

27

**STANDING COMMITTEE ON
URBAN DEVELOPMENT
(2013-2014)**

FIFTEENTH LOK SABHA

MINISTRY OF URBAN DEVELOPMENT

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

(Action Taken by the Government on the Recommendations contained in the Twenty Fourth Report (Fifteenth Lok Sabha) of the Standing Committee on Urban Development on Demands for Grants (2013-2014)) of the Ministry of Urban Development)

TWENTY SEVENTH REPORT



**LOK SABHA SECRETARIAT
NEW DELHI**

February, 2014/Magha, 1935 (Saka)

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URBAN DEVELOPMENT
(2013-2014)

(FIFTEENTH LOK SABHA)

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[Action Taken by the Government on the Recommendations contained in the Twenty Fourth Report (Fifteenth Lok Sabha) of the Standing Committee on Urban Development on Demands for Grants (2013-2014) of the Ministry of Urban Development]

Presented to Lok Sabha on 17.02.2014

Laid in Rajya Sabha on 13.02.2014



LOK SABHA SECRETARIAT

NEW DELHI

February, 2014/Magha, 1935 (Saka)

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(i)

**COMPOSITION OF THE STANDING COMMITTEE ON
URBAN DEVELOPMENT (2013-2014)**

Shri Sharad Yadav - *Chairman*

MEMBERS

LOK SABHA

2. Shri Praveen Singh Aron
3. Shri Jayawant Gangaram Awale
4. Shri T.K.S. Elangovan
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 P.C. Mohan
13. Dr. Sanjeev Ganesh Naik
14. Shri Sonawane Pratap Narayanrao
15. Dr. Ramshankar
16. Shri Ratan Singh
17. Shri Anjan Kumar M. Yadav
18. Shri Prasun Banerjee
19. Vacant
20. Vacant
21. Vacant

RAJYA SABHA

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

(ii)

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 Khatry | - | Committee Officer |

(iii)

INTRODUCTION

I, the Chairman of the Standing Committee on Urban Development (2013-2014) having been authorized by the Committee to submit the Report on their behalf, present the Twenty Seventh Report (15th Lok Sabha) on the action taken by the Government on the recommendations contained in the Twenty Fourth Report (15th Lok Sabha) of the Standing Committee on Urban Development on "Demands for Grants (2013-2014) " of the Ministry of Urban Development.

2. The Twenty Fourth Report was presented to Lok Sabha on 23rd April, 2013. Replies of the Government to all the recommendations contained in the Report were received in July, 2013.

3. The Standing Committee on Urban Development considered and adopted this Report at their sitting held on 12 February, 2014.

4. An analysis of the action taken by the Government on the recommendations contained in the Twenty Fourth Report (Fifteenth Lok Sabha) of the Committee is given at Annexure-II.

5. For the facility of reference and convenience, the Observations/Recommendations of the Committee have been printed in bold letters in the body of the Report.

NEW DELHI;

YADAV 12 February, 2014
Chairman, 23Magha, 1935 (Saka)
Urban Development

SHARAD
Standing Committee on

CHAPTER I

REPORT

This Report of the Standing Committee on Urban Development (2013-2014) deals with the action taken by the Government on the recommendations contained in their Twenty Fourth Report (Fifteenth Lok Sabha) on Demands for Grants (2013-2014) of the Ministry of Urban Development which was presented to Parliament on 23 April, 2013.

1.2 Action Taken Replies have been received from the Government in respect of all the 42 recommendations contained in the Report. These have been categorized as follows:

- (i) Recommendations /Observations, which have been accepted by the Government. (Chapter-II):

Recommendation Nos. 1, 2a, 2b, 2c, 3, 4c, 4d, 4e, 4f, 4g, 4h, 4i, 4j, 4k, 5a, 5b, 5c, 5d, 5e, 5f, 5h, 5i, 5j, 5k, 6b, 7a, 7b, 8a, 8b, 9, 10, 11, 12, 13, 15 and 16
(Total -36)
(Chapter-II)

- (ii) Recommendations /Observations, which the Committee does not desire to pursue in view of Government's replies. (Chapter-III):

Recommendation No. Nil
(Total -Nil)
(Chapter-III)

- (iii) Recommendations /Observations, in respect of which replies of Government have not been accepted by the Committee (Chapter-IV):

Recommendation Nos. 4a, 4b, 5g, 6a, 7c and 14
(Total -6)
(Chapter-IV)

- (iv) Recommendations /Observations, in respect of which final replies of the Government are, still awaited (Chapter-V):

Recommendation No. - Nil
(Total -Nil)
(Chapter-V)

1.3 The Committee desire that specific replies to the comments contained in Chapter-I of this Report may be furnished to them at the earliest and in any case, not later than three months of the presentation of this Report.

1.4 The Committee will now deal with the action taken by the Government on some of their recommendations in the succeeding paragraphs.

RECOMMENDATION (SERIAL NO. 4)

JAWAHAR LAL NEHRU URBAN RENEWAL MISSION

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

1.5 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.

Reply of the Government

1.6 Rapid urbanization and industrialization in India has resulted in over stressing of urban infrastructure including municipal solid waste management. Due to budgetary constraints and the lack of planning, the door to door collection, transportation, treatment and disposal of municipal solid waste in most of the Urban Local Bodies are not satisfactory.

As per Municipal Solid Waste (Management & Handling) Rules, 2000 notified by Ministry of Environment & Forests, every municipal authority is responsible for collection, segregation, storage, transportation, processing and disposal of municipal solid waste. The deadline for implementation of rules was December, 2003 but hardly any ULB could implement these rules in letter and spirit. The Rules make it mandatory to treat the bio-degradable waste adopting composting or other state of the art technologies or power generation, etc. with due authorization by the CPCB. It prohibits disposal of organic matter at the landfill and permits land filling of inert material only to reduce the burden on the landfill.

The Manual on Municipal Solid Waste Management, 2000, published by the Ministry of Urban Development provides guidelines for planning, design and implementation of solid waste management facilities in the cities and towns. It also provides comprehensive guidelines for processing, various eco-friendly treatment technologies including composting and waste to energy technologies etc. and disposal facilities for efficient management of municipal solid waste. The Ministry also brought out a report on “Integrated Plant Nutrient Management (IPNM)” in the year 2005 with the objective to promote integrated plant nutrient management using city compost along with synthetic fertilizers in every areas of agriculture, horticulture, plantation crops, forestry and create market demand and supply mechanism for city compost which also recommends eco-friendly green disposal system including conversion of bio-gradable waste into composting for municipal solid waste management. The Ministry also brought out a report on “Technology Advisory Group on Municipal Solid Waste Management” in the year 2005. The report principally covers the details of various technologies available within and outside the country for

the treatment of municipal solid waste and deriving compost, Refuse Derive Fuel (RDF), power, etc. from the waste, their merits, demerits, their limitations, etc.

Thus the MSW Rules 2000 and the Guidelines brought out by the Ministry of Urban Development advocate integrated solid waste management system on the principle of 3Rs (Reduce, Recycle and Reuse). The treatment and disposal systems such as composting, recycling and reuse of garbage and disposal of inerts and residue in the landfill recommended in the Manual are Eco-friendly Green disposal system in nature.

The Ministry of Urban Development is in the process of revising & updating the aforesaid Manual with the technical assistance of Deutsche Gesellschaft für Internationale Zusammenarbeit (GIZ), Germany with a view to incorporate latest technologies for treatment and disposal system including Eco-Friendly Green Disposal Systems like Decentralized mechanical Compost plants, vermin-composting, recycling and reuse of garbage in decentralized locations etc. being adopted in developed countries.

As on June, 2013, 46 Solid Waste Management (SWM) projects have been approved at an estimated cost of 2050.47 Crore under UIG Sub-Mission of JNNURM. Out of which, 10 projects are physically completed and remaining projects are at various stages of implementation. Concerned States have been asked to expedite implementation of the projects so as to complete within the Mission Period. They have also been asked to furnish time lines for completion of ongoing projects. The Ministry had also approved 56 no. of solid waste management projects at an estimated cost of Rs. 342.02 crore under UIDSSMT component of JNNURM and the projects are at different stages of implementation.

In all the solid waste management projects approved under JNNURM, necessary provision has been made for (i) two bins to each of the households to ensure segregation of bio-degradable & non-biodegradable waste components at source, (ii) adequate provision for storage bins, tricycles/ auto trippers and vehicles for efficient segregated collection and transportation of waste. The projects also include necessary infrastructure facilities for processing & treatment facilities such as composting for bio-degradable matter and also making RDF pellets using recyclables and sanitary landfills for disposing rejects and inert etc., as per the norms laid down in the Manual on Municipal Solid Waste and MSW Rules, 2000.

The Ministry of Urban Development has also forwarded an Advisory note to all the State Governments including Delhi to promote decentralised compost plants through mechanical composting process. Ministry would consider funding for projects for reclamation of existing dump sites wherever found suitable.

The status of solid waste management projects approved under UIG component of JNNURM including operational status of compost and a waste-to-energy (WTE) plant is given below at **ANNEXURE – 4(A) – I.**

Status of solid waste management projects approved under UIDSSMT component of JNNURM is given below at **ANNEXURE – 4(A) – II.**

Detail of status of solid waste management projects approved under other programme of the Ministry is given below:

Status of Municipal Solid Waste Management under Urban Infrastructure Development in Satellite Towns

(Rs. In Lakh)

S. No.	State	Town	Projects approved	Approved Cost
1	Uttar Pradesh	Pilkhuwa	SWM	897.70
2	Haryana	Sonepat	SWM	2496.00
3	Tamil Nadu	Sriperumbudur	SWM	443.77
4	Maharashtra	Vasai-Virar	SWM	3172.64
5	Gujarat	Sanad	SWM	213.62

Note: This programme is monitored by UD Division of the Ministry. Therefore, the data may be got verified by UD Division.

Status of Municipal Solid Waste Management under 10% Lump-sum Provision Scheme for the Benefit of North-Eastern Region including Sikkim

(Rs. In Lakh)

S. No.	State	Town	Projects approved	Approved Cost
1	Manipur	Five Town	SWM	431.96
2	Sikkim	Gangtok town	SWM	433.27
3	Tripura	Agartala	SWM	761.82

Note: This programme is monitored by UD Division of the Ministry. Therefore, the data may be got verified by UD Division.

1.7 The Committee are happy to note that the Ministry of Urban Development is in the process of revising & updating the aforesaid Manual with the technical assistance of Deutsche Gesellschaft für Internationale Zusammenarbeit (GIZ), Germany with a view to incorporate latest technologies for treatment and disposal system including Eco-Friendly Green Disposal Systems like Decentralized mechanical Compost plants, vermin-composting, recycling and reuse of garbage in decentralized locations etc. being adopted in

developed countries. The committee are given to understand that, as on June, 2013, 46 Solid Waste Management (SWM) projects have been approved at an estimated cost of 2050.47 Crore under UIG Sub-Mission of JNNURM. Out of which, 10 projects are physically complete and remaining projects are at various stages of implementation. This is not acceptable to the Committee. The Committee again emphasize upon the fact that remaining projects which are at various stages of implementation should be expedited at the earliest in a time bound manner.

The Committee note with satisfaction that in all the solid waste management projects approved under JNNURM, necessary provision has been made for (i) two bins to each of the households to ensure segregation of bio-degradable & non-biodegradable waste components at source, (ii) adequate provision for storage bins, tricycles/ auto trippers and vehicles for efficient segregated collection and transportation of waste. The Ministry of Urban Development has also forwarded an Advisory note to all the State Governments including Delhi to promote decentralized compost plants through mechanical composting process. Ministry would consider funding for projects for reclamation of existing dump sites wherever found suitable.

However, the Committee are of the firm view that Delhi along with other big cities has 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. The Committee are of the opinion that as cities are fast expanding, situation will arise when there would be no outskirts where waste material can be dumped. Therefore the Committee reiterate that each zone should have a designated area for waste disposal and each zone should have their own zonal plans. In addition, there should be environment service zone so that no zonal plan can be approved for disposal of liquid or solid waste without its approval.

RECOMMENDATION (SERIAL NO. 4)

B. The locational criteria for dumping of municipal waste:

1.8 The Committee had recommended as under:-

“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 Bengaluru 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.”

1.9 In their Action Taken Reply, the Ministry have stated as follows:

“According to the Municipal Solid Wastes (Management and Handling) Rules, 2000, the municipal authority or an operator of a facility shall make an application in Form-I, for grant of authorization for setting up waste processing and disposal facility including landfills from the State Board or the Committee in order to comply with the implementation programme laid down in Schedule I. The MSW rules have specific directives to the Local Bodies, District Administrations and the Urban Development Department of the State Governments for proper and scientific management of municipal solid waste. Under these rules, it is mandatory for all the urban local bodies to provide facilities for collection, transportation, treatment & disposal of municipal solid waste in a scientific and hygienic manner. The Secretaries to the Governments, Urban Development Departments and the District Magistrates are made responsible to ensure the implementation of these rules in the corporations and municipal areas respectively and the State Pollution Control Board are made responsible to monitor the implementation of the rules and adherence to the standards prescribed. Performance of local bodies is assessed based on the progress reported by ULBs on annual basis to the Secretary-in-charge of Urban Development and to the District Magistrates.

In accordance with the Environmental Impact Assessment (EIA) Notification of the Ministry of Environment & Forest in September, 2006, the project at Sl. No. 7(i),

“Common Municipal Solid Waste Management Facility” which falls under category “B” shall require environmental clearance from State Environment Impact Assessment Authority (SEIAA) on the recommendation of a State Level Expert Appraisal Committee constituted by the State Govt. Since EIA Notification was issued under the Environment Protection Act, 1986, it is mandatory for very ULB to identify the land for sanitary landfill with the consent of State Environment Impact Assessment Authority.

While appraising the DPR for municipal solid waste management by the Ministry, the ULBs are advised by the Ministry of Urban Development to obtain all the necessary clearances from the respective Statutory Authority before implementing the treatment and disposal system including sanitary landfill.”

1.10 The Committee had recommended the Ministry to institutionalize the mechanism to monitor regularly the implementation of guidelines in all dumping sites across the country and punish the guilty involved in this without fear or favour. The Committee had also recommended to maintain a central data base for this purpose. However, the Committee are distressed to note that the Ministry's replies are completely silent about the action taken by the Ministry of Urban Development to monitor the implementation of the Municipal Solid waste management in a true spirit and about maintenance of a centralized data base for the above mentioned purpose. Merely stating that the Secretaries to the Governments, Urban Development Departments and the District Magistrates are made responsible to ensure the implementation of these rules in the corporations and municipal areas respectively and the State Pollution Control Board are made responsible to monitor the implementation of the rules and adherence to the standards prescribed, the Ministry is trying to shed its own responsibility. The Committee do not approve such an attitude of the Ministry. It has been observed that in India, cities like Kanpur, Delhi etc., dump their waste near the river banks. Other cities like Bengaluru 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. The Committee feel that having a data base of such site would ease the problem to a great extent. Therefore, the Committee wish to reiterate their earlier recommendation to maintain a central/ state /City wise data base of the information regarding all dumping sites, landfill levels, solid waste generation

and management across the country and also to ensure the implementation of the guidelines by the State Governments and Urban Local Bodies.

RECOMMENDATION (SERIAL NO. 4)

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

1.11 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.

Reply of the Government

1.12 It is agreed that the programme should not be restricted only to supply of buses. They should play catalytic role in re-defining city transport system leading to sustainability of buses and transport corporations. Hence, in the draft EFC Note initiated by the Ministry, along with the buses, sanction of ancillary infrastructure such as Bus Depots, workshops, Control Centre etc. is also included without which it is impossible to provide and maintain a city bus service of high quality which can re-define cities transport system.

This time, Ministry is proposing 6 variants of buses (Mini Bus/ Midi Bus/ Standard Bus/ Articulated Bus/ Premium segment Bus/ Hybrid Bus) which include standard and mini/ midi buses. The aim is to introduce organised modern city bus service through mini/ midi buses in various smaller cities and towns so that the availability of quality public transport is provided across the length and breadth of the country. On the other hand it is also proposed to raise the standard of city bus transport system in million plus cities with premium segment buses, articulated/ bi-

articulated buses and hybrid/ electric buses besides standard buses so as to take the city bus service to the level of city bus service in developed countries. The suggestions of the Committee to provide smaller buses to smaller cities have been taken care of in the draft EFC Note initiated by the Ministry for provision of 10000 buses to all notified municipalities/ municipal corporations with special emphasis on hilly States.

1.13 The Committee are given to understand that Ministry has sanctioned ancillary infrastructure such as Bus Depots, workshops, Control Centre etc., include it in the draft EFC Note. The suggestions of the Committee to provide smaller buses to smaller cities have been taken care of in the draft EFC Note initiated by the Ministry for provision of 10000 buses to all notified municipalities/ municipal corporations with special emphasis on hilly States. The Committee note that Ministry has proposed 6 variants of buses (Mini Bus/ Midi Bus/ Standard Bus/ Articulated Bus/ Premium segment Bus/ Hybrid Bus) which include standard and mini/ midi buses. It has also proposed to raise the standard of city bus transport system in million plus cities with premium segment buses, articulated/ bi-articulated buses and hybrid/ electric buses besides standard buses so as to take the city bus service to the level of city bus service in developed countries. The Committee appreciate these positive steps of the Ministry of Urban Development. However, the Committee feel unless action is initiated in a time bound manner, the entire programme will marred by bureaucratic tangles. Hence they again strongly recommend that these projects of basic infrastructure should be operationalized in smaller and million plus cities as early as possible and in a time bound manner, i.e. strengthening the road, constructing the bus depots, under intimation to the Committee.

RECOMMENDATION (SERIAL NO. 5)

G. Specific Policy on Monorail:

1.14 The Committee had recommended as under:-

“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.”

1.15 In their Action Taken Reply, the Ministry have stated as follows:

“As per National Urban Transport Policy 2006, the Central Government encourages all proven technologies and does not promote any specific technology. However, Monorail is covered within the definition of Metro Railway under the Metro Acts. As such the Policy on Metro Rail covers Monorail projects also. Therefore, no separate Policy for Monorail is required presently. A National Workshop on Modal choice was held on 11.1.2013 in New Delhi in which the different modes of transportation like Monorail, BRT, and LRT were discussed. This Workshop was attended by the representatives of State Governments and the concerned agencies.”

1.16 The Committee are anguished with the reply of the Ministry that no separate Policy for Monorail is required presently. As per the version of the Ministry, Monorail is covered within the definition of Metro Railway under the Metro Acts. The Committee are of firm view that a city needs a transport system which is not only efficient and accessible, but also allows people to live in a healthy environment. There is a need to identify more corridors in Delhi, Mumbai and other big Metropolitan cities as well as in tier II cities for monorail transport system. Big cities should welcome other means of transport which are free from air and noise pollution and help the citizens to live in a healthy environment. Monorail systems can easily navigate through congested and narrow areas and they have a high-carrying capacity and moreover, they are being touted as a means of improving connectivity, especially in those areas where buses and the Metro cannot reach. Globally, monorail is suited for small capacity routes and as feeder to the existing metro

network. Monorails are now a proven technology carrying hundreds of thousands of passengers each day in many of the urban centers of the world and have a safe track record. The Committee while taking into consideration the benefits of monorail reiterate their earlier recommendation for framing a separate policy for monorail at the earliest. They are of the view that coverage of monorail in the Metro Acts would not serve the purpose and would rather impede its growth.

RECOMMENDATION (SERIAL NO. 6)

DELHI DEVELOPMENT AUTHORITY

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

1.17 The Committee had recommended as under:-

"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."

1.18 In their Action Taken Reply, the Ministry have stated as follows:

"The land pooling and assembly policy replaces the present model of acquiring land by Govt./ DDA. The new land policy is based on the concept of Land Pooling wherein the land parcels owned by individuals or group of owners are legally consolidated by transfer of ownership rights to the designated Land Pooling Agency, which later transfers the ownership of the part of land back to the landowners for undertaking of development of such areas. The policy is applicable in the proposed urbanisable areas of Urban Extensions for which Zonal Plans have been approved. There are two categories of land pooling: Category-I for land measuring 20 Ha and

above, and Category-II for 3 Ha to less than 20 Ha. While in the Category-I the land returned to the landowners to be called Developer Entity (DE) will be 60% and land retained by Govt./ DDA 40%, in the Category- II the land returned to the DE will be 40% and land retained by Govt./ DDA is 60%.

The policy on farmhouses notified in October, 2012 is essentially aimed at regularization of existing farmhouses, which fall exclusively in green/ agricultural areas and had come up before February 7, 2007. Besides, a policy pertaining to development control norms for new farmhouses has also been formulated in May, 2013. However, acquisition of illegal farmhouses for social infrastructure and sick industrial plots for housing development do not form part of the land pooling policy."

1.19 The Committee are happy to note from the action taken replies of the Ministry of Urban Development that the land pooling and assembly policy replaces the present model of acquiring land by Govt. / DDA. As per the replies of the Ministry/DDA, it is observed that the policy on farmhouses notified in October, 2012 is essentially aimed at regularization of existing farmhouses, which fall exclusively in green/ agricultural areas and had come up before February 7, 2007. The policy pertaining to development control norms for new farmhouses has also been formulated in May, 2013. However, the Committee are not satisfied with the reply of the Ministry that acquisition of illegal farmhouses for social infrastructure and sick industrial plots for housing development do not form part of the land pooling policy of DDA. The Committee strongly feel that by excluding acquisition of illegal farmhouses after 2007 for social infrastructure and sick industrial plots for housing, DDA is indirectly encouraging the illegal occupation of farm houses. In Delhi land is scarce and allowing further illegal occupation of huge farm house would mean exempting such land from developmental activities. The Committee see no reason as to why land pooling policy could not be changed to acquire such illegal structures. Therefore, the Committee reiterate their recommendation for acquiring illegal farmhouses for social infrastructure and large sick industrial plots for housing development at the earliest and to frame guidelines for the above mentioned purposes.

RECOMMENDATION (SERIAL NO. 7)

C. Residential accommodation for Lok Sabha Employees:

1.20 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.

Reply of the Government

1.21 There are 898 residential units available (as per Govt. Accommodation Management System) with Lok Sabha Secretariat Pool for its approximately 3,000 employees while there are 61,820 residential units available with General Pool for 2,03,051 Central Government employees (As per census of Central Govt. Employees as on 31st March, 2009). The satisfaction levels between Lok Sabha Secretariat Pool and General Pool are 29.93% and 30.44% respectively which is approximately equal. Therefore, there is no abandonment of Lok Sabha Pool by Directorate of Estate.

The BE demanded for the year 2012-13 was Rs. 79.92 Crore and final budget grant was Rs. 38.48 Crore under 4216-(NP)-Lok Sabha. The BE demanded for the year 2013-14 is Rs. 92.03 crore and BE allotted (approved) is only Rs. 42.45 Crore

under MH: 4216 Lok Sabha (NP). This budget has been allocated for construction of M. S. Flats at B.D. Marg, construction of 2 Nos M.S. Flats for Rajya Sabha at Talkatora Road and construction of LSS at R.K. Puram. Out of this total budget of Rs. 42.45 Crore, the allocated amount for LSS Quarters is only Rs. 18.67 Crore for the financial year 2013-14. Due to continued shortage of budget, the construction works of LSS Quarters has been delayed. However, the additional demand shall be made in the 1st Supplementary 2013-14 and all possible efforts are being made to expedite the progress of work for its timely completion.

1.22 The Committee observed that the list of applicants waiting for a suitable accommodation is very long in Lok Sabha Secretariat. Not only are there people who need a house, there are also several families staying in accommodation that is lower than what they are entitled for. The Committee came to know from the action taken replies of the Ministry that there are 898 residential units available (as per Govt. Accommodation Management System) with Lok Sabha Secretariat Pool for its approximately 3,000 employees while there are 61,820 residential units available with General Pool for 2, 03,051 Central Government employees (As per census of Central Govt. Employees as on 31st March, 2009). The satisfaction levels between Lok Sabha Secretariat Pool and General Pool are 29.93% and 30.44% respectively which is approximately equal. The Committee note from the action taken replies that budget has been allocated for construction of M. S. Flats at B.D. Marg, construction of 2 Nos M.S. Flats for Rajya Sabha at Talkatora Road and construction of LSS at R.K. Puram. Out of this total budget of Rs. 42.45 Crore, the allocated amount for LSS Quarters is only Rs. 18.67 Crore for the financial year 2013-14. The Committee appreciate the efforts made by Ministry for the additional demand which shall be made in the 1st Supplementary 2013-14 to expedite the progress of work for its timely completion. Therefore, the Committee strongly reiterate its earlier recommendation for providing adequate budgetary allocation for construction for residential accommodation for Lok Sabha. They also want the Directorate of Estates to help in vacating the houses on time so that eligible and needy employees could be allocated entitled houses..

RECOMMENDATION (SERIAL NO. 14)

PREVENTION OF RIVERS FROM BECOMING DRAINS

1.23 The Committee had recommended as under:-

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 Shahadra 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 Shahadra 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."

1.24 In their Action Taken Reply, the Ministry have stated as follows:

"Ministry has sanctioned a project on "Interceptor Sewer Project in Delhi" under JnNURM which is under implementation. Further in regard to Yamuna River Front development in Delhi, a High powered Committee was constituted under the chairmanship of Lt. Governor of Delhi of which this Ministry is also a member."

1.25 The Committee came to know that more than Rs.1, 500 crore have been spent on cleaning the Yamuna river in the last two decades under the Yamuna Action Plan (YAP) I and II. By now, the Yamuna 's water - polluted and black - should have been cleaner. However, that has not happened. The Committee came to know from the Action Taken Replies of the Ministry that they have sanctioned a project on "Interceptor Sewer Project in Delhi" under JnNURM which is under implementation. However the Committee are not satisfied with the vague reply. The Committee note that High powered Committee has been constituted under the chairmanship of Lt. Governor of Delhi of which this Ministry of Urban Development is also a member. The Committee are disappointed with the casual reply of the Ministry wherein details such as time frame, progress etc. about the high powered Committee. They take it a ploy to

tackle the demand of the Committee. The Committee feel the laying of Interceptor Sewers along the three major drains viz., Najafgarh, supplementary and Shahdra should be expedited at all levels. They also stress upon to lay down sewage networks including appropriate treatment of sewage as per CPCB/SPCB norms before discharging into Yamuna so that Yamuna river banks can be developed rather than turning it into a garbage dumping site. The Committee are disappointed with the reply of the Ministry in which they have not even bothered to mention about the Nag River in Nagpur in which it is stated that 350 to 400 Mld of sewage generated by the Nagpur city is disposed which ultimately pollute the Gosikhurd Dam. Therefore, the Committee strongly stress upon the Ministry to act expeditiously so as to sustain its ecology. The Committee also reiterate to give detailed report of stage of implementation of "Interceptor Sewer Project in Delhi" and as well as to build a canal parallel to the Yamuna which will not allow any sewage to flow into it.

CHAPTER II

RECOMMENDATIONS THAT HAVE BEEN ACCEPTED BY THE GOVERNMENT

Recommendation (Serial No.1)

Suitable Enhancement of Plan-Outlay for Urban Development of the Country

2.1 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.

Reply of the Government

2.2 A statement indicating details of BE, RE and Actual expenditure (Scheme-wise) for the year 2012-13 is given below in the TABLE. As may be seen, the expenditure with regard to RE for the year 2012-13 was 99.49%, which is considered satisfactory.

However, the observations of the Committee to impress upon the Ministry of Finance and the Planning Commission to allocate adequate funds to various schemes so as to achieve the targets have been noted. Subsequent to budgetary allocation by the Planning Commission and Ministry of Finance, the Ministry had taken up the issue of enhancement of the budgetary allocation with the Planning Commission vide DO letter dated 11.02.2013, 12.03.2013 and 14.06.2013 from Secretary (UD). Secretary (UD) had also written a DO dated 14.06.2013 to Ministry of Finance for allocation of additional funds to implement the schemes effectively. Ministry of Finance would be apprised of the Standing Committee's recommendation to make higher allocation to the Ministry at RE stage.

Recommendation (Serial No. 2)

NATIONAL CAPITAL REGIONAL PLANNING BOARD

A. Need for Budgetary increase to support NCRPB

2.3 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 crore. 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.

Reply of the Government

2.4 As per the provisions under the NCRPB Act, 1985, a NCRPB fund has been created and the funds of the Board are utilized for the purpose of providing financial assistance for selected development projects and conducting study & surveys. The Board provides long term soft loan to the State governments and their implementing agencies upto 75% of the project cost for implementing infrastructure development projects. These schemes/ projects are prepared by Participating States & their implementing agencies and submitted to NCRPB for loan assistance. Various projects financed by Board includes Water sector, Sewerage, Solid Waste Management, Power (transmission & distribution), Roads, RoB's, Medical college, Irrigation canal, Technical Institutions & Land Development projects etc. The projects so financed by the board have different implementation period ranging from 2 to 4 years. Most of the projects are non-remunerative in nature with a long gestation period. In order to meet financing requirements for the infrastructure development projects, in addition to the budgetary support from Govt. of India, Board has signed loan agreements with multilateral agency i.e. Asian Development Bank and bi-lateral agency i.e. KfW. Brief details of loan are as under:-

Asian Development Bank

2.5 ADB has approved a loan of US \$ 150 million to NCRPB as a multi-tranche financing facility for financing infrastructure projects in the National Capital Region (NCR) and its Counter Magnet Areas (CMAs). The loan agreement for the 1st

tranche of US \$ 78 million has been signed between ADB and NCRPB on 17.3.2011 which is to be utilized by Dec., 2014. The repayment period will be 25 years with a 5 years moratorium for repayment of the principal amount. The loan is being disbursed to participating States subject to compliance with ADB procurement guidelines and environmental and social safeguards requirements. As on date, Board has drawn an amount of Rs.137.64 crore (US\$ 25 million).

KfW- (German Development Bank)

2.6 A Loan agreement for Euro 100 million for environment friendly schemes in the water supply, sewerage, drainage, solid waste management and urban transport Sectors to National Capital Region Planning Board was signed on **9th February, 2012** with KfW. The repayment period will be 15 years with a 5 years moratorium for repayment of the principal amount. The loan is at a fixed rate of Interest @ 1.83% p.a. A total amount of **Rs.108.45 Crore (Euro 15.77 million)** has been claimed & disbursed by KfW to the Board.

The Ministry has taken up the issue of enhancement of budgetary allocation with the Planning Commission and Ministry of Finance vide DO letter dated 11.02.2013, 12.03.2013 and 14.06.2013. The matter would again be taken up the Ministry of Finance for allocation of additional funds at RE stage.

Recommendation (Serial No. 2)

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

2.7 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.

Reply of the Government

2.8 The NCR Planning Board has signed a loan agreement for US\$ 150 with Asian Development Bank (ADB) as a multi-tranche financing facility for financing

infrastructure projects in the National Capital Region (NCR) and its Counter Magnet Areas (CMAs). The loan and guarantee agreement for the 1st tranche of US \$ 78 million has been signed between ADB, Govt. of India and NCRPB on 17-3-2011. The loan has been made effective from 29.6.2011 and is to be utilized by Dec 2014. In addition, a Loan agreement of Euro 100 million + Euro 1 million Grant for environment friendly schemes in the water supply, sewerage, drainage, solid waste management and urban transport Sectors to National Capital Region Planning Board was signed with the German Government/ KfW on 9th February, 2012 & 30.03.2012. The loan from KfW is to be utilized upto December, 2015.

NCRPB has already requested Department of Economic Affairs, MOF vide letter No. B-20018(3)/ADB/Loan/ 2010-11/NCRPB dated 31.10.2012 to waive the guarantee fee for Tranche 1 & Tranche 2 of NCRUIFF (National Capital Region Urban Infrastructure Financing Facility) being provided by ADB. Further, the matter has been taken up with the Budget Division, MOF vide letter No. B-20018(3)/ ADB/ Loan/ 2010-11/ NCRPB dated 18.6.2013 for waiver of guarantee fee for both ADB and KfW loans.

In case MOF agrees to this, NCRPB would be able to reduce its cost of funds which in turn will facilitate provision of concessional finance to participating states for infrastructure projects.

Recommendation (Serial No. 2)

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

2.9 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.

Reply of the Government

2.10 In order to implement the VAT successfully, Ministry of Finance issued revised consolidated instructions for Compensation to the States/ UTs in case of loss of Revenue on account of introduction of VAT in July, 2005. Subsequently, additional instructions were issued in June, 2009 in this regard.

In order to introduce GST in the country, Ministry of Finance has also taken several initiatives in this regard. Empowered Committee of State Finance Ministers prepared a model and road map for Goods & Service Tax in India in April, 2008. Subsequently, a Joint Working Group was constituted by Ministry of Finance and a draft Constitutional Amendment Bill has also been prepared which has been submitted to Empowered Committee for obtaining the views of the States. Union Minister for Finance in his Budget Speech in 2013 mentioned to reach the consensus on GST with States and a Budget provision of Rs.9000 crore has been proposed in the current year's Budget towards the first instalment of Compensation.

Once proposed GST is implemented at the country level by the Ministry of Finance, it will help in removing the fiscal barriers in NCR also.

Recommendation (Serial No. 3)

OTHER URBAN DEVELOPMENT SCHEMES

2.11 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.

Reply of the Government

2.12 The Ministry has taken steps to resolve the issues and most of the contracts have been awarded. Under Tranche-II of NERUDP, various projects related to water supply, sewerage and solid waste management have been sanctioned in the five States of Tripura, Mizoram, Sikkim, Nagaland and Meghalaya. The position as on 15th June, 2013 is that out of total 25 contracts/ projects, 15 contracts have been awarded, one contract is ready for award, seven contracts are at various stages of processing, one contract is to be rebid due to substantially high bids received during first bidding, and one contract is to be taken up at a later stage.

Recommendation (Serial No. 4)

C. Upscaling and operationalisation leachate recirculation facility:

2.13 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.

Reply of the Government

2.14 Manual on Municipal Solid Waste Management, 2000 published by the Ministry provides guidelines on the leachate management. Various leachate management options have been recommended in the manual.

One of the methods for treatment of leachate is recirculation of leachate through existing landfill. Since leachate management is one of the components of sanitary landfill as per the guidelines, the ULBs are required to develop infrastructure for collection and treatment of leachate as a part of sanitary landfills. Necessary funds for collection and treatment of the leachate have been provided as a part of sanitary landfills approved in 46 Solid Waste Management (SWM) projects under UIG Sub-Mission of JNNURM and 56 nos. of solid waste management projects under UIDSSMT component of JNNURM. The Ministry would also consider funding for leachate treatment facilities for the existing landfills, wherever found suitable.

In regard to capacity building, Ministry of Urban Development is supporting ULBs for capacity building under Capacity Building programme and imparting Refresher Courses on solid waste management under PHE training programme.

Details of capacity building and training programme under PHE Training Programme conducted upto 2012-13 is given below:

The P.H.E. training programme was started in 1956 by the Ministry with the objective of providing training to in-service Engineers and Para-Engineering Staff of the various State Public Health Engineering Departments, Water Supply and Sewerage Boards, Urban Local Bodies etc.

The Ministry of Urban Development is running following three types of trainings:

1. Post Graduate (M. Tech/ ME) Course: The duration of course is 24 months (4 Semesters) in Public a Engineering OR Environmental Engineering. Under this programme the Ministry is providing training to in-service Engineers and Para-Engineering Staff of the various State Public Health Engineering Departments, Water Supply and Sewerage Boards, Urban Local Bodies etc. in 12 recognized institutes.
2. Short Term Course (STC): This programme has been tailored in such a way that Diploma Engineers working in State Public Health Engineering

Departments/ Water Supply and Sewerage Boards/ Urban Local Bodies get adequate exposure towards the finer points of Public Health Engineering, so that they can apply the same in the field. The course is of three months duration. Financial support to the trainees/ institutes in the form of stipend, tuition fee, expenses on field visits etc. is extended, thus sharing a major portion of the expenditure

3. Refresher Course: Refresher Courses on various specializations are sponsored by the Ministry for the duration of 1 to 4 weeks and conducted through different academic, research & professional institutions and State Departments for the benefit of in-service Engineers & Para-Engineering Staff working in junior, middle & senior levels in various State Public Health Engineering Departments, Water Supply & Sewerage Boards & Urban Local Bodies etc. Financial support in the form of honorarium to lecturers, expenses on field visits, preparation of lecture materials etc. is extended to the institute conducting the training courses.

Number of personnel trained up to March, 2012 and in-service engineers expected to have trained in various training courses during 2012-13 are as under:

Sl. No.	Name of Course	Total upto 31.3.2012	During 2012-13 (up to 31.12.2012)	Total Cumulative*
1.	P.G. Course in PHE	2630	08	2,638
2.	Short Term Course in PHE	2594	Nil **	2,594
3.	Refresher course in PHE	30314	469	30,783

** No short terms courses were conducted during this FY due to lack of Hostel accommodation in the two institutes conducting the courses

Similarly the capacity building initiatives organized for ULBs on Solid Waste Management under JNNURM is given below:

- The capacity building programmes under the Mission have been organized through States, ULBs, Training Institutes and RCBHs. Through these mechanisms, the Mission Directorate has provided training on solid waste management to around 532 ULB officials (engineers and community organizers during 2012-13, covering ULBs in States Kerala, Jharkhand and Odisha. Another 25 ULB officials were trained from the States of Rajasthan, Gujarat, Delhi, Haryana, H.P, Punjab, Uttarakhand, Chandigarh and Uttar Pradesh.

- Moreover, MOUD has approved Capacity Building Plans of J&K, Madhya Pradesh, and Mizoram, wherein one of the training programme proposed is for the training of ULB staff and elected representatives in on solid waste management.
- Under the Regional Capacity Building Hub (RCBH) training programs, 78 officials of Ranchi Municipal Corporation (Jharkhand) were trained in developing City Sanitation Plans, which also included solid waste management as one of the key components.
- Under the RCBH program itself, it has been proposed to provide training in the area of SWM to the ULB officials of Udaipur (Rajasthan) during August 2013.
- MoUD now proposes to develop training modules through RCBHs and one of the modules is solid waste management. The RCBHs will be responsible to deliver the training programme on this module.

Note: This above programme is being implemented by JNNURM.

Recommendation (Serial No. 4)

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

2.15 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.

Reply of the Government

2.16 Ministry agrees with the views of the Committee that the tipping fee/ gate fee should be charged in India as well so that these WTE projects can be operationalized in the country. It is pertinent to mention that the Ministry of New and Renewable Energy is the nodal Ministry for promoting waste to energy projects (WTE projects). During the hearing held on 15th May, 2007 in the matter relating to the stay on Govt. subsidies for projects on recovery of energy from municipal solid waste, Hon'ble Supreme Court has permitted the Ministry of New and Renewable Energy to go ahead with setting up of 5 waste-to-energy projects to study the viability of such projects. Hon'ble Supreme Court also directed that no projects for waste-to-energy be taken up till 5 pilot projects are completed. As per the aforesaid direction, the Ministry of New and Renewable Energy formulated "Programme on Energy Recovery from Municipal Solid Waste for Setting-up of 5 Pilot Projects". The programme provides central financial assistance @ 2.00 crore per megawatt limited to Rs. 10.00 crore per project for 5 pilot set up by State Nodal Agencies, Urban Local Bodies/ Municipal Corporations or entrepreneurs. So far 5 projects have been approved in the cities Bengaluru, Hyderabad, New Delhi and Pune which are as under:

S. No.	Project promoters	Location	Capacity (MW)	Technology	Present Status
1	M/s Srinivasa Gayatri Resource Recovery Ltd., No. 303, Shreshta Bhumi Complex, No. 87, K.R. Road, Next to Gayana Samaja, Bangalore	Village Mandur, Bangalore	8	Combustion	Under installation
2	M/s RDF Power	Chinnravulapally	11	Combustion	Under

	Projects Ltd., 401, Galada Towers, Adjacent Lane to Pantaloons, Begumpet, Hyderabad	Vilage, Bibinagar Madal in Nalgonda District, A.P.			installation
3	M/s Timarpur Okhla Waste Management Pvt. Ltd., (TOWMCL), Jindal ITF Centre, 28 Shivaji Marg, New Delhi (Promoted by Jindal Urban Infrastructure Ltd.)	Old NDMC Compost plant, New Okhla tank, New Delhi	16	Combustion	Commissioned
4	M/s East Delhi Waste processing Company (P) Ltd., New Delhi, (promoted by DIAL, IL&FS Energy Dev. Co. Ltd., (IEDCL) and SEI CO International Ltd.)	Gazipur, Delhi	12	Combustion	Under installation
5	M/s Rochem Separation Systems (India) Pvt. Ltd., 101, HDIL Towers, Anant Kanekar Marg, Bandra (E), Mumbai	Pune	10	Gasification	Under installation

These projects will be evaluated by MNRE by their technical experts to assess the viability of the projects under Indian conditions and the recommendations of the MNRE will be considered by the Ministry.

As per the announcement made by the Finance Minister regarding formulation of Waste-to-Energy projects through PPP mode, the Planning Commission is formulating a draft scheme for Waste-to-Energy projects. As recommended by the Committee regarding tipping fees/ gate fees, necessary guidelines for charging of tipping fees/ gate fees for operationlisation of Waste-to-Energy Projects would be suitably incorporated in the draft scheme being formulated by Planning Commission.

It is mentioned that a meeting was held under the chairmanship of Secretary (UD) on 15.05.2013 to discuss waste to energy projects for ULBs wherein Dy. Secretary (DEA) was also present and the decision taken on the preparation of the draft scheme for waste-to-energy projects is reproduced below:

“Model Profile/ Scheme for PPP based Waste to Energy projects will be prepared by DEA, even though full scale project may be taken only after the Expert Committee set up by Planning Commission gives its recommendations”. A copy of the minutes of the meeting is enclosed below at **ANNEXURE – 4 (D)**.

Recommendation (Serial No. 4)

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

2.17 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.

Reply of the Government

2.18 The Manual on Municipal Solid Waste Management published by the Ministry provides guidelines for estimation of landfill gas quality and quantity as well as

landfill gas management. It has been recommended in the Manual that landfill gas management will be adopted at all sites and remedial measures be undertaken.

This Ministry is convening a meeting of all stakeholders where GAIL will be making a presentation on their experience in Ghazipur dump site. The findings will be circulated to all the States to take-up projects of gas recovery from landfill site.

The above recommendations were discussed in a meeting taken by Joint Secretary (UD) on 1st July, 2013 wherein the GAIL India Limited also participated and made a presentation on the landfill gas pilot projects, implemented at existing landfill site at Ghazipur, Delhi aiming to assess the potential of Methane recovery from landfill gas from the active landfill site as an alternative renewable fuel source as CNG.

Recommendation (Serial No. 4)

F. Reclamation of landfill sites:

2.19 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.

Reply of the Government

2.20 The Manual on Municipal Solid Waste Management published by the Ministry of Urban Development recommends that the old landfill sites will be investigated and wherever contamination is observed and is expected to continue, the detailed site investigation for remediation will be undertaken. However, if the findings of the project of East Delhi Municipal Corporation is found economical & viable, other States/ ULBs will also be encouraged by the Ministry to adopt such type of technology for reclamation of landfill sites or any other waste processing facility at dump site.

RECOMMENDATION (SERIAL NO. 4)

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

2.21 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.

Reply of the Government

2.22 During the hearing held on 15th May, 2007 in the matter relating to the stay on Govt. subsidies for projects on recovery of energy from Municipal solid waste, Hon'ble Supreme Court has permitted the Ministry of New and Renewable Energy to go ahead with setting up of five waste-to-energy projects to study the viability of such projects. The Ministry of New and Renewable Energy has already approved these projects (including the projects approved in Delhi) and is yet to assess the viability of these projects.

The Ministry will consider all the facts available regarding incineration including those based on evaluation of 5 waste-to-energy projects by the Ministry of New and Renewable Energy. The Manual on Municipal Solid Waste Management and the report on Technology Advisory Group on MSW indicate that the flue gas generated from waste to energy plants will contain a number of pollutants in various concentrations like carbon monoxide, sulphur dioxide and particulate matter containing heavy metals compounds and dioxins. Proper Environmental Pollution control measures have to be incorporated in the design and operation of waste to energy facilities. It has been recommended in the manual that the generation of these pollutants and their release into the atmosphere can be effectively reduced or

prevented by incorporating a number of air pollution control devices and by proper operation of waste to energy facility.

The above recommendations were discussed in a meeting taken by Joint Secretary (UD) on 1st July, 2013 wherein the GAIL India Ltd. also participated and made a presentation on the landfill gas pilot projects, implemented at existing landfill site at Ghazipur, Delhi aiming to assess the potential of Methane recovery from landfill gas from the active landfill site as an alternative renewable fuel source as CNG.

RECOMMENDATION (SERIAL NO. 4)

H. Collaboration with foreign countries for solid waste management:

2.23 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.

Reply of the Government

2.24 A draft MoU with Sweden has been finalised. To carry forward the MoU, a meeting has been held with Swedish authorities. Various activities have been planned for dissemination of knowledge/ technology transfer on Solid Waste Management and other areas of urban development.

RECOMMENDATION (SERIAL NO. 4)

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

2.25 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.

Reply of the Government

2.26 Achievement of reforms is a dynamic process. Calibration of this achievement has been done. The calibrated score for all State and Local Bodies (except three wherein confirmation of such score is yet to come) is given below in the TABLE. This has also been reviewed by an independent 3rd party i.e. Reform Appraisal Agency (RAA).

This calibration brings out an empirical and measurable score of achievement of reforms which has been uploaded on the website of JNNURM.

JnNURM Reforms Implementation Status			
S. No.	State	Achievement (%) (As on 31.03.2013)	Achievement (%) (As on 30.06.2013)
1	Andhra Pradesh*	93.0%	93.0%
2	Arunachal Pradesh	38.5%	40.0%
3	Assam	59.5%	72.0%
4	Bihar	53.9%	70.0%
5	Chandigarh	67.0%	68.0%
6	Chhattisgarh	85.4%	85.0%
7	Delhi	83.5%	85.0%
8	Goa*	78.0%	78.0%
9	Gujarat	87.2%	89.0%
10	Haryana	70.5%	71.0%

11	Himachal Pradesh	88.0%	92.0%
12	Jammu and Kashmir	44.3%	78.0%
13	Jharkhand	50.2%	65.0%
14	Kerala	82.4%	88.0%
15	Karnataka	89.6%	94.0%
16	Madhya Pradesh	82.0%	82.0%
17	Maharashtra*	91.0%	91.0%
18	Manipur	47.4%	49.0%
19	Meghalaya	57.9%	60.0%
20	Mizoram	57.4%	57.0%
21	Nagaland	31.5%	32.0%
22	Puducherry	60.5%	75.0%
23	Punjab	50.5%	76.0%
24	Orissa	69.1%	80.0%
25	Rajasthan	79.9%	87.0%
26	Sikkim	48.9%	49.0%
27	Tamil Nadu	74.3%	90.0%
28	Tripura	71.1%	75.0%
29	Uttarakhand	70.8%	74.0%
30	Uttar Pradesh	85.2%	85.0%
31	West Bengal	82.2%	83.0%

RECOMMENDATION (SERIAL NO. 4)

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

2.27 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.

Reply of the Government

2.28 It is agreed that the programme should not be restricted only to supply of buses. They should play catalytic role in re-defining city transport system leading to sustainability of buses and transport corporations. Hence, in the draft EFC Note initiated by the Ministry, along with the buses, sanction of ancillary infrastructure such as Bus Depots, workshops, Control Centre etc. is also included without which it is impossible to provide and maintain a city bus service of high quality which can re-define cities transport system.

This time, Ministry is proposing 6 variants of buses (Mini Bus/ Midi Bus/ Standard Bus/ Articulated Bus/ Premium segment Bus/ Hybrid Bus) which include standard and mini/ midi buses. The aim is to introduce organised modern city bus service through mini/ midi buses in various smaller cities and towns so that the availability of quality public transport is provided across the length and breadth of the country. On the other hand it is also proposed to raise the standard of city bus transport system in million plus cities with premium segment buses, articulated/ bi-articulated buses and hybrid/ electric buses besides standard buses so as to take the city bus service to the level of city bus service in developed countries. The suggestions of the Committee to provide smaller buses to smaller cities have been taken care of in the draft EFC Note initiated by the Ministry for provision of 10000 buses to all notified municipalities/ municipal corporations with special emphasis on hilly States.

Recommendation (Serial No. 4)

K. Tardy implementation of JNNURM projects

2.29 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.

Reply of the Government

2.30 The progress in projects has been constantly monitored by Ministry of Urban Development at various levels. Review meetings have been held with all States. States have been directed to expedite implementation of projects. Presently, 195 projects under UIG and 390 projects under UIDSSMT have reported physical

completion. States have also been asked to give timelines for completion of projects under implementation.

Recommendation (Serial No. 5)

URBAN TRANSPORT

A. Under Utilization of funds for Urban Transport Planning

2.31 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.

Reply of the Government

2.32 For better utilization of funds under the scheme of Urban Transport Planning, regular follow up is done with all States/ UTs including D.O. letter from Secretary (UD) to Chief Secretary of all States/ UTs to submit the requisite number of proposals for traffic and transportation studies/ CMP/ DPR and avail the central

financial assistance under the scheme. At various forums also, states and cities are made aware of this scheme by this Ministry.

After launch of the revised scheme of Urban Transport Planning for providing 80% central financial assistance, preparation of Comprehensive Mobility Plan in Agartala, Chandigarh, Gangtok, Guwahati, Shillong, Tumkur, Devangere, Shimoga, Lucknow, Kanpur, Allahabad, Agra, Meerut, Mathura, Bhatinda, Patiala, Pathankot, Jalandhar, Tirupati, Chitradurga, Bijapur, Hospet, Raichur, Kalyan, Dombivili, Bhopal, Nanital, Mussorie, Haridwar, Dehradun and Detailed Project Report for MRTS projects in Jaipur, Mumbai, Nagpur, Hyderabad (extension), Delhi MRTS Phase-IV, Bhopal and Indore etc have been taken up by the concerned States/ UTs with support from the Ministry apart from other traffic and transportation studies. Furthermore, proposals have been received from Guwahati and Bhubaneswar for funding the DPR for metro rail and are under consideration with the Ministry.

Recommendations of the Committee will be followed vigorously and more and more cities/ states will be asked to forward proposals for urban transport related studies.

Recommendation (Serial No. 5)

B. Sustainable Urban Transport Project (SUTP):

2.33 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 successfully 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.

Reply of the Government

2.34 It was expected that during the financial year 2012-13 the consultants for various consultancies under Component 1B of the Sustainable Urban Transport Project would be in position. However, due to various procedural requirements, there has been delay in finalizing the selection of the consultants. Now the process of selection of 9 consultancy services under Component 1B of SUTP has either been completed or is at the final stage. It is expected that with all the consultants in place, the targets fixed would be met and the allocation for the financial year 2013-14 would be utilized.

The present status of all the 9 consultancies works under Component 1B of Sustainable Urban Transport Project is given below:

S. No.	Consultancy work	Present Status
1.	PC1B – 1 “Developing Operations Documents for UMTA and UTF”	<ul style="list-style-type: none"> • Final Contract signed on 18 March, 2013. (joint venture of Deloitte Touche Tohmatsu India Pvt. Ltd. and Voyants Solutions Private Limited) • Inception report submitted on 8 April 2013. • Completion Period – 24 Months Actual Cost - Rs. 2.14 Cr.
2	PC1B – 2 “Operations Documents for TMICC and NPTH”	<ul style="list-style-type: none"> • Final Contract signed on 8 March, 2013 (DIMTS in association with TRL (UK) and Kimley Horn Consulting & Engg. India Pvt. Ltd.) • Inception report submitted on 2 April 2013. • Inception review meeting was held on 10 April 2013. • Completion Period – 12 Months Actual Cost - Rs. 1.84 Cr.
3.	PC1B – 3 “Guidance Documents for NMT, Bike Sharing and TOD”	<ul style="list-style-type: none"> • Under Consideration in the Ministry. • Completion Period – 17 Months Actual Cost - Rs. 2.48 Cr.
4.	PC1B – 4 “Develop Urban Transport Research Program in India”	<ul style="list-style-type: none"> • Final contract signed between MoUD & CEPT on 15 Jan 2013. • Inception report received on 20 Feb 2013

		<ul style="list-style-type: none"> • Completion Period – 10 Months • Actual Cost - Rs. 0.49 Cr.
5.	PC1B – 5 Estimation of GHG Emission and Energy Consumption for SUTP cities”	<ul style="list-style-type: none"> • Final contract signed on 30 April 2013 (Emergent Ventures India Pvt. Ltd) • Emergent ventures shared the list of data sets to start working on the project with PMU on 30 April 2013 • Completion Period – 30 Months • Actual Cost - Rs. 2.55 Cr.
6.	PC1B – 6 “Capacity Building for Leaders in Urban Transport Planning”	<p>Following capacity building programmes have taken place:</p> <ul style="list-style-type: none"> • In the 1st batch, 31 Participants underwent capacity building programme at CEPT from 29 July 2012 to 31 March 2013. They had visited LTA Singapore & Seoul from 22 March to 29 March 2013. • The 2nd batch of 45 participants is going to start in the 2nd week of June, 2013. • 13 Participants underwent capacity building programme at LTA Singapore from 15 to 21 January 2012. • 9 Participants underwent capacity building programme at LTA Singapore from 27 January 2013 to 2 February 2013 • 8 Participants underwent capacity building programme at KOTI Seoul from 7 to 13 October 2012 • Completion Period – 36 Months • Estimated Cost - Rs. 5.5 Cr.
7.	PC1B – 7 “Impact Evaluation Study for Bus Procurement under NURM”	<ul style="list-style-type: none"> • RFP done. • TER approved • Financial bid opened on 4 June 2013 • CER is under finalisation • Completion Period – 15 Months • Estimated Cost - Rs. 5.25 Cr.
8.	PC1B – 8 “Preparing Model Contracts for City Bus Private Operations”	<ul style="list-style-type: none"> • RFP done. • TER is under finalisation • Completion Period – 8 Months • Estimated Cost - Rs. 1.75 Cr.
9.	PC1B – 9 “Project Preparatory Consultants for GEF 5”	<ul style="list-style-type: none"> • Proposal for Procurement on CQS is being sent to World Bank. • Notice for EOI was published in newspaper on 17 May 2013 • Completion Period – 10 Months • Estimated Cost - Rs. 1 Cr.

Recommendation (Serial No. 5)

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

2.35 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.

Reply of the Government

2.36 Delhi Metro Rail Corporation Ltd. (DMRC) has a programme to convert 4 car train sets into 6 car train sets and 6 car train sets into 8 car train sets as per the following schedule:-

Line – 2 (Janakpuri – HUDA City Centre)

Out of 37 trains to be converted to 8 car trains by February, 2014, 21 trains have been converted so far.

Line – 3/4 (Dwarka – NOIDA City Centre)

Out of 31 train set to be converted to 6 car train sets by July, 2013, 24 trains have been converted so far. The target will be met. Conversion of these 31 trains from 6 cars to 8 cars will be achieved by February, 2014.

Recommendation (Serial No. 5)

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

2.37 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 expeditiously 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.

Reply of the Government

2.38 As per National Urban Transport Policy 2006, the Central Government encourages all proven technologies and does not promote any specific technology. However, in order to encourage States to plan for metro rail system, a meeting was held on 23.7.2012 in which the representatives of State Governments of Assam, Bihar, Gujarat, Madhya Pradesh, Maharashtra, Punjab and Uttar Pradesh were present. This Ministry can consider proposals only when the State Government submits the same along with Detailed Project Report (DPR). So far, the DPR for the following Metro Rail proposals have been received from the following State Governments:-

S. No.	Name of States/ City	Details of DPR received
1	Gujarat	Ahmedabad- Gandhi Nagar metro corridor. However, State had advised MoUD that they would be submitting revised DPR which is yet to be received.
2	Chandigarh	Tricity of Chandigarh, Panchkula and Mohali.
3	Punjab	Ludhiana Metro
4	Maharashtra	Pune Metro

Recommendation (Serial No. 5)

E. Separate budgetary allocation for feeder buses:

2.39 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.

Reply of the Government

2.40 The concerns shown by the Committee regarding feeder buses have been noted. Ministry of Urban Development is taking every effort and extending its full support to DMRC to make it enable to procure these feeder buses at the earliest. In this regard, Ministry has requested DMRC on 13.06.2013 to expedite the procurement of feeder buses.

The Ministry of Urban Development has 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 instalment of ACA amounting to Rs.6.23 crore has already been released. 2nd instalment will be released on procurement of buses/ submission of purchase order to the Ministry.

Funds in respect of projects sanctioned under JnNURM are released to the concerned State Government/ UT Administration by Ministry of Finance/ Ministry of Home Affairs. In case of DMRC, the funds are released by the Ministry of Home Affairs to DMRC through the Govt. of NCT of Delhi.

A policy decision is required to be taken regarding feeder buses to be part of Metro projects. As suggested by the Committee, Ministry will take action for having a separate Budgetary allocation for feeder buses and making feeder buses as part of sanctioning of Metro Rail in future.

Recommendation (Serial No. 5)

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

2.41 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.

Reply of the Government

2.42 The choice of a particular technology whether metro rail/ BRTS or city bus service would depend upon the traffic requirement of a particular city and the overall viability of the system. In Delhi, the Airport line is facing viability challenges. However, connectivity of Airport with rest of the city is essential.

Accordingly, in the proposal of Mumbai Metro Line-3 (Colaba- Bandra-SEEPZ) Corridor, alignment passes through the Airport up to SEEPZ, thus providing the much needed connectivity.

Central Government has given 'in-principle' approval for the feasibility study and preparation of Detailed Project Report for extension of the Hyderabad Metro Rail connectivity from Shilparamam to Faluknuma via Rajiv Gandhi International Airport (RGIA). However, taking up of any such capital intensive project would depend upon availability of funds and financial viability of the project.

Recommendation Serial No. 5

H. Need for expansion of Delhi Metro

2.43 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 priortized 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.

Reply of the Government

2.44 On the request received from the NOIDA Authority for metro connection between NOIDA City Centre to Greater NOIDA (29.7 Km), DMRC had prepared and submitted a DPR in May, 2010 for a standalone metro connection between NOIDA City Centre Metro Station and Greater NOIDA. The same has been updated and resubmitted in February, 2013. This connection is still to be sanctioned by Uttar Pradesh Government.

Presently, there is no proposal with DMRC of metro connectivity to Sonipat (Haryana). A Regional Rapid Transit System (RRTS) corridor viz. Delhi – Sonipat – Panipat of length 111.20 km is proposed to be taken up.

Recommendation (Serial No. 5)

I. Regional Rapid Transit System (RRTS)

2.45 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.

Reply of the Government

2.46 The Government have taken steps to the formation of National Capital Region Transport Corporation Ltd. (NCRTC) for taking up RRTS project in National Capital Region (NCR). The feasibility study for the following three prioritized corridors under Phase-I have been completed to be taken up by NCRTC:-

S. No.	RRTS Corridor	Length (Km)
1	Delhi – Sonipat – Panipat	111.20
2	Delhi – Gurgaon – Rewari – Alwar	180.00
3	Delhi – Ghaziabad – Meerut	90.20

Recommendation (Serial No. 5)

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

2.47 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.

Reply of the Government

2.48 Regarding congestion pricing the Ministry has noted the concern of the Committee and has already issued an advisory on introduction of congestion charges in core areas/ central business districts (CBDs) vide letter dated 15th January, 2013, a copy of which is available on the website moud.gov.in. The advisory is based on the success stories of London and Singapore.

In the above referred advisory, the States/ UTs have been advised to identify the most congested areas in their cities, getting a proper study done on various aspects of congestion charges as per city requirement and consider adopting 'congestion charges' as a measure to decongest a particular area/ CBD, increasing mode share of cycling as well as public transport and increase the mobility of the people besides controlling pollution.

Before taking up a pilot project, proper study on congestion charging is required to be conducted for which the Ministry is ready to pay upto 80% of the cost of the study under the UT Planning Scheme. Accordingly, a DO letter No. K-14011/7/2007-UT-II (Vol. II) dated 11.07.2013 has been issued to the Chief Secretaries of all the States/ UTs to forward the proposals for study on congestion charging.

Recommendation (Serial No. 5)

K. Cycling Cities

2.49 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.

Reply of the Government

2.50 As informed to the Committee earlier, this Ministry is promoting cycling as a part of Non-motorized Transport (NMT) in all cities as envisaged in National Urban Transport Policy (NUTP), 2006. To promote cycling in the country, creation of dedicated cycle tracks has been mandated as part of the Bus Rapid Transit System (BRTS) projects sanctioned under JnNURM. Other road projects sanctioned under JnNURM have also specific provision for cycle track. User friendly dedicated cycle track has been created in Nanded, Ahmedabad and Pune with support and direction of Ministry of Urban Development.

Draft parameters of the National Mission on Sustainable Habitat (NMSH) provides for design and management of streets that emphasize cyclist safety, comfort and convenience. Further Guidelines for preparation of Comprehensive Mobility Plan lay down emphasis on strategy for improvement of NMT- pedestrian, cyclists and cycle-rickshaw whereas Urban Road Design Code recently developed through technical experts by the Ministry outlines designs for equitable allocation of road space and infrastructure for cyclists. While according approval to Terms of Reference for preparation of Detailed Project Report (DPR) for MRTS projects, it is ensured that it contains specific provision for pedestrians and cyclists. The Central Government is continuously and constantly laying down policies, taking up Capacity Building, generating about these aspects by holding workshops all over the country.

The recommendations of the Committee have been noted for follow up action in future more rigorously.

Recommendation (Serial No. 6)

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

2.51 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.

Reply of the Government

2.52 Master Plan provides a spatial framework for the planned development of activities which are to come up in future. It is a statutory document that describes, in text and with maps, the overall development concept including both present uses as well as future land uses. The concept of Master plan is anchored in the *T&CP/ Development Authority Act* with clear cut procedure – right from the preparation of plan, publication of draft, inviting objections and suggestions from public and publication of final Master Plan along with notification.

As per the data available, **1843 Master Plans** have been prepared and master plans for 567 towns are under preparation. Ministry of Urban Development has been advising the State Governments to expedite the process of plan preparation. (State wise details are given in **ANNEXURE-I**). Ministry issued an advisory in February, 2008 to all the State Government with a request that Master Plans for all the cities and towns should be prepared within one year. A reminder to

all the States under the signature of JS (UD) - JS (Mission) has been issued on 11th July, 2013. Extract of the advisory is given as under:

To begin with, the agency responsible for formulating the Master Plan may in the first instance adopt scientific methods of population projection and identify total land area requirement based on proposed overall population density **(in say 3 months)**. Further, delineation of the city region/ metropolitan region/ million plus city region taking into account physical and functional linkages may be done using high resolution satellite images **(in say 6 months)**. Subsequently based on analysis of other surveys from primary and secondary sources of data, developable areas, transport demand, etc., alternative scenarios may be developed for proposed urbanizable limits taking into account future direction of growth **(in say 3 months)**. This together with framing appropriate development control will lead to finalization of a draft plan which may be discussed with all stakeholders before notification of the same for inviting objections/ suggestions.

There is a need to expedite preparation of master plan for all the towns by using Remote Sensing and GIS. It may be stated that during the meeting(s) on Sectoral Annual Plan 2013-14, discussions with State and UTs held on 9.5.2013, 13.5.2013, 17.5.2013 and 30.5.2013 under the Chairmanship of Secretary (UD), it was emphasized that the State Governments need to take steps to expedite the preparation of Master Plans. Ministry of Urban Development has also launched National Urban Information System (NUIS) Scheme to develop GIS databases for 152 towns/ cities in the country. The spatial and attribute databases thus generated will be useful for preparation of Master/ Development plans, detailed town planning schemes and will serve as decision support for e-governance.

Since, preparation of Master Plan is the prerogative of State Governments; it would be difficult to set timeline for completing the Master Plans for all the cities and towns of the country. However, the State Governments have been time and again impressed upon for the planned development of all the cities and towns and also peri-urban areas.

RECOMMENDATION (SERIAL NO. 7)

CENTRAL PUBLIC WORK DIVISION

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

2.53 The Committee had recommended as under:-

"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."

2.54 In their Action Taken Reply, the Ministry have stated as follows:

"In this matter it is stated that for the said building the AA & ES amount of 261.68 Crore has been sanctioned by Lok Sabha Secretariat on 01.05.2009. The budget has been allocated under 4059(NP) Lok Sabha the details are given below:

(Figures in Crore)

Budget demands 2012-13	Budget allotment 2012-13	RE demands 2012-13	RE allotment 2012-13	BE demands 2013-14	BE allotment 2013-14
77.94	42.00	70.00	43.23	121.53	44.25

Out of the total budget of Rs. 44.25 Crore allotted for 2013-14, there is a provision for Rs. 35.72 Crore for PHA Building.

From the above data it is self explanatory that there is continuous shortage of budget during 2012-13 and also during 2013-14. However sincere efforts have been made in this regard to get more funds but the same could not be materialised. In this regard, Hon'ble Minister of UD has also written a DO letter vide No. G-17017/19/2012-Bt. (UD)/ 6086F dated 6th March, 2013 to the Finance Minister with the request to enhance the budget allocation under MH: 4059- Lok Sabha (NP) but even after sincere efforts, Ministry could not get any additional budget for CPWD during the financial year 2012-13.

For current financial year 2013-14, the total budget allotted under 4059-Lok Sabha (NP) is Rs. 44.25 Crore out of which CPWD has spent approx. ` 23.50 Crore till the end of May and remaining funds will be utilised within a short period of 3 months or so and under the circumstances the work will be suffering badly for want of funds.

However, the additional demand shall be made in 1st Supplementary 2013-14 and all possible efforts are being made to expedite the progress of work for its timely completion. "

Recommendation (Serial No. 7)

B. Maintenance of Parliament House Complex (PHC)

2.55 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.*

Reply of the Government

2.56 (i) The existing Parliament House complex is a Heritage building which requires extensive maintenance work periodically. The budget allotted to CPWD during 2013-14 under the Major Head 2059 M & R OB (NP) is ` 203.76 crore against a demand of `235.13 crore. The allocation of the funds under this maintenance head is also not sufficient to coup-up such type of extensive maintenance work.

Since this allocated budget of Rs. 203.76 Crore is for office buildings throughout the India and this budget is further redistributed to various budgetary units. The actual budget requirement for Parliament House and allotment under 2059 (M&R) OB (NP) for last three years i.e. 2011-12, 2012-13 and 2013-14 is given as under.

(Figures in Crore)

Year	Funds required	Funds Provided
2011-12	19.32	18.67
2012-13	22.90	21.42
2013-14	26.29	25.35

From the above data, it is clear that required funds are not available and hence the effective maintenance of such National Importance Building is not being fully achieved due to lack of funds.

(ii) As far as replacement of old feeder cable is concerned, the same is covered under 4059-(NP) and in this head also there is shortage of funds, However, the additional demand shall be made in the 1st Supplementary 2013-14 and all possible efforts are being made to expedite the progress of work for its timely completion.

In order to achieve effective maintenance of such National Importance Heritage Building and to come out the issue of continuous budget shortage, a separate proposal to open a separate head of account under 4059-(P) Parliament House rehabilitation/ restoration is being initiated to get required funds so that extensive maintenance may be done in the Parliament House Complex.

Recommendation (Serial No. 8)

URBAN WATER SUPPLY AND SANITATION

A. Foreign Collaboration for 'New Water' Plants:

2.57 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'.

Reply of the Government

2.58 Ministry of Urban Development is making efforts to have collaboration with foreign countries such as Sweden, China, Netherland etc to promote wastewater treatment technologies including recycling and reuse of wastewater. A Joint Declaration between India and Israel has been signed on cooperation in the field of water technologies. A field visit to Raipur was undertaken by Joint Working Group framed under the aegis of Joint Declaration between India and Israel on 3-5 December, 2012 and a meeting was held in New Delhi on 6th December, 2012 to discuss the outcome of the field visit.

It is also pertinent to mention that a project for "Setting up of a 100 mld Sea Water Reverse Osmosis Desalination Plant at Nemmeli, Chennai" with an estimated cost of Rs.871.24 crore was approved by the Government of India in 2009 for augmentation of 100 mld of water to Chennai city. The project has been completed and partially commissioned in February, 2013.

Recommendation (Serial No. 8)

B. Public Toilets in Cities

2.59 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.

Reply of the Government

2.60 With a view to prioritizing the issue of sanitation, the Ministry of Urban Development formulated the National Urban Sanitation Policy in 2008. The vision of the policy is that all Indian cities and towns become totally sanitized, healthy and liveable and ensure and sustain good public health and environmental outcomes for all their citizens with a special focus on hygienic and affordable sanitation facilities for the urban poor and women.

The goals of the policy are as follows:

- A. Awareness Generation and Behavioural Change
- B. Open Defecation Free Cities
- C. Integrated City Wide Sanitation

The policy requires each state to formulate its own state sanitation strategies and cities to make individual sanitation plans and implement them to meet the objective of the goals set under NUSP.

As per 2011 Census, the urban households having latrine facility within premise is 81.4% and the remaining 18.6% households are sharing both public latrines (6%) and defecating in open (12.6%). Out of 81.4% households having latrine facility, 32.7% households are connected with pipe sewerage system, 38.2% household are using septic tanks, 8.80% households are having pit latrines (single & double, etc.) and 1.70% of households are having other latrines (connected to open drains, night soil removed by human etc.).

11 States have formulated state sanitation strategies and 53 cities have formulated city sanitation plans. The city sanitation plan should focus on total sanitation including construction of community and public toilets to eliminate open defecation. All the State Governments are requested to furnish the status of action taken on the measures envisaged under NUSP.

In order to improve overall sanitation in the urban areas of the country, Ministry has prepared a draft scheme for "Total Urban Sanitation Programme" as per the decision taken in the Central Monitoring Committee headed by the Cabinet Secretary on 17.05.2013 and the draft scheme would be forwarded to the Planning Commission seeking for in-principal approval. The objective of the scheme is to provide total sanitation including sewerage system, provision of individual and community toilets to prevent open defecation and public toilets for floating population. The Ministry has also prepared a "Scheme for Mechanical Cleaning of Sewer and Septic tanks" at an estimated cost of Rs. 14,481 crore with a view to complete switch over from manual cleaning to mechanical cleaning of sewer and septic tanks. With the approval of Planning Commission the EFC note has been circulated to all the Ministries for their comments. The Ministry has proposed to include the aforesaid scheme of mechanical cleaning of sewers and septic tanks as a component under JNNURM.

All State Govt./ UT Administrations have been requested vide this Ministry letter dated 12th July, 2013 to provide information about the number of public and community toilets constructed in cities/ towns under various schemes.

Recommendation (Serial No. 9)

PROJECTS FOR THE NORTH-EASTERN STATES AND SIKKIM

2.61 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.

Reply of the Government

2.62 The Budgetary Allocation (BE) for the year 2012-13 under the “Lump-sum Provision Scheme” was Rs.160.00 crore, which was revised to Rs. 145.55 crore and the actual expenditure incurred during 2012-13 was Rs. 145.55 crore.

The budgetary allocation relates to one of the sub components “Water Supply-Urban Water Supply Programme Augmentation of Water Supply” of the overall Budgetary Estimates of Rs.150.00 crore of current year 2013-14. The total budgetary allocation for 2013-14 is kept higher at Rs.150.00 crore than actual expenditure incurred during 2012-13.

The overall Budgetary Estimates is divided into various components like Development of Sewerage System, Solid Waste Disposal, Urban Infrastructure Development projects and Social & Community Development projects depending upon the on-going projects as well as the projects sanctions in each financial year for NE States. Budgetary provision under the sub-head “Water Supply- Urban Water Supply Programme Augmentation of Water Supply” will be enhanced on the basis of demands received from States.

Recommendation (Serial No. 10)

RAIN WATER HARVESTING SYSTEM

2.63 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.U.s 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.

Reply of the Government

2.64 The Ministry of Urban Development has also forwarded the guidelines for “Roof Top Rainwater Harvesting” to all the States including CPWD with a request to adopt roof top rainwater harvesting in all Government buildings. The Ministry of Urban Development issued a gazette notification dated 28th July 2001, whereby modification/ addition to the buildings byelaws of 1983 (which comes into effect from the date of its publication in the Gazette of India) has been made in National Capital Territory of Delhi.

The Town and Country Planning Organisation (TCPO) has circulated this Model Building Bye-Laws, making provision for roof top rainwater harvesting as mandatory in all the buildings in a plot area of 100 square metre and above and also to provide waste water recycle system in buildings discharging more than 10000 litres of waste water per day.

“Revision of building bye laws – mandatory rainwater harvesting in all buildings” is one of the reforms under JNNURM. State/ ULB should implement the three milestones towards achievement of this reform. The milestones of this reform are “buildings byelaws to mandatorily provide for rainwater harvesting, dissemination of byelaws through website and start of approval as per the new building byelaws. As on date, 25 out 31 States/ UTs have implemented this reform completely. The list of the States/ UTs is given below in the **TABLE- I**. Remaining 6 States/ UTs are in

various stages of implementation and details of the same are given below at **TABLE-II**.

Table-I: List of States/ UTs which have implemented the Rain Water Harvesting reform

S. No.	State/ UT
1.	Andhra Pradesh
2.	Assam
3.	Bihar
4.	Chandigarh
5.	Chhattisgarh
6.	Delhi
7.	Goa
8.	Gujarat
9.	Haryana
10.	Himachal Pradesh
11.	Jammu & Kashmir
12.	Kerala
13.	Karnataka
14.	Madhya Pradesh
15.	Maharashtra
16.	Meghalaya
17.	Mizoram
18.	Puducherry
19.	Orissa
20.	Rajasthan
21.	Tamil Nadu
22.	Tripura
23.	Uttarakhand
24.	Uttar Pradesh
25.	West Bengal

Table-II: List of States/ UTs which are implementing the Rain Water Harvesting reform

S. No.	State/ UT
1.	Arunachal Pradesh
2.	Jharkhand
3.	Manipur

4.	Sikkim
5.	Punjab
6.	Nagaland

As part of Green building norms and in accordance with the provisions of Section 6A of the CPWD Works manual 2012, CPWD makes provision for Rain Water Harvesting in new constructions that are being carried out by CPWD.

CPWD plinth area rates, 2012 include cost of providing Rain Water Harvesting Scheme. Thus, provision for providing Rain Water Harvesting is kept at the stage of sending Preliminary Estimate to clients.

For Technical guidance, CPWD has published Rain Water Harvesting and Conservation Manual which is available on CPWD website.

In existing building, Rain Water Harvesting Scheme, wherever necessary and technically & financially feasible, is provided though it is not mandatory.

Citizen Charter of CPWD also makes commitment for adoption of Rain Water Harvesting and water management system.

Recommendation (Serial No. 11)

DEVELOPMENT OF CENSUS TOWNS

2.65 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.

Reply of the Government

2.66 For the Census of India 2011, the definition of urban area is as follows:

1. All places with a municipality, corporation, cantonment board or notified town area committee, etc.
2. All other places which satisfied the following criteria:
 - (i) A minimum population of 5,000;
 - (ii) At least 75 per cent of the male main working population engaged in non-agricultural pursuits; and
 - (iii) A density of population of at least 400 persons per sq. km.

The first category of urban units is known as Statutory Towns. These towns are notified under law by the concerned State/ UT Government and have local bodies like municipal corporations, municipalities, municipal committees, etc., irrespective of their demographic characteristics as reckoned on 31st December 2009.

It may be stated that there are 3892 Census towns out of a total number of 7933 towns as per 2011 Census. (State wise details are given in **ANNEXURE-II**). The likely implications of large number of census towns may be:

- The Census 2011 for the first time has classified large number of towns as Census Towns (3892). This signifies that the pace of urbanization has slowed down but at the same time large number of rural settlements has attained urban characteristics.
- These towns do not have any Urban Local Bodies; hence there may not be any Master Plan or any provision for development / building regulations.
- The immediate task for State Governments would be to consider the constitution of urban local bodies for these census towns.
- Probably, in census towns unauthorized construction in the absence of enforcement mechanism will occur and also these towns will not be in a position to avail the central assistance for creating/ upgrading the infrastructure.

Advisory vide DO No. K-14011/ 11/ 2008-UD-II dated 24th May, 2013 have been issued to States to notify the census towns as statutory towns at the earliest. Again a reminder to all the States under the signature of JS (UD) - JS (Mission) has been issued on 11th July, 2013.

Recommendation (Serial No. 12)

SATELLITE CITIES/ COUNTER MAGNET CITIES

2.67 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.

Reply of the Government

2.68 All the 17 projects sanctioned under the Scheme for Urban Infrastructure Development in Satellite Towns around seven mega cities are under various stages of progress. Normally the projects are to be completed within 2 to 3 years from the date of sanction. The delay in some projects is due to time taken by the States for tendering and final awards of works. The expected time period for completion of each project is as under:

S. No.	Name of the Project	Expected time period for completion of the project

1	Re-organization of water supply for Pilkhuwa	30.9.2013
2	Pilkhuwa Sewerage Scheme	30.9.2013
3	Municipal Solid Waste Management Scheme for Pilkhuwa Town	31.3.2014
4	Underground Sewerage Scheme for Vasai-Virar Sub Region STP-2	14.2.2015
5	Integrated Solid Waste Management for Vasai Virar	14.7.2013
6	Under Ground Drainage Scheme, Vikarabad	04.1.2014
7	Water Supply Improvement Scheme, Vikarabad	04.1.2014
8	Municipal Solid Waste Management Scheme for Sonepat Town	31.3.2014
9	Augmentation of Water Supply by Ranney Well, Sonepat	31.3.2014
10	Sewerage System of Sanand Town	29.9.2013
11	Solid Waste Management Scheme for Sanand Nagarpalika	29.9.2013
12	Water Supply System of Sanand Town	29.9.2013
13	Comprehensive Water Supply Scheme for Sriperumbudur	30.7.2013
14	Under Ground sewerage Scheme, Sripermbudur	24.7.2013
15	Integrated Solid Waste Management Plan, Sripermbudur	30.4.2014
16	Underground Sewerage Scheme for Hoskote Town	30.9.2013
17	GIS Base Map & Household survey for Pilkhuwa Town	31.3.2014

Recommendation (Serial No. 13)

NATIONAL MISSION ON SUSTAINABLE HABITAT (NMSH)

2.69 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.

Reply of the Government

2.70 To evolve sustainable habitat parameters under NMSH, six Sub Committees were set up by Ministry in the fields of urban planning, urban transport, water supply and sewerage, SWM, Storm drainage and Energy efficiency in residential buildings. The Reports on Water Supply/ Sewerage, SWM, Storm Water Drainage and Urban Planning have been prepared and uploaded on MoUD's website.

A proposal for sanctioning a project of Rs. 24.95 crore under NMSH has been submitted for approval in normal course in the Ministry. Since, the proposal is below Rs. 25 crore, there is no need for appraisal of the project by SFC or EFC.

Recommendation (Serial No. 15)

ENERGY SAVING SOLUTIONS FOR URBAN GROWTH:

2.71 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).

Reply of the Government

2.72 To evolve sustainable habitat parameters under NMSH, six Sub Committees were set up by Ministry in which Energy efficiency in residential buildings is one and the Sub Committee set up under on Energy efficiency has given its recommendation that shall be used in developing/ revising rules and regulations which will be suitably incorporated during project implementation to bring about energy saving solutions in urban areas.

Ministry of Urban Development has taken various steps for promotion of green building norms and the usage of material required for construction of green buildings. After meeting with different stakeholders such as CPWD, BIS, ADARSH, TERI etc., CPWD was asked to study the National Building Code as devised by Bureau of Indian Standards (BIS) and GRIHA code developed by TERI and BEE. After studying the various codes, CPWD submitted a report stating that almost all provisions of GRIHA code have been accommodated in green building norms as adopted by CPWD.

After considering the report submitted by CPWD, it was decided that instead of going for star ratings as prescribed by GRIHA system, it would be appropriate if the norms as prescribed under the CPWD manual, are followed for promotion and development of green buildings. This will ensure uniformity in gradation of different office buildings of central government. CPWD was also asked to suitably amend the schedule of rates from time to time to promote usage of material required for construction of green buildings.

Further, it has also been decided that CPWD manual should be synchronized with the GRIHA code and the National Building Code 2005 in such a manner that all

the buildings built under the provisions of CPWD manual should comply with at least 3 star ratings of GRIHA system, besides other similar standards.

Recommendation (Serial No. 16)

COOPERATIVE GROUP HOUSING SOCIETY:

2.73 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.

Reply of the Government

2.74 As per provisions of Delhi Cooperative Societies Act 2003 and Delhi Cooperative Rules, 2007, the Cooperative Societies are registered with the office of Registrar of Cooperative Societies on first cum first served basis. Since DDA neither maintains a list of eligible societies nor their list of seniority, the allotment of land to Cooperative Group Housing Societies is made by the Delhi Development Authority on the recommendation of the Registrar of Cooperative Societies, who also verifies the list of members of the Cooperative Group Housing Societies.

As regards observation of the Committee regarding delay in process of Completion Certificates to the Group Housing Societies, it is stated that as the specific case of the Society is not given, therefore, it has been observed that where the completions are lingering on either these societies have not complied with the requirements required for issuance of Completion Certificate as per BBL/ MPD-2021. Provisions or the society has their own internal problems like unauthorized construction in the society which does not qualifies for the purpose of granting Completion Certificate. Otherwise, completions are being given expeditiously after completing all formalities.

The Ministry/ DDA is in agreement with the recommendations of the Committee for expeditious allotment of land to the Group Housing Societies and would like to confirm that no case of allotment of land to CGHS is pending with DDA at present. The issue of allotment of land to waiting Group Housing Societies by DDA will arise only after receipt of recommendations of the Registrar (CS) along with verified list of members of the society and confirmation about their eligibility.

CHAPTER III

**RECOMMENDATIONS WHICH THE COMMITTEE DO NOT DESIRE TO PURSUE
IN VIEW OF THE REPLIES OF THE GOVERNMENT**

-Nil-

CHAPTER IV

RECOMMENDATIONS IN RESPECT OF WHICH REPLIES OF THE GOVERNMENT HAVE NOT BEEN ACCEPTED BY THE COMMITTEE

RECOMMENDATION (SERIAL NO. 4)

JAWAHAR LAL NEHRU URBAN RENEWAL MISSION

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

4.1 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.

Reply of the Government

4.2 Rapid urbanization and industrialization in India has resulted in over stressing of urban infrastructure including municipal solid waste management. Due to budgetary constraints and the lack of planning, the door to door collection, transportation, treatment and disposal of municipal solid waste in most of the Urban Local Bodies are not satisfactory.

As per Municipal Solid Waste (Management & Handling) Rules, 2000 notified by Ministry of Environment & Forests, every municipal authority is responsible for collection, segregation, storage, transportation, processing and disposal of municipal solid waste. The deadline for implementation of rules was December, 2003 but hardly any ULB could implement these rules in letter and spirit. The Rules make it mandatory to treat the bio-degradable waste adopting composting or other state of the art technologies or power generation, etc. with due authorization by the CPCB. It prohibits disposal of organic matter at the landfill and permits land filling of inert material only to reduce the burden on the landfill.

The Manual on Municipal Solid Waste Management, 2000, published by the Ministry of Urban Development provides guidelines for planning, design and implementation of solid waste management facilities in the cities and towns. It also provides comprehensive guidelines for processing, various eco-friendly treatment technologies including composting and waste to energy technologies etc. and disposal facilities for efficient management of municipal solid waste. The Ministry also brought out a report on “Integrated Plant Nutrient Management (IPNM)” in the year 2005 with the objective to promote integrated plant nutrient management using city compost along with synthetic fertilizers in every areas of agriculture, horticulture, plantation crops, forestry and create market demand and supply mechanism for city compost which also recommends eco-friendly green disposal system including conversion of bio-gradable waste into composting for municipal solid waste management. The Ministry also brought out a report on “Technology Advisory Group on Municipal Solid Waste Management” in the year 2005. The report principally covers the details of various technologies available within and outside the country for

the treatment of municipal solid waste and deriving compost, Refuse Derive Fuel (RDF), power, etc. from the waste, their merits, demerits, their limitations, etc.

Thus the MSW Rules 2000 and the Guidelines brought out by the Ministry of Urban Development advocate integrated solid waste management system on the principle of 3Rs (Reduce, Recycle and Reuse). The treatment and disposal systems such as composting, recycling and reuse of garbage and disposal of inerts and residue in the landfill recommended in the Manual are Eco-friendly Green disposal system in nature.

The Ministry of Urban Development is in the process of revising & updating the aforesaid Manual with the technical assistance of Deutsche Gesellschaft für Internationale Zusammenarbeit (GIZ), Germany with a view to incorporate latest technologies for treatment and disposal system including Eco-Friendly Green Disposal Systems like Decentralized mechanical Compost plants, vermin-composting, recycling and reuse of garbage in decentralized locations etc. being adopted in developed countries.

As on June, 2013, 46 Solid Waste Management (SWM) projects have been approved at an estimated cost of 2050.47 Crore under UIG Sub-Mission of JNNURM. Out of which, 10 projects are physically completed and remaining projects are at various stages of implementation. Concerned States have been asked to expedite implementation of the projects so as to complete within the Mission Period. They have also been asked to furnish time lines for completion of ongoing projects. The Ministry had also approved 56 no. of solid waste management projects at an estimated cost of Rs. 342.02 crore under UIDSSMT component of JNNURM and the projects are at different stages of implementation.

In all the solid waste management projects approved under JNNURM, necessary provision has been made for (i) two bins to each of the households to ensure segregation of bio-degradable & non-biodegradable waste components at source, (ii) adequate provision for storage bins, tricycles/ auto trippers and vehicles for efficient segregated collection and transportation of waste. The projects also include necessary infrastructure facilities for processing & treatment facilities such as composting for bio-degradable matter and also making RDF pellets using recyclables and sanitary landfills for disposing rejects and inert etc., as per the norms laid down in the Manual on Municipal Solid Waste and MSW Rules, 2000.

The Ministry of Urban Development has also forwarded an Advisory note to all the State Governments including Delhi to promote decentralised compost plants through mechanical composting process. Ministry would consider funding for projects for reclamation of existing dump sites wherever found suitable.

The status of solid waste management projects approved under UIG component of JNNURM including operational status of compost and a waste-to-energy (WTE) plant is given below at **ANNEXURE – 4(A) – I.**

Status of solid waste management projects approved under UIDSSMT component of JNNURM is given below at **ANNEXURE – 4(A) – II.**

Detail of status of solid waste management projects approved under other programme of the Ministry is given below:

Status of Municipal Solid Waste Management under Urban Infrastructure Development in Satellite Towns

(Rs. In Lakh)

S. No.	State	Town	Projects approved	Approved Cost
1	Uttar Pradesh	Pilkhuwa	SWM	897.70
2	Haryana	Sonepat	SWM	2496.00
3	Tamil Nadu	Sriperumbudur	SWM	443.77
4	Maharashtra	Vasai-Virar	SWM	3172.64
5	Gujarat	Sanad	SWM	213.62

Note: This programme is monitored by UD Division of the Ministry. Therefore, the data may be got verified by UD Division.

Status of Municipal Solid Waste Management under 10% Lump-sum Provision Scheme for the Benefit of North-Eastern Region including Sikkim

(Rs. In Lakh)

S. No.	State	Town	Projects approved	Approved Cost
1	Manipur	Five Town	SWM	431.96
2	Sikkim	Gangtok town	SWM	433.27
3	Tripura	Agartala	SWM	761.82

Note: This programme is monitored by UD Division of the Ministry. Therefore, the data may be got verified by UD Division.

4.3 For comments of the Committee please see paragraph 1.7 of Chapter 1 of the Report.

RECOMMENDATION (SERIAL NO. 4)

B. The locational criteria for dumping of municipal waste:

4.4 The Committee had recommended as under:-

“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 Bengaluru 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.”

4.5 In their Action Taken Reply, the Ministry have stated as follows:

“According to the Municipal Solid Wastes (Management and Handling) Rules, 2000, the municipal authority or an operator of a facility shall make an application in Form-I, for grant of authorization for setting up waste processing and disposal facility including landfills from the State Board or the Committee in order to comply with the implementation programme laid down in Schedule I. The MSW rules have specific directives to the Local Bodies, District Administrations and the Urban Development Department of the State Governments for proper and scientific management of municipal solid waste. Under these rules, it is mandatory for all the urban local bodies to provide facilities for collection, transportation, treatment & disposal of municipal solid waste in a scientific and hygienic manner. The Secretaries to the Governments, Urban Development Departments and the District Magistrates are made responsible to ensure the implementation of these rules in the corporations and municipal areas respectively and the State Pollution Control Board are made responsible to monitor the implementation of the rules and adherence to the standards prescribed. Performance of local bodies is assessed based on the progress reported by ULBs on annual basis to the Secretary-in-charge of Urban Development and to the District Magistrates.

In accordance with the Environmental Impact Assessment (EIA) Notification of the Ministry of Environment & Forest in September, 2006, the project at Sl. No. 7(i), “Common Municipal Solid Waste Management Facility” which falls under category “B” shall require environmental clearance from State Environment Impact Assessment Authority (SEIAA) on the recommendation of a State Level Expert Appraisal Committee constituted by the State Govt. Since EIA Notification was issued under the Environment Protection Act, 1986, it is mandatory for very ULB to identify the land for sanitary landfill with the consent of State Environment Impact Assessment Authority.

While appraising the DPR for municipal solid waste management by the Ministry, the ULBs are advised by the Ministry of Urban Development to obtain all the necessary clearances from the respective Statutory Authority before implementing the treatment and disposal system including sanitary landfill.”

4.6 For comments of the Committee please see paragraph 1.10 of Chapter 1 of the Report.

RECOMMENDATION (SERIAL NO. 5)

G. Specific Policy on Monorail:

4.7 The Committee had recommended as under:-

“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.”

4.8 In their Action Taken Reply, the Ministry have stated as follows:

“As per National Urban Transport Policy 2006, the Central Government encourages all proven technologies and does not promote any specific technology. However, Monorail is covered within the definition of Metro Railway under the Metro Acts. As such the Policy on Metro Rail covers Monorail projects also. Therefore, no separate Policy for Monorail is required presently. A National Workshop on Modal choice was held on 11.1.2013 in New Delhi in which the different modes of transportation like Monorail, BRT, and LRT were discussed. This Workshop was attended by the representatives of State Governments and the concerned agencies.”

4.9 For comments of the Committee please see paragraph 1.16 of Chapter 1 of the Report.

RECOMMENDATION (SERIAL NO. 6)

DELHI DEVELOPMENT AUTHORITY

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

4.10 The Committee had recommended as under:-

"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."

4.11 In their Action Taken Reply, the Ministry have stated as follows:

"The land pooling and assembly policy replaces the present model of acquiring land by Govt./ DDA. The new land policy is based on the concept of Land Pooling wherein the land parcels owned by individuals or group of owners are legally consolidated by transfer of ownership rights to the designated Land Pooling Agency, which later transfers the ownership of the part of land back to the landowners for undertaking of development of such areas. The policy is applicable in the proposed urbanisable areas of Urban Extensions for which Zonal Plans have been approved. There are two categories of land pooling: Category-I for land measuring 20 Ha and above, and Category-II for 3 Ha to less than 20 Ha. While in the Category-I the land returned to the landowners to be called Developer Entity (DE) will be 60% and land retained by Govt./ DDA 40%, in the Category- II the land returned to the DE will be 40% and land retained by Govt./ DDA is 60%.

The policy on farmhouses notified in October, 2012 is essentially aimed at regularization of existing farmhouses, which fall exclusively in green/ agricultural areas and had come up before February 7, 2007. Besides, a policy pertaining to development control norms for new farmhouses has also been formulated in May, 2013. However, acquisition of illegal farmhouses for social infrastructure and sick industrial plots for housing development do not form part of the land pooling policy."

4.12 For comments of the Committee please see paragraph 1.19 of Chapter 1 of the Report.

RECOMMENDATION (SERIAL NO. 7)

C. Residential accommodation for Lok Sabha Employees:

4.13 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.

Reply of the Government

4.14 There are 898 residential units available (as per Govt. Accommodation Management System) with Lok Sabha Secretariat Pool for its approximately 3,000 employees while there are 61,820 residential units available with General Pool for 2,03,051 Central Government employees (As per census of Central Govt. Employees as on 31st March, 2009). The satisfaction levels between Lok Sabha Secretariat Pool and General Pool are 29.93% and 30.44% respectively which is approximately equal. Therefore, there is no abandonment of Lok Sabha Pool by Directorate of Estate.

The BE demanded for the year 2012-13 was Rs. 79.92 Crore and final budget grant was Rs. 38.48 Crore under 4216-(NP)-Lok Sabha. The BE demanded for the year 2013-14 is Rs. 92.03 crore and BE allotted (approved) is only Rs. 42.45 Crore under MH: 4216 Lok Sabha (NP). This budget has been allocated for construction of M. S. Flats at B.D. Marg, construction of 2 Nos M.S. Flats for Rajya Sabha at Talkatora Road and construction of LSS at R.K. Puram. Out of this total budget of Rs. 42.45 Crore, the allocated amount for LSS Quarters is only Rs. 18.67 Crore for the financial year 2013-14. Due to continued shortage of budget, the construction

works of LSS Quarters has been delayed. However, the additional demand shall be made in the 1st Supplementary 2013-14 and all possible efforts are being made to expedite the progress of work for its timely completion.

4.15 For comments of the Committee please see paragraph 1.22 of Chapter 1 of the Report.

RECOMMENDATION (SERIAL NO. 14)

PREVENTION OF RIVERS FROM BECOMING DRAINS

4.13 The Committee had recommended as under:-

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 Shahadra 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 Shahadra 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:

- 4 "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.
 - 5 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,
- 6 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.
- 7 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."

4.14 In their Action Taken Reply, the Ministry have stated as follows:

"Ministry has sanctioned a project on "Interceptor Sewer Project in Delhi" under JnNURM which is under implementation. Further in regard to Yamuna River Front development in Delhi, a High powered Committee was constituted under the chairmanship of Lt. Governor of Delhi of which this Ministry is also a member."

4.15 For comments of the Committee please see paragraph 1.25 of Chapter 1 of the Report.

CHAPTER V
RECOMMENDATIONS IN RESPECT OF WHICH FINAL REPLIES OF THE
GOVERNMENT ARE STILL AWAITED

Nil

NEW DELHI;

February, 2014
Magha, 1935 (Saka)

SHARAD YADAV
Chairman,
Standing Committee on Urban Development

ANNEXURE -I

MINUTES OF THE SEVENTH SITTING OF THE COMMITTEE HELD ON WEDNESDAY, 12 FEBRUARY, 2014

The Committee sat from 1500 hrs. to 1600 hrs. in Committee Room 'C' Parliament House Annexe, New Delhi.

PRESENT

Shri Sharad Yadav - *Chairman*

MEMBERS

LOK SABHA

2. Shri Anant Gangaram Geete
3. Shri Kailash Joshi
4. Shri Bapi Raju Kanumuru
5. Shri Mohinder Singh Kaypee
6. Shri Ramesh Kumar
7. Shri Ratan Singh
8. Shri Prasun Banerjee

RAJYA SABHA

9. Shri Anil Desai
10. Md. Nadimul Haque
11. Dr. Chandan Mitra
12. Shri Pyarimohan Mohapatra
13. Shri Khekiho Zhimomi

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

[Vide para 4 of the Introduction]

ANALYSIS OF THE ACTION TAKEN BY THE GOVERNMENT ON THE RECOMMENDATIONS/ OBSERVATIONS CONTAINED IN THE TWENTY FOURTH REPORT OF THE STANDING COMMITTEE ON URBAN DEVELOPLMENT (FIFTEENTH LOK SABHA)

I.	Total number of recommendations	42
II.	Recommendations/Observations which have been accepted by the Government:	36
	Recommendation Nos. 1,2a,2b,2c,3,4c,4d,4e,4f,4g,4h,4i,4j,4k,5a,5b,5c,5d,5e, 5f, 5h, 5i,5j,5k,6b, 7a, 7b, 8a,8b,9,10,11,12,13,15 and 16	
	Percentage to total recommendations	(85.71%)
III.	Recommendations/Observations which the Committee do not desire to pursue in view of Government's replies:	
	Recommendation Nos.Nil	
	Percentage to total recommendations	(0%)
IV.	Recommendations/Observations in respect of which replies of the Government have not been accepted by the Committee:	
(6)	Recommendation No. 4a, 4b, 5g, 6a,7c and 14	
	Percentage to total recommendations	(14.28%)
V.	Recommendations/Observations in respect of which final replies of the Government are still awaited:	
		-Nil-
	Percentage to total recommendations	(%)