the overall quality of containment systems in the city to meet environmental safety standards. **(Containment)**
- Over 75% of FS generated in the city is safely managed at the emptying stage. The city should enforce the desludging operators to adhere to global safety standards and educate them about personal health and hygiene. **(Emptying)**
- Less than 50% of FS generated in the city is safely managed at the conveyance stage. The city should enforce the desludging operators to strictly adhere to conveyance and disposal standards. **(Transport)**
- Less than 50% of FS generated in the city is safely managed at the treatment stage. The city should ensure adherence of safe treatment standards in all treatment units installed in and around the city. **(Treatment)**
- Less than 50% of FS generated in the city is safely managed at the re-use/disposal stage. The city should educate / ensure safe disposal / re-use of treated byproducts produced from the treatment plants operating in and around the city **(Reuse/Disposal)**
- FSM systems and services are little available to low-income communities in the city. The city should take adequate effort to ensure inclusive coverage of hygienic FSM services to all low income communities in the city. **(Containment|Emptying|Reuse/Disposal)**
- FSM systems and services are very well available to low-income communities in the city. **(Transport)**
- FSM systems and services are not available to any extent to low-income communities in the city. The city should take adequate effort to ensure inclusive coverage of hygienic FSM services to all low income communities in the city. **(Treatment)**

Over 75% of FS generated in the city is safely managed at the containment stage. The city should encourage households to improve the overall quality of containment systems in the city to meet environmental safety standards.	Over 75% of FS generated in the city is safely managed at the emptying stage. The city should enforce the desludging operators to adhere to global safety standards and educate them about personal health and hygiene.	Over 75% of FS generated in the city is safely managed at the conveyance stage. The city should enforce the desludging operators to strictly adhere to conveyance and disposal standards.	Over 75% of FS generated in the city is safely managed at the treatment stage. The city should ensure adherence of safe treatment standards in all treatment units installed in and around the city.	Over 75% of FS generated in the city is safely managed at the re-use/disposal stage. The city should educate/ensure safe disposal/re-use of treated by-products produced from the treatment plants operating in and around the city.
Just over 50% of FS generated in the city is safely managed at the containment stage.	Over 75% of FS generated in the city is	Just over 50% of FS generated in the city is safely managed at the emptying stage.	Over 75% of FS generated in the city is	Just over 50% of FS generated in the city is safely managed at the conveyance stage.

- It is great to note that hygienic FSM systems and services are affordable and readily available in low-income communities
- Hygienic FSM systems and services are available on a partial / piecemeal basis in low-income communities (or in some)
- Hygienic FSM systems and services are not available to any significant extent in low-income communities.

Infrastructure Assessment

72%
Infrastructure Assessment score



530,000 Households

30,140 Commercial

7,230 Institutional

784 Industrial

1,200 Community Toilets

145 Public Toilets

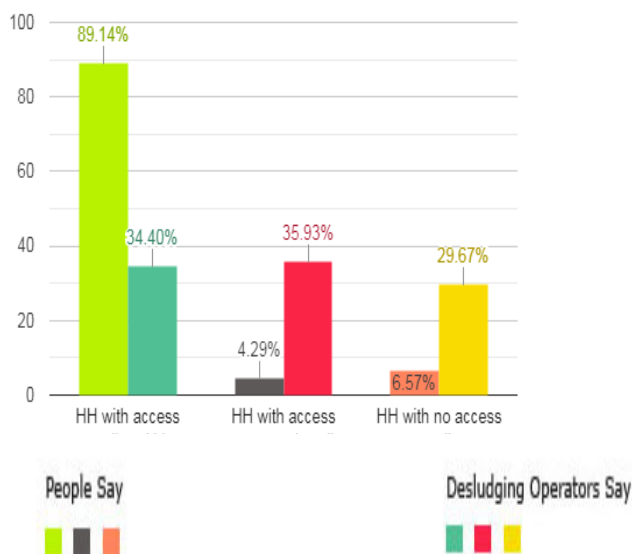
Sample Size:

The FSM Pro assessment was conducted in CityName with a city level/ward level/zone/division level sampled population. The sample was calculated with a confidence level of 95%. The table shown below is the sample size that was covered for arriving at the assessment report.



Access to Toilets

Households

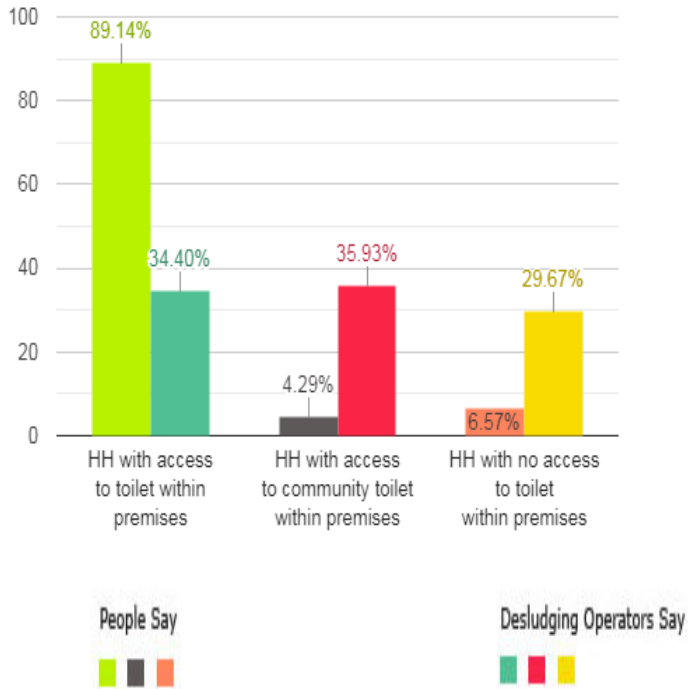


Access to toilet by households

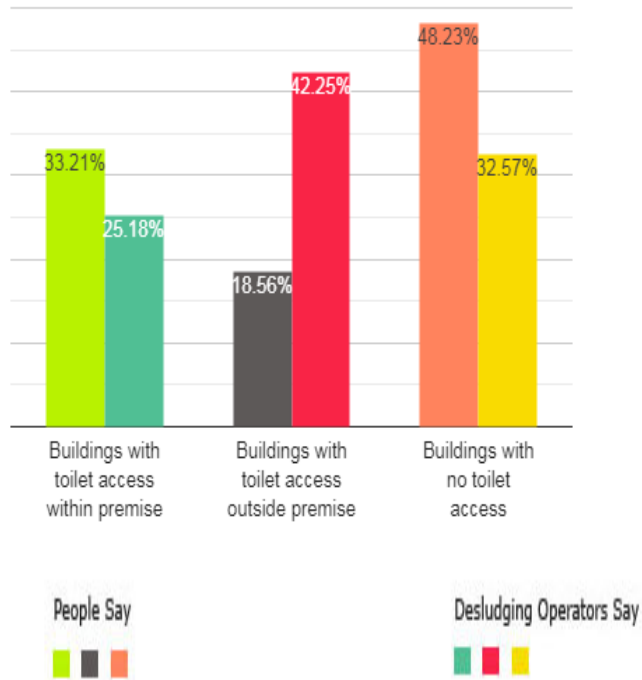
Of the X1 households in the city, about 63% of households have access to household toilet facilities and about 54% of households have access to community toilets in their neighbourhood. The remaining 13% of households do not have access to any kind of toilet facility in the city. It is important for city governments to take initiative to improve the coverage of toilets across the city.

Households

Access to toilet by CII buildings in the city. The commercial establishments, institutions and industrial properties are together classified as CII buildings. There are a total of 113 properties in this category in the city of Samneua. It is great to learn that 100% of buildings have access to toilet facility within their premises.



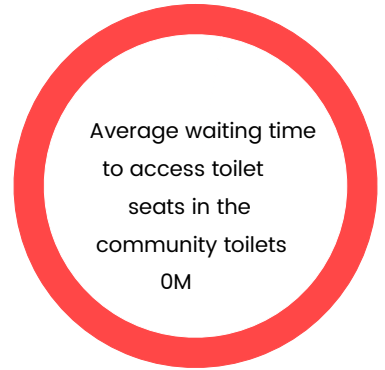
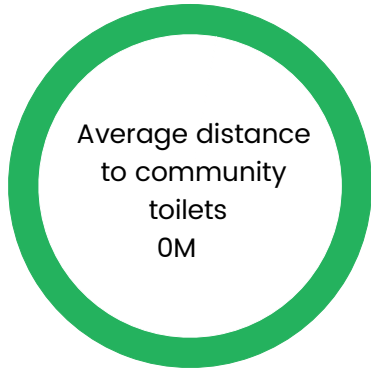
Access to toilet - other buildings



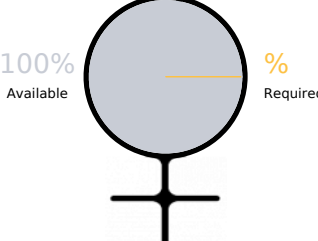
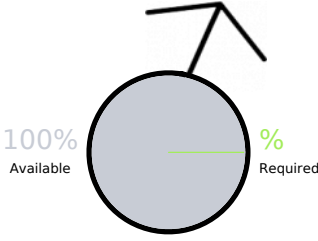
Community toilet seats - male / female (Required)



Community toilet - ease of access

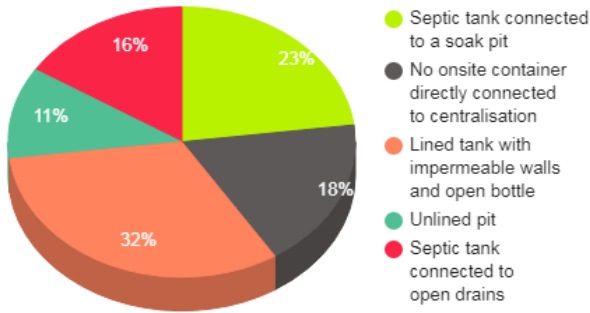


Public toilet seats - male / female (Required)

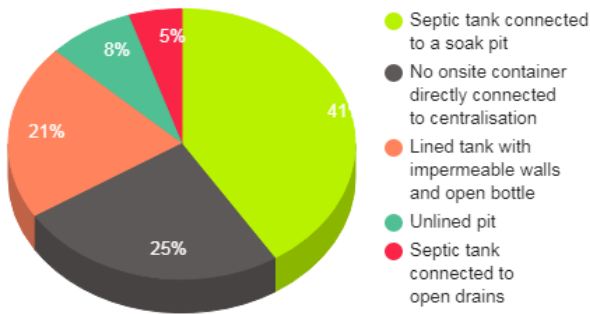


Types of oss

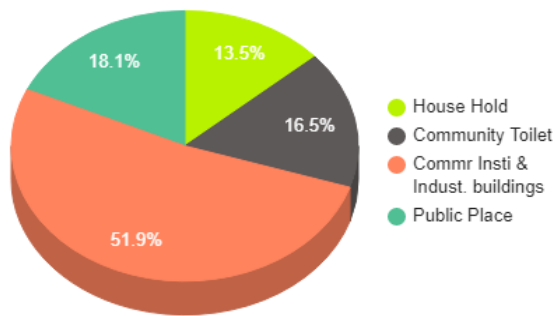
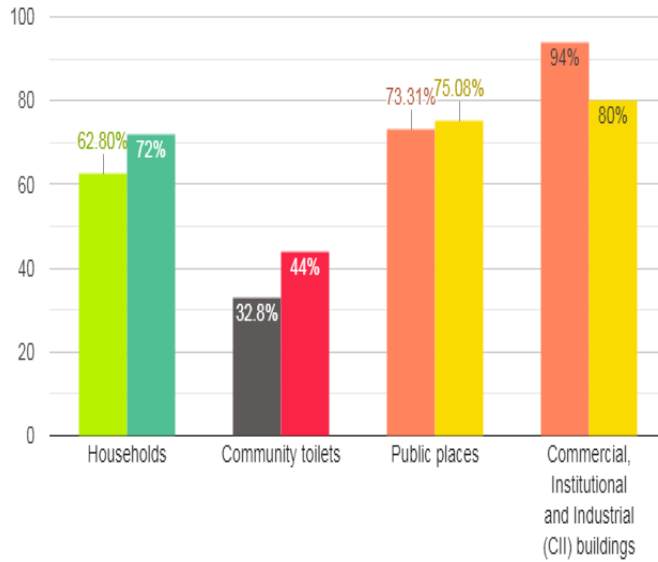
People say



Desludging operators say



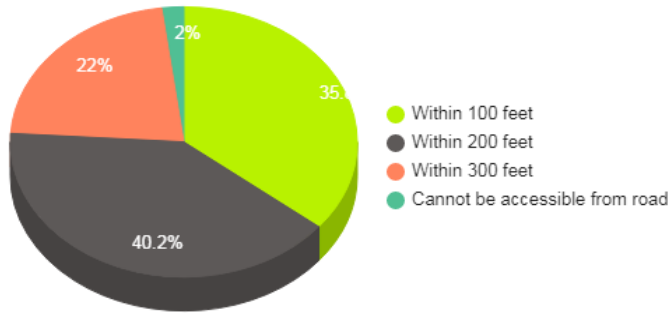
Accessibility of properties easily BY road (greater than 3m)



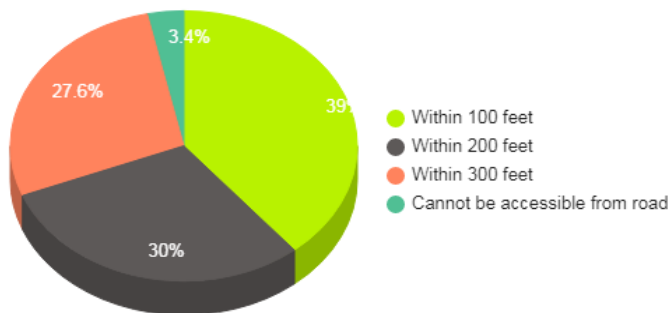
Map

Accessibility of containment systems easily FROM road

People say



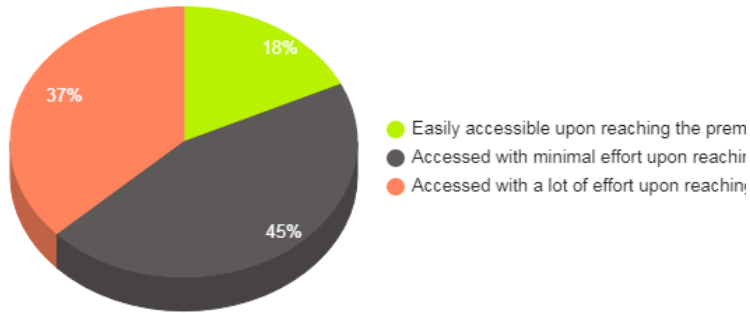
Desludging operators say



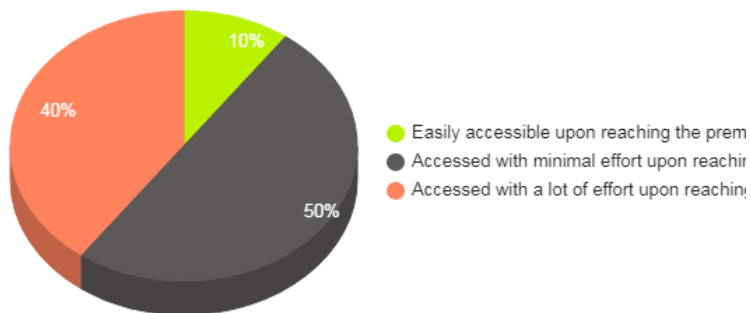
Map

Accessibility TO containment systems

People say

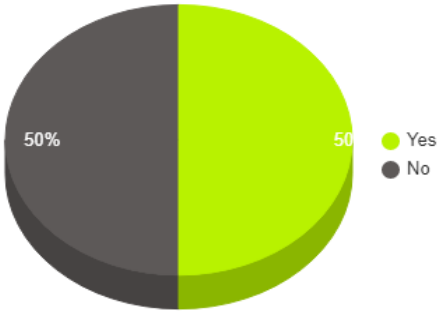


Desludging operators say



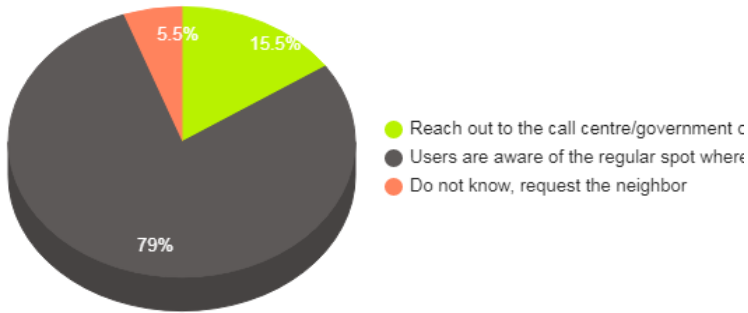
Map

Adequacy of desludging vehicles and operators in the city

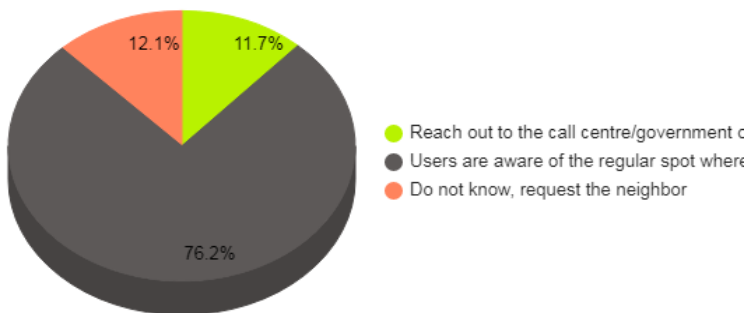


Reaching out to Desludging Operators

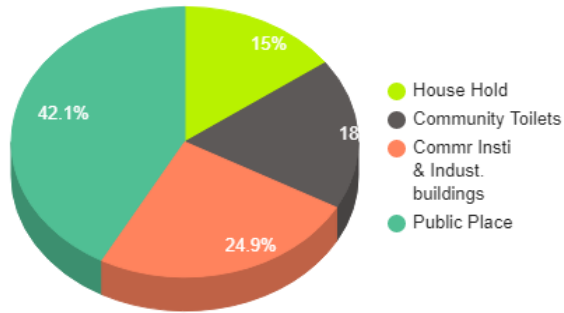
People say



Desludging operators say

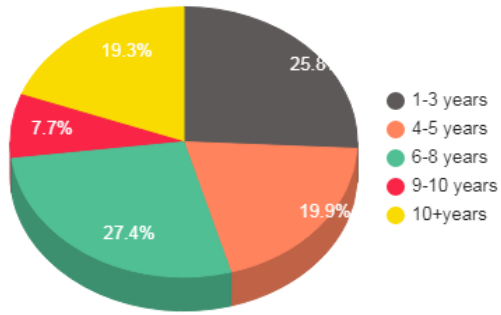


Average response time for desludging service



Average desludging frequency

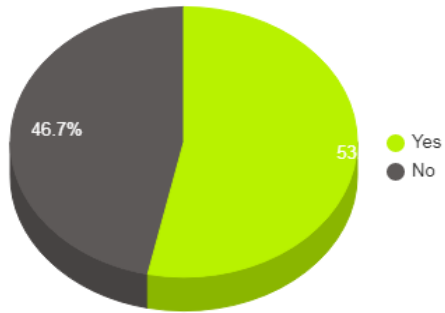
People say



Map

Usage of safety gears

People say





Adequacy of desludging vehicles and operators in the city

INADEQUATE

After studying the existing desludging operators in the city, it is apparent that there are adequate desludging.

The options should be

- Buildings with septic tanks
- Buildings with fully lined tanks
- Buildings with Lined tank with impermeable walls (but open bottom)

FSM Toolbox has dedicated modules to assist you in developing vehicle procurement plan in order to meet the city's overall demand for conducting desludging services effectively. [Learn More.](#)



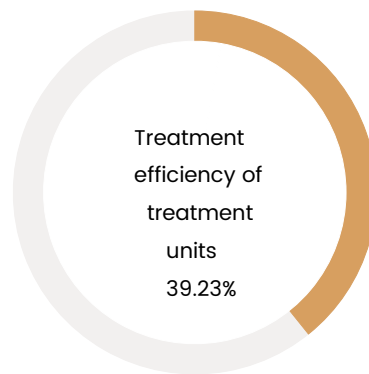
If there are NO appropriate treatment units in the neighbourhood

It is noted that about 90% of overall faecal sludge that is desludged by the operators do not reach the treatment plant and is dumped into the environment. The desludging operators do not have any dedicated treatment unit in the neighbourhood for safe disposal of the collected faecal waste. The city government should take adequate steps to set up faecal sludge treatment unit in the neighbourhoods of the cityname.

FSM Toolbox has dedicated modules to assist you in planning and implementation of faecal sludge treatment units in the neighbourhood. [Learn More.](#)



**Presence of treatment systems
in and around the city**



End-use/Disposal

