

24

**STANDING COMMITTEE ON
URBAN DEVELOPMENT
(2012-2013)**

FIFTEENTH LOK SABHA

MINISTRY OF URBAN DEVELOPMENT

**DEMANDS FOR GRANTS
(2013-2014)**



**LOK SABHA SECRETARIAT
NEW DELHI**

17 April, 2013/ 27 Chaitra, 1935(Saka)

TWENTY FOURTH REPORT



**STANDING COMMITTEE ON
URBAN DEVELOPMENT
(2012-2013)**

(FIFTEENTH LOK SABHA)

MINISTRY OF URBAN DEVELOPMENT

**DEMANDS FOR GRANTS
(2013-2014)**

Presented to Lok Sabha on 23.04.2013

Laid in Rajya Sabha on 23.04.2013



**LOK SABHA SECRETARIAT
NEW DELHI**

17April, 2013 /27 Chaitra, 1935(Saka)

C.U.D. No.:

Price : Rs.

(C) 2012 By Lok Sabha Secretariat

Publish under Rule 382 of the Rules of Procedure and Conduct of Business in Lok Sabha
(Thirteenth Edition) and Printed by.....

CONTENTS

	PAGE
COMPOSITION OF THE COMMITTEE.....	(iii)
INTRODUCTION.....	(v)
REPORT	
PART-I	
CHAPTER I Introductory.....	1
CHAPTER II Overall Analysis of Demands for Grants (2013-2014) of the Ministry of Urban Development...	7
CHAPTER III SCHEME-WISE/PROJECT-WISE ANALYSIS OF DEMANDS FOR GRANTS (2013-14)	8
(A) NATIONAL CAPITAL REGIONAL PLANNING BOARD (NCRPB).....	15
(B) JAWAHARLAL NEHRU NATIONAL URBAN RENEWAL MISSION (JNNURM)	
(a) Urban Infrastructure and Governance (UIG).....	23
(b) Urban Infrastructure Development Scheme for Small and Medium Towns (UIDSSMT).....	36
(C) URBAN TRANSPORT PLANNING SCHEME.....	39
(D) FEEDER BUSES.....	46
(E) DELHI DEVELOPMENT AUTHORITY.....	50
(F) CENTRAL PUBLIC WORKS DEPARTMENT (CPWD)..	50
(G) URBAN WATER SUPPLY AND SANITATION.....	53
(H) PROJECTS/SCHEMES FOR THE BENEFITS OF NORTH- EASTERN REGION AND SIKKIM.....	55

(I)	ROAD TRAFFIC MANAGEMENT IN METROPOLITAN AND BIG CITIES: ELECTRONIC ROAD PRICING.....	58
(J)	RAIN WATER HARVESTING SYSTEM.....	59
(K)	DEVELOPMENT OF CENSUS TOWNS.....	62
(L)	SATELLITE CITIES/ COUNTER MAGNET CITIES.....	63
(M)	REGIONAL RAPID TRANSIT SYSTEM (RRTS).....	65
(N)	CYCLING CITIES.....	66
(O)	NATIONAL MISSION ON SUSTAINABLE HABITAT...	69
(P)	PREVENTION OF RIVERS FROM BECOMING DRAINS: YAMUNA CLEANING.....	72
(Q)	ENERGY SAVING SOLUTIONS FOR URBAN GROWTH..	74
(R)	PUBLIC TOILETS FOR OUR CITIES.....	76

PART-II

Observations/Recommendations	80
-------------------------------------	-----------

APPENDICES

I	Minutes of the Ninth Sitting of the Committee held on 22 March, 2013
II	Minutes of the Eleventh Sitting of the Committee held on 17 April, 2013

**COMPOSITION OF THE STANDING COMMITTEE ON URBAN DEVELOPMENT
(2012-2013)**

Shri Sharad Yadav - Chairman

MEMBERS

LOK SABHA

2. Shri Praveen Singh Aron
3. Shri Jayawant Gangaram Awale
4. Shri Ambica Banerjee
5. Shri Biren Singh Engti
6. Shri Anant Gangaram Geete
7. Smt. Kaisar Jahan
8. Shri Kailash Joshi
9. Shri Bapi Raju Kanumuru
10. Shri Mohinder Singh Kaypee
11. Shri Ramesh Kumar
12. Shri Yadav Anjan Kumar M.
13. Shri P.C. Mohan
14. Dr. Sanjeev Ganesh Naik
15. Shri Sonawane Pratap Narayanrao
16. Dr. Ramshankar
17. Shri Ratan Singh
18. Vacant
19. Vacant
20. Vacant
21. Vacant

RAJYA SABHA

22. Shri Pyarimohan Mohapatra
23. Shri Anil Desai
24. Md. Nadimul Haque
25. Shri Parvez Hashmi
26. Shri Faggan Singh Kulaste
27. Shri Avinash Pande
28. Shri Ajay Sancheti
29. Shri Amar Singh
30. Shri Khekiho Zhimomi
31. Dr. M.S. Gill

SECRETARIAT

- | | | | |
|----|-----------------------------|---|---------------------|
| 1. | Shri R.K. Jain | - | Joint Secretary |
| 2. | Shri D.S Malha | - | Director |
| 3. | Smt. J.M. Sinha | - | Deputy Secretary |
| 4. | Dr. (Maj.) Jagmohan Khattry | - | Executive Officer |
| 5. | Shri Sumit Kumar Grover | - | Executive Assistant |

INTRODUCTION

I, the Chairman of the Standing Committee on Urban Development (2012-13) (Fifteenth Lok Sabha) having been authorized by the Committee to submit the Report on their behalf, present the Twenty-fourth Report on Demands for Grants (2013-14) of the Ministry of Urban Development.

2. The Demands for Grants of the Ministry of Urban Development were laid on the table of the House on 22nd March, 2013. Under Rule 331E of the Rules of Procedure and Conduct of Business in Lok Sabha, the Standing Committee on Urban Development are required to consider the Demands for Grants of the Ministries under their jurisdiction and make Report on the same to both the Houses of Parliament. Thereafter, the Demands are considered by the House in the light of the Report of the Committee.

3. The Committee took evidence of the representatives of the Ministry of Urban Development on 22nd March, 2013. The Committee wish to express their thanks to the officials of the Ministry of Urban Development for placing before them the requisite material and their considered views in connection with the examination of the Demands for Grants (2013-14).

4. The Committee considered and adopted the Report at their sitting held on 17th April, 2013.

5. For facility of reference, the observations/ recommendations of the Committee have been printed in bold letters and placed as Part II of the report.

New Delhi;
17April, 2013
27Chaitra 1935(Saka)

SHARAD YADAV,
Chairman
Standing Committee on Urban Development

REPORT
PART-I
CHAPTER – I

Introductory

Urbanization is usually something to rejoice about. Characterized by mass migration of rural populations (usually farmers) to city areas, urbanization is most rapid in developing, third world countries and shows a transition from an agricultural economy to an industrialized one. The Industrial Revolution starting in the 18th century propelled the United States and England into becoming major superpowers. However, the same has not resulted in India. The current urbanization process in India has caused more bad than good.

1.2 Urbanization is taking place at a faster rate in India and it is an important and irreversible process, and an important determinant of national economic growth and poverty reduction. According to 1901 census, Population residing in urban areas in India was 11.4%. This count increased to 28.53% according to 2001 census, and crossing 30% as per 2011 census, standing at 31.16%. According to a survey by UN State of the World Population report in 2007, by 2030, 40.76% of country's population is expected to reside in urban areas. As per World Bank, India, along with China, Indonesia, Nigeria and the United States, will lead the world's urban population surge by 2050. Now, India has the second largest urban population in the world and there are significant variations among States. Tamil Nadu is the most urbanized State with 43.9 per of urban population followed by Maharashtra with 42.4 per cent and Gujarat has 37.4 per cent. It is generally noticed that State with higher level of urbanization has higher per capita income.

1.3 India has around 300 million people living in metropolitan areas. Compared to its total population, one out of every three people live in the city, and this number continues to grow by

over 2% each year. Mumbai accommodates 12.5 million people, and is the largest metropolis by population in India, followed by Delhi with 11 million inhabitants. In comparison to 2001 census and 2011 census, Delhi's population rose by 4.1%, Mumbai's by 3.1% and Kolkata's by 2%. Estimated population, at the current rate of growth, by year 2015, Mumbai stands at 25 million, Delhi and Kolkata at 16 million each, Bengaluru and Hyderabad at 10 million.

1.4 At current rate of growth, urban population in India will reach a staggering total of 575 million by 2030 A.D. According to Census 2001, as many as 35 Cities in India had population of a million plus. Over successive decades, the number of urban areas and towns has increased, as is given in the table below:

Year	Number of Urban Areas/Towns in India over decades
1951	2843
1961	2363
1971	2590
1981	3378
1991	3768
2001	5161
2011	7935

1.5 As shown above, the process of urbanization in India is characterized by a most dramatic increase in the number of large cities, although India may be said to be in the midst of transition from a predominantly rural to a quasi urban society. It has been acknowledged that this transition to a quasi- urban society, however, has not been accompanied by a commensurate increase in the supply of basic urban services like water supply, sewerage and drainage network, garbage disposal facilities, citywide roads, public transport, and public safety systems like street lighting and pedestrian pathways. The supply of land and housing has not kept pace with the increase in urban population. Rapid rise in urban population, in India, is leading to many problems like increasing slums, decrease in standard of living in urban areas, environmental damage, over crowded cities and forcing people to live in unsafe conditions which also includes illegal

buildings. Water lines, roads and electricity are lacking which is causing fall of living standards. It is also adding to the problem of all types of pollution.

II. Role and Responsibilities of Ministry of Urban Development

1.6 The Ministry of Urban Development in India has the responsibility of broad policy formulation and monitoring of programmes in the areas of urban development and urban water supply and sanitation. These are primarily State subjects but the Government of India plays a co-ordinating and monitoring role and also supports these programmes through Central and Centrally Sponsored Schemes. The Ministry addresses various issues of urban sector through policy guidelines, legislative guidance and sectoral programmes.

1.7 The main functions of the Ministry of Urban Development are as under:-

- Formulation of broad policy guidelines in the area of Urban Development, including Urban Transport;
- Legislative support by way of Constitutional amendments, central legislations and model legislations;
- Urban transport schemes, including mass rapid transit system for metros and large cities;
- Institutional finance for urban infrastructure in NCR states through National Capital Region Planning Board;
- Co-ordination of multilateral/ bilateral assistance for projects in urban development;
- Technical assistance through Town and Country Planning Organisation (TCPO), Central Public Health & Environmental Engineering Organisation (CPHEEO) and National Institute of Urban Affairs (NIUA)
- Construction and maintenance of Central Government buildings through Central Public Works Department (CPWD)
- Management of land and built-up properties of Government of India through Land and Development Office (L&DO) and Directorate of Estates (DoE)
- Printing of Government documents and publications through Government Presses, Directorate of Printing

- Supply of Stationery to indenting Government Offices through Government of India Stationery Office (GISO)
- Administrative Ministry for activities of its Central Public Sector Undertaking (CPSU) viz National Building Construction Corporation Limited and joint venture companies like, Delhi Metro Rail Corporation (DMRC), Bangalore Metro Rail Corporation (BMRC), Chennai Metro Rail Limited (CMRL), Kolkata Metro Rail Corporation (KMRC), Delhi Development Authority (DDA), National Capital Region Planning Board (NCRPB), Delhi Urban Arts Commission (DUAC), National Institute of Urban Affairs (NIUA), etc.
- Implementation of the Flagship programme, Jawaharlal Nehru National Urban Renewal Mission (**JNNURM**). The Sub-mission Urban Infrastructure & Governance (UIG) component is meant for integrated development of infrastructure in 65 select mission cities. Similarly, Sub-mission Urban Infrastructure Development Scheme for Small & Medium Towns (UIDSSMT) is directed at non-mission cities to improve infrastructure facilities, help create durable public assets and quality oriented services through enhanced public-private partnership, investments and integrated development of towns & cities in a planned manner by providing reforms linked central assistance.

1.8 The Ministry has proposed to address these objectives through suitably reorienting its policies and programs which include JNNURM having the major components of Urban Infrastructure and Governance (UIG), UIDSSMT, funding for city buses, capacity building etc., North-East Region Urban Development Programme (NERUDP), investments in metro rail projects, scheme for development of official and residential complexes by the CPWD, the programmes of NCR Planning Board, schemes for capacity building under JNNURM, urban transport sector and overall urban development.

1.9 The Ministry is also giving greater attention to its attached and subordinate offices which include besides CPWD, Town and Country Planning Organization (TCPO), Directorates of Printing, Publication and Stationery and the Central Public Health and Environmental Engineering Organization. This Ministry is also the administrative Ministry for many metro rail

companies where the Government is investing in the equity. Even otherwise this Ministry is the administrative Ministry for Metro Rail Projects.

1.10 The Ministry addresses various issues of urban sector by formulating broad policy guidelines, legislative guidance and monitoring centrally sponsored schemes and programmes. The other set of responsibilities of Ministry of Urban Development pertains to construction and maintenance of Central Government Buildings, including residential accommodation, with the exception of those under the Ministry of Defence, Atomic Energy, Railways and Communications.

1.11 It is also responsible for management of Central Government land/property, most of which is confined to Delhi and some of the metropolitan cities. These functions are discharged through the Central Public Works Department (CPWD) and Land and Development Office (L & DO). Printing and stationery requirements of all the Central Government Ministries/Departments and stocking and selling of Government publications are also looked after by this Ministry.

III. Review of the status of implementation contained in the Eighteenth Report of the Committee on Demands for Grants (2012-13) of the Ministry of Urban Development.

1.12 Besides examination of Three Demands for Grants pertaining to Ministry of Urban Development, the present Report will examine in brief issues pertaining to Review of status of implementation of the previous recommendations of the Committee contained in the 18th Report (15th Lok Sabha) of the Committee on Demands for Grants (2012-13) of the Ministry of Urban Development.

1.13 The **Eighteenth Report** (15th Lok Sabha) of the Standing Committee on Urban Development on 'Demands for Grants (2012-13) of Ministry of Urban Development' was presented to Parliament on 25th April 2012 and the **Twenty first Report on Action Taken** by the Government on the recommendations contained in the **Eighteenth Report** of the Committee was presented to Parliament on 5th Dec, 2012.

1.14 In their **Eighteenth Report**, the Committee made 11 recommendations. Out of these recommendations 5 recommendations have been accepted by the Government and are at various

stages of implementation. Replies of the Government on 4 recommendations have not been accepted by the Committee and are yet to be implemented by the Government. In regard to two recommendations final reply of the Government are still awaited.

1.15 In pursuance of Direction 73A of Directions by the Speaker, the Minister of Urban Development, made a statement in the Parliament regarding status of implementation of the recommendations made by the Committee in their Eighteenth Report (15th Lok Sabha) on Demands for Grants (2011-12) and Critical Analysis on the statement has been prepared.

1.16. The Detailed Demands for Grants of the Ministry of Urban Development comprises of three Demands i.e. 101, 102 and 103, laid in Parliament on 22nd March, 2013 and has been discussed in succeeding Chapters of this Report.

CHAPTER-II

OVERALL AND DEMAND-WISE ANALYSIS OF THE DEMANDS FOR GRANTS OF THE MINISTRY OF URBAN DEVELOPMENT FOR THE YEAR 2013-14

The detailed Demands for Grants 2013-14 of the Ministry of Urban Development were laid in the Parliament on 20th March, 2013. There are three Demands for Grants pertaining to the Ministry of Urban Development. These are as follows:-

- (i) Demand No. 101- Urban Development
- (ii) Demand No.102- Public Works
- (iii) Demand No.103- Stationery and Printing

2.2 Demand No.101- UD pertains to various Schemes of Urban Development Viz.:-

- (i) Urban Transport Planning
- (ii) All Metro Rail Projects
- (iii) National Capital Region Planning Board(NCRPB)
- (iv) Research and Capacity Building in Urban Sector
- (v) Urban Infrastructure Development in Satellite/Counter Magnet Cities
- (vi) Administrative Expenses for JNNURM
- (vii) National Urban Information System(NUIS)
- (viii) Pooled Finance Development Fund
- (ix) North Eastern Region Urban Development Programme (NERUDP)
- (x) North Eastern Region
- (xi) General Pool Residential Accommodation

2.3 Demand No.102 pertains to Public Works with special reference to CPWD, which is a major construction and maintenance agency of Government of India in respect of both residential and non-residential accommodation.

2.4 Demand No. 103 relates to Directorate of Stationery and Printing.

2.5 The overall BE 2013-2014 is Rs. 10,587.71 Crore (Gross), Plan and Non-Plan, including allocation of other Ministries (Rs. 110.90 crore). After anticipated recoveries of Rs. 223.96 Crore, the net BE 2013-2014 is Rs. 10,363.75 Crore of which Rs. 3056.29 Crore is in Revenue Section and Rs. 7531.42 Crore in Capital Section. The relevant break-up of Plan and Non-Plan provision is Rs. 7566.90 Crore and Rs. 3020.81 Crore respectively.

2.6 The Net Budgetary Allocation under the (i) Demand No.101 – Deptt. of Urban Development (Plan and Non-Plan) is ` 8276.74 Crore, (ii) Demand No. 102 – Public Works 1973.12 Crore (Plan and Non-Plan) and (iii) Demand No. 103 – Stationery and Printing ` 93.89 Crore.

2.7 The Plan figures include provision for Capital works of other ministries and Departments, which is Rs. 104.40 Crore for the Non-residential works (Demand No. 102 – Public Works) and Rs. 6.50 Crore for Residential Works (Demand No. 101– Deptt. Of Urban Development). Net Plan allocation of the Ministry is Rs. 7,456.00 Crore.

2.8 The net Budgetary allocation under three Demands (plan and non-plan) are as follows:-

- | | | |
|------|---|---------------------|
| I. | Demand No. 101- UD | - Rs. 8296.74 crore |
| II. | Demand No. 102- P&W | - Rs. 1973.12 crore |
| III. | Demand No. 103 –Stationery and Printing | - Rs. 93.89 crore |

2.9 Year wise allocation against the total Govt. Outlay for the five year is as under:-
(Rs. in crore)

Year	Total Central Govt. Outlay	Ministry's Budget Allocation	% of Central Govt. Budget	Against GDP at current prices*
2007-08	680520.51	3814.52	0.561	0.083%
2008-09	750883.53	4128.75	0.550	0.078%
2009-10	1020837.68	5245.78	0.514	0.086%
2010-11	1108749.24	7489.37	0.675	0.105%
2011-12	1257729.00	8541.46	0.679	0.103%
2012-13	1490925.00	7012.12	0.470	0.070%
2013-14	1665297.00	7566.90	0.454	

* Source : Information provided by Economic Advisor in r/o GDP.

2.10 The Year-wise information on Projections made by the Ministry, BE, RE and Actual Expenditure in respect of Demand No.101 from 2008-09 to 2012-13.

Year	Projection	BE	RE	Actual Expenditure
2008-09	6111.22	3006.65	5165.85	5097.65
2009-10	12194.53	3665.75	6105.5	6077.31
2010-11	10858.30	5989.17	6546.64	6532.37
2011-12	11516.38	6855.23	6874.26	6006.24
2012-13	18016.55	7729.38	6562.77	6184.03

The above table indicates that under Demand No. 101 pertaining to Department of Urban Development, there is a gap between the projections and allocations at the Budget Estimate stage from 2008-09 to 2012-13. During the year 2008-09, 2009-10, 2010-11 and 2011-12 the allocation at RE is more than the BE and the Ministry could spend more than the allocated amount at RE stage till 2010-11. During the year 2012-13 there is a gap between projections and BE and BE & RE and RE and actual expenditure. There is under utilization of the allocation during the year 2011-12 and 2012-13.

2.11 The Year-wise information on Projections made by the Ministry, BE, RE and Actual Expenditure in respect of Demand No.102 from 2008-09 to 2012-13.

Year	Projection	BE	RE	Actual Expenditure
2008-09	1177.07	1072.1	1157.00	1164.47
2009-10	1565.24	1447.5	1450.99	1447.74
2010-11	1557.87	1414.43	1517.48	1534.8
2011-12	1958.18	1589.00	1679.17	1496.99
2012-13	4722.21	1854.27	1779.69	1739.00

The above table indicates that under Demand No. 102 pertaining to public works although there is a gap between the projections and allocation at BE from the year 2008-09 to 2012-13 but the allocations have been increased from BE to RE and the utilizations thereof is more than the allocations provided at RE stage till the year 2011-12. However, during the year 2012-13 against the projected amount of Rs. 4722.21 crore, the BE is only Rs. 1854.27 crore and this allocation has been reduced to Rs. 1779.69 crore. The expenditure is only Rs. 1739.00 crore.

2.12 The Year-wise information on Projections made by the Ministry, BE, RE and Actual Expenditure in respect of Demand No.103 from 2008-09 to 2012-13.

Year	Projection	BE	RE	Actual Expenditure
2008-09	103.57	50.00	97.88	70.00
2009-10	216.34	132.53	121.73	123.42
2010-11	163.34	85.77	90.62	84.77
2011-12	131.68	97.23	96.30	86.63
2012-13	125.10	102.34	81.18	82.44

Under Demand No. 103, the analysis of the above table indicates that there have been gap between projections and allocations at BE during all the years starting from 2008-09 till 2012-13. There is also reduction of allocations at RE stage during all the years except during the year 2009-10. The expenditure is more than the allocations given at RE stage during the year 2009-10 and 2012-13. However, there was under utilization during the year 2008-09, 2010-11 and 2011-12.

2.13 When asked to furnish the reasons for differences in the projections made by the Ministry and actual allocations made, the Ministry in its written replies has stated as under :-

“The Ministry allocates the funds to programme implementing divisions out of the outlay provided by the Planning Commission/ Ministry of Finance keeping in view the progress and trend of expenditure during the last financial year of the ongoing projects/ schemes. The areas where the compromises have been made are Metro Rail Projects and General Pool Residential Accommodation (GPRA) which have been under funded.”

2.14 The BE and RE 2011-12 and BE 2012-13 indicating percentage variations on the all the three demands are as under:

Demand No.101 Deptt. of UD	BE 2012-13		RE 2012-13		BE 2013-14		% variation over BE 2012-13 &BE 2013-14 Excess(+) Saving(-)		% variation over RE 2012-13 &BE 2013-14 Excess(+) Saving(-)	
	Plan	Non-Plan	Plan	Non-Plan	Plan	Non-Plan	Plan	Non-Plan	Plan	Non-Plan
Revenue	570.93	789.27	389.95	766.06	512.52	813.19	-10.23%	3.03%	31.43%	6.15%
Capital	6212.32	156.86	5254.21	152.55	6799.98	171.05	9.46%	9.05%	29.42%	12.13%
TOTAL	6783.25	946.13	5644.16	918.61	7312.50	984.24	7.80%	4.03%	29.56%	7.14%

De mand No.102 Public Works	BE 2012-13		RE 2012-13		BE 2013-14		% variation over BE 2012-13 &BE 2013-14 Excess(+) Saving(-)		% variation over RE 2012-13 &BE 2013-14 Excess(+) Saving(-)	
	Plan	Non-Plan	Plan	Non-Plan	Plan	Non-Plan	Plan	Non-Plan	Plan	Non-Plan
Revenue	12.50	1299.35	12.50	1282.67	25.00	1389.35	100.00%	6.92%	100.00%	8.31%
Capital	216.37	326.05	180.71	303.81	229.40	329.40	6.02%	1.03%	26.94%	8.42%
TOTAL	228.87	1625.40	193.21	1586.48	254.40	1718.72	11.15%	5.74%	31.67%	8.34%

Demand No.103 Stationery Printing	BE 2012-13		RE 2012-13		BE 2013-14		% variation over BE 2012-13 &BE 2013-14 Excess(+)Saving(-)		% variation over RE 2012-13 &BE 2013-14 Excess(+) Saving(-)	
	Plan	Non-Plan	Plan	Non-Plan	Plan	Non-Plan	Plan	Non-Plan	Plan	Non-Plan
Revenue	0.00	102.24	0.00	81.09	0.00	92.79	0.00%	-9.24%	0.00%	14.43%
Capital	0.00	0.10	0.00	0.09	0.00	1.10	0.00%	1000.00%	0.00%	1122.22%

TOTAL	0.00	102.34	0.00	81.18	0.00	93.89	0.00%	-8.26%	0.00%	15.66%
Total Demands	3	BE 2012-13		RE 2012-13		BE 2013-14		% variation over BE 2012-13 & BE 2013-14 Excess(+)/Saving(-)		% variation over RE 2012-13 & BE 2013-14 Excess(+)/Saving(-)
	<i>Plan</i>	<i>Non-Plan</i>	<i>Plan</i>	<i>Non-Plan</i>	<i>Plan</i>	<i>Non-Plan</i>	<i>Plan</i>	<i>Non-Plan</i>	<i>Plan</i>	<i>Non-Plan</i>
Revenue	583.43	2190.86	402.45	2129.82	537.52	2295.30	-7.87%	4.77%	33.56%	7.77%
Capital	6428.69	483.01	5434.92	456.45	7029.38	501.55	9.34%	3.84%	29.34%	9.88%
TOTAL	7012.12	2673.87	5837.37	2586.27	7566.90	2796.85	7.91%	4.60%	29.63%	8.14%

2.15 Under demand no 101 in respect of department of Urban Development, the allocation for Plan scheme at the BE of 2012-13 was Rs. 6783.25 crore. At the RE it has been reduced to Rs 5644.16 crore. When asked about the schemes got affected due to such reduction, the Ministry stated as under :-

“Mostly the Metro Rail Projects and General Pool Residential Accommodation (GPRA) are the schemes which have got affected due to reduction of funds at the RE stage.”

2.16 The BE for the plan scheme during the year 2012-13 was Rs 6783.25 crore. During 2013-14, the BE is 7312.50 Crore. There is increase of Rs 529.25 Crore. The percentage variation over BE 2012-13 & BE 2013-14 is only 7.8 %. On being asked whether the small increase is sufficient to meet the objectives of the Department of urban development, the Ministry in its written replies submitted as under :-

“No, the increase of 7.8% over BE 2012-13 and 2013-14 is not sufficient to meet the objectives of the Ministry. The Ministry has already expressed concerned to the Planning Commission vide DO letter dated 11th February, 2013 written by Secretary (UD) to Secretary, Planning Commission and reminded vide DO letter dated 12th March, 2013. So far, no communication has been received from Planning Commission.”

2.17 Under Demand no 102 in respect of Public works, the allocation for plan scheme at the BE of 2011-12 was Rs 228.87 crore. At the RE, it has been reduced to Rs 193.21 Crore pertaining to the reasons for the same, the Ministry has submitted as under :-

“The reduction of funds at RE stage has been done by the Ministry of Finance citing reasons of financial constraints at pre-budget discussion held in the M/o Finance. The schemes which were under the progress of General Pool Office Accommodation were got affected. As a result, the projects which were to be completed on time got delayed.”

2.18 The BE for the plan scheme during the year 2012-13 was Rs 228.87 Crore. The BE for the 2013-14 is Rs 254.40 Crore. The percentage variation over BE 2012-13 and BE 2013-14 is only 11.15 %. On being asked whether this increase is sufficient to meet the targets, the Ministry has submitted as under :-

“The increase of 11.15% over BE 2012-13 and 2013-14 for the Plan under Demand No. 102- Public Works is not sufficient to carry out the ongoing schemes/ new projects. The Ministry has already taken up the issue of enhancement of Plan allocation with the Planning Commission vide DO letter dated 11th February, 2013 written by Secretary (UD) to Secretary, Planning Commission and reminded vide DO letter dated 12th March, 2013.”

2.19 Under demand no 103, in respect of stationary and printing, the allocation at the BE of 2012-13 was Rs 102.34 Crore. It has been reduced to Rs 81.18 Crore at the RE stage and further the percentage variation over BE 2012-13 and BE 2013-14 is -8.26 %. Pertaining to the reasons for reduction at RE stage, the Ministry has stated as under :-

“The reason for reduction of BE 2012-13 at RE stage is mainly due to the mandatory cut imposed by Ministry of Finance at RE stage.”

2.20 When asked about the adequacies of the budgetary allocation the Secretary, Ministry of Urban Development during oral evidence has stated as under :-

“The allocation for this Ministry is very meager. There are two reasons for this. One of the reasons is that the assets, investments requirement for infrastructure investment has been estimated as Rs. 40 lakh crore as per the rate of the year 2009-10. This amount has been increased to Rs. 50 lakhs crore. It is not necessary that entire amount will come from the Government but there are some other sources also but still the allocation for this

Ministry is very low. The Ministry is interested to start the new schemes also. For that there is funds constraints as a result the Government is asking us to allocate the funds for the new schemes from JnNURM. One of the examples I want to cite here is that the announcement made by the Finance Minister in his budget speech that 10000 buses will be sanctioned and the funds will be allocated from the head JnNURM and the cost for the buses will be approximately Rs. 2500 crore. Everything has been loaded to JnNURM. Therefore, there is an urgent need to increase the allocation for JnNURM. “

2.21 During deposition before the Committee, the Secretary, Ministry of Urban Development while citing some of the difficulties has stated that :-

“Against the projected demand of Rs. 16183 crore for JnNURM, the allocation is only Rs. 9980 crore. Government has extended the period of JnNURM from the year 2012 to 2014. The projects under JnNURM have to be completed with slight modifications and in the meantime, the Ministry has to formulate the plan of action for JnNURM II. Both the works are under progress. There is improvement in the completion of the projects under JnNURM. In the last 2 years under JnNURM, 1358 projects were sanctioned out of that 508 projects have been completed. During the period of April – May, approximately 100 projects are targeted for completion so that all the sanctioned projects will be completed by March, 2014.”

CHAPTER III

SCHEME WISE/PROJECT WISE/ISSUE WISE ANALYSIS OF DEMANDS FOR GRANTS (2013-2014)

The Ministry of Urban Development is implementing a number of Central and centrally sponsored schemes for assisting the States in meeting the challenges of rapid urbanization. The details of Centrally Sponsored Schemes and Central Sector Schemes are as follows:

Centrally Sponsored Schemes

- i) National Urban Information System (NUIS)
- ii) Pooled Finance Development Fund (PFDF)

Central Sector Schemes

- i. Research and Capacity Building in Urban and Regional Planning
- ii. National Capital Region Planning Board
- iii. Urban Transport including Equity, Pass Through Assistance(PTA) of JBIC loan for all Metro Rail Corporation under Ministry of Urban Development
- iv. Urban Transport Planning and Capacity Building in Urban Transport
- v. General Pool Office Accommodation
- vi. General Pool Residential Accommodation
- vii. CPWD Training Institute
- viii. Modernization / Computerization of CPWD
- ix. Lump -sum Provision for projects/ schemes for the benefit of the N.E. Region & Sikkim
- x. Global Environment Facility
- xi. U.I. Development of Satellite Cities/ Counter Magnet Cities
- xii. North Eastern Region Urban Development Project-Externally aided project
- xiii. Equity for National Capital Region Transport Corporation (NCRTC)
- xiv. Capacity Building for Urban Transport –Assistance from World Bank
- xv. Capacity Building for Urban Development –Assistance from World Bank
- xvi. Administrative Expenses for JNNURM
- xvii. National Mission on Sustainable Habitat
- xviii. Scheme for promoting innovative research & development of indigenous technology and Pilot Project including Immediate Public Transport (IPT) & Non- Motorized Transport (NMT).
- xix. Scheme for support to mainstreaming service level benchmarking

A. NATIONAL CAPITAL REGIONAL PLANNING BOARD (NCRPB)

3.2 The NCR Planning Board was constituted in 1985 under NCRPB Act and has the following objectives:-

- (a) To prepare a Regional Plan along with complementary Functional Plans related to key elements of infrastructure; monitoring the implementation of these Plans and facilitating the preparation of Sub Regional Plans, Development Plans & Project Plans by the constituents of the Region; and,
- (b) Arrange for and oversee the financing of selected development projects.

Activities:

- i. Board has prepared Functional Plan on Ground Water Recharge in NCR and Transport in NCR.
- ii. Board has initiated review exercise for the Regional Plan 2021 as per provisions of the NCR Planning Board Act, 1985
- iii. NCRPB is also arranging & providing funds for infrastructure development in the NCR and Counter Magnet Areas.
- iv. The Board provides loan assistance to the State Governments/ Implementing Agencies up to 75% of the project cost and the balance 25% cost is met by the State Governments/ its Implementing Agencies.
- v. The NCRPB has provided loan assistance for **277** projects till December, 2012 involving total outlay of **Rs. 18994 Cr.** Total loan amounting to Rs.8704 Cr. has been sanctioned for these projects and out of which, loans to the tune of **Rs. 6237 Cr.** has been disbursed up to December, 2012.

3.3 The year-wise Budgetary grants sanctioned and released by the Central Government till date are as under:-

<u>Tenth Plan</u>		(Rs. in Cr.)
<u>Year</u>	<u>BE/ RE Sanctioned</u>	<u>Amount Released by GoI</u>
2002-03	55.00	55.00
2003-04	52.00*	52.00
2004-05	61.70**	61.70
2005-06	70.00	70.00
2006-07	75.00	75.00

* Includes Rs.2.00 Cr. Sanctioned through supplementary Grants.

** Includes Rs.6.70 Cr. sanctioned through supplementary grant.

<u>Eleventh Plan</u>		(Amount Rs. in Cr.)
<u>Year</u>	<u>BE/ RE Sanctioned</u>	<u>Amount Released by GoI</u>
2007-08	100.00	100.00
2008-09	50.00	50.00
2009-10	50.00	50.00
2010-11	50.00	50.00
2011-12	50.00	50.00

<u>Twelfth Plan</u>			Amount
<u>Year</u>	<u>BE Proposed</u>	<u>BE Sanctioned</u>	<u>Released by GoI</u>
2012-13	100.00	60.00	55.00*
2013-14	100.00		
2014-15	100.00		
2015-16	100.00		
2016-17	<u>100.00</u>	_____	_____
Total	500.00	60.00	55.00

*Upto Dec. 2012

3.4 The Government of India has allocated an amount of Rs.350 Crore as budgetary grant for the Tenth Five Year Plan against a demand of Rs.3160 Crore projected by the Board. Further, for the XI Five Year Plan, a total allocation of Rs.900 crore has been made against a demand of Rs.2987 crore. NCRPB projected budgetary support of Rs. 2987 crore during 11th Plan as recommended by 11th Plan Working Group. Planning Commission has, however, approved gross

budgetary support of Rs.900 crore for the 11th Plan, against which total budget of *Rs.300 crore has been sanctioned and released by the Govt.*

3.5 As compared to budget 2007-8, there is drastic reduction of budgetary allocation from Rs 100 crore (Yr 2007-8) to Rs 64 Crore in the current budget of 2013-14 for NCRPB. When asked about the reasons for reduction of allocation under this head, and the works/ projects shut down because of reduction of funds from 2007-08 to 2013-14, the Ministry in its written replies submitted as under:

"The reduction in the allocation of budget is due to assessment of overall fiscal position. As already mentioned, NCRPB Fund is credited with annual budgetary contribution under Plan Grant received from the Central Government. In addition, the Board has leverage grants so received to raise funds from other sources (domestic capital market and multilateral/ bilateral agencies) to provide long term soft loans to the participating States and their implementing agencies. No project/ works were shut down for want of money."

3.6 About the additional projects sanctioned under the enhanced current budget, the Ministry further stated as under:

"The infrastructure development projects are prepared by Participating States & their implementing agencies and submitted to NCRPB for loan assistance. Financing of the projects is made out of the funds available in the NCRPB fund which is sourced with budgetary support from govt. of India and other sources such as raising funds from the domestic capital market through bonds and borrowings from multilateral and bi-lateral funding agencies like ADB & KfW (German Development Bank). Thus no specific list of projects can be attributed to the enhanced budget."

3.7 It has been stated that Ministry of Urban Development has requested government of India to approve and rerelease the proposed budgetary allocation of Rs. 500 core during the Twelfth Five year Plan period. Against that BE sanctioned during 2012-13 is Rs. 60 crore. On being asked as to how the board will achieve the desired result with such meager allocation the Ministry in their written replies stated as under:

"The allocation of funds was made by Planning Commission keeping in view of the overall fiscal position. NCRPB will achieve the targets by utilization of funds from multilateral and bilateral agencies like Asian Development Bank (ADB) & KfW (German Development Bank). The proposed BE for 2013-14 is Rs.60.00 Crore."

3.8 The NCRPB has provided loan assistance to the State governments and their agencies including ULBs and other parastatals for 277 infrastructure development projects till Dec., 2012, out of which 188 projects have been completed.

3.9 The expenditure incurred in excess of the budgetary support was met out of the Internal and Extra Budgetary (I&EBR) sources of the Board. As on 31.12.2012, total debt outstanding on account of market borrowing is Rs.1100 crore and Rs.160.39 crore loans from multilateral and bilateral agencies.

3.10 Physical and financial targets: Board has been able to achieve 100% targets fixed by it in relation to budgetary support released by Govt. of India. 188 projects have been completed till December 2012 with the help of financial assistance provided by Board. These projects were financed to improve Sewerage system, for construction of Roads and road over-bridge, for augmentation of water supply, for improvement in transmission and distribution of power, land development etc. in the constituent NCR states and CMA (Counter Magnate Areas) towns. It is requested that Govt. of India may approve & release the proposed budgetary allocation of Rs. 500 crore during the 12th Plan period.

3.11 On being asked about the status of remaining 89 projects the Ministry in its written replies has stated that:

"Out of 277 infrastructure development projects 188 have been completed and 89 projects are ongoing and are at various stages of implementation by the participating State/in their implementing agencies"

3.12 In the replies furnished to the Committee, it is stated that the date of sanction of projects are from the year 2003 to 2012. The estimated cost of sanction is Rs. 105,36.07 crore. The loan sanctioned is Rs. 4634.16 and the actual loan amount released till December 2012 is Rs. 2649.56 crore.

3.13 Monitoring: The implementation of the projects sanctioned by the Board is monitored by the Project Monitoring & Coordination Wing of the NCR Planning Board through Monthly and Quarterly Reports submitted by the Implementing Agency/ NCR Cells.

3.14 About the targets and achievements of shifting of central Govt. offices and PSU's by NCRPB and the list of Govt. offices and PSU's identified for shifting from NCT Delhi to outside Delhi, the Ministry in its written replies submitted as under:

"The matter of shifting of identified offices of Central Government Offices (CGOs) and Public Sector Undertakings (PSUs) is being pursued by the Ministry of Urban Development with the concerned administrative ministries of the related CGOs and PSUs."

However, as per information available with the Board the status of shifting of Central Government Offices and Public Sector Undertakings is as follows:

Central Government Offices

Description	Number of GOs		Remarks
	Pre-2003	Post-2003	
Number of Government Offices to be Shifted	12	11	The number of Government Offices has come down to 11, as the CPWD Training Institute has already shifted.
Number of offices Shifted	--	04	
Number of offices Abolished	--	01	
Number of offices Retained in Delhi	--	01	
Number of offices yet to be shifted	--	05	

Public Sector Undertakings

Description	Pre-1988 List	Post-1988 List	Total
Number of identified offices of PSUs to be Shifted	24	12	36
Number of identified offices Shifted	12	08	20
Number of identified offices Retained in Delhi	02	00	02
Number of identified offices yet to be shifted	10	04	14

Post 1988 there has been no identification of PSU's to be shifted. However, NCRPB has been taking up this issue of no new offices in Delhi with Ministry of Urban Development.

3.15 As per the regional plan 2012, the participatory states are supposed to prepare their sub regional plan and the status of preparation of sub regional plan by each participatory state, the Ministry in its written reply submitted as under:

Governments of Haryana, Rajasthan and UP have been preparing their respective sub-regional plans as per the Regional Plan-2021 and the status is as under:

Sub-Regional Plan	Status
Haryana Sub-region	Govt. of Haryana submitted the Draft Final Report to NCRPB. Board's Secretariat examined the same and sent its observations/ suggestions to the Govt. of Haryana for incorporation on 29.11.2011. The Draft Plan is accordingly being revised by Govt. of Haryana.
U.P. Sub-region	Govt. of UP submitted the Draft Sub-regional Plan to NCR Planning Board. After examination, Board's Secretariat sent its observations/ suggestions to the Govt. of Uttar Pradesh for incorporation 14.3.2012. Draft Plan is awaited from Government of U.P.
Rajasthan Sub-region	Draft Sub-Regional Plan for Rajasthan Sub-Region is under preparation by Government of Rajasthan.
Delhi Sub-region	GNCT-Delhi informed that since planning is the DDA's mandate, GNCTD would request DDA to include these items also in the Master Plan 2021 for Delhi so that it could make for Sub-Regional Plan for Delhi. It was decided in 59th meeting of the Planning Committee of NCRPB that the issues regarding addendum can be examined as part of the on-going review of MPD-2021. Board in its 32nd Meeting held on 22.3.2012, while reviewing the status of preparation of Sub-regional Plans directed DDA to expedite the preparation of Addendum to the MPD-2021. However, Management Action Group (MAG) for Review of MPD-2021 in its meeting held on 10.09.2012 under the chairmanship of Chief Secretary, GNCT-Delhi decided that GNCT-Delhi will prepare Sub Regional Pan for Delhi Sub-region.

3.16 The Committee in their 34th Report (14th Lok Sabha) and 3rd Report (15th Lok Sabha) had recommended for a need to remove the fiscal barriers and make NCR as a unified area in economic terms. The committee felt that uniformity in VAT rates in the NCR region would encourage business establishments to shift out of NCT Delhi to set up business in NCR region

without suffering financial loss. When asked what action has been contemplated in this regard, Ministry replied that:

“The policy related to uniformity in VAT rates in the country including National Capital Region relates to Ministry of Finance. There is now a proposal for GST which is being discussed by the Ministry of Finance with the states.”

3.17 In the 3rd Report (15th Lok Sabha) on action taken on the recommendations of the committee contained in their 35th Report (14th Lok Sabha), the committee had recommended that Govt. should at least provide guarantee and waive the guarantee fee so as to enable NCRPB to raise the requisite loan from the multilateral aid agencies and to keep the cost of funds low which are to be deployed for the development of infrastructure projects in the NCR. Regarding the action contemplated in this regard the Ministry in their written replies stated that:

“The Govt. of India has provided sovereign guarantee to facilitate availing loan by NCRPB to the tune of US\$ 78 million from the multilateral agency i.e. Asian Development Bank (ADB) & Euro 100 million from the bi-lateral agency i.e. German Government / KfW. A proposal to waive Guarantee fee was sent to Ministry of finance by the Board. However, the Ministry of finance has not agreed to waive guarantee fee.”

OTHER URBAN DEVELOPMENT SCHEMES:

3.18 With reference to “Other Urban Development Schemes of Department of Urban development, there was budgetary provision of Rs. 294.16 Cr in Budget 2011-12 which was reduced to Rs. 195 Cr at BE 2012-13 (approx 100 Cr reduction). This was further reduced at revised Budget of 2012-13 to Rs 109.5 Cr. The BE of year 2013-14 is 156.04 cr. When asked the reasons for such deduction the Ministry in its written replies stated as under:

“The scheme was launched in Nov, 2009. Since the project activities started during 2009-10, funds were released to the project states to meet the project expenses in 2009-10. It was envisaged that civil works and installation of equipments would commence in 2010-11 in all the five states but due to technical issues DPRs for projects in 4 states could not be finalized and actual execution of civil works could not start and hence estimated expenditure had to be reduced and the actual expenditure had been still lower. In 2011-12 civil work was under progress in Mizoram and DPRs were finalized and the project

execution started in the remaining four states also. Adequate provision was made for 2011-12 to meet expected project expenses. However, again due to technical reasons there was delay in approving DPRs and then due to bid failures in Agartala and Kohima, bids had to be reissued. In Shillong there was delay in land acquisition for land-fill site and then in getting environmental clearance from State Forest Department. In Kohima also there was delay in getting environmental clearance. BE 2012-13 was provided considering that all the projects shall be under execution and works on Tranche-II would also commence in 2012-13. However, the process of award of contracts for Tranche-II projects was also delayed due to delay in approval of DPRs for various technical revisions and then failure of bids or rejection of very high bids.”

3.19 Details of BE, RE and actual expenditure under MH 2217, 3601 & 7601 are as under:

MH	BE 2008-09	RE 2008-09	Actual 2008-09	BE 2009-10	RE 2009-10	Actual 2009-10	BE 2010-11	RE 2010-11	Actual 2010-11	BE 2011-12	RE 2011-12	Actual 2011-12	BE 2012-13	RE 2012-13	Actual (Till Feb' 13)
1	2			3	4	5	6	7	8	9	10	11	12	13	14
3601.04.318	NIL	NIL	NIL	NIL	NIL	NIL	NIL	NIL	NIL	58.30	37.00	22.44	48.50	29.25	23.08
7601.04.318	NIL	NIL	NIL	NIL	NIL	NIL	NIL	NIL	NIL	20.20	20.20	20.17	NIL	NIL	NIL
2217.05.191	1.00	1.00	1.00	1.00	1.00	21.94	117.50	23.00	19.81	1.50	1.00	0.73	1.50	0.75	0.69
Total	1.00	1.00	1.00	1.00	1.00	21.94*	117.50	23.00	19.81**	80.00	58.20	43.34**	50.00	30.00	23.77

* Since the scheme got started in 2009-10 and contractual obligations with consultants and contractors had to be met, an amount of Rs 20.94 crore was re-appropriated from MH-2552.

** Civil works for water and solid waste management projects could not start in Kohima, Shillong, Gangtok and Agartala due to

- (i) delay in finalisation of DPRs on account of various technical reasons,
- (ii) delay in award of contracts due to multiple failures of bids,
- (iii) delay in initiation of Tranche-II because of delay in process to award contracts due to failure of bids, etc.

B. JAWAHARLAL NEHRU NATIONAL URBAN RENEWAL MISSION (JNNURM)

(a) Urban Infrastructure and Governance (UIG)

3.20 The Jawaharlal Nehru National Urban Renewal Mission (JnNURM) was launched on 3rd December, 2005 for seven years beginning from 2005-06 to 2011-2012 with the objective of reforms driven and fast track development of cities across the country with focus on bringing

about efficiency in urban infrastructure, service delivery mechanisms, community participation and accountability of Urban Local Bodies and Parastatal agencies towards citizens.

65 Cities are covered under the Urban Infrastructure & Governance (UIG) Sub-mission of the JnNURM. These cities have submitted their City Development Plans delineating their long-term vision for development. All the 65 Mission Cities have signed Memorandum of Agreement

(MoA) with Government of India committing to a time bound agenda of reforms aimed at achieving sustainable urban transformation.

The Mission has completed its normal tenure of 07 Years on 31-03-2012 and the Government has extended the tenure for two years i.e. upto 31-03-2014 for completion of ongoing projects and reforms.

3.21 The Mission Strategy is as follows:-

- i) Planned urban perspective frameworks for a period of 20-25 years (with 5 yearly updates) indicating policies, programmes and strategies of meeting fund requirements would be prepared by every identified city. This perspective plan would be followed by preparation of Development Plans integrating land use with services, urban transport and environment management for every five year plan period.
- ii) Cities/Urban Agglomerations/ Para-statals will be required to prepare Detailed Project Reports for undertaking projects under identified areas.
- iii) Private Sector Participation in development, management and financing of Urban Infrastructure would be clearly delineated.
- iv) Funds for the identified cities would be released to the designated State Nodal Agency, which in turn would leverage, to the extent feasible, additional resources from the financial institutions/ private sector/ capital market.
- v) Funds from Central and State Government will flow directly to the nodal agency designated by the State, as grant. The nodal agency will disburse central assistance to ULBs or Para-statal agencies as the case may be, as soft loan or grant-cum-loan or grant.

- vi) A revolving fund will be created to meet the operation and maintenance costs of the assets created under the Mission.

3.22 Total outlay proposed and actually allocated for respective schemes/programmes during 10th Plan and also proposed for respective schemes/programmes for 11th Plan.

(Rs. in Crore)

Year	Outlay Proposed	Outlay Allocated	Actual Release
2005-06	850.00	500.00	90.12
2006-07	7000.00	2500.00	1261.77
2007-08	4200.00	2541.08	2517.95
2008-09	4400.00	4455.37	4544.47
2009-10	5960.13	3921.97	3977.88
2010-11	6556.12	5291.63	1930.93
2011-12	6443.89	4259.41	4311.83
2012-13	6340.00	6340.00	1869.23
			(As on 31.01.2013)

3.23 Physical targets and achievements under UIG are as follows:

- City Development Plans of all the 65 mission cities are to be approved.
- Memorandum of Agreement (MoA) to be signed with all the 65 mission cities.
- During the Mission period 2005-2012, it is expected that all the mission cities are sanctioned projects subject to availability of funds.
- As on 31.01.2013, 551 projects have been approved for various sectors for the mission cities with the approved cost of Rs. 61745.18 crore with ACA commitment of Rs. 28567.11 crore.

- In pursuance to Economic Stimulus package announced by the Govt. of India, the proposal for financing for procurement of 15260 buses have been sanctioned for various mission cities under JNNURM for an approved cost of Rs. 4723.94 crore with ACA commitment of Rs. 2088.90 crore.
- The JNNURM was envisaged as a reform linked programme. Since the launch of the Mission in December 2005, significant progress has been achieved in triggering reforms in the urban sector across the country.
- 23 reforms included in the Mission envisage institutional, financial and structural changes in the governance structure of the Local Bodies (LBs) to make them efficient, accountable and transparent.
- Significant progress is noted in State level reforms, where most of the commitments have been achieved. It is noted that about 75% of the State level reforms and 73% of the optional reforms committed have been completed, as against the 7th Year Commitments. In term of ULB level reforms, the figure is 52%.
- There has been slow progress during the year 2010-11 as the Mission was unable to consider and release further installments of ACA for the projects approved under UIG on account of non-completion of various reforms as committed by the State/ ULBs. In order to achieve the target, the Ministry constantly persuades the States/ Cities to come up with the Utilization Certificates for the approved projects in time.

SOLID WASTE MANAGEMENT IN URBAN AREAS:

3.24 Delhi's Population and municipal solid waste generation

Year	2010	2015	2020	2024
Population (crore)	1.77	1.99	2.23	2.45
Per capita waste Generation (Gm per day)	500	700	725	750
Total waste Generation (tonnes per day)	9,200	14,475	16,800	19,100

(As per document submitted by the MCD to High Court)

3.25 With the three major sanitary landfill (SLF) sites in Delhi – at Ghazipur, Okhla and Bhalaswa Jahangirpuri -- turning into huge mountains of garbage and far exceeding their life span, the Supreme Court had sent the matter of municipal solid waste disposal to the Delhi High Court in 2010 as it required urgent attention. The inability of DDA, Delhi Government and municipal bodies to come up with solutions and suggestions proves that the issue has been lingering on far too long.

3.26 When asked to furnish information on progress in augmenting the system of solid waste management in urban areas the Ministry in their written reply stated as under:

“Jawaharlal Nehru National Urban Renewal Mission (JNNURM), under its UIG subcomponent has supported 44 projects in solid waste management sector with an approved cost of Rs. 1972.86 Cr. with an Additional Central Share of Rs. 1022.63 Cr. Till date 646.04 Cr. of the ACA committed has already been released by the Mission. 10 projects have been completed so far, with another 11 projects are in their advanced stage of completion and rest 23 projects in their various stages of completion. Prior to JNNURM, the waste management conditions in these cities lagged due to inadequate infrastructure facilities to meet the norms stipulated in the MSW Rules, 2000. Waste treatment was not practiced and untreated waste was dumped in open areas without any mechanism to protect natural environment (e.g. a scientific landfill with liner systems to restrict harmful liquids emerging due to waste decomposition into the ground water). With JNNURM projects in waste management, practice like unscientific disposal of waste has stopped in these cities. The Criteria Laid down under MSW Rules, 2000 is strictly met. Cities have developed waste management systems which encompasses; better coverage, efficient collection mechanism, and integrated treatment system with waste recovery, scientific treatment of waste, cost recovery and mechanism with customer redressal system. Example of cities which have developed robust waste management systems are; Nashik, Kanpur, Coimbatore, Mathura, Greater Mumbai, Kolkata and Jaipur”

3.27 Concentrated consumption in urban centers has resulted in solid waste volumes running into thousands of tones each day, and shrinking disposal choices. In the same way that some industrialized nations export their trash to poor countries to keep their metros ‘clean’, Indian cities are increasingly looking at remote suburbs as dumping grounds. The sites chosen are invariably those that do not possess the political muscle to oppose top-down methods. Any

opposition is met with a hard-line response and even the use of force. So, there are growing incidence of violent confrontations between Peri-urban communities and municipal authorities in big cities over mindless dumping of garbage. This requires urgent need for environmentally sustainable solutions. In this regard, committee asked the ministry to explain the steps being taken to find environmentally sustainable solutions and as well as to remove difficulties of the residents of these regions. Ministry's explanation as submitted in its written reply is as under:

“Municipal solid waste management is a State subject. The selection of site for landfills is under the purview of the urban local bodies. However, the Ministry of urban Development provides guidelines for implementation of solid waste management projects including the criteria for selection of sites for landfill. The Manual on Municipal Solid Waste Management, 2000 published by the Ministry of Urban Development, has brought out guidelines very exhaustively in respect of overall planning including collection, transportation, scientific treatment, recycling and reuse and disposal of waste and also formulation of Solid Waste Management schemes with a view to guide ULBs for the efficient management of municipal solid waste and to ensure environmentally sustainable solutions.

Among other locational criteria, one of the criteria is with respect to the habitation, which states that landfill site should be constructed at least 500 m from a notified habitation area. A zone of 500 m around a landfill boundary should be declared a non-development buffer zone after the landfill location is finalised. In accordance with the Environmental Impact Assessment Notification, 2006 of the Ministry of Environment & Forests, the landfill site shall require environmental clearance from State Environment Impact Assessment Authority (SEIAA)/Ministry of Environment and Forests. It is mandatory for the urban local bodies to conduct an environment impact assessment for selection of the site for landfill. As a part of environment impact assessment, public consultation process needs to be conducted before selection of site. The final selection of site is based on the environmental impact assessment, social acceptance and cost of disposal. The above guidelines should be followed by the Urban Local Bodies while selecting the sites for landfill, which will eventually result in removing the difficulties of the residents of these regions as pointed out.

3.28 Committee asked the Ministry to explain the steps taken by Municipal authorities in Thiruvananthapuram, Chennai, Bangalore and Delhi to address the problems of communities who have been protesting over decisions to locate new and bigger suburban dumpsites in their localities which affect groundwater, air quality and public health. Ministry's explanation as submitted in its written reply is as under:

The Corporation of Thiruvananthapuram: has a waste treatment plant based on Windrow technology situated in the adjoining Panchayat area viz., Vilapil Panchayat. As stated

there is an agitation against the plant and waste transportation to the plant has been halted at present. There have been environmental issues in relation to insufficient treatment of leachate and the absence of a full-fledged engineered sanitary landfill. As a solution to the problem, the Corporation has taken up projects for construction of a state of art Leachate treatment plant and an engineered sanitary landfill under JNNURM. However, the work is at present at a standstill due to the ongoing agitation.

The Corporation of Chennai is taking necessary measures in and around existing dumping yards at Kodungaiyur in north Chennai and Perungudi in south Chennai to avoid untoward incidents and to maintain pollution free city.

Bangalore City is generating approximately 4000 to 4500 MTPD of MSW. The BBMP has established Engineering Landfill at Mavallipura 600 MTPD, Mandur 1000 MTPD respectively. The Engineered landfill capacity is insufficient to cater to the need of Bangalore city of 4000 to 4500 MTPD. Hence BBMP is disposing off MSW in Cheemasandra, Gundalahalli (Terra Firma), S. Bingipura etc., by way of land filling.

In all the above places, public are protesting against land filling of MSW. BBMP has planned to address this issue seriously.

(i)The segregation at source is being initiated to separate dry & wet waste daily. The segregated dry waste is being sent to Dry Waste Collection Centre, where it is further segregated by the recycler & sold in market. The wet waste will be sent to compost plants.

(ii)It is also planned to establish in each MLA Constituency a Decentralized Waste Processing Centre which will address the waste generated within the constituency & within the city itself.

(iii)Bio – Methanisation plants of 5 MTPD capacity are being constructed at 16 locations in Bangalore city to address the wet waste generated within the city.

(iv)The Karnataka Compost Development Corporation (KCDC) has been entrusted to address about 300 MTPD of wet waste in Kudlu KCDC plant & proposed to set up 400 MTPD plant at Chikkanagamangala sites.

Delhi:

North Delhi Municipal Corporation: No new land has been allotted to erstwhile MCD/NDMC in last 12 years for sanitary landfills. However, it has setup an integrated Municipal Solid Waste Facility at Narela-Bhawana. The facility receives waste from Civil Lines and Rohini Zone. The facility treats all the incoming MSW and only the post treatment rejects are land filled at the site in an engineered land fill site.

East Delhi Municipal Corporation: East Delhi Municipal Corporation propose to set up a leachate recirculation facility at site under which the leachate so generated shall be collected in a water sealed tank and the leachate will be re-circulated into the existing garbage. This exercise

would result in reduction of strength of leachate and thus would certainly help in addressing the problem of water pollution in the area.

South Delhi Municipal Corporation: SDMC has reported that they are operating one waste to energy plant and one compost plant which is consuming approximately 40 percent of municipal solid waste generated within SDMC jurisdiction.

3.29 As the transporting and disposing of waste in landfills is expensive. Germany along with many European countries only dumps 4% of their waste. They have nearly eliminated landfills, and recycle up to 70 per cent of the waste. In this regard Committee asked the Ministry to explain Whether there is any alternate scheme of the Ministry of Urban Development for land filling in suburbs because as such transporting and disposing of waste in landfills is very expensive besides causing environment pollution in adjoining areas. Ministry's explanation as submitted in its written reply is as under:

“The Waste to Energy technology is used in developed countries mostly where there is a shortage of land for waste treatment and disposal and /or the waste has high calorific value on account of large component of paper, plastic, packaging material etc., as an important method of waste disposal/ volume reduction. Some waste-to-energy (WTE) projects including the process of incineration, pelletisation and bio-methanation are still in the initial stage in India and the viability and sustainability of the technology process and projects, are still being established. The viability of any waste to energy project critically depends upon an assured availability of the requisite quantity and quality of waste. In order to achieve high percentage of combustibles for incineration, segregation of waste must be ensured. WTE projects generally involve higher capital investment and are more complex when compared to other options of waste disposal. Such plants are financially viable in other/ developed countries mainly because of the tipping fees/ gate fees charged by the facility for the service of waste disposal, in addition to its revenue income from power sales. At present in India, revenue from sale of power is the only source of revenue income for WTE plants.”

3.30 When asked whether the Ministry has any plan/projects for scientific landfills capable of removing methane emissions, and waste-to-energy projects, it has submitted in its written reply as under:

“In so far as the new scientific landfill is concerned, only the rejects and inert have to be disposed in to the landfills as per the Municipal Solid waste Management Rules, 2000 and therefore the question of recovery of gas from such sanitary landfills does not arise. However, Ministry through its programme like JNNURM is funding for construction of sanitary landfills as a part of municipal solid waste management projects. However, there are numerous existing dumping sites across the country that offer immense possibilities for recovering the landfill gas produced in landfills as a source of energy. The viability of recovery and utilization of this gas is directly dependent upon the quantity and nature of the waste deposited in the landfill and therefore, not all the existing dumps may be techno-economically viable for commercial energy recovery projects. It is for the urban local bodies to identify such landfills and initiate action for recovery of gas from these landfills. It is pertinent to mention that MCD has already provided a piece of land measuring about 10 acre to M/s GAIL (Gas Authority of India Ltd.) for setting up a pilot project for extracting the methane other gases from Ghazipur dump site. The gas so extracted, if found off sufficient calorific value shall be utilized as a fuel in various type of vehicles and if not the gases will be flared up. The construction work of this plant is in advance stage. Further, a Waste- to-Energy Plant, a project of power Deptt. Government of Delhi by M/s EDWPCL (East Delhi Waste Processing Co. Ltd.) is in advance stage and the 1st phase of this plant is likely to become operational in the month of April 2013. During the 1st phase the garbage shall be converted into RDF (Refused derived fuel) and will be sold to various industries for its utilization as a fuel. In 2nd phase the RDF so generated in this plant shall be incinerated here itself to produce 10-12 MW of Green Electricity. The operation of 2nd phase may take another one year. EDMC in compliance to a concession agreement signed with M/s EDWPCL is required to supply 1300 MT of garbage at the collection point of the plant.”

3.31 In Ghazipur landfill site, 2500 metric tones of garbage brought every day. It has outlived its service plan by almost a decade and the entire area surrounding it remains highly polluted. Committee asked the ministry about the strategies/ projects/ guidelines of authorities to address the problem of local residents who are suffering Air/water pollution because of this landfill site. Ministry's explanation as submitted in its written reply is as under:

“EDMC is in process of reclamation of Ghazipur dumpsite; under this project the already dumped waste/ garbage shall be excavated and will be segregated into various recyclable and non recyclable components. The recyclables will be sold to various industries for their recycling and inert (non-recyclable) will be used for filling of low lying areas or making road embankments etc. Presently, EDMC is in process of getting tested the inert to be reclaimed after reclamation process for its usability with or without a stabilizer in making road embankments. If EDMC succeed, the land so reclaimed shall be used for setting up and engineered landfill site or any other waste processing facility at Ghazipur dumpsite. Further, It is pertinent to mention that EDMC has already provided a piece of land measuring about 10 acre to M/s GAIL (Gas Authority of India Ltd.) for setting up a pilot project for extracting the methane other gases from Ghazipur dump site. The gas so extracted, if found of sufficient calorific value shall be utilized as a fuel in various type of vehicles and if not the gases will be flared up. The construction work of this plant is in advance stage”

3.32 In Okhla landfill site, residents have to deal with the soot which hangs over the area due to waste being incinerated at Okhla. Committee asked the ministry to explain the steps to address Air pollution in Okhla because of soot. The Ministry in its written reply has submitted as under:

“As per information obtained from SMCD, regarding discharging of the soot in the atmosphere, the same is being monitored by Delhi Pollution Control Committee (DPCC) and emissions are reported to be within norms.”

3.33 Regarding **Bhalaswa landfill site**, it has undergone some superficial changes with plastering of mud and plantation of shrubs but core of it highly polluting. This site is still taking garbage from the city. This landfill site is very near to Bhalaswa Lake which is a major source of underground water pollution. The underground water in the entire area is brownish in colour and also tastes salty. The Committee asked the Ministry to explain why the alternate landfill sites at Narela-Bawana not been activated to decrease the load on Bhalaswa landfill site. In this regard, the Ministry in its written reply has submitted as under:

“The landfill site at Narela Bawana has already been activated since 2011 and now the load on Bhalaswa landfill has considerably decreased. Approximately 1250 MT per day MSW is being processed/ treated, disposed off at Narela Bawana site. About 456000 MT of MSW per annum load has been reduced from Bhalaswa dump site.”

3.34 As per the CAG report, the **performance audit of the JNNURM** shows huge deficiencies. For instance, only 22 of the 1,517 projects approved in 2005 and 231 of 1,298 approved in 2011 were completed as of March 31, 2011. When asked to explain the reasons for delay in implementation of the projects approved under JNNURM since 2005. The Ministry has submitted as under:

“Under **UIG**, out of 551 projects sanctioned, 184 projects have been reported to be physically completed and 40 projects are reported to be in an advanced stage of completion which are likely to be completed by the end of this month. The remaining 327 projects are in the various stages of completion. Under **UIDSSMT** out of 807 projects, 324 projects have been completed and the remaining projects are under various stages of completion. It has been reported by the States that there have been delays in completion of this project due to unforeseen reasons like court case, land acquisition cases etc. It may also be submitted that there have been various constraints in implementation of the projects which are being done by the State Government/ ULBs in accordance with the rules and procedure and some of the constraints cited by the States includes shifting of utilities, delays of receipt of permission/ clarification from various authorities and lack of capacity of ULBs etc”

3.35 Pertaining to the plan or allocation of money for improving necessary infrastructure in different cities before providing buses, the Secretary, Ministry of Urban Development during oral evidence stated that:

"Finance Ministry in his budget speech has stated about providing 10,000 buses on an average we need Rs. 25, 000 crore for buses in a month we will prepare a proposal for the approval of expenditure committee. We need another Rs. 25,000 crore for bus depot and other infrastructure. We cannot depend upon the State governments for providing necessary infrastructure. The Government has loaded everything on JNNURM. Therefore, the budgetary allocation for JNNURM has to be increased. "

3.36 When asked to run small buses in small cities instead of providing big buses under JNNURM the Secretary, Ministry of Urban Development has further stated that:

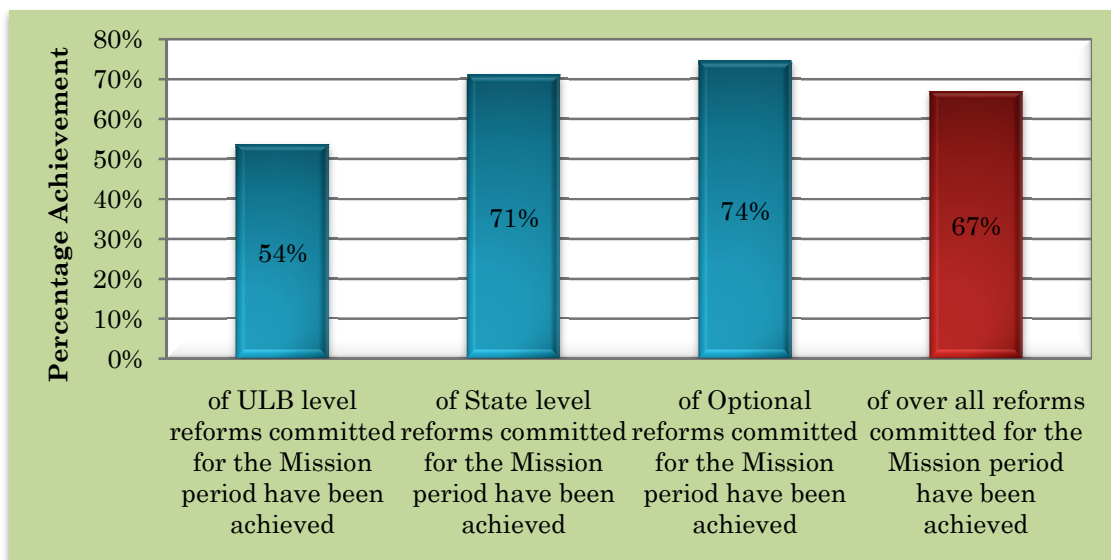
"We will recommend to provide small buses for small cities and big buses for big cities".

3.37 As per the CAG report, the **mandatory and optional reforms were not implemented** as per the commitments made in the Memorandum of Agreement in the selected

States/ UTs. So, the committee asked the ministry to give information on urban local bodies which have been strengthened in terms of their structure, composition, financial resources, functions and powers. When asked to explain the reasons for delay in implementing the mandatory and optional reforms, the Ministry has explained as under:

“After the launch of the Mission in December, 2005 as per the Memorandum of Agreement, the States were to implement certain reforms. Since the launch of Mission significant progress is noted in the State level reforms. It has been also found by the Reforms Appraisal Agencies that there are still some critical areas requiring handholding of the States by the Central Government. As per the assessments of the Mission Directorate the State are trying to achieve the reforms, yet in few areas there are certain issues which are beyond capability of the local bodies etc. It is also the experience of the Mission Directorate that the local bodies still lack technical and human skill to achieve some of the reforms difficult, such as transfer of 12th scheduled functions City plan and e-governance etc. It is also the experience of the Mission Directorate that the local bodies still lack technical and human skill to achieve some of the reforms difficult, such as transfer of 12th scheduled functions City plan and e-governance etc. It is also stated that implementation of reforms have been slow in the North Eastern states- Assam, Arunachal Pradesh, Manipur, Mizoram, Sikkim and the state of Jammu & Kashmir due to other socio-economic condition and tribal customs.”

3.38 As per the Ministry, the reforms achievement in JNNURM at the end of the 7th year is as under:-



In November, 2012 the Ministry of Urban Development has approved a **new improved calibration method** wherein achievement of reforms would be measurable and transparent. This has been circulated to all the States. The calibration is expected to be handholding and guideline major factor for States and ULBs to know the status of reforms. This calibration would bring out the progress and reforms wherein States/ ULBs have managed to achieve a lot. There has been increase in User Charges, Property Tax Collection and transparency in working of Local Bodies.

3.39 As per the CAG report, there were delays in release of funds to States and the Ministry's guidelines did not contain any directions to stipulate the time in which such releases should be made. The flow of funds showed that there was a rush of expenditure in the last quarter of the financial year and particularly in the month of March. The Government allocated only Rs.37, 070.15 crore of the Rs.66, 084.66 crore sanctioned by the Planning Commission. Of this, Rs.32, 934.59 crore had been released by March 31, 2011. In this regard, the Ministry has submitted the following explanation:

“As per Mission guidelines, the first installment of 25% is to be released on signing of MoA for implementation of the JNNURM projects. The balance amount of assistance is to be released, as far as possible, in three installments upon receipt of utilization certificates. It may also be informed that the based on the Utilization Certificates and the necessary documents the subsequent releases of ACA are approved by the Central Sanctioned Monitoring Committee in the Ministry of Urban Development and once the same is approved, it is sent to the Ministry of Finance for release of funds. It may be pertinent to add here that once the funds are released to the states, it is the responsibility of the States/ ULBs to transfer the same to the Implementing Agencies and may not park these funds in their own kitty”.

3.40 Committee asked the Ministry of urban Development to explain the reasons for not introducing the 'zero-tolerance policy' at all levels with respect to irregular expenditure and diversion of funds. Ministry version is as under:

“The progress of the Projects is periodically reviewed by the Government of India. However, the execution and monitoring of projects is done by the States/

Union Territories (UTs) in accordance with extant rules and procedures. The States/ UTs monitor the implementation of the projects through State Level Nodal Agency (SLNA) and other monitoring agencies. The shortcomings/deviations if any, in implementation of project are conveyed to the State Government for proper rectification and suitable action thereon as per the rules and procedures of the State Government. States/ UTs report on the proper utilization of funds through Quarterly Progress Reports (QPRs)”

(b) Urban Infrastructure Development Scheme for Small and Medium Towns (UIDSSMT)

3.41 Urban Infrastructure Scheme for Small and Medium Towns (UIDSSMT) was launched in December, 2005 for improving the overall Urban Infrastructure in all Cities/ Towns as per the 2001 census excluding 65 mission cities covered under JNNURM. The Scheme proposes to cover areas like water supply, sewerage, storm water drains, solid waste management, construction/ Up-gradation of roads, parking on PPP mode, prevention and rehabilitation of soil erosion in case of special category state and preservation of water bodies.

3.42 Statement showing budget estimates, revised estimates and actual expenditure for the year 2009-2010, 2010-2011 and 2011-2012 and budget estimates for 2012-2013 showing separately Plan and non-Plan expenditure

(Rs. in crore)

Sr. No.	Year	Budget Estimate	Revised Estimate	Actual release
1	2005-06	90.00	90.00	87.47
2	2006-07	900.00	900.00	1248.97
3	2007-08	704.00	1204.00	1204.00
4	2008-09	879.69	3279.69	3280.26
5	2009-10	3257.43	3082.82	298.82
6	2010-11	3100.00	1508.71	1223.44
7	2011-12	3140.00	2300.00	1150.26
8	2012-13	2110.00	2110.00	999.13**
			Total	9492.35

** Upto 11.2.2013

UIDSSMT SCHEME PHYSICAL PROGRESS REPORT AS ON 06.03.2013		
S. No.	Name of the Project	Physical Progress (%)
1	Re-organization of water supply for Pilkhuwa	80%
2	Pilkhuwa Sewerage Scheme	50%
3	Municipal Solid Waste Management Scheme for Pilkhuwa Town	Approved by State
4	Underground Sewerage Scheme for Vasai-Virar Sub Region STP-2	Under tendering
5	Integrated Solid Waste Management for Vasai Virar	25%
6	Under Ground Drainage Scheme, Vikarabad	20%
7	Water Supply Improvement Scheme, Vikarabad	42%
8	Municipal Solid Waste Management Scheme for Sonapat Town	Approved by State
9	Augmentation of Water Supply by Ranney Well, Sonapat	Pipes procured
10	Sewerage System of Sanand Town	Approved by State
11	Solid Waste Management Scheme for Sanand Nagarpalika	Approved by State
12	Water Supply System of Sanand Town	Approved by State
13	Comprehensive Water Supply Scheme for Sriperumbudur	Approved by State
14	Under Ground sewerage Scheme, Sripermbudur	Approved by State
15	Integrated Solid Waste Management Plan, Sripermbudur	Approved by State
16	Underground Sewerage Scheme for Hoskote Town	Sanctioned by State
17	GIS Base Map & Household survey for Pilkhuwa Town	Approved by State

3.43 The percentage of achievement of plan targets (both in the physical and financial terms) during the 10th Plan and the reasons for slow progress, if any, in the achievement of the targets;

(Rs. in Crore)

Sr. No	Year	Financial Achievement			
		Total Releases		Allocation provided	Total ACA Released
		1st	2nd		
1	2005-06	26	0	90.00	87.47
2	2006-07	305	0	900.00	1248.97
3	2007-08	97	8	1204.00	1204.00

4	2008-09	319	156	3279.69	3280.26
5	2009-10	6	41	3082.82 R.E. 494.15	298.81
6	2010-11	11	114	1508.71	1223.44
7	2011-12	23	126	2300.00	1150.26
8	2012-13	20	110	2110.00	999.13**
Total		807	555	11886.55	9492.35

**upto 11-02-2013

3.44 Allocation and Expenditure figures are as under:

(Rs. in crore)

Scheme/ Item	UIG		UIDSSMT	
	2011-12	2012-13	2011-12	2012-13
Allocation	4259 (RE)	6340 (BE)	1316 (RE)	2110 (BE)
Expenditure	4312 (actual)	2025 (upto Feb.'13) + Rs.397 Crore under process with MoF as on today.	1150 (actual)	1045 (upto Feb.'13)+ Rs.143 Crore under process with MoF as on today.

3.45 When asked to justify the decrease/ increase in allocation and expenditure of funds as compared to last year budget, the Ministry in its written reply has submitted as under:

“This is due to the reason that States have not been able to claim subsequent installments by sending UCs on time and maintaining progress in the projects, which are exclusively conceived and executed by them as per their priorities. Role of the Mission is to release the installments against proper procedure and to keep pushing the States into completing their projects on time.”

3.46 During examination of Demand for grants 2012-13, it was informed that inclusion of more cities under UIDSSMT during the Twelve Five Year Plan had been taken up with the Planning Commission for providing adequate financial support and the Response from Planning Commission is still awaited. Ministry was asked by the committee to give information on present status of response from Planning Commission. Ministry explanation as submitted in written reply is as under:

“Under UIDSSMT scheme of JNNURM, all census cities/towns (as per 2001 census), excepting Mission cities are eligible for Central assistance. So far as inclusion of cities under UIG sub Mission is concerned, as per the guidelines of the scheme the number of cities under the Mission shall remain around 60; already there are 65 Mission cities. Expenditure Finance Committee (EFC) memorandum for the next phase of JNNURM subsuming the activities sanctioned under the Mission in the period of the first two years of the 12th plan, is under finalization where aim is to allocate more funds to small and medium towns”

C. URBAN TRANSPORT PLANNING SCHEME

3.47 A new scheme of UT Planning has been launched w. e. f. August, 2008 for providing Central financial assistance up to 80% for taking up traffic & transportation studies/preparation of Detailed Project Reports (DPR) (limited up to 50% in case of DPR) in place of the old scheme for providing 40% Central financial assistance. The scheme covers the wide gamut of urban transport matters for promoting comprehensive & integrated urban transport planning, studies, integrated land use and transport planning, comprehensive mobility plans, preparation of DPR, clean development mechanism (CDM) studies, Intelligent Transport System (ITS) studies, launching of awareness campaign in line with National Urban Transport Policy, 2006.

3.48 The objectives of the schemes are:

- (i) Promotion of -
 - Comprehensive Traffic and Transportation Studies,
 - Integrated land use and transport planning in all the cities,
 - Public transportation, NMT and inter modal integration
 - Intelligent transport Systems, traffic Information Centres etc.
 - Research in urban transport.
- (ii) Preparation of
 - Comprehensive mobility plan,
 - Detailed Project Reports etc, and
- (iii) Launching awareness campaign in line with National Urban Transport Policy, 2006.

- (iv) Clean Development Mechanism (CDM) measures.
- (v) Pilot studies in some cities by Govt. of India as envisaged in NUTP, 2006

3.49 Proposals made for 12th Five year Plan (2012-17):-

(Rs. in crore)

Scheme	12th Five Year Plan(2012-17)	Annual Plan (2012-2013)
a. Urban Transport Planning (a) Professional service + (b) Other charges:	1100	105
b.Capacity Building in Urban Transport (a) Other Administrative expenses (b) Grant-in-aid general including Central of Excellence	2900 1000	100
c. New Scheme Scheme for promoting Innovations Research & Development of Indigenous technologies and Pilot Projects including IPT, NMT	3000	200

3.50 Total outlay proposed and actually allocated for respective schemes/programmes during 10th Plan and also proposed for respective schemes/programmes for 11th Plan.

10th Plan

Allocation	-	Rs.91 crore
Expenditure	-	Rs.13.83 crore

11th Plan

Allocation	-	Rs. 124.70 crore
Expenditure	-	Rs. 64.19 crore

3.51 Statement showing budget estimates, revised estimates and actual expenditure for the year 2009-2010, 2010-2011 and 2011-2012 and budget estimates for 2012-2013 showing expenditure:

(Rs. in crore)

Year	Budget Estimate (Plan)	Revised Estimate (Plan)	Actual Expenditure (Plan)
2009-2010	12.00	16.00	15.88
2010-2011	22.50	28.50	22.65
2011-2012	27.00	23.50	18.93
2012-2013	19.25	14.20	10.84 (up to 20.2.2012)

3.52 Details about the new activities/ programmes brought under or proposed to be brought under the jurisdiction of the Ministry during the year 2010-2011, 2011-2012 and 2012-2013.

“A new scheme for promoting Innovations Research & Development of Indigenous technologies and Pilot Projects including Intermediate Public Transport (IPT), Non Motorized Transport (NMT) has been proposed during the 12th Five Year Plan. An amount of Rs. 0.01 crore has been kept in Revised Estimate 2012-13 for the scheme”

3.53 It is stated that during the year 2008-09 only an amount of Rs. 3.096 could be utilized. Non-utilization of funds was due to less number of proposals received from the States/ UTs. Sufficient number of proposal could not be received from States/UTs as anticipated after the launch of new scheme of Urban Transport Planning w.e.f. August 2008. On the other hand it has been stated that a new scheme of UT Planning has been launched w.e.f. August 2008 for providing central financial assistance upto 80% for taking up traffic and transportation studies/ preparation of DPRs in place of the old scheme for providing 40% central assistance. In spite of that the Ministry could spend Rs. 22.65 against the RE of Rs. 28.50 during the year 2010-11 Rs. 18.93 crore against the RE of 23.50 during the year 2011-12 and Rs. 10.84 against Rs. 14.20 crore during 2012-13. Ministry's explanation as submitted in its written reply is as under:

“New scheme was launched in August, 2008. It takes time to pick up. Hence utilization during the year 2009-10 was only Rs. 3.096 crore. However, approximately full budget was utilized during the subsequent financial year i.e. 2009-10 and 2010-11 with respect of RE. As stated, above during the year 2011-12 full budget could not be utilized as DPR for three prioritized RRTS Corridors in NCR could not mature due to involvement of multiple stakeholders. As far as current financial year 2012-13 is concerned, as on 14th March, 2013 an amount of Rs. 12.05 crore has been utilized against the revised allocation of Rs.14.20 crore. It is expected that full budget will be utilized by 31st March, 2013.”

Sustainable Urban Transport Project (SUTP)

3.54 This project aims to provide technical assistance to Ministry of Urban development to strengthen their project management capabilities and enable them to successful manage the implementation of SUTP.

3.55 BE, RE, actual expenditure from 2010-11 to 2013-14 is as under:

(Rs. in lakhs)

	Budget Head	2010-11	2011-12	2012-13	2013-14
1	17-GEF (17.00.31) (Administration Expenditure for PMU) including Internal and Statutory Audit Function				
	Budget Estimates	50,00,000	24,00,000	24,00,000	16,00,000
	Revised Budget estimates	12,94,250	24,00,000	16,00,000	NA
	Actual expenditures	8,64,000	23,33,441	6,81,902	NA
	Surrenders	4,30,250	66,559	NA	NA
	Reason for the Surrender	The project was signed in May 2010. The budget estimates			

		includes payment to Internal and Statutory auditors. The Internal auditor was appointed in September 2010 and payments were started from the FY 2011-12 only.			
2	02.00.20 Urban Transport Planning & Capacity Building un Urban Transport – Other Admin Expenses (Strengthening of IUT, training and Skill development Program and Promotion, raising Awareness and Dissemination Activities)				
	Budget Estimates	2,00,00,000	2,70,00,000	2,76,00,000	1,15,14,400
	Revised Budget estimates	3,96,000	1,00,00,000	1,79,66,034	NA
	Actual expenditures	-	-	-	NA
	Surrenders	3,96,000	1,00,00,000	NA	NA
	Reason for the Surrender	The short fall in expenditure due to delay in completion of training modules / Toolkit under component 1A of the GEF-SUTP	The short fall in expenditure due to delay in completion of training modules / Toolkit under component 1A of the GEF-SUTP	The short fall in expenditure due to delay in completion of training modules / Toolkit under component 1A of the GEF-SUTP	
3	02.00.28 Urban Transport Planning & Capacity Building in Urban Transport (Professional Services) (payment of Contract fee to PMC)				
	Budget Estimates	2,00,00,000	1,70,00,000	1,40,00,000	1,40,00,000
	Revised Budget estimates	1,49,23,514	1,70,00,000	1,40,00,000	NA
	Actual expenditures	1,35,40,510	1,14,13,844	28,55,484	NA

	Surrenders	13,83,004	55,86,156	NA	NA
	Reason for the Surrender	The budget estimates were made on the basis of Quarterly billing spreaded over the contract period. Actual billing is being made on the basis of key personnel deployed by PMC.	The budget estimates were made on the basis of Quarterly billing spreaded over the contract period. Actual billing is being made on the basis of key personnel deployed by PMC.		
4	06.02.32 Capacity Building in Urban Transport Assistance from GEF-World Bank (External Aid Component)				
	Budget Estimates	5,00,00,000	2,00,00,000	5,42,50,000	9,47,50,000
	Revised Budget estimates	2,00,000	2,00,00,000	2,68,43,369	NA
	Actual expenditures	-	21,60,000	50,90,000	NA
	Surrenders	2,00,000	1,78,40,000	NA	NA
	Reason for the Surrender	Due to delay in procurement process i.e. Delay in identifying the Training to be conducted, TORs etc.			
	For the year 12-13	Actual expenses considered unto 31st December, 2013			

3.56 When asked by the Committee to give reasons for slow progress to achieve the targets under Sustainable Urban Transport Project (SUTP). Ministry's explanation is as under:

“The Sustainable Urban Transport Project (SUTP) was launched in May 2010. It is complex project with various unique features involving multiple cities, multiple component and multiple financing agencies. The projects being undertaken with assistance from World Bank and UNDP are for the first time and it took some time to finalise the documents such as Terms of reference, draft contracts, etc. and processing the

technical & financial evaluations of the proposals received. Also there has been delay in appointing consultants for various consultancy assignments envisaged under Component 1 (1A and 1B) of the project on account of the procedural requirements like obtaining approval of various agencies (World Bank, UNDP, Internal Finance Division of the Ministry).”

3.57 Regarding the policies and guidelines of the Ministry of Urban development for the cities with more than two million populations to plan and implement high-capacity and high-speed metro rail systems, the ministry’s version is as under:

“The present Metro Railway Policy of Government of India covers norms for taking up Metro Rail Projects, norms for eligibility of Government of India financing, quantum of financing, selection of Metro Projects, the institutional framework, legal cover and approval procedure for taking up of Metro Rail Projects in the country. Metro Railway Policy is available at the website www.urbanindia.nic.in. As per the National Metro Railway Policy, Government of India supports the preparation of Detailed Project Report (DPR) for all two million plus cities. However, taking up over the Metro project in any city would depend upon the overall justification and funds availability.”

3.58 The details of the budgetary allocation made for Metro Rail Projects during the year 2013-14 are given below:-

(Rs. in crore)

Name of Organization	2013-14			
	Equity	PTA	Sub-Debt	Grant
Delhi Metro Rail Corporation	650.00	1750.00	600.00	120.00
Bangalore Metro Rail Corporation	30.00	500.00	300.00	--
Kolkata Metro Rail Corporation	5.00	0.01	5.00	--
Chennai Metro Rail Corporation	200.00	1722.70	200.00	--
Mumbai Metro	100.00	60.00	1.00	--
Jaipur Metro	50.00	5.00	1.00	--
Kochi Metro	100.00	5.00	25.00	--
Ahmedabad Metro	9.99	0.01	0.01	--
Pune Metro	9.99	0.01	0.01	--
Other Metros	1.00	0.01	0.01	--
Total	1155.98	4042.74	1132.03	120.00
Grand Total of Equity, PTA & SD.	6450.75			

3.59 No separate budgetary allocation for feeder buses has been made. However, under JNNURM, Delhi Metro Rail Corporation (DMRC) has been sanctioned 228 feeder buses with the total estimated project cost of Rs.45.01 crore. In which the Government of India share is Rs.15.96 crore as Additional Central Assistance. Out of which Rs.6.23 crore has been released as 1st installment to DMRC.

D. FEEDER BUSES

3.60 The Committee asked the Ministry to explain the steps to decrease the rush in the Delhi Metro and to meet the future increased demand. Ministry reply as per the factual report given by DMRC is as under:

" To meet the future increased demand 6 car trains and 8 trains of 8 car trains and the programme is as follows:

A. In line 2, at present 50 trains of 6 car and 8 trains of 8 car are in service. By February, 2014, 37 trains will be converted to 8 car and balance 23 trains of 6 car will continue.

In line no.3 at present 49 trains of 6 car and 20 trains of 4 car are in service. First all the 4 car trains are under conversion to 6 car trains which will be completed by July, 2013. From July, 2013, 8 car conversions from 6 car would be taken up and a total of 31 trains of 8 car shall be operational by February, 2014.

The above plan is considered adequate to meet the projected traffic. 8 car conversion for line 2 has been planned early since crowding is more in line 2.

B. The position regarding status of feeder buses is as under:

i. To provide last mile connectivity to Metro commuters, DMRC decided in 2007 to introduce feeder buses on limited basis. Accordingly non-Ac minibuses were purchased. Presently 117 buses are being operated on 14 STA approved routes originating from 11 metro stations carrying on an average 38000 passengers daily by private operators. These buses are being run on 'No Profit No Loss' basis by DMRC.

ii. DMRC has selected an operator for running 300 non-AC Semi Low floor Mini buses in May, 2012. These buses are to be procured as per JnNURM specification for 'Urban Bus'. Delay in introduction of these buses is due to non availability of buses conforming to urban bus specification. After intervention of Urban Development Ministry, now it is expected that these buses shall be available from September/ October 2013 onwards. These buses shall originate from 41 Metro stations on 60 STA approved routes.

C. As an interim measure operator has been selected to operate & maintain 100 non-Ac Standard Floor Mini Buses and letter of acceptance has been issued in January 2013. These buses will be standard floor buses and not conforming to Urban Bus specification. These buses are expected from August 2013. These buses will operate on 20 STA approved routes and will originate from 9 metro stations.

D. With the operationalisation of 517 buses by this year end, feeder buses shall be operating on 94 STA approved routes originating from 55 metro stations."

3.61 On being asked about the plan of Ministry to expand the services of Delhi Metro Rail System, keeping in view of burgeoning population in Delhi, the Ministry's in its written reply has submitted as follows:

"Under sanctioned Phase III of Delhi MRTS, implementation of 136.33 Kms of metro network at a total estimated cost of Rs. 41078.78 crore, consisting of Mukundpur to Shiv Vihar corridor (Line 7 of 58.411 km length), Janakpuri West to Kalindi Kunj corridor (Line 8 of 33.494 km. length), Central Secretariat – Kashmere Gate corridor (Line 6 extension of 9.37 km length), Jahangirpuri – Badli (Line 2 extension of 4.489 km length), Faridabad Extension (13.875 km length), Bahadurgarh Extension (11.182 km. length) and Najafgarh Connection (5.50 km length) is in progress.

The following corridors have been indentified under Delhi Metro Phase IV:-

- (i) Yamuna Vihar / Maujpur to Mukundpur corridor - 11 km length
- (ii) Rithala to Bawana corridor -12 km length
- (iii) Janakpuri West-Mukundpur-R.K. Ashram Marg corridor- 31 km length
- (iv) Tughlakabad to Aerocity corridor - 21 km length
- (v) Lajpat Nagar to Madangir corridor -7.33 km length
- (vi) Bawana to Narela corridor - 10 km length
- (vii) Inderlok to Indraprastha corridor -12.5 km length"

3.62. On being asked about the planning of the Ministry to start metro rail connectivity from Jahangirpuri(Delhi) to Sonipat(Haryana), the Ministry in its written replies submitted that:

"At present there is no proposal for extension of Delhi Metro from Jahangirpuri (Delhi) to Sonipat (Haryana). A RRTS corridor viz. Delhi – Sonipat – Panipat of length 111.20 km. is proposed to be taken up."

3.63 When asked the ministry to explain the Status of extension of Delhi Metro from Vaishali and Noida City Centre to Greater Noida, the Ministry in its written reply has stated as under:

"At present there is no proposal for extension of Delhi Metro from Vaishali to Greater NOIDA."On the request received from the NOIDA Authority for metro connection between NOIDA City Centre to Greater NOIDA of length of 29.7 km., DMRC had prepared and submitted a Detailed Project Report (DPR) in May 2010 for a stand alone metro connection between NOIDA City Centre Metro Station and Greater NOIDA. The same has been

updated and resubmitted in February 2013. There are 22 stations proposed on this line, out of which 2 are future stations. The proposed stations are located at Sectors 32 (NOIDA city centre), 51, 50, 78, 101, 81, 83, 85, 137, 142, 143, 144, 147, 153 & 149 of NOIDA and Sectors KP11, KP1 (future station), Pari Chowk, Alpha1, Alpha 2, Delta 1 (future station), Depot station of Greater NOIDA.”

3.64 When asked whether the Ministry of Urban Development is considering Airport Metro link projects in other metropolitan and big cities, the Ministry has submitted as under:

“Airports are an important transport mode and accordingly need to be connected by Mass Rapid Transit System (MRTS). This connection by MRTS can be accessed through Metro Rail Link or Bus Rapid Transit System (BRTS) or City Bus Service. At present, except Delhi, no other dedicated Metro rail link has been taken up.”

3.65 Monorail is projected as a safe, reliable, economical, quick, comfortable and effective mass public transit system. The high-speed rail-based Regional Rapid Transit Systems (RRTS) would allow people living in metropolitan suburbs within a radius of 100 km to commute to work, thereby easing pressure on the infrastructure services within the city. Therefore, there is a need for setting up monorail both as a means of feeder system with the bigger metro rail and as independent means of transport in Tier II cities.

3.66 When asked about details of cities where this kind of transport system has been inaugurated, the Ministry in their written reply submitted as under:

"Central Government has not approved funding for any Monorail project in any city. However, the State Government of Maharashtra is constructing Mono Rail in Maharashtra with its own funds."

3.67 When asked to Give details of foreign collaboration in this sector and steps taken by the Govt. of India to woo investments from other foreign countries besides Japan International Cooperation Agency (JICA), the Ministry in their written reply submitted as under:

"At present, the Central Govt. has no specific foreign collaboration on Monorail. Ministry of Urban Development has not received any formal proposal from foreign countries for the investment in Monorail. However, during discussions, JICA has shown keen interest to fund Monorail projects also."

3.68 As per the detailed factual report from Ministry of Urban Development "DMRC has decided in 2007 to introduce feeder buses on limited basis to provide last mile connectivity to metro commuters. Therefore, non-Ac minibuses were purchased. Presently 117 buses are being operated on 14 STA approved routes originating from 11 metro stations carrying on an average 38000 passengers by private operators.

3.69 When asked how it is possible that 117 feeder buses are enough to cater to such huge number of passengers daily, given the fact that daily 2 lakh passengers travel by Delhi Metro Rail, the Ministry in their written reply submitted as under:

"In addition to 117 buses procured by DMRC, Ministry of Urban Development has also sanctioned 228 feeder buses (mini/ midi) to DMRC under the Jawaharlal Nehru National Urban Renewal Mission (JnNURM) with the project cost of Rs.45.01 crore. The Govt. of India share i.e. Additional Central Assistance is Rs.15.96 crore. 1st installment of ACA amounting to Rs.6.23 crore has already been released."

3.70 When asked about to give the details of feeder bus services which will be operationalised in next financial year, the Ministry in their written reply submitted as under:

"These feeder buses (mini / midi) have to be purchased as per the standards of "Urban Bus Specifications". Since these buses were not readily available in the market, procurement could not be made. It is expected these buses will be available to DMRC during 2013-14. Further, DMRC had decided in 2007 to introduce feeder buses on limited basis to provide last mile connectivity to Metro commuters. On experimental basis, Non-AC CNG Operated Mini Buses were purchased by DMRC and were handed over to a selected private operator. Presently 117 buses are being operated on 14 State Transport Authority (STA) approved routes originating from 11 Metro Stations carrying on an average 38,000 passengers daily by two private operators. These buses are being run on "No Profit No Loss" basis by DMRC. As the demand for feeder service was increasing, it was decided to introduce 300 Non-AC Semi Low Floor Midi Buses in May, 2012 through a selected private operator who will procure, operate and maintain these buses. These buses are to be procured as per JnNURM specification for 'Urban Bus'. Delay in introduction of these buses is due to non-availability of buses conforming to Urban Bus Specifications which are still under development by bus manufacturers. After intervention of Ministry of Urban Development, now it is expected that these buses shall be available from June/July, 2013 onwards. These buses shall originate from 41 Metro Stations on 60 approved routes. In addition to above, another operator has been selected to procure, operate and maintain 100 Non-AC Standard Floor Midi Buses and Letter of Acceptance has been issued in January 2013. These buses will be standard floor buses and not conforming to Urban Bus Specifications. These buses are expected from June 2013 and will operate on 20 STA approved routes and will originate from 9 Metro Stations. Thus, with the operationalisation of 517 buses by this year end, feeder buses shall be operating on 94 STA approved routes originating from 55 Metro Stations."

E. DELHI DEVELOPMENT AUTHORITY (DDA)

3.71 The Delhi Development Authority was created in 1957 under the provisions of the Delhi Development Act "**to promote and secure the development of Delhi** "DDA has played a vital role in the orderly-yet-rapid development of Delhi. The city has become the residence of choice for more than 11 million people and this number continues to increase.

3.72 The Committee asked the Ministry during oral proceedings that what steps have been undertaken to allot land for the Cooperative Group Housing Societies which have been registered under the Cooperative Group Housing Society Act. The Committee came to know that HUDCO provide finances and Ministry of Urban Development/DDA allot land for construction of these societies. But for the last few years it has been seen that Registrar Cooperative Society (Delhi) under Delhi Cooperative Society Act has given notices to these societies. It seems that the Ministry of urban Development wants to promote builders instead of alleviating problems of housing in Delhi. The Committee wants to know what steps have been undertaken by the Ministry to promote the cooperative movement. The Committee came to know that there are certain Cooperative Group Housing Societies which are waiting for the land allotment for the last 30 years. The Committee also asked the ministry to elaborate the steps taken by the ministry to acquire illegal farmhouses for social infrastructure and sick industrial plots for residential development. The Ministry's in its written reply has submitted as under:

“The Govt. / DDA are however in the process of **formulation of land pooling** and assembly policy in PPP mode under which various housing projects shall be taken up by using the large parcels of land available in the urbanisable zones identified for residential use under various ZDPs. This development shall also include social and physical infrastructure. The DDA is also considering granting permission for Group Housing Developments on the industrial plots on the peripheral roads”

F. CENTRAL PUBLIC WORKS DEPARTMENT (CPWD)

3.73 CPWD is the premier agency of the Government of India for creation and maintenance of Central Government assets excluding those belonging to Railways, Defence, Communications

Atomic Energy, Airports and All India Radio. In the span of over 157 years, CPWD has created monuments, architectural marvels and structures with engineering excellence. It has a pivotal role in developing built environment and infrastructure in emerging India. It has to its credit construction of a number of prestigious buildings like Rashtrapati Bhawan, North Block, South Block, Parliament House, Vigyan Bhawan, and many multi-storied offices and residential Structures all over the country.

CPWD handles a wide range of projects like Housing and Office space, Hospitals, Workshops and Factories, Hostels and Hotels, Food Grain storage structures, Roads, National Highways, Bridges and Flyovers, Airports, Environmental and other utility services. It also executes Border Fencing, Flood lighting and Road projects in difficult terrain and under hostile conditions along the Indo- Pak, Indo-Bangladesh and Indo-China border.

3.74 As per the detailed Demands for Grants (2013-14) Ministry of Urban Development it has been seen that in reference to construction of extension of Parliament House Annexe building estimated cost of work is Rs. 2618548000 and actual expenditure at the end of year 2011-12 is Rs.123714000 but the probable expenditure during 2012-13 is Rs. 321465000. But in reality budget allocation in 2012-13 is Rs.357294000. Budget grant of the year 2013-14 is very meagre as in comparison to estimated cost of work.

3.75 As per the detailed Demands for Grants (2013-14) Ministry of Urban Development it has been seen that in reference to replacement of old feeder cable from sub -station to basement and various other direct feeding point at Parliament House, estimated cost of work is Rs. 92067000. But the actual and probable expenditure of 2011-12 and 2012-13 is Rs. 131180000. In the year 2013-14 the budgetary grant of Rs. 733000 has been sanctioned which is very meagre amount.

3.76 As per **Annual report** of Ministry of Urban Development (2012-13), the work of extension to Parliament House Annexe building at parliament house complex, New Delhi, CPWD amounting of Rs 261.86 crores is in progress. Building is having two blocks designated as Block A and block B. Building will have connection from existing Annexe Building, thereby giving effect of extension in integrated way. There are two tier basement below block A of plinth area of

14173 sqm for parking and one tier basement below block b of plinth area 3121 sqm for housing of services i.e. ESS and AC plant room. Project is target to be completed by October 2014.

3.77 Parliament House Complex is being maintained by CPWD. This year many works related to heritage, conservation, fire safety and rehabilitation work to keep this whole building in productive use are essentially required to be carried out. Construction of work at Parliament House Annexe and maintenance of Parliament House Building is going at very slow pace. Work has been stopped because of scarcity of funds. Funds have not been sanctioned for full completion of the work as well as for the maintenance of Parliament House Building. This slow and non existence of work in the Parliament House Annexe, reflects very badly on all the departments and whole of the nation. When asked to explain the reasons and facts for the failure of this project the Ministry in its written reply has submitted as under:

“Regarding Parliament House Annexe, we have said that this head of account is itself separate. We have repeatedly asking the Ministry of Finance to give us more funds. This year is lapsing, but for the next year we have reiterated the Ministry of Finance to allot us 73 crore. We hope that we will be provided funds in next year by the Ministry of Finance. Our Minister has written letter to Ministry of Finance on 6th March. I always write to them.”

3.78 Lok Sabha Secretariat Pool of Residences was separated from General Pool of Residences in 1974. In 1974 Directorate of Estates had placed 675 flats in LSS Pool. Thereafter it was recommended by the Parliamentary Pay Committee of September, 1974 that at least 50 residential units have to be placed per year by the Directorate of Estates in LSS Pool. After a gap of about 14 years i.e. 1988 some more quarters were placed in LSS Pool. At present the employee strength of LSS is approximately 3000. As against the number of accommodations available is about 800. After 1988 not a single unit and from 1975 not a single unit of Type –IV and above have been placed in LSS Pool by the Directorate of Estates. After completion of quarters for LSS Pool in Sector II , R.K. Puram the Number of quarters will rise to 984. Still these quarters will not be sufficient to meet 3000 employees. At present rate, the average percentage of availability of quarters is 26.6 percent.

3.79 When asked to give information on the status of the construction of residential accommodation for Lok Sabha and time period for completion of this work, the Ministry in its written reply has submitted as under:

“Construction of residential accommodation for Lok Sabha is in progress and will be completed by December, 2013 subject to availability of funds .BE demand is Rs. 121.53 crore and approved BE for 2013-14 is Rs.44.25 crore, so enhanced amount is not sufficient for completion of project in time.”

G. URBAN WATER SUPPLY AND SANITATION

3.80 Water supply and sanitation are important basic needs affecting the quality of life and productive efficiency of the people. The State Governments/Union Territories and urban local bodies are responsible for providing these services through planning, design, implementation, operation and maintenance. The Ministry of Urban Development is responsible for formulation of broad policies and programmes and assists State Governments/UTs in providing technical assistance in water supply and sanitation sector.

3.81 The programmes and activities for urban water supply and sanitation undertaken by the Ministry are as under:

1. Centrally Sponsored Accelerated Urban Water Supply Programme (AUWSP).

The programme was launched in 1993-94 by Government of India to provide central assistance to the State Governments on 50:50 matching basis between Centre and States for implementation of water supply schemes in small towns numbering 2151 having population of less than 20,000 as per 1991 census. The programme was approved for implementation in 1244 towns. With the launching of JNNURM, under which UIDSSMT formed a sub-component for catering to urban infrastructure including water supply and sanitation in small and medium towns, AUWSP was submitted to UIDSSMT. On the basis of information received from different State governments as on 31.12.2012, water supply scheme in 1143 towns are reported to have been completed/commissioned/partially commissioned, five of the schemes

have been dropped by the State Governments and the remaining projects for 96 towns are under various stages of implementation.

2. Central Sector Schemes of solid waste management and drainage in 10 selected IAF airfield towns.
3. Sea Water Reverse Osmosis De-salination Plant at Nemmeli, Chennai
4. Brihan Mumbai Storm Water Drainage (BRIMSTOWAD) Project at Mumbai

3.82 When asked to give details of budgetary allocation and expenditure in last 5 years related to public wastewater treatment infrastructure, the Ministry in its written reply has submitted as under:

"Under JNNURM, there is no sector-wise budgetary allocation. 112 projects on sewerage sector (wastewater treatment infrastructure) have been approved under UIG Sub- Mission of JNNURM for various states with ACA commitment of Rs. 713,585.16 Lakh. The details of ACA released for utilization on sewerage projects during the last five years is as under:

(Rs. in Lakh)

Year – wise	ACA released for utilization
2007-08	59,702.03
2008-09	71,821.63
2009-10	83,098.16
2010-11	51,673.54
2011-12	101,154.29

3.83 When asked with how many countries Ministry of Urban Development has collaborated for getting their expertise to set up waste water treatment plants that will generate 'new water' for the city's consumption as well as for waste water recycling and reuse and to give detailed information of list of urban cities (State wise) where waste water treatment plants has been operationalised with the help of foreign collaboration, the Ministry in written reply has submitted as under:

“Ministry of Urban Development facilitates State Governments for availing external funding for setting up of water supply and sanitation projects including recycling and reuse of wastewater. However, the Ministry has not made any direct collaboration with any country for getting their expertise to set up waste water treatment plants that will generate ‘new water’ for the city’s consumption as well as for waste water recycling and reuse. However, as per the information received from the Delhi Jal Board (DJB), it has entered into a partnership with Temasek Foundation, Singapore (TF) and Singapore Cooperation Enterprise (SCE) to facilitate the sharing of Singapore’s experience in the integration of waste water management, and operation & maintenance of the related treatment facilities for the City of New Delhi, India.”

3.84 When asked to give information about Delhi Jal Board -Singapore agreement on sharing waste water treatment expertise and how many “New water” plants have been operationalised under this agreement, the Ministry in written reply has submitted as under:

“As reported by DJB, no plant has been constructed till date. As reported by DJB, the Inception report has been prepared and the detailed cost estimates are being framed. There upon tender documents will be prepared in consultation with Temasek Foundation, Singapore (TF) and Singapore Cooperation Enterprise (SCE) for which new MOU will be done.”

H. PROJECTS/SCHEMES FOR THE BENEFITS OF NORTH-EASTERN REGION AND SIKKIM

3.85 Under the scheme of ‘Lump-sum Provision for the projects/ scheme for the benefit of North Eastern Region and Sikkim’ 10% of the budget allocation is to be made for the projects and schemes for the infrastructure development of North Eastern Region and Sikkim. Hence, the total amount earmarked for this scheme depends upon the budgetary allocation for the Ministry. From 2001-02 and till 18th February, 2013, this Ministry has sanctioned 256 projects for the development of N.E. Region including Sikkim at an estimated cost of ` 2257.59 crore out of which 1601.35 crore was released to State Govt. and other Central implementing agencies. For the financial year 2012-13, 145.55 crore has been allocated under 10 % Lump-sum Provision towards the projects/ Schemes for the benefit of North Eastern Region including Sikkim.

3.86 Total outlay in the 10th and 11th Five Year Plan and proposals made by the Ministry for 12th Five Year Plan year-wise/project-wise:

During 10th Five Year Plan a sum Rs. 700 crore was approved by the Planning Commission and for the 11th Five year Plan ` 800 crore has been approved. Rs. 760 crore has been proposed for 12th Five Year Plan.

Total outlay proposed and actually allocated for respective schemes/programmes during 10th Plan and also proposed for respective schemes/programmes for 11th Plan.

Year	Rs. in crore
2007-2008	270.00
2008-2009	165.00
2009-2010	164.50
2010-2011	92.00
2011-2012	164.00
2012-2013	160.00
2013-2014	150.00
2014-2015	150.00
2015-2016	150.00
2016-2017	150.00

3.87 Statement showing budget estimates, revised estimates and actual expenditure for the year 2009-2010, 2010-2011 and 2011-2012 and budget estimates for 2012-2013 showing separately Plan and non-Plan expenditure:

Year	B.E.	R.E.	Actual Plan expenditure	Actual Non-Plan expenditure
2008-09	150.00	165.00	164.69	Nil

2009-10	150.00	164.50	164.50	Nil
2010-11	80.00	92.00	92.00	Nil
2011-12	164.00	164	164	Nil
2012-13	160	145.55	104.16*	Nil
2013-14	150	--	--	

* till 18.02.2013

3.88 When asked to furnish the physical and financial progress of projects undertaken in this scheme during last ten years, the Ministry in written reply has submitted as under:

“From 2001-02 and till 15th March, 2013, this Ministry has sanctioned 257 projects for the development of N. E. Region including Sikkim at an estimated cost of 2257.59 crore out of which 1612.40 crore was released to State Governments and other Central implementing agencies. Of the 256 projects sanctioned 141 projects have been completed and the remaining 115 projects are under various stages of physical progress”

3.89 When asked to furnish the reasons for decreasing the proposed allocation from last year's Rs. 160 crore to Rs. 150 crore in current financial year, the Ministry in written reply has submitted as under:

“In spite of this Ministry’s repeated requests to all the NE States to adhere to timeframe for completion the projects, due to vagaries of weather, landslides etc often certain projects could not make expected progress. Accordingly, the States are not able to come up with request for funds from Cent. Govt. In view of this, Ministry proposed a reduction of BE to `150 crore, so that scarce resource do not get blocked.”

Year	BE (Rs. in crore)	RE (Rs. in crore)	Actual Expenditure (Rs. in crore)	Plan
2012-13	160.00	145.55	104.16*	

* Till 18.02.2013

3.90 When asked to explain the reasons for decreasing the budgetary provisions from 15 Cr in Budget 2012-13 to **8 Cr** in current budget of 2013-14, with reference to “Lump Sum provision for projects/ schemes for the benefit of North eastern region and Sikkim” under major head **2552 (augmentation of water)** of Dep’t of Urban development, the Ministry in written reply has submitted as under:

“Provision of funds under 10% lump sum schemes depends on the overall budget of Min. of UD. It has been observed that the states are not coming up with demand for release of funds (further installments) under for augmentation of water. Accordingly the demand for BE was also reduced to Rs. 8 crore”

I. ROAD TRAFFIC MANAGEMENT IN METROPOLITAN AND BIG CITIES: ELECTRONIC ROAD PRICING:

3.91 In their 37th Report (14th Lok Sabha) on the subject 'Urban Transport', in connection with the issue of 'Congestion Tax' the Committee had recommended as under:

"Traffic congestion is the most visible transport problem plaguing our cities on a daily basis. The most important cause of congestion is the presence of mind-boggling number of private motor vehicles sharing road space with other modes of transport. According to the Annual Report of the Ministry, 5.3 crore two wheelers and 60 lakh cars will be on the road in our metropolitan cities in the next 15 years. The Committee feel that the Ministry should explore the possibility of issuing suitable guidelines for levy of 'congestion tax' on personal vehicles in the form of a toll tax in the congested areas or roads. This mechanism should be evolved in such a manner that the charges change according to the time of the day to reflect congestion levels so that the private vehicle users are inclined to consider other options for transport."

3.92 In their Action Taken Reply the recommendations on 37th Report; submitted the following reply:

"At present, probably only two cities in the world namely Singapore and London are engaged in levying congestion tax. In Indian context levying of congestion tax may be pre-mature at this stage keeping in view the quantity and quality of public transport available here as well as absence of Intelligent Transport System (ITS). However, the suggestion has been noted for future guidance.

3.93 Through print media, Committee come to know that Electronic Road Pricing has helped in decongesting the traffic in Singapore. Keeping this view, the Committee inquired about the view of the Ministry of Urban Development on implementation of Road Congestion Tax on all vehicles entering the congested areas of metropolitan and big cities. In this regard, the Ministry of Urban Development in their written reply furnished as under:

"Transport is intertwined with urban development which is a State subject. However, considering the problem of congestion in the metropolitan and big cities, the Ministry has issued an advisory letter on 15th January, 2013 to all the States and Union Territories on Congestion Charging. In the advisory, it has been suggested that most effective way of congestion charging are electronic solutions including online payment, SMS payment, pre-paid and based on vehicle identification either by cameras or boxes equipped into the cars. The cities may adopt any of the technologies depending upon the availability of funds and local conditions."

3.94 Further the Ministry of Urban Development being asked about the pilot study for 'Electronic Road pricing System, the Ministry submitted as under:

"Urban Transport is intertwined with Urban Development which is a state subject. As such all such studies are to be initiated by States/ UTs. This Ministry does not undertake such study on its own. It only facilitates such study by providing central financial assistance up to 80% of the total cost under the scheme of Urban Transport Planning."

J. RAIN WATER HARVESTING SYSTEM

3.95 Rain water harvesting has been practiced in India for the last 4,000 years. It improves the quantity and quality of ground water, raises the water level in wells and bore-wells, mitigates the effect of drought, and reduces soil erosion by controlling the surface runoff. It also decreases choking of ground water drains and flooding of roads and saves energy. As a result of continuous

extraction, ground water levels in India, as well as in Delhi, have gone down. Delhi is facing a crisis of water and its ground water is under serious threat because of illegal and irrational extraction.

3.96 In the wake of above mentioned, the Committee inquired the Ministry of Urban Development about the plan/scheme/guidelines of Ministry of Urban Development for rain water harvesting system in metro cities. The Ministry in their written reply informed as under:

"Rain Water Harvesting (RWH) projects in the country are being implemented by the Central Ground Water Board (CGWB), Ministry of Water Resources. MoUD does not take up RWH projects. The Ministry of urban development does not fund rainwater harvesting schemes in cities across the country. From time to time, MoUD issues advisories to all state governments to comply with the provisions of the model building byelaws especially with regard to rain water harvesting system. Of the 53 million plus cities in the country (2011) all cities have incorporated the provisions in their respective building bylaws. The enforcement of these bye laws rests with the state authorities/ Local Bodies."

3.97 The Committee asked about the various steps that have been taken by the Ministry of Urban Development to facilitate rain water harvesting across Delhi, Mumbai and other cities, The Ministry through their further submission, informed the committee as under:

"Ministry of Urban Development has circulated Model Building Byelaws according to which buildings occupying plot size exceeding 100 sq. mts. are required to install Rain Water Harvesting System. The provision of rainwater harvesting is made in the Building Bye Laws of the State Government concerned. Steps taken for rainwater harvesting by some cities are given as under:

NCT DELHI

Water Harvesting through storing of water runoff including rain water in all new buildings on plots of 100 sq mts and above will be mandatory. Further, all buildings having a minimum discharge of 10,000 litres should use harvested rain water for horticultural purposes.

MUMBAI

a) All the layout open spaces/ amenity spaces of housing societies and new construction/ reconstruction/ addition on the plots having area not less than 1000 sq.mt. in non gaothan areas of Municipal Corporation of Gr. Mumbai shall have one or more Rain Water Harvesting structures having a minimum total capacity as detailed in Schedule.

Provided that the Authority may approve the Rain Water Harvesting Structures of specifications different from those in Schedule, subject to the minimum capacity of Rain Water Harvesting being ensured in each case.

b) The owner/ society of every building mentioned in the (a) above shall ensure that the Rain Water Harvesting structure is maintained in good repair for storage of water for non-potable purposes or recharge of groundwater at all times.

AHMEDABAD

Ahmedabad Urban Development Authority (AUDA) has made rainwater harvesting mandatory for all buildings covering an area of over 1,500 square metres. According to the rule, for a cover area of over 1,500 square metres, one percolation well is mandatory to ensure ground water recharge. For every additional 4,000 square metres cover area, another well needs to be built.

BANGALORE

In order to conserve water and ensure ground water recharge, the buildings constructed in the city will have to compulsorily adopt rain water harvesting facility. Residential sites, which exceed an area of 2400 sq ft (40 x 60 ft), shall create rain harvesting facility according to the new law

CHENNAI

Rainwater harvesting has been made mandatory in three storied buildings (irrespective of the size of the rooftop area). All new water and sewer connections are provided only after the installation of rainwater harvesting systems

KOLKATA

In case of all new construction and reconstruction provision of Roof Top Rain Water Harvesting System has been made mandatory. For construction of building with 6000 sq. m or more floor area 15% area of the land has to be earmarked for tree cover.

Water Recycling System shall be incorporated in the building or group of buildings having a minimum discharge of 40,000 litres and above per day for flushing toilets/ gardening / car washing etc."

K. DEVELOPMENT OF CENSUS TOWNS

3.98 The number of statutory towns [with a municipal corporation] has stayed almost the same from 2001. The number of villages is almost the same. But the number of so-called census towns has grown from just 1,362 in 2001 to 3,894 now.

3.99 In connection with the schemes for development of Census Towns, rural Development Minister had stated as under:

“We have schemes for rural infrastructure, and schemes for urban infrastructure, but neither of them apply for these trishanku — caught in the middle areas”.

3.100 Taking cognizance of the statement of Minister of Rural Development, the Committee inquired from the Ministry about the same. The Ministry of Urban Development, in their written reply deposed as under before the Committee:

"Urban Areas can be defined as

- I. All places with a city corporation, municipality, cantonment board or notified town area committee. These towns are notified under law by the concerned State/UT Government and have local bodies like municipal corporations, municipalities, municipal committees, etc. These are known as Statutory Towns.
- II. All other places which satisfy the following criteria:
 - (i) Minimum population of 5,000;
 - (ii) Density of population of not less than 400 persons per sq.km. (1000 persons per sq. mile); and
 - (iii) At least three-fourth of the male population engaged in non-agricultural pursuits. Towns that fulfill all above three criteria but are not Statutory Towns are termed as Census Towns. These are essentially non-municipal towns."

3.101 Further in this regard, during the course of oral evidence the Secretary, Ministry of Urban Development deposed as under:-

"According to census there are about 8000 census towns, out of which only 4000 are notified. These notified towns should invariably be declared urban areas. Such development as there are not covered in either rural or urban areas. Moreover, the Capita Government budget allocation to rural areas is 3 to 4 times what is going for cities. Those people who are influential in rural areas do not want their areas to be declared as urban areas. As a result of this the development in such areas is not being planned properly. It is

also important to incentivize our schemes to the extent of being able to attract people of such areas in to the fold of urban areas. As without legal sanctity, simply throwing money will not give the best results. Planning is immensely important for that. So a legal back-up to make a city a notified city or town is necessary"

L. SATELLITE CITIES/ COUNTER MAGNET CITIES

3.102 Ministry of Urban Development has formulated a Scheme for Urban Infrastructure in Satellite Towns around seven mega cities. The objectives of this scheme are as under:—

“(i) To develop urban infrastructure facilities such as drinking water, sewerage, drainage and solid waste management etc. at satellite towns/counter magnets around the seven megacities and to channelize their future growth so as to reduce pressure on the mega cities;

(ii) To implement reforms such as E-Governance, property tax, double entry accounting, creation of barrier free environment, structural safety norms in compliance with the National Building Code, water and energy audit of water and wastewater utilities and implementation of service level benchmarks;

(iii) Strengthening implementation of reforms such as levy of reasonable user charges, earmarking of budgets for basic services and at least 10-15% of housing sites for the urban poor, formulation of bye-laws to incorporate provisions for disaster management water harvesting and reuse and recycle of waste water and implementation of Public-Private Partnership (PPP) projects.”

3.103 The Ministry further stated in a note that Selection of Satellite Town is linked to implementation of urban reforms. In the first phase seven metropolitan cities are to be covered and the Central assistance will be admissible for Water Supply and Sanitation, Sewerage and Solid Waste Management and capacity building assistance for implementation of reform identified under the scheme. The States have identified towns for coverage under the scheme. The City Development Plans and Detailed Project Reports are likely to be prepared by February, 2010 and sanction of projects will commence thereafter.

3.104 During examination of Demands for Grants (2011-12) of the Ministry, the Committee were informed as under:

“The scheme was included in the 11th Five year Plan and a sum Rs. 500.00 crore was approved by the Planning Commission. The scheme was approved in the third year of the 11th Five Year Plan i.e. 2009 (July) and a token provision was made for that year. Eleven projects have been sanctioned during 2009-10 and 2010-11. As most of the projects have been approved in the fourth year of the Plan, it is not likely that the scheme can be

completed within the 11th Five Year Plan and the pilot needs to be extended into the 12th Five Year Plan.”

3.105 During the examination of Demands for Grants (2012-13) of Ministry of Urban Development, when the Committee:

"The Ministry has sought an outlay of Rs. 2000 crore in the next plan from the Planning Commission. The Planning Commission has sought merger of the scheme in JNNURM, however, no final decision has been taken. The States have appointed a State Level Nodal Agency (SLNA) for monitoring the project and at city level the ULB's monitor the scheme. S M C reviews the progress periodically."

3.106 In their written submission Ministry has informed that:

"The Planning Commission has recommended merger of the pilot scheme into JnNURM. The case is being processed."

3.107 Statement showing budget estimates, revised estimates and actual expenditure for the year 2009-2010, 2010-2011 and 2011-2012 and budget estimates for 2012-2013 showing separately Plan and non-Plan expenditure:

Year	B.E. (Rs. in crore)	R.E. (Rs. in crore)	Actual Plan expenditure (Rs. in crore)	Actual Non- Plan expenditure
2009-10	50.00	5.00	5.00	Nil
2010-11	200.00	70.00	69.99	Nil
2011-12	135.00	70.00	70.00	Nil
2012-13	100.00	30.00	14.20*	
2013-14	30.00	--		

* Proposals worth Rs. 25.36 crore received from states

3.108 On being inquired about the reasons for underutilization of funds during last financial year of 2012-13, the Ministry in writing furnished as follows:

"These projects are being implemented through State Govt. Authorities who in turn assign them to their nodal agencies. After sanctions of works state authorities took some time for tendering and final award of works. As further installments are to be released after submission of UCs by States the release during the last financial year has been slow."

M. REGIONAL RAPID TRANSIT SYSTEM (RRTS)

3.109 NCRPB has proposed a functional plan on Transport. The functional plan has proposed fast and efficient mass transport system for the commuters in NCR and it has recommended construction of Regional Rapid Transit System (RRTS) for NCR. Following eight corridors of Regional Rapid Transit System have been proposed in the Functional Plan on Transport apart from development of Expressways, Highways, Bus Rapid System, Bus Depot, Freight Complexes, etc.:-

S. No.	Corridor	Length (km)
1	Delhi- Ghaziabad- Meerut	90*
2	Delhi- Gurgaon- Rewari- Alwar	180*
3	Delhi- Sonipat- Panipat	110*
4	Delhi- Faridabad- Ballabgarh- Palwal	60.0
5	Ghaziabad- Khurja- Aligarh	83.0
6	Delhi- Bahadurgarh- Rohtak	70.0
7	Ghaziabad- Hapur	57.0
8	Delhi- Shahdra- Baraut	56.0

3.110 The Task Force on RRTS set up by Planning Commission headed by Secretary (UD) has prioritized the following RRTS corridors for implementation:

S. No.	Corridor	Length (km)
1	Delhi-Ghaziabad-Meerut	90*
2	Delhi-Gurgaon-Rewari-Alwar	180*
3.	Delhi-Sonipat-Panipat	110*

*Revised as per Feasibility Report.

3.111 On being inquired about the feasibility Report of the three prioritized corridors the Member Secretary of NCRPB during the oral evidence held on 22.3.2013 submitted as under:

"Out of eight, 3 RRTS corridors namely Delhi to Panipat, Delhi to Alwar and Delhi to Meerut were prioritized. The Panipat RRTS line is being planned to pass through Sonipat. We have received the feasibility report of all three corridors. We have even granted the permission for preparation of Detailed Project Report of these corridors. We are waiting for the approval. As soon as we receive the approval a new corporation would be established under the name of NCRTC and the implementation of these three corridors would start at the earliest.

N. CYCLING CITIES

3.112 "As per the National Urban Transport Policy, 2006 there should be more equitable allocation of road space and greater use of non-motorized transport. But not much happened in the years that followed. Even the National Mission for Sustainable Development 2008 promotes green cities did not push for bicycle programmes. Fragmented cycle tracks started emerging alongside Bus Rapid Transit lanes, but a concerted plan was missing. Despite a high user base, Indian cities have no plans for cycles. For example, Delhiites make 2.8 million trips a day by cycling, which is almost equal to the number of trips made by car. But the city hardly has any safe cycle-lanes. Chennai, which has about 1.4 million cycles, is no better. Given the fact that the average trip length in Indian cities is within 5 km, bicycles are the best suited for such commutes".

3.113 During the examination of the subject "Urban Transport" by this Committee in the year 2008-09, the Ministry of Urban Development had informed the Committee that non-motorized modes are environmental friendly and need to be given their due share in the transport system of a city.

3.114 The Ministry had further informed the Committee as under:

“First of all, the safety concerns of cyclists and pedestrians have to be addressed adequately. For this purpose, there has to be a segregated right of way for bicycles and pedestrians. Apart from improving safety, this will improve traffic flow, increase the average speed of traffic and reduce emissions resulting from sub-optimal speeds. The Central Government would, therefore, support the construction of cycle tracks in all million plus cities to enhance safety for cyclists and thereby increase the number of commuters using this mode. Similarly pedestrian paths would also be supported. Cities are being encouraged to introduce a public bicycle program, where shoppers can rent a bicycle for use in specially designated areas. Creative facilities like shade giving landscaping, provision of drinking water and resting stations along bicycle corridors would also be encouraged as they can mitigate to a large extent adverse weather conditions. In order to enable longer trip lengths to be undertaken on bicycles, there is a need to improve bicycle technology. Lighter bicycles with gears and tubeless tyres would be more amenable to longer trip lengths. Electric bicycles are now available in the international market and these should be tested in the Indian market.”

3.115 The Ministry further stated that:

“The Central Government would support formulation and implementation of specific “Area Plans” in congested urban areas that propose appropriate mix of various modes of transport including exclusive zones for non-motorized transit. The Central Government would also take up pilot projects, in a simple set of cities, to demonstrate the improvements that are possible through the enhanced use of cycling, for possible replication in other cities.”

3.116 In the wake of the above information by the Ministry, the Committee had recommended as under:

"The Committee note that non-motorized modes of transport like bicycles, cycle rickshaws, etc. are environment friendly and economically favourable for the lower income group population. Hence, these modes need to be encouraged. However, they deplore the fact that non-motorized modes of transport are fast losing their importance not only as a natural consequence of the increasing urban sprawl and rising income levels but also as a result of lack of desired importance given to non-motorized modes in the overall urban transport policy, planning and investment. The Committee desire that the safety concerns of cyclists and pedestrians should be addressed urgently and adequately. The Ministry must ensure that segregated right of way for bicycles and pedestrians are constructed in all the million plus cities. Facilities like secure parking, shade giving landscaping, provisions for drinking water and resting stations along bicycle corridors should be encouraged. Further, the Ministry should incentivize the use of lighter bicycles with gears and tubeless tyres as also the use of electric bicycles. Besides, local neighborhood roads need to be strengthened. People taking cars for small distance need to

be discouraged by building safe, comfortable and exclusive walking and cycling paths. The Committee are also of the view that there should be a clear provision for rights as well as responsibilities of pedestrians and cyclists in the traffic rules. The Committee note that under the NUTP, the Central Government has committed to give priority to the construction of cycle tracks and pedestrian paths in all cities, apart from encouraging public-bicycle programmes. The Bus Rapid Transit System (BRTS) projects in 8 million-plus cities reportedly have provision for cycle tracks. The Committee hope that the Ministry will monitor this in all seriousness and take necessary steps to protect the non-motorists. The Committee would like to be apprised of the progress on the matter. Urban Transport and Environment—Need for clean Technologies."

3.117 Keeping in view the formulation of new scheme of JNNURM-II, the Committee inquired about the future policy for cycling track and promotion of cycle users in metropolitan and big cities. The Ministry submitted in their written reply as under:

"To promote cycling in the county, creation of dedicated cycle tracks has been mandated as part of the Bus Rapid Transit System (BRTS) projects sanctioned under JnNURM. Other Road Projects sanction under JnNURM has also specific provision for cycle track. Further, to promote cycle, this Ministry has released Toolkits on Public bike sharing. As far as Delhi is concerned, while sanctioning Phase-III of Delhi Metro Rail Project, introducing public bike sharing on the entire metro network has been made one of the conditions of sanction."

3.118 The Committee are aware that Indian cities have high user base of cycle. The Committee inquired why there is no bicycle inclusive city planning and separate budgetary allocation for non-motorized transport. The Ministry submitted as under:

"It is true that the focus of cities is in creation of infrastructure for the Motorized vehicles event at the cost of up- rooting the existing infrastructure for cycle. NUTP envisaged prioritizing investment in Public Transport and NMT. Accordingly, the Ministry repeatedly emphasizing upon bicycle inclusive city planning.

No separate budget allocation has been provided by this Ministry. However, this Ministry is promoting a separate budget head for NMT facilities."

3.119 The Ministry further submitted that :

"Implementation is limited to certain stretch only in Delhi, Ahmedabad and Pune along BRTS Corridor; it is difficult to label any city as a role model. However, good infrastructure facilities have been created for pedestrian and cyclist in Nanded (Maharashtra) from funds sanctioned under JnNURM."

O. NATIONAL MISSION ON SUSTAINABLE HABITAT

3.120 The National Mission on Sustainable Habitat (NMSH) is approved by Prime Minister. It is one of the eight missions under national climate change action plan and aims to make cities sustainable through improvements in energy efficiency in buildings, management of solid waste and shift to public transport. The NMSH has been established with the following objectives:

- To reduce energy demand by promoting alternative technologies and energy conservation practices in both residential and commercial areas.
- Better Urban Planning with a view to enable better disaster management; promoting patterns of urban planning that enable lesser use of private and more usage of public transport. Promoting and encouraging use of lesser polluting vehicles.
- Encourage community involvement and dialogue for more sustainable pattern of development; participation of stakeholders
- Conservation of natural resources such as clean air, water, flora and fauna that are the key stones of sustainable human habitats.

3.121 The budgetary allocation and actual expenditure for the scheme for the year 2011-12, 2012-13 and 2013-14 is as follows:

Year	Allocation (Rs. in crore)	Actual Expenditure
2011-12	50.00	0.00
2012-13	5.00	1.00
2013-14	10.00	-

3.122 On being asked about the reasons for variation in BE, RE and actual expenditure during the year 2011-12 and BE 2012-13 the Ministry informed as under:

"Two pre-EFC meetings were held on 22.3.2012 and 31.8.2012 respectively. Some changes were sought by M/o Finance and a revised EFC note is under process."

3.122 When asked about the physical targets laid down in the scheme the Ministry informed that the scheme is yet to be implemented.

3.123 During the examination of Demands for Grants (2011-12) of the Ministry of Urban Development, the Committee recommended as under :

"The Committee are given to understand the selection of ULBs/ Cities will depend on the nature of proposals received and their consistency with the mandate under the mission. Thus, the formulation of proposals and their finalization is dependent on various agencies, the Committee find the criteria and process of selection of ULBs/Cities is quite cumbersome. The Committee recommend that on one hand steps may be taken to simplify the procedure and criteria for selection of ULBs/Cities under the mission while on the other hand awareness may be created about the scheme amongst all the stakeholders through all modes of Information, Education and Communication (IEC) so that the maximum ULBs/Cities would take benefit of NMSH."

3.124 During the analysis of Minister's Statement on implementation of recommendations of the Committee in 14th Report, the Committee observed that still the proposal is pending with Ministry of finance and all the modalities have not been finalized.

3.125 The Minister's Statement further stated as under :

"The Committee has observed that the criteria for the process of selection of cities are cumbersome. The meeting of the Expenditure Finance Commission (EFC) for implementation of the mission is yet to be held. Sanction of proposals can be taken up only after EFC and cabinet approval. However, the observations of the Committee have been taken into account in the draft EFC as well as in the guidelines."

3.126 When asked about the response of Planning Commission and Ministry of finance to the NMSH, the Ministry stated as under:

"The Ministry of Finance and Planning Commission are supporting the launch of the National Mission on Sustainable Habitat by the Ministry. Once this is approved, the sustainability aspects covering the city prosperity index would be well addressed through implementation of projects under the Mission and through complementary actions like enhanced synergy through adoption of NMSH Standards in urban projects."

3.127 UN-Habitat recently expanded the definition of a ‘prosperous city’ to include quality of life, equitable development and environmental sustainability parameters along with productivity and infrastructure. Based on this matured framework, it has worked out a new comprehensive measure — **City Prosperity Index (CPI)** — to gauge cities. Even in this new analysis, Indian cities are yet to reach the top bracket. When a select group of urban centers across the world were calibrated with the new measure, the two alpha cities of India, Mumbai and Delhi, have come out as mediocre places. They are ranked below Sao Paulo, Shanghai and Ankara. Jakarta, which is similar to Mumbai in terms of productivity, has turned out to be a better city in terms of environment quality and equity. Seoul outdoes Delhi on all counts and turns out as a far superior metropolis.

3.128 The City Prosperity Index (CPI) for Mumbai and Delhi:

Country	City	City Prosperity Index (CPI) with 5 Dimensions	City Prosperity Index (CPI) with 4 Dimensions*	Productivity Index	Quality of life Index	Infrastructure Index	Environment Index	Equity Index
India	Mumbai	0.694	0.688	0.645	0.739	0.745	0.632	0.715
India	New Delhi	0.635	0.617	0.596	0.690	0.786	0.448	0.712

**The CPI with 4 dimensions does not include the equity index*

*Source:*United Nations Human Settlements Programme (UN-Habitat), Global Urban Indicators Database 2012.

3.129 The Committee inquired about the lacunae that have been pointed out in City Prosperity Plan Index(CPI) for Mumbai and Delhi, the Ministry in their written reply informed as under:

"In terms of City Prosperity Index measuring five dimensions like, Productivity Index, Infrastructure Development Index, Equity Index, Quality of Life Index and Environmental Sustainability Index, Mumbai and New Delhi falls under the

category of Cities with Moderate Prosperity Factors and fares comparatively with Cities like Guatemala City (Guatemala), Ulaanbaatar (Mongolia), Phnom Penh (Vietnam), Tegucigalpa (Honduras). These Cities have a City Prosperity Index range of 0.600 – 0.699. The difference between the Cities with CPI of Moderate and next high Solid are prosperity factors lies in wider discrepancies among the values of the various components. This points to institutional and structural failures, as the ‘hub’ fails to keep the ‘spokes’ at a relatively same ‘length’. Cities with less balanced development feature contrasted patterns, with a neat divide between rich and poor. Mumbai and New Delhi – feature low HDIs (below 0.62). While in most cities a moderate CPI value is associated with a low city product, in the case of the two Indian cities the low CPIs mostly reflect poor environmental conditions."

3.130 In response to the Committee's inquiry about the planning of Ministry to address these deficiencies, the Ministry state that:

"The complementary actions incorporating the NMSH standards in the project design and implementation in Metropolitan and big cities covering aspects of green buildings, energy efficiency, recycle and reuse of waste water, 3R (Reduce, Reuse, Recycle) in solid waste management practices, encouraging non-motorised transport, greater use and availability of public transport, pedestrianisation and effective storm water drainage would address the deficiencies and improve the City Prosperity Index."

P. PREVENTION OF RIVERS FROM BECOMING DRAINS : YAMUNA CLEANING

3.131 Yamuna is dirtier than ever with a mind-numbing Rs 6,500 crore spent to clean [the river](#) and the latest plan “interceptor sewers” going nowhere. Delhi Jal Board proposed interceptor sewers to treat sewage before it flows into major drains, but after Six years, just Rs 51 crore of the Rs 1,963 crore schemes have been spent. The interceptor plan was approved in 2007, in light of the rapid growth of unauthorized colonies discharging sewage into the river. According to the committee, 1,432 unauthorized colonies were the nub of the problem. By 2012, their number had jumped to 1,639. Although these colonies have been promised regularization but drainage and sewers are years away.

3.132 On being asked about the facts about laying of interceptor sewers along the 3 major drains the Ministry informed the Committee as under:

"A project on "Laying Interceptor Sewers along the 3 major drains viz. Najafgarh, supplementary and Shahadara for abatement of pollution in Yamuna River" has been approved in Government of NCT of Delhi by the Government on 19.05.2010 under UIG Sub-Mission of JnNURM with approved cost of Rs.1,357.71 crore and Additional Central Assistance (ACA) commitment of Rs.475.20 crore. The objective of the project are for abatement of pollution in the river Yamuna and improvement in the quality of water, Sewerage infrastructure for 46% of population which are presently uncovered and for better revenue and conservation of water resource etc.

So far Rs.118.80 crore has been released as 1st installment of ACA for the project and as intimated by Delhi Jal Board, there has been 35% physical progress with financial utilization of Rs.136.00 crore as on 31.01.2013."

3.133 When asked about the role of Ministry of Urban Development in preventing drainage of untreated sewage to the rivers across the country in all big and metropolitan cities, the Ministry replied as under:

"The Subject matter of preventing drainage of untreated sewage to the rivers is primarily dealt with National River Conservation Directorate under Ministry of Environment & Forests. However, as far as policy/ guidelines/action plan of Ministry of Urban Development towards prevention of discharge of untreated sewage in rivers is concerned, Ministry advocates master plan based implementation of sewage in all big & metropolitan cities in the country which includes laying of sewage networks including appropriate treatment of sewage as per CPCB/SPCB norms before discharging into the rivers or as the case may be."

3.134 In connection with the cleaning of Yamuna, Supreme Court had constituted an inspection team. The team in their report in November, 2012, observed as under:

"There should be sewage connections to all new colonies, whether authorized or not. It pointed out that Delhi's 17 sewage treatment plants (STPs) have a capacity of 2,460 MGD against a utilization of 1,558 MGD. Delhi's sewage generation is around 3,800 MGD. The Supreme Court -mandated team inspected four sewage treatment plants. It found one plant was operational but not up to capacity and another did not meet requisite parameters. A third one was non-functional and another received limited flows of untreated sewage."

3.135 When inquired about the reasons for under utilizations of sewage treatment plants the Ministry in their written reply submitted as under:

"As per information received from Delhi Jal Board, the sewage treatment plants are not working to its full capacity but the output effluent standards are within the permissible limits. As reported by DJB, the under utilization of the sewage treatment plants is due to the absence of internal/ peripheral sewers in unsewered areas as well as due to inadequate water supply in the command area."

3.136 About the Plans for up gradation of Delhi's existing sewage treatment plants, following information was submitted by the Ministry:

"As reported by DJB, it is supplying around 3800 MLD of filtered water which transforms into 3000 MLD of sewage as per CPHEEO norms. After commissioning of Interceptor Sewer, the sewage from unsewered area will be trapped into Interceptor sewers and taken to the respective STPs. Thereupon, the STPs will function at their designed capacity."

3.137 As per information furnished by Ministry, in Delhi the sewage network has been laid in

- 541 Unauthorised regularised colonies
- 128 Urban villages
- 34 Rural villages
- 98 Unauthorised colonies

3.138 Like Yamuna many rivers in the country are getting polluted and are in the verge of extinction. Nag river of Maharashtra is one of them. Nag river is flowing through the city of Nagpur. The river serves as a drainage for the city of Nagpur. Its ecosystem is extremely polluted by Urban waste pollution from Nagpur. 350 to 400 Mld of sewage generated by the Nagpur city is disposed in the Nag river which ultimately pollute the Gosikhurd Dam. In this regard, the Nagpur Municipal Corporation has prepared three DPRs for treating 100% sewage generated in the city costing Rs. 1328.88 Cr. These proposals will take care of the pollution load till the year 2026.

Q. ENERGY SAVING SOLUTIONS FOR URBAN GROWTH:

3.139 According to the recent reports published by UN-Habitat, an Energy inefficient building imposes a heavy burden on power supply. They inflate and skew urban energy requirements and contribute to the electricity crisis. There is increase in power consumption because of unintelligent design, poor choice of building materials and inefficient appliances. Large swathes of glass and aluminum increases solar gain and consequently the cooling load of the buildings.

3.140 Taking note of the Reports of UN Habitat, the Committee inquired the Ministry of Urban Development about the policy/guidelines of Ministry of Urban Development for promoting the construction of energy efficient Government building and Corporate Building, the Ministry informed as under:

"Under the National Mission for Sustainable Habitat a committee setup by the MoUD has taken up the task of harmonization of Energy Conservation Building Code with National Building Code. This draft code and parameters have been developed to tackle the following issues :-

- Capacity building of professional architects and engineers on the concepts of green buildings;
- Demonstration of projects;
- Consumer awareness programs on economic and environmental benefits of energy efficiency on green buildings;
- Appliance labelling by BEE for creating awareness on the life-cycle cost benefits of energy efficient products;
- Providing fiscal incentives to promote energy efficiency;

The model standards would be circulated to all the States for incorporating in their municipal building bye-laws under NMSH."

3.141 The question of punishment of violators against the non-provision of energy efficient techniques and methodologies falls under the domain of the Urban Local Bodies.

3.142 The energy conservations Building code, meant to reduce energy consumption by about 1.7 billion units of electricity a year, was launched in the year, was launched in the year 2007. The Committee finds that even after five years, this code remains a recommendatory provision not the mandatory one. Also it has not been integrated with the National Building code.

3.143 The Committee asked for the reasons of not accepting the energy conservations building code, till date and making it mandatory. The Ministry informed the Committee as follows:

"Adoption of norms of Green Rating for Integrated Habitat Assessment (GRIHA) as norms of Green Building and the Energy Conservation Building Code (ECBC) prescribed by BIS is under consideration for adoption by CPWD."

R. PUBLIC TOILETS FOR OUR CITIES

3.144 Indian cities, which are grossly underprovided in terms of public toilets, have not shown any urgency to improve the situation. For example, Chennai, which needs about 6000 public toilets, has only 714, and Nagpur, which needs more than 3000 toilets, has 318. Even the existing ones are poorly maintained, badly located and hardly used. This persisting neglect has led to woeful sanitary conditions

3.145 The Committee inquired about the plans and policies of Ministry of Urban Development for scaling up the status of public toilets in the cities across the country. The Ministry informed in writing as under:

"The provision of public toilets and their operation and maintenance is the subject of State Government. It is the responsibility of the Urban Local Body to construct and maintain the toilets. The Ministry of Urban Development is the nodal Ministry responsible for formulation of broad policy programmes and guidelines for water supply and sanitation including the norms for public toilets.

According to NUSP, the state Government have to formulate state sanitation strategies and ULBs have to prepare city sanitation plans. The city sanitation plans shall be prepared focusing 100% sanitation across the cities including construction of public toilets with emphasis on preventing open defecation."

PART-II

RECOMMENDATIONS

1. SUITABLE ENHANCEMENT OF PLAN-OUTLAY FOR URBAN DEVELOPMENT OF THE COUNTRY

Demand No.101 pertains to the Department of Urban Development, which is responsible for the overall urban development and implementing various important schemes such as urban transport planning, all metro rail projects, NCRPB, JnNURM, urban infrastructure development in satellite, counter magnet cities, NERUDP, north-Eastern region and general pool residential accommodation. The Committee observe that under Demand No. 101 there has been a gap between projections and budget estimates from 2008-09 to 2012-13, which has had an adverse effect on metro rail projects and general pool residential accommodation projects under this funding. The BE for the plan scheme during the year 2012-13 was 6783.25 crore. During 2013-14, the BE is Rs. 7312.50 crore. There is an increase of Rs. 529.25 crore. The percentage variations over BE 2012-13 and BE 2013-14 is only 7.8%. The Ministry has admitted that only 7.8% growth is not sufficient to meet the objectives of the Ministry. Further, the Secretary, Ministry of Urban Development during deposition before the Committee stated that the investment requirement for infrastructure has been estimated as Rs. 40 lakh crore as per the rate of the year 2009-10. This amount has been increased to Rs. 50 lakh crore. The allocation for this Ministry is still very low. Besides, all the incomplete projects of JnNURM have to be completed within the extended period i.e. upto 2014. The Ministry has further submitted that the process of urbanization has not been accompanied by a commensurate increase in the supply of basic urban services. The supply of land and housing has not kept pace with the increase in urban population. Against this backdrop, the Committee are distressed to note that only 7.8% increase in the budgetary allocation for the Department of Urban Development is not at all sufficient. Keeping in view all the above facts, the Committee call upon the Ministry to continue its efforts to persuade the Ministry of Finance and Planning Commission for higher allocations at the RE stage.

Under Demand No. 102 in respect of public works, the allocation for plan scheme at BE of 2011-12 was Rs. 228.87 crore. At the RE it has been reduced to Rs. 193.21 crore. The Committee have been informed that the reduction of funds at RE stage has been done by the Ministry of Finance citing reasons of financial constraints at pre-Budget discussions held in the Ministry of Finance. The schemes which were under the progress of General Pool Office accommodation were got affected. The allocation during the year 2013-14 is not sufficient to carry out the on-going schemes/new projects. As a result, the projects which were to be completed on time got delayed. The Committee have been further informed that the housing stock in Delhi and other major cities coming under the purview of Directorate of Estates is totally inadequate to meet the requirements of Central Government employees, who are the backbone of the system. In view of this the Committee strongly recommend that the Ministry should take up this matter with the Ministry of Finance and Planning Commission at the highest level for providing higher allocation at the RE stage.

2. NATIONAL CAPITAL REGIONAL PLANNING BOARD

A. Need for Budgetary increase to support NCRPB

The Committee note that the NCR Planning Board had projected the requirement of budgetary support of Rs.3160 Crore for 10th Plan. Against this, Rs.313.70 Crore had been released. Again during the 11th Plan, NCRPB projected budgetary support of Rs. 2987 Crore was recommended by 11th Plan Working Group. However, Planning Commission had approved gross budgetary support of Rs.900 Crore, against which total budget of Rs.300 Crore has been sanctioned and released by the Govt. During the Twelfth Five year Plan period, Ministry of Urban Development has requested Government of India to approve and release the proposed budgetary allocation of Rs. 500 core. But BE sanctioned during 2012-13 has been reduced to only Rs.60 crore reportedly due to assessment of overall fiscal position. When the Committee asked to clarify how NCRPB will manage with such meagre funds, it is stated that *NCRPB* raising funds from other sources like domestic capital market and multilateral and bilateral agencies like Asian Development Bank (ADB) & KfW, the German Government owned Development Bank which would provide long-terms soft loans to the participating States. Pertaining to physical achievements the Committee are informed

that out of 277 infrastructure development projects only 188 have been completed and 89 projects are at various stages of implementation by the participating States.

In view of the slow progress of projects and heavy dependence on multilateral and bilateral agencies, the Committee desire that the Ministry should pursue with the Ministry of Finance and the Planning Commission for higher and additional allocation of funds to the NCRPB.

B. To provide guarantee and waive the guarantee fee so as to enable NCRPB to raise the requisite loan from the Multilateral Aid Agencies:

The Committee, in their 3rd Report (15th Lok Sabha) on action taken on the recommendations of the Committee contained in their 35th Report (14th Lok Sabha), recommended that Govt. should at least provide guarantee and waive the guarantee fee so as to enable NCRPB to raise the requisite loan from the multilateral aid agencies and to keep the cost of funds low which are to be deployed for the development of infrastructure projects in the NCR. The Ministry of Urban Development accepted this suggestion and sent a proposal to Ministry of Finance for waiving the Guarantee fee. However, the Ministry of Finance has not agreed to waive guarantee fee. The Committee again reiterate this recommendation and want the Ministry of Urban Development to pursue this matter more emphatically with the Ministry of Finance.

C. National Capital Region as a unified area in economic terms: need to remove fiscal barriers:

The Committee in their 34th Report (14th Lok Sabha) and 3rd Report (15th Lok Sabha) had recommended for a need to remove the fiscal barriers and make NCR a unified area in economic terms. The Committee had felt that uniformity in VAT rates in the NCR region would encourage business establishments to shift out of NCT Delhi to set up business in NCR region without suffering financial loss.

The Committee also find that the policy related to uniformity in Value Added Tax (VAT) rates in the country including National Capital Region falls under the domain of Ministry of Finance. There is now a proposal for Goods and Services Tax (GST) which is being discussed by the Ministry of Finance with the States. The Committee desire the Ministry to take up with the Ministry of Finance to remove fiscal barriers and to make NCR virtually a unified area in economic terms.

3. OTHER URBAN DEVELOPMENT SCHEMES

The Committee note that there was budgetary provision of Rs 294.16 Crore in BE of 2011-12 for “Other Urban Development Schemes of Department of Urban Development” which was reduced by almost half in BE 2012-13. This was further reduced in revised Budget of 2012-13 to only Rs. 109.5 Crore. The BE of year 2013-14 is Rs. 156.04 Crore. The Ministry gave the rationale that funds were released to the States to meet the project expenses in 2009-10. It was envisaged that civil works and installation of equipments would commence in 2010-11 in all the five States, viz. Arunachal Pradesh, Sikkim, Manipur, Assam Meghalaya but due to technical issues, Detailed Projects Reports in 4 States could not be finalized and actual execution of civil works could not start and hence estimated expenditure had to be reduced and the actual expenditure had been still lower. The Committee are not convinced with the reasons nor happy at the delay in execution of the jobs. The Committee also find that civil works for water and solid waste management projects could not be started in Kohima, Shillong, Gangtok and Agartala due to delay in finalization of DPRs on account of various technical reasons like delay in award of contracts due to multiple failures of bids, delay in initiation of Tranche-II because of delay in process to award contracts due to failure of bids, etc. The Committee feel there is a lack of willingness on the part of implementing agencies. The Committee call upon the Ministry to sort out the issue in this financial year itself so that schemes could be implemented.

4. JAWAHAR LAL NEHRU URBAN RENEWAL MISSION

A. Eco-friendly green disposal system & solid waste management in Urban Areas:

The Committee observe that the management of solid waste is integral to city sanitation. Over the last decade, larger cities, especially those with financial and managerial capacity, have attempted to improve waste management practices in response to the Municipal Solid Waste (MSW) Rules 2000. In this regard, the Committee find that the development of disposal infrastructure, i.e., sanitary landfills, has made the least progress due to factors ranging from land scarcity to lack of technical and financial capacity in cities. These challenges are further accentuated in smaller Urban Local Bodies (ULBs). There has been a significant increase in Municipal Solid Waste generation in India in the last few decades. This is largely because of rapid population growth and economic development in the country. Solid waste management has become a major environmental issue in India. The Committee are given to understand that Delhi population will increase from 1.77 Crore (Year 2010) to 2.45 Crore in the year 2024. Thereby waste generation is expected to rise to 19100 (TPD) in year 2024 as compared to 9200 TPD in year 2010. Therefore, it is evident that the MSW generation in Delhi will be directly proportional to increase in population, which is growing at fast rate because of rapid urbanization of the city. Rapid urbanization has resulted in great pressure on Municipal Corporation of Delhi for its management. The Committee find that there are three major Sanitary Land Fill (SLF) sites in Delhi (Ghazipur, Okhla and Bhalaswa- Jahangirpuri,) which have turned into huge mountains of garbage and far exceeded their life span. The Committee are disheartened to note that against the total 44 sanctioned projects under UIG components of JNNURM, till date only 10 projects have been completed. Another 11 projects are in their advanced stage of completion and rest 23 projects are in various stages of completion. The Committee strongly feel that with the growing number of urban population and corresponding increase in the quantum of garbage, only 10 projects are not adequate to meet the requirements.

The Committee note that Delhi along with other big cities have limited land availability. The mountain of municipal solid waste that is produced every day has to be managed in a manner that will ensure least pollution – water table contamination, air pollution and zero health and nuisance value to the human population near the dumping sites. Therefore the Committee desire that Ministry should pursue Eco-Friendly Green Disposal Systems on the pattern adopted in developed countries for Delhi along with other big cities and sanction more projects for solid waste management and complete the sanctioned projects at the earliest.

B. The locational criteria for dumping of municipal waste:

The Committee find that in India there is no segregation of waste. Municipal Solid Waste is dumped in a mixed form in an unscientific manner on open waste land or low lying areas even near creeks, forests, rivers, ponds and other ecological sensitive regions. This practice is commonly known as ‘Open dumping’ and does not meet the norms of disposal specified in the Manual Municipal Solid Waste (MSW) Rules. It is observed that Cities like Mumbai, Vishakapatnam, Kolkatta, Chennai situated on the sea coast dump their MSW in the nearby creeks. Similarly cities like Kanpur, Delhi etc., dump their waste near the river banks. Other cities like Bangaluru and Jaipur which do not have access to any water body prefer to dump their waste near the highways. These dumping grounds adversely affect the environment by air, water and soil pollution and are thus highly health hazardous. They damage the property in the vicinity as well. The presence of moisture and rainwater leach the pollutant chemicals produced during degradation to dissolve and flow into the groundwater reserve/sea/river thereby affecting the flora and fauna of the water body. The dump sites virtually become a breeding ground for all kinds of diseases.

The Committee note that Ministry of Urban Development has mentioned in their reply that landfill site should be constructed at least 500 meter away from a notified habitation area. A zone of 500 meter around a landfill boundary should be declared a non-development buffer zone after the landfill location is finalized. Therefore the Committee again strongly recommend to implement these guidelines of Ministry of Urban Development strictly by Urban Local Bodies. The Committee also recommend that the Ministry should

institutionize the mechanism to monitor regularly and periodically the implementation of guidelines in all dumping sites across the country and punish the guilty involved in this without fear or favour. They should also maintain a central data base for this purpose.

The Committee note that as per the reply of Ministry, selection of the site for landfill should be done in accordance with the Environmental Impact Assessment Notification, 2006 of the Ministry of Environment & Forests. It is mandatory for the Urban Local Bodies to conduct an environment impact assessment for the selection of the site for landfill. As a part of environment impact assessment, public consultation process needs to be conducted before selection of site. The final selection of site should be based on the environmental impact assessment, social acceptance and cost of disposal. Therefore, the Committee emphatically urge upon the Ministry to ensure that Urban Local Bodies implement this guideline of Ministry i.e., land for sanitary landfill site should be identified only after consultation with Ministry of Environment & Forests.

C. Upscaling and operationalisation leachate recirculation facility:

The Committee observe that the poorly maintained landfill sites are prone to ground water contamination because of leachate production. Wells drawing from the aquifers will be extracting ground water contaminated by the leachate. Such a situation is difficult to remedy. Studies have shown that leachate from solid wastes may have pollution load up to 15-20 times higher than domestic waste water. The Committee find from the replies of the Ministry that there is a proposal of East Delhi Municipal Corporation to set up leachate recirculation facility under which the leachate so generated shall be collected in a water sealed tank and re-circulated into the existing garbage. This exercise would result in reduction of strength of leachate. This will prevent polluted water escaping from the site and thus would certainly help in addressing the problem of water pollution in the area. The Committee feel that this method could prove highly useful in preventing water contamination in the area. Landfill tends to predominate as a waste disposal mode because it is regarded as an effective but low-cost method of disposal, even for hazardous waste also. However, such cost calculations take no account of the long term implications. In the long run, landfill of hazardous material may impose a larger financial burden than other

methods because of the high cost of ensuring that the site remains secure till waste is rendered harmless. Therefore, the Committee would like to emphasize upon the Ministry to help Urban Local Bodies financially as well as with capacity building, to operationalize Leachate Recirculation facility across the country.

D. Operationalise more incinerator and waste-to-energy plants and compost plant:

The Committee observe that incineration is a waste treatment technology that involves the combustion of organic materials/substances. Incineration of waste material converts the waste into incinerator bottom ash, flue gases, particulates and heat, which can in turn be used to generate electric power. Incineration with energy recovery is one of several wastes to energy technology. Incinerators reduce the volume of the original waste by 95 to 96% depending upon the composition and degree of recovery of materials such as metals from the ash for recycling. This means that while incineration does not completely replace land filling, it reduces the necessary volume for disposal significantly. Incineration is particularly beneficial for the treatment of certain waste type in niche areas such as clinical waste and certain hazardous wastes where pathogens and toxins can be destroyed by high temperatures. The Committee note that South Delhi Municipal Corporation is operating one Waste to Energy Plant and one compost plant which is consuming approximately 40 per cent of municipal solid waste generated under its jurisdiction. The Committee observe that this is not sufficient. More Waste-to-Energy Plants and compost plants should have been operationalized and upscaling should be done with increased budgetary allocation and capacity building in terms of skill and management. The Committee also note that some waste-to-energy (WTE) projects including the process of incineration, pelletisation and bio-methanation are still in the initial stage in India and the viability and sustainability of the technology process and projects, are still being established. Therefore, higher capital investment is required and there should be separate budgetary proposal for this. The Committee note that such WTE plants are financially viable in other developed countries mainly because of the tipping fees/gate fees charged by the facility for the service of waste disposal, in addition to its revenue income from power sales. At present in India, revenue earned by sale of power is the only source of income for WTE plants.

Therefore, the Committee feel that tipping fees/ gate fees should be charged in India as well so that these WTE projects can be operationalized in the country also.

E. Recovery of landfill gas produced in landfills as a source of energy:

The Committee note that Ministry through its programme like JnNURM is funding for construction of sanitary landfills as a part of municipal solid waste management projects. However, there are numerous existing dumping sites across the country that offer immense possibilities for recovering the landfill gas produced in landfills as a source of energy. The Committee also understand that viability of recovery and utilization of this gas is directly dependent upon the quantity and nature of the waste deposited in the landfill and therefore, not all the existing dumps may be techno-economically viable for commercial energy recovery projects. It is for the urban local bodies to identify such landfills and initiate action for recovery of gas from these landfills. Therefore, the Committee feel that it is pertinent for urban local bodies to identify those landfill sites full of energy. For this, Ministry has to be a hand holding partner for the ULBs. This can also be done on Public Private Partner Basis. The Committee strongly recommend that funds needs to be provided to ULBs for expediting these projects. The Committee are happy to note that Municipal Corporation of Delhi has already provided a piece of land to M/s. GAIL (Gas Authority of India Ltd.) for setting up a pilot project for extracting the methane and other gases from Ghazipur dump site. The gas so extracted, if found of sufficient calorific value, shall be utilized as a fuel in various type of vehicles. The construction work of this plant is in advanced stage. Keeping in view all these facts, the Committee recommend that these kinds of pilot projects should be operationalized at the earliest and up-scaled in other States and ULBs also.

F. Reclamation of landfill sites:

The Committee are pleased to note that East Delhi Municipal Corporation is in the process of reclamation of Ghazipur dumpsite. Under this project the already dumped waste/garbage shall be excavated and will be segregated into various recyclable and non recyclable components. The recyclables will be sold to various industries for their use and inert (non-recyclable) will be used for filling of low lying areas or making road embankments, etc. If EDMC succeed, the land so reclaimed shall be used for setting up an engineered landfill site or any other waste processing facility at Ghazipur dumpsite. Appreciating this step taken by the EDMC, the Committee recommend that this kind of projects should also be operationalised in other municipal corporations.

G. Incinerator plants should be stopped in all residential areas in all metropolitan & Big cities across the country:

The Committee note that the Municipal Solid Waste is delivered by NDMC and MCD at the Okhla Power Plant site. Although it is claimed that “only non Hazardous Municipal Solid Waste will be treated at the facility”, the fact is that Delhi’s mixed municipal solid waste has characteristics of hazardous waste. MCD, Delhi government and Central Government have shown sheer callousness towards hazardous emissions from municipal incinerators that cause serious environmental and health problems to the people living not only near them but thousands of kilometers away from the source. The Committee feel anguished and dissatisfied with the reply of the Ministry that the soot in the atmosphere is reported to be within norms as it is monitored by Delhi Pollution Control Board. Therefore, the Committee recommend that these kinds of Waste Incinerator Plants should be stopped in all residential areas in all metropolitan & Big cities across the country.

H. Collaboration with foreign countries for solid waste management:

The Committee note that the Ministry of Urban Development is in the process of signing an MoU with Government of the Kingdom of Sweden in the field of sustainable urban development through exchange of knowledge, institutional cooperation including capacity building, research & development and commercial relations for various sectors including integrated solid waste management. The MoU has been forwarded to Ministry of External Affairs for approval. The Committee strongly feel that this collaboration should be expedited and Ministry should pursue this matter with Ministry of External Affairs on priority.

I. Expedite mandatory and optional reforms as committed in JNNURM:

The Committee note that there is delay in implementing mandatory and optional reforms in JNNURM as per the commitments made in the Memorandum of Agreement in the selected States/ UTs as per the report of CAG. The Committee also observe that the Urban Local Bodies still lack technical and human skill to achieve some of the reforms, such as transfer of 12th scheduled functions, City plan and e-governance etc. Therefore, the Committee recommend for strengthening Urban Local Bodies in order to carry out mandatory and optional reforms. To carry out these reforms, local governments need partners, capacity buildings, and financial supports. The Committee note that, in November 2012 the Ministry of Urban Development had approved a new improved calibration method wherein achievement of reforms could be measured. This has been circulated to all the States. The calibration is expected to be handholding and guiding factor for all the States and ULBs to know the status of reforms. There has been increase in User Charges, Property Tax Collection and transparency in working of Local Bodies. Therefore, the Committee recommend to up-scale this calibration method in all the States and ULBs.

J. Funds to be given for bus depots under JNNURM:

The Committee observe that the Govt. has made announcement about plying of 10000 buses in different cities under JNNURM. The Committee also observe that basic infrastructure like bus depots are required for operating this facility of public transport which is lacking in various cities. In Nagpur, 300 buses have been sanctioned but there are no bus depots for them. These buses are parked on the road side. The Committee strongly feel that money should be spent first on basic infrastructure like strengthening the road, constructing the bus depots and then buses should be provided to the cities. However, the Committee are distressed to note that allocation has been made for the buses only and not for the supporting infrastructure. Therefore, the Committee strongly recommend for providing higher budget allocation under JNNURM for extending basic infrastructure like bus depots, and to renovate the conditions of roads in different cities before plying the buses. The Committee further desire that, instead of providing big buses in all the cities, small cities having narrow roads should be provided small buses.

K. Tardy implementation of JNNURM projects

The Committee note that JNNURM has been launched on 3.12.2005 to be implemented within the period of seven years. From the detailed information on the details of projects implemented upto 31.3.2012, the Committee observe that against the total projects sanctioned under UIG components only 184 projects have been physically completed and 40 projects are likely to be completed by the end of this Month. The remaining 327 are in various stages of completion under UIDSSMT out of 807 projects, only 324 projects have been completed. It has been repeated by States that there have been delays in completion of this projects due to court cases, land acquisition cases shifting of utilities, delays of receipt, of permission, lack of capacity buildings of ULBs etc. Now that the JNNURM period has been extended upto the end of 2014, the Committee expect the Ministry to make sincere efforts to overcome the problems and implement all the projects in the extended period.

The Committee are given to understand that the Ministry is interested in starting new schemes but there is a constraint due to lack of funds. They have been advised by the

government to allocate the funds for new schemes from JNNURM. JNNURM has been allocated a sum of Rs 14,000 crore for 2013-14. Keeping in mind that the sub-mission under the Mission are fund intensive, the allocation for JNNURM should be increased. There needs to be separate funding for the Feeder Bus Services proposed by the government as it will be a burden on the JNNURM funds and proposed results will not be achieved by the Mission due to paucity of funds.

The Committee observe that with regard to JNNURM, special focus needs to be given to the procedure of allocation of funds to states through submission of Detailed Project Reports for proposed projects to GOI. Of the total 1093 DPRs submitted from the start of the mission to August 2011, only 51% have been sanctioned. In Maharashtra only 46% of the total DPRs submitted were sanctioned. Therefore, the Committee recommend that corrective measures need to be taken in this regard to ensure maximum support to the states.

Apart from this, there have been delays in releasing GOI's share of funds for UIG and UIDSSMT projects which are majorly due to non-utilization of existing funds or non-submission of Utilisation Certificates by the state and Urban Local Bodies. The Committee recommend that measures need to be taken in this regard to ensure proper responses to the Government for smooth functioning of the Mission and optimum results.

5. URBAN TRANSPORT

A. Under Utilization of funds for Urban Transport Planning

The Committee note that a highly ambitious scheme was launched w.e.f. August 2008 to cover a gamut of urban transport matters for promoting comprehensive and integrated urban transport planning, studies on integrated land use and transport planning, comprehensive mobility means, preparation of DPRs, Clean Development Mechanism(CDM) studies intelligent Transport System Studies and launching of awareness campaign in the line with National Urban Transport Policy 2006. The Committee are distressed to note that during the year 2008-09 only an amount of Rs. 3.10 crore could be utilized because of less number of proposals received from the States/UTs. The Ministry could spend Rs. 22.65 crore against the RE of 23.50 crore during 2011-12 and Rs. 10.84

crore against allocated funds of Rs.14.20 crore during 2012-13. The reasons for less expenditure during 2011-12 is because of the DPRs corridors in NCR could not mature due to involvement of multiple stakeholders. *This trend of underutilization of scarce resources reflects lack of will power on the part of the Ministry to implement the scheme. Further, the Committee are anguished to note that in all the cities, the problem of traffic has been increasing. The growth in the number of vehicles on the road is not matched with required infrastructure. In metro cities people spend 4 to 5 hrs. on roads because of traffic jam. The havoc created by traffic police and failure of traffic lights also add to the problems. In this backdrop the Committee strongly feel that the ambitious projects have remained on paper only and the proper plan for improvement of urban transport have not been materialized. The Committee, therefore, strongly recommend that the Ministry should make vigorous efforts and take up this matter with the State governments at the highest level and utilize the allocations made for this scheme in order to bring real improvement on urban transport.*

B. Sustainable Urban Transport Project (SUTP):

The Committee note that the Sustainable Urban Transport Project (SUTP) was launched in May, 2009 with the assistance from World Bank and UNDP. The project aims to provide technical assistance to Ministry to strengthen their project management capabilities and enable them to successful manage the implementation of SUTP. Ministry in their written reply stated that it is complex project with various unique features involving multiple cities, multiple component and multiple financing agencies. Since the projects are being undertaken with assistance from World Bank and UNDP for the first time and it reportedly took some time to finalize the documents such as Terms of reference, draft contracts, etc. and processing the technical & financial evaluations of the proposals received. The Committee are distressed to note that there has been delay in appointing consultants for various consultancy assignments envisaged under Component 1 (1A and 1B) of the project on account of the procedural requirements like obtaining approval of various agencies (World Bank, UNDP, Internal Finance Division of the Ministry). The Committee

are not satisfied with reply of the Ministry in this regard. Hence, they recommend that the targets be fixed by prescribing clear timeframe for its achievement besides fully utilizing the allocation.

C. Conversion of 6 car trains to 8 car and 4 car trains in to 6 car in Delhi Metro:

The Committee observe that to meet the future increased demand, 6 car trains are being converted into 8 car trains as per the statement of Delhi Metro Rail Corporation. In line no 2, at present 50 trains of 6 cars and 8 trains of 8 cars are in service. DMRC stated that by Feb 2014, 37 trains will be converted to 8 cars and balance 23 trains of 6 cars will continue. In line no 3, at present 49 trains of 6 car and 20 trains of 4 cars are in service. First of all the 4 car trains are under conversion to 6 car trains will be completed by July 2013. From July 2013, 8 car conversion from 6 car would be taken up and a total of 31 trains of 8 car shall be operational by February 2014. As per the plan of DMRC, the above plan is considered adequate to meet the projected traffic. 8 car conversions for the line no 2, has been planned early since crowding is more in line no 2. The Committee desire that the Ministry of Urban Development & DMRC, should endeavour to convert 37 trains of 6 cars into 8 car in line no 2 by Feb 2014 and of 20 trains (4 cars) in to 6 car train by July 2013 and conversion of 6 cars to 8 cars by Feb 2014 in line no 3.

D. Need for adequate provision for High Speed Metro Rail System in the country:

The Committee welcome the recently announced Metro Railway Policy by the Ministry of Urban Development for encouraging cities with more than two million population to plan and implement high-capacity and high-speed metro rail systems. However, the Ministry stated that taking up the Metro project in any city would depend upon the overall justification and funds availability. Since these large cities would accommodate the bulk of the burgeoning urbanizing population in future and Metro has proved a success story, planning for their growth and mobility in other cities is absolute necessary. The metro rail, which takes on an average about 10 years to plan and fully implement, could play a significant role in shaping their future. Therefore, the Committee recommend to plan and implement high-capacity and high-speed metro rail systems in all the targeted cities

exeditiously and provide adequate funds for the same. The Committee also desire the Ministry to take up the matter with all the State Governments to come out with proposal for the second line cities like Chandigarh, Bhubaneswar, Nagpur, Ahmedabad, etc.

E. Separate budgetary allocation for feeder buses:

The Committee note that in order to provide last mile connectivity to metro commuters DMRC had decided in the year 2007 to introduce feeder buses in limited numbers. Accordingly, non-AC mini buses were purchased. Further, the Committee are surprised to note that at present to meet the need of approximately 2 lakh people, only 117 buses are being plying on 14 STA approved routes originating from 11 metro stations carrying on an average 38,000 passengers daily by private operators. These buses are being run on ‘No profit No loss’ basis by DMRC. During discussion on Demands for Grants, the Ministry had assured to make operationalisation of 300 feeder buses. To their utter surprise, the Committee note that till now these buses have not yet been introduced. Pertaining to the steps taken in this regard it has been stated that DMRC had selected an operator to run 300 Non-AC semi low floor mini buses in May 2012. These buses were to be procured as per JnNURM specification for urban bus. Delay in introduction of these buses is attributed to non-availability of buses conforming to urban bus specification. Now these buses are expected in September/October, 2013. These buses shall originate from 41 metro stations on 60 STA approved routes. The Committee are further informed that as an interim measure, operator has been selected to operate and maintain 100 non-AC standard floor mini buses. These buses are expected in August, 2013. The Ministry is hopeful for operationalization of 517 buses by this year end.

The Committee strongly feel that the Ministry should adhere to its promise without fail so as to mitigate urban transport congestion and make Delhi Metro a successful one.

The Committee further observe that Delhi Metro’s feeder bus system, which was lauded as a unique feature designed to enable commuters to conveniently interchange from one mode to another, has come in for repeated criticism for the poor quality of buses it offers. They neither match up to the service offered by the swanky new low-floor DTC buses

nor provide the air-conditioned comfort of the metro trains. No wonder, commuters demand that the quality of feeder buses should match those of DTC if the new fares of metro feeder buses are to be justified. The feeder buses which lack basic features become available every 10-12 minutes and are also very crowded. Private contractors have been put in charge of managing the facility and they pack in as many passengers in the bus as possible to maximize their profits.

The Committee note that under JNNURM, Delhi Metro Rail Corporation (DMRC) has been sanctioned 228 feeder buses with the total estimated project cost of Rs.45.01 Crore in which the Government of India share is Rs.15.96 crore as Additional Central Assistance. However there is no separate budgetary allocation for feeder buses. Keeping all these facts in view, the Committee hereby recommend allocating separate funds for feeder buses to provide quality feeder services for the metro network.

F. Need for expansion of airport-metro link projects in other metropolitan and big cities

The Committee note that aeroplane is an important transport mode, the airports need to be connected by Mass Rapid Transit System (MRTS). This connection by MRTS can be accessed through Metro Rail Link or Bus Rapid Transit System (BRTS) or City Bus Service. At present, except Delhi, no other dedicated Metro rail link has been taken up in other cities. Hence, the Committee hereby recommend for starting these kinds of Airport-Metro Link projects in other metropolitan and big cities in order to reduce traffic on roads, reduce parking problems in Airports and to provide speedy connectivity to the passengers.

G. Specific Policy on Monorail:

The Committee observe that monorail is a safe, reliable, economical, quick, comfortable and effective mass public transit system. The high-speed rail-based Regional Rapid Transit Systems (RRTS) would allow people living in metropolitan suburbs within a radius of 100 km to commute to work, thereby easing pressure on the infrastructure services within the city. Therefore, there is a need for setting up monorail both as a means of feeder system with the bigger metro rail and as an independent means of transport in Tier II cities. Need for Monorail is urgent as the urban areas have become very congested due to

coming up of high-rise buildings. The Committee also note that the Central Government encourages all proven technologies but do not promote any specific technology. They have not framed any specific Policy on Monorail. The Committee also find that Central Government has not approved funding for any Monorail project in any city. However, the State Government of Maharashtra is constructing Mono Rail in Maharashtra with its own funds. Therefore, the Committee recommend for framing policy to provide monorail in metropolitan and big cities because the Monorail would provide further reach and depth to the mass transport network. Moreover, it is also easier and cheaper to lay Monorail lines than Metro lines. The Monorail can also take sharp curves in contrast to the Metro and thus run in densely populated localities as it takes lesser area to operate. Monorail seems a perfect mode for mass transit in congested areas where Metro cannot be constructed and roads are too crowded for frequent movement of buses.

H. Need for expansion of Delhi Metro

The Committee observe that besides giving connectivity within Delhi, Delhi Metro at present is extending connectivity to NOIDA and Vaishali in Uttar Pradesh and Gurgaon in Haryana. When asked about providing connectivity to Sonapat, the Committee have been informed that out of eight corridors, 3 Regional Rapid Transit System (RRTS) namely Delhi- Sonapat- Panipat, Delhi- Ghaziabad- Meerut and Delhi- Gurgaon- Rewari- Alwar have been prioritized to be implemented by NCRPB. Since the NCRPB is yet to be constituted, the Committee feel that there is no chance of starting the work of prioritized corridor in the near future. Further, regarding the connectivity of Delhi to Greater NOIDA, the Ministry is stated to have resubmitted the proposal in February, 2013.

Considering the plight of daily commuters from these two cities, the Committee strongly recommend that the Ministry should make proposal and get the necessary approval for providing metro connectivity to Sonapat and Greater NOIDA in order to facilitate easy connectivity to the people living in metropolitan suburbs to commute to work thereby easing pressure on the infrastructure services. For this the Committee want the Ministry to hold talks with all the stakeholders like DMRC, Delhi and Haryana Governments.

I. Regional Rapid Transit System (RRTS)

The Committee note that National Capital Region Planning Board (NCRPB) had recommended construction of Regional Rapid Transit System (RRTS) in their Functional Plan for NCR-2032. The Plan recommended eight Regional Rapid Transit System corridors to connect various towns/ areas of National Capital Region. Out of eight corridors, the Government of India has prioritized the following three corridors for implementation in consultation with State Governments:

- i. Delhi- Sonipat- Panipat**
- ii. Delhi- Gurgaon- Rewari- Alwar**
- iii. Delhi- Ghaziabad- Meerut**

It has been proposed to implement the project through NCR Transport Corporation (NCRTC). The Committee further note that in this regard an MoU among Ministry of Urban Development, Government of India, NCR participating States and NCR Planning Board was signed for the formation of NCRTC on 29.06.2011 for NCR in the year 2011. However, NCRTC has not come into existence till date. The Committee feel that the delay in implementation of projects on these three prioritized sectors will lead to delay in implementation of project on remaining five corridors, which over the passage of time might defeat the purpose of these RRTS.

Since the Feasibility Reports for all the three corridors have been received by the Ministry, the Committee recommend that formation of NCRTC should be completed at the earliest on an urgent basis, so that the projects can be initiated at the earliest.

J. Road traffic management in metropolitan and big cities: Electronic Road Pricing and congestion tax

The most visible transport problem plaguing our cities on a daily basis is traffic congestion. The main reason behind this is the increase in number of private motor vehicles, which is bound to continue its northward trend in near future. This leads to decrease in available road space for other modes of transport. Keeping this in view the Committee in their 37th Report (14th Lok Sabha) had recommended the possibility of issuing suitable guidelines for levy of 'congestion tax' on personal vehicles in the congested areas, according to the time of the day should be explored by the Ministry of urban Development. However, the Ministry forwarded the reasons of absence of Intelligent Transport System (ITS) and considered it premature to levy congestion tax in India.

The Ministry in their Action Taken Reply had submitted that the suggestion has been noted for future guidance. Also the Ministry were aware of such steps being taken by Singapore and London at that time also. Those efforts of Singapore and London have become a success story now. But India is still hovering near the starting line, even after the passage of almost five years since the presentation of Committee's 37th Report(14th Lok Sabha) on 'Urban Transport'. The Committee are anguished at the indifference shown by the Ministry towards the recommendation of the Committee. Till date, the Central Ministry has not even conducted a single pilot study in this regard. The submission of Ministry that study on such issues falls under the purview of States is not acceptable to the Committee. As the Ministry has financed many pilot projects in other areas like solid waste management, development of satellite towns etc. Also in the achievements of UTTIPEC, the Ministry has clearly mentioned that UTTIPEC has been involved in planning and design of pilot projects to test and ensure effective mechanisms to reduce private vehicle congestion on road. Thus, the Committee strongly recommend that the Ministry should without fail conduct a pilot project in the congested areas of metropolitan cities and come out with policy and guidelines for implementation of 'congestion tax' by all the States.

K. Cycling Cities

As per the National Urban Transport Policy, 2006 there should be equitable allocation of road space and greater use of non-motorized transport. But not much happened in the years that followed. During the examination of the subject "Urban Transport" by this Committee in the year 2008-09, the Committee had recommended that safety concerns of cyclists and pedestrians should be addressed urgently. The Committee further had recommended the serious monitoring of the cycle tracks on Bus Rapid Transit System (BRTS) projects. The Committee, however, regret to note that the cycling tracks of BRT corridor in Delhi are being used by the motorcycle riders. The Committee are disappointed to note that even the Central Ministry has accepted the fact that the focus of cities is in creation of infrastructure for the Motorized vehicles at the cost of up-rooting the existing infrastructure for cycle. The Committee undoubtedly understand that it is an uphill task, but the policies need to be formulated and implemented properly, to save the future. The Committee, therefore, recommend that while financing any infrastructure development project relating to urban transport, it should be made mandatory to include the bicycle inclusive city planning and encroachments on the existing cycling track should be removed as soon as possible.

6. DELHI DEVELOPMENT AUTHORITY

A. Acquire illegal farmhouses for social infrastructure and sick industrial plots for residential development:

The Committee note that the Govt. / DDA are in the process of formulation of land pooling and assembly policy in Public Private Partnership mode, under which various housing projects shall be taken up by using the large parcels of land available in the urbanisable zones identified for residential use under various Zonal Development Projects. This development shall also include social and physical infrastructure. The DDA is also considering granting permission for Group Housing Developments on the industrial plots on the peripheral roads. The Committee endorse the land pooling concept of DDA and acquisition of illegal farmhouses for social infrastructure and sick industrial plots for

housing development and strongly recommend that DDA should envisage a plan of action with a positive bent of mind under intimation to the Committee.

B. Expedite the Process of Master Plan for Indian Cities:

The Committee find that three-fourths of Indian cities are functioning without a Master Plan, despite the Centre offering funds to carry out the exercise. Union Urban Development Ministry also claimed that only 24 per cent of the total cities and towns have a Master Plan. The Committee note that no funds have been allocated by the Ministry of Urban Development for preparing the Master Plan for cities/towns. The Committee note that there are many reasons for not preparing the Master Plan for all the cities and towns of India like non-availability of latest Base Map and attribute data, lack of trained manpower and Town Planning Department, time consuming process for preparing the Master Plan.

The Committee are anguished with the stated reply of Ministry and they recommend expediting the preparation of master plan for all Indian cities. This should be done in a time bound manner and the process of developing GIS database for select 152 towns and cities across the country should be done as fast as possible. The Committee further wish to recommend for providing adequate funds and technical expertise and capacity building for preparation for master plan for all the cities.

7. CENTRAL PUBLIC WORK DIVISION

A. Providing adequate funds for expansion of Parliament House Annexe Building:

The Committee note that the precincts Parliament House has a congestion problem, primarily due to the increasing number of offices opening up along its staircases, corridors and passageways. To decongest the Parliament House, a new Annexe - an extension of the old one - is under construction in the Parliament complex. The new building is expected to lessen the load on the Parliament House which is in need of proper conservation. The Committee find that the work of extension to parliament house Annexe building at Parliament House Complex, New Delhi, amounting of Rs 261.86 crores has been stopped because of scarcity of adequate funds. Funds have not been sanctioned for full completion of

the work. This slow work in the Parliament House Annexe, reflects very badly on the performance of all Departments and on the whole of the nation. The Committee find that head of account for PHA is itself separate and Ministry of Urban Development have repeatedly asking the Ministry of Finance to allocate more funds. The Secretary, Ministry of Urban Development assured the Committee that they will reiterate the matter with Ministry of Finance to allot Rs. 73 crore. The Committee are anguished to note that Ministry of Urban Development had scaled down its demands from Rs.121 crore to Rs. 73 crore. The Committee also feel that even Rs. 73 crore will not meet the requirement of this prestigious work. The Committee, hence, strongly recommend for providing adequate budgetary allocation for completion of the expansion of Parliament House Annexe building at the earliest so as to ensure that the work does not stop and is completed within a given timeframe.

B. Maintenance of Parliament House Complex(PHC)

In view of that Parliament House is a heritage building which requires maintenance work periodically. The Committee are given to understand that, this year many works related to heritage, conservation, fire safety and rehabilitation work to keep this whole building in productive use are essentially required to be carried out. *But the budgetary allocation for the year 2013-14 for such works is too meagre. For replacement of old feeder cable from sub-station to basement and various other direct feeding point at Parliament House only Rs. 733000/- has been provided against the actual and probable expenditure of Rs. 131180000/- during 2011-12 and 2012-13. Similarly a small amount of Rs. 80100000/- has been provided during 2013-14 for all works costing less than Rs.5 crore. thus an amount of just Rs. 80833000/ - has been earmarked apart from construction of extension of Parliament House Annexe. The Committee feel that the budgetary allocation for the year 2013-14 is not sufficient and adequate for the maintenance of this heritage building. They condemn this callous attitude of the Ministry towards allocation for maintenance of this heritage building. Therefore, the Committee desire that sufficient funds should be allocated for the proper maintenance of Parliament House Complex.*

C. Residential accommodation for Lok Sabha Employees:

The Committee are surprised to note that at present Lok Sabha Secretariat is having 800 residential units to cater to approximately 3,000 employees. The Lok Sabha Pool was separated from General Pool of Accommodation in the year 1974. As per the recommendation of Parliamentary Pay Committee of September, 1974, Directorate of Estates is supposed to hand over at least fifty quarters per year. After 1988 not a single unit and from 1975 not a single unit of Type-IV and above have been placed in LSS Pool by the Directorate of Estates as a result of which the problems of the employees have increased manifold. The Committee fail to understand the logic behind such abandonment of Lok Sabha Pool by Directorate of Estates.

The Committee further note that construction of residential accommodation for Lok Sabha is in progress at R.K. Puram, New Delhi and will be completed by December, 2013 subject to availability of funds. Ministry stated that against the projection of Rs. 121.53 crore, the approved BE for 2013-14 is only Rs.44.25 crore. The Committee find that Ministry of Urban Development also admitted that allocated amount is not sufficient for completion of project in time. Hence, the Committee strongly recommend for enhancing the budgetary allocation for residential accommodation for Lok Sabha and release of adequate number of quarters from Directorate of Estates to Lok Sabha Pool to meet the requirements of employees.

8. URBAN WATER SUPPLY AND SANITATION

A. Foreign Collaboration for 'New Water' Plants:

The Committee find that Ministry of Urban Development has not made any collaboration with foreign countries for getting their expertise to set up waste water treatment plants that will generate 'new water' for the city's consumption as well as for waste water recycling and reuse. Ministry of Urban Development facilitates State Governments for availing external funding for setting up of water supply and sanitation projects including recycling and reuse

of wastewater. However, as per the information received from the Delhi Jal Board (DJB), it has entered into a partnership with Temasek Foundation, Singapore (TF) and Singapore Cooperation Enterprise (SCE) to facilitate the sharing of Singapore's experience in the integration of waste water management, and operation & maintenance of the related treatment facilities for New Delhi. The Committee, while endorsing the move by Delhi Jal Board strongly recommend that sincere effort may be made to collaborate with foreign countries for getting their expertise to set up waste water treatment plants that will generate 'new water'

B. Public Toilets in Cities

According to National Urban Sanitation Policy, the State Governments have to formulate State Sanitation Strategies and Urban Local Bodies (ULBs) have to prepare City Sanitation Plans, focusing on 100% sanitation across the cities including construction of public toilets with emphasis on preventing open defecation.

But the Committee are distressed to note that the Indian cities have not shown any urgency to improve the situation. For example, Chennai, which needs about 6000 public toilets has only 714 and Nagpur which needs more than 3000 toilets has 318 only. Even the existing ones are poorly maintained, badly located and hardly used. This persisting neglect has led to woeful sanitary conditions. The situation in other cities is no more encouraging.

The Committee are well aware of the fact that the Ministry of Urban Development is the nodal Ministry for formulation of broad policy programmes and guidelines for water supply and sanitation including the norms for public toilets. But the Committee fail to understand the callous attitude of the Ministry in monitoring the proper implementation of National Urban Sanitation Policy (NUSP), or for that matter any other policy that has been formulated by Central Ministry, by passing on the buck to the State Governments under the pretext of it being a state subject. The Committee would like to recommend in unequivocal terms that the Central Ministry should closely monitor the implementation of NUSP by States and should also make it a pre-requisite for ULBs to provide or promise to provide public toilets in whole of their area before financing any Centrally-sponsored scheme like JnNURM-II and NMSH in future.

9. PROJECTS FOR THE NORTH-EASTERN STATES AND SIKKIM

The Committee find that there is decrease in the budgetary allocation from Rs. 15 Crore in Budget 2012-13 to 8 Crore in current years' budget of 2013-14, in reference to "Lump Sum provision for projects/ schemes for the benefit of North eastern region and Sikkim" under major head 2552 (augmentation of water) of Department of Urban Development. The Committee also note that the States are not coming up with demand for release of funds (further installments) for augmentation of water because of lack of technical skills and expertise. Keeping in view, of the above mentioned reasons, the Committee recommend enhancing adequate budgetary provision as well as capacity building of North eastern region and Sikkim.

10. RAIN WATER HARVESTING SYSTEM

The Committee are perturbed to note that India is moving towards being environmental basket-case marked by dead rivers and falling water tables. This situation has arisen due to continuous extraction of ground water in ever growing urban areas of the country. The simple and effective solution to this problem is rain water harvesting. However, it is very disheartening to note that though the Central Ministry is providing huge funds to States through its Centrally Sponsored Schemes but has not made it mandatory to all State Governments to comply with the provisions of the model building bye- laws especially with regard to rain water harvesting system.

The advisory issued by the Ministry has not found favour with the States and ULBs. The Committee, therefore, strongly recommend that in all the future projects to be financed by Central Ministry or to be taken up for construction by the attached offices and P.S.Us of Ministry of Urban Development like DDA, NBCC, CPWD along with HUDCO (the PSU attached to Ministry of Housing and Urban Poverty Alleviation) Rain Water Harvesting System should be made mandatory.

The Committee further desire that the possibility of incorporating Rain- Water Harvesting System in the existing Central and State Government Offices and Residential

areas should be explored and implemented in a time bound manner. The Committee further recommend that the Research and Development (R&D) in this regard should be stressed upon and Central Data Base should be maintained by the Central Ministry regarding Government and corporate buildings which have implemented Rain Water Harvesting System.

11. DEVELOPMENT OF CENSUS TOWNS

The Committee note that the number of statutory towns (with a municipal corporation) has stayed the same since 2001. In contrast to that the number of census Towns has increased from 1362 in the year 2001 to 3894 till now. These do not fall under the jurisdiction of Ministry of Urban Development. The Secretary, Ministry of Urban Development during deposition before the Committee admitted that these Census towns should be declared as towns by notifying them otherwise planned development in these area is not possible. Neither the schemes for rural infrastructure, nor the schemes for urban infrastructure apply for these census Town. The Secretary, further informed the Committee that only throwing money for these towns will not serve any purpose rather there is a need for legal sanctity and it should be backed by planning. In view of the importance of these Census town, the Committee strongly desire that the Ministry of Urban Development in consultation with Rural Development and all stakeholders should formulate a policy and plan to notify these cities at the earliest so that these areas can also avail the benefits of developmental schemes of Central Ministry of Urban Development.

12. SATELLITE CITIES/ COUNTER MAGNET CITIES

The Committee note that the Scheme for Urban Infrastructure Development in Satellite Towns around Seven Mega Cities was included in the 11th Five Year Plan (i.e., 2009). As most of the projects have been approved in the Fourth year of the 11th Plan, by all probabilities the extension of scheme into 12th Five Year Plan appears to be inevitable.

However, the Committee also note that with the approved projects the timeline for completion of these projects has not been mentioned even tentatively. Also, the Committee

note that the funds have been under-utilized in this scheme due to time taken by the States for tendering and final award of works. The Committee, therefore strongly recommend that irrespective of inclusion of scheme in JnNURM, the projects under the scheme should be clearly given a time of completion. In this regard, the Committee further desire that the already sanctioned projects for which the physical progresses have been made should be assessed and a time period for completion should be provided in clear terms.

For new projects that would be sanctioned in future the time period for completion should be clearly mentioned at the time of sanction or release of first installment.

13. NATIONAL MISSION ON SUSTAINABLE HABITAT (NMSH)

The National Mission on Sustainable Habitat (NMSH) is one of the eight missions under national climate change action plan and aims to make cities sustainable through improvement in energy efficiency in buildings, management of solid waste and shift to public transport.

The Committee observe that the Mission is under formulation since the financial year 2011-12. But till date the modalities have not been finalized. The meeting of the Expenditure Finance Commission (EFC) for implementation of the mission is yet to be held. Sanction of proposals can be taken up only after EFC and cabinet approval. Thus, the Committee recommend that all the due process and procedures in this regard should be completed before the Monsoon session of Parliament, this year 2013 so that the implementation of the Mission can be started with any further loss of time. Otherwise, the projects will be delayed in this Mission also as has been the case in JnNURM.

Also, the Committee would like to reiterate its earlier recommendation that steps may be taken to simplify the procedure and criteria for selection of ULBs/ Cities under the mission.

14. PREVENTION OF RIVERS FROM BECOMING DRAINS

Save Yamuna River Banks: “Don’t Let Our Beautiful Geography to Change into History”

Yamuna is dirtier than ever even after a huge amount of Rs.6, 500 crore has already been spent to clean the river. The Committee note that a project on "Laying Interceptor Sewers along the 3 major drains viz. Najafgarh, supplementary and Shahdra for abatement of pollution in Yamuna River has been approved in Government of NCT of Delhi by the Government on 19.05.2010 under UIG Sub- Mission of JNNURM with approved cost of Rs. 1,357.71 crore and Additional Central Assistance (ACA) commitment of Rs. 475.20 crore. So far Rs. 118.80 crore have been released as 1st installment of ACA for the project. Till 31.01.2013, there has been 35% physical progress with financial utilization of Rs. 136.00 crore till 31.01.2013. The Committee further note that there has been under-utilization of sewage treatment plants in Delhi due to the absence of internal/ peripheral sewers in unsewered areas as well as due to inadequate water supply in the command area.

The Committee, therefore, strongly recommend that the laying of Interceptor Sewers along the three major drains viz., Najafgarh, supplementary and Shahdra should be expedited at all levels. The Committee also desire that laying of sewage networks including appropriate treatment of sewage as per CPCB/ SPCB norms before discharging into Yamuna should be taken up by the Ministry of Urban Development with Delhi Government.

It is pertinent to note that no river exists on its own strength, but for the tributaries that lend its waters to the main river. For Yamuna, one of the little appreciated tragedies is that many of its numerous tributaries today are extinct while some are under active threat of conversion into alternate uses like agriculture and mining.

The Committee note that in order to prevent the Yamuna river banks from becoming a garbage dumping site, National green tribunal had directed all the authorities to ensure that no debris of any kind including construction material is thrown in any part of

the Yamuna river banks. The main recommendations of National Green Tribunal are as under:

1. "Permanent walls have to be built on both sides of the riverbank preventing release of any discharge from the city into the river. Cover nullahs in which all the small and big drains open. Covered space can be used for commercial and social purposes to recover the costs of running the system. This appears a fairly reasonable and workable solution.
2. Release of a minimum quantity of water into the Yamuna round the year from the Hathini Kund Barrage, some 100 km upstream of New Delhi,.
3. Effective checks on drains in the national capital that dumps pollutants, effluents and sewer waste into the river that literally turning it into one huge drain.
4. To ensure that DDA should prepare a complete proposal for development and beautification of the Yamuna river banks in terms of horticulture and eco-friendly site free from pollution and other allied fields (this is also being emphasized by National Green Tribunal)

While endorsing the above recommendation the Committee strongly desire the Ministry to act expeditiously under intimation to them.

The Committee further observe that 350 to 400 Mld of sewage generated by the Nagpur city is disposed in the Nag river which ultimately pollute the Gosikhurd Dam. In this regard, the Nagpur Municipal Corporation has prepared three DPRs for treating 100% sewage generated in the city costing Rs. 1328.88 Cr. These proposals will take care of the pollution load till the year 2026. The Committee desire the Ministry to clear the DPRs at the earliest to save the river and water reservoir.

Thus, the Committee also would like to recommend that in order to address the problem, the Ministry of Urban Development should in collaboration with the Ministry of Environment and Forests and other stakeholders prepare a separate plan for tributaries of Yamuna. Also, for all the river-bank based cities, the project for appropriate treatment of sewage as per CPCB/ SPCB norms before discharging into the river should be invariably sanctioned by the Ministry of Urban Development under National Mission on Sustainable Habitat.

15. ENERGY SAVING SOLUTIONS FOR URBAN GROWTH:

The Committee regret to note that the Energy Conservation Building Code, meant to reduce energy consumption by about 1.7 billion units of electricity a year, was launched in the year 2007, but till date this code remains a recommendatory provision not the mandatory one. In this regard the Committee have been informed that the adoption of norms of Green Rating for Integrated Habitat Assessment (GRIHA) as norms of Green Building and the Energy Conservation Building Code (ECBC) prescribed by BIS is under consideration for adoption by CPWD.

Further, the Ministry have informed the Committee that under the National Mission for Sustainable Habitat a committee has been set up by the Ministry of Urban Development to take up the task of harmonization of Energy Conservation Building Code with the National Building Code.

The Committee cannot but deplore the fact that the Energy Conservation Building Code (ECBC), has not been adopted by the Central and State Governments till date in India. It is likely that the Codes may not prove to be a magic wand for the energy saving purpose, but it still needs to be adopted. The Committee, therefore, strongly recommend that not only CPWD but other central agencies like NBCC and HUDCO should also adopt these norms and incorporate them in their existing (if possible), ongoing projects, and all future projects.

The Committee are appreciative of the Central Ministry's effort under National Mission for Sustainable Habitat, of setting up the Committee for harmonization of Energy Conservation Building Code with National Building Code. The Committee would like to recommend further that the adoption of Energy Conservation Building Code by all the State Governments should be made a compulsory provision by the Ministry of Urban Development under National Mission on Sustainable Habitat (NMSH).

16. COOPERATIVE GROUP HOUSING SOCIETY:

The population of Delhi and other urban cities is growing rapidly. To provide and mitigate the housing problems Cooperative Group Housing Society is a very good alternative. The Committee came to know that HUDCO provide finances and Ministry of Urban Development/DDA allot land for construction of these societies. The Committee are

anguished to note that there are certain Cooperative Group Housing Societies which are waiting for the land allotment for the last 30 years. It is seen that for the last few years Registrar Cooperative Society (Delhi) under Delhi Cooperative Society Act has given notices to these Societies despite that they have completed all the formalities. The process of completion certificate has been lingering on for many years. It seems that the Ministry of urban Development wants to promote builders instead of alleviating problems of housing in Delhi.

The Committee is appreciative of the fact that the Govt. / DDA are in the process of formulation of land pooling and assembly policy in PPP mode under which various housing projects shall be taken up by using the large parcels of land available in the urabanisable zones identified for residential use under various Zonal Development Plans. This development shall also include social and physical infrastructure. The DDA is also considering granting permission for Group Housing Developments on the industrial plots on the peripheral roads.

Hence, the Committee recommend that Ministry/DDA should expedite the process of allotting land to the Cooperative Group Housing Societies so that housing problem can be solved in Delhi.

New Delhi;
17April, 2013
27Chaitra 1935(Saka)

SHARAD YADAV,
Chairman
Standing Committee on
Urban Development

STANDING COMMITTEE ON URBAN DEVELOPMENT (2012-2013)

MINUTES OF THE NINTH SITTING OF THE COMMITTEE HELD ON FRIDAY,

22ND MARCH, 2013

The Committee sat on Friday the 22nd March, 2013 from 1500 hrs. to 1600 hrs. in Main Committee Room, Parliament House Annexe, New Delhi.

PRESENT

Shri Anant Gangaram Geete - In the Chair

MEMBERS

LOK SABHA

2. Shri Ambica Banerjee
3. Shri Kailash Joshi
4. Shri Bapi Raju Kanumuru
5. Shri Mohinder Singh Kaypee
6. Shri Ramesh Kumar
7. Shri Yadav Anjan Kumar M.
8. Dr. Sanjeev Ganesh Naik
9. Shri Ratan Singh

RAJYA SABHA

10. Shri Anil Desai
11. Md. Nadimul Haque
12. Shri Faggan Singh Kulaste
13. Shri Avinash Pande
14. Dr. M.S. Gill

SECRETARIAT

- | | | | |
|----|----------------------|---|------------------|
| 1. | Shri R.K. Jain | - | Joint Secretary |
| 2. | Shri D.S. Malha | - | Director |
| 3. | Smt. J.M. Sinha | - | Deputy Secretary |
| 4. | Smt. K. Rangamani N. | - | Under Secretary |

LIST OF WITNESS

1.	Shri Sudhir Krishna	-	Secretary, UD
2.	Shri D. Diptivilasa	-	Additional Secretary, UD
3.	Shri Naresh Salecha	-	Joint Secretary & Financial Advisor
4.	Dr. Ashok Singhvi	-	Joint Secretary (UD& Admn.)
5.	Ms. Nisha Singh	-	Joint Secretary and Mission Director(JNNURM)
6.	Shri C.K. Khaitan	-	Joint Secretary(UT)
7.	Shri Dharmendra	-	Joint Secretary(L&W)
8.	Shri V.K. Gupta	-	Director General, CPWD
9.	Shri S.K. Lohia	-	OSD(MRTS)
10.	Shri D.M. Spolia	-	Chief Secretary, GNCTD
11.	Ms. Naini Jaisilan	-	Member Secretary, NCRPB
12.	Shri Pradeep K. Berwah	-	Chief Controller of Accounts
13.	Shri Puneet K. Goel	-	Pr. Secretary-cum-Commissioner(Transport)
14.	Mrs. Archana Arora	-	Chairperson, NDMC
14.	Shri P.K. Gupta	-	Commissioner, MCD(North)
15.	Shri Manish Gupta	-	Commissioner, MCD(South)
16.	Shri S. S. Yadav	-	Commissioner, MCD (East)
17.	Shri Vishnu P.Das	-	CMD, NBCC
18.	Shri Mangu Singh	-	MD, DMRC
19.	Shri Munish K. Garg	-	Director of Estates
20.	Shri A.K. Sinha	-	Director(Printing)

2. In the absence of the Chairman, the Committee chose Shri Anant Gangaram Geete, a Member of the Committee to act as Chairman for the sitting in accordance with Rule 258(3) of the Rules of Procedure and Conduct of Business of Lok Sabha. The acting Chairman welcomed

the representatives of the Ministry of Urban Development to the sitting of the Committee and apprised them of the provisions of Direction 59(1) of the 'Directions by the Speaker'.

3. The Secretary, Ministry of Urban Development, thereafter briefly explained the overall Budgetary position with regard to various Central sector schemes and programmes of the Ministry such as reorienting its policies and programmes on various components under Jawaharlal Nehru National Urban Renewal Mission (JNNURM), Urban Infrastructure and Governance (UIG) and Urban Infrastructure Development Scheme for Small and Medium Towns (UIDSSMT), the North-East Region Urban Development Programme (NERUDP) Scheme for development of Official and residential complexes by the CPWD, development towards Urban Transport Sector, Metro Rail Projects etc. for the year 2013-2014. He then highlighted their targets and achievements of the previous financial year as well as reasons for shortfall, wherever applicable. The Committee then discussed in detail various issues related to the examination of the 'Demands for Grants' of the Ministry for the year 2013-2014.

4. The Members sought clarifications on various issues relating to the subject and the Secretary and representatives of the Ministry responded to the same. The Committee directed the representatives of the Ministry to furnish written replies to the queries which could not be responded to by them.

5. The Witnesses then withdrew.

6. A verbatim record of the proceedings of the sitting of the Committee has been kept.

The Committee then adjourned.

STANDING COMMITTEE ON URBAN DEVELOPMENT (2012-2013)

**MINUTES OF THE ELEVENTH SITTING OF THE COMMITTEE HELD ON
WEDNESDAY, 17TH APRIL, 2013**

The Committee sat on Wednesday, the 17th April, 2013 from 1200 hrs. to 1300 hrs. in Main Committee Room, Parliament House Annexe, New Delhi.

PRESENT

Shri Sharad Yadav - Chairman

MEMBERS

LOK SABHA

2. Shri Kailash Joshi
3. Shri Bapi Raju Kanumuru
4. Shri Mohinder Singh Kaypee
5. Shri Ramesh Kumar

RAJYA SABHA

6. Md. Nadimul Haque
7. Shri Parvez Hashmi
8. Shri Fagan Singh Kulaste
9. Shri Avinash Pande
10. Shri Ajay Sancheti

SECRETARIAT

- | | | | |
|----|----------------------|---|------------------|
| 1. | Shri R.K. Jain | - | Joint Secretary |
| 2. | Shri D.S. Malha | - | Director |
| 3. | Smt. J.M. Sinha | - | Deputy Secretary |
| 4. | Smt. K. Rangamani N. | - | Under Secretary |

2. *****

The Committee then took up for consideration of the draft Reports on Demands for Grants (2013-14) of the Ministries of Urban Development and Housing & Urban Poverty Alleviation. After due deliberations, the Committee adopted the reports with some modifications in the draft Report pertaining to the Ministry of Urban Development. The Committee, then authorized the Chairman to finalise the Reports taking into consideration consequential changes arising out of factual verifications, if any, by the concerned Ministries and also to present the same to both the Houses of Parliament.

The Committee then adjourned.

***** These portions not related to the Report