

**GOVERNMENT OF INDIA  
URBAN DEVELOPMENT  
LOK SABHA**

UNSTARRED QUESTION NO:4138

ANSWERED ON:19.02.2014

BUSES UNDER JNNURM

Abdulrahman Shri ;Majhi Shri Pradeep Kumar

**Will the Minister of URBAN DEVELOPMENT be pleased to state:**

- (a) the State-wise number of buses sanctioned under the Jawaharlal Nehru National Urban Renewal Mission (JNNURM) during the extended tenure of the Mission/current financial year;
- (b) the funds sanctioned for procurement of buses under the scheme, State-wise, during the above said period;
- (c) the details of the guidelines issued to States for the procurement of such buses under JNNURM and the States which have set up Special Purpose Vehicles (SPVs) to operate and manage the buses under the mission;
- (d) whether the Government proposes to purchase and distribute more buses to the Mission Cities under JNNURM Phase-II/12th Plan period and if so, the details thereof; and
- (e) the manner in which our cities have benefited from the fleet of buses under JNNURM?

**Answer**

MINISTER OF STATE IN THE MINISTRY OF URBAN DEVELOPMENT (SMT. DEEPA DASMUNSHI)

(a) & (b): Ministry of Urban Development has so far sanctioned Additional Central Assistance (ACA) for procurement of 9532 buses to 17 States during 2013-14 under the extended phase of Jawaharlal Nehru National Urban Renewal Mission (JNNURM). State wise details of buses sanctioned during 2013-14 are at Annexure-I.

(c): Ministry of Urban Development issued the detailed guidelines for funding of buses under extended phase of JnNURM on 16.08.2013, the salient features of guidelines are as under:

(i) Additional Central Assistance (ACA) for sanction of up to 10,000 Buses and ancillary infrastructure projects including construction/ upgradation of depots/ terminals/ stations/ control centers, Intelligent Transport Management Systems (ITS).

(ii) All cities/town/urban agglomeration are eligible for ACA under this project.

(iii) Earmarking atleast 20% of the total ACA and a minimum of 2,000 buses for the hill States including North Eastern States, Jammu & Kashmir, Himachal Pradesh and Uttarakhand.

(iv) The ACA for ancillary infrastructure under this programme shall be limited to Rupees one crore for smaller cities and maximum of Rs.20 crore for the million plus cities

(v) At least 30% of the buses procured under JnNURM for all million plus cities should be premium segment/ Hybrid electric/ articulated/ low floor buses.

(vi) 4 million plus cities will be sanctioned ACA as 35% of total project cost, 1-4 million cities 50%, hilly States 90% while other cities are eligible for ACA of 80 % of total project cost.

(vii) Central Sanctioning and Monitoring Committee (CSMC) will sanction the project and also the process for the release of subsequent installments.

(viii) The ACA shall be released in three instalments i.e. of 50%, 40% & 10%, respectively.

(ix) The first installment will be released after fulfilling the following conditions:

- a. Setting up of city specific Special Purpose Vehicles (SPV).
- b. Placing the purchase order for the buses.
- c. Depot land/ depot for workshop facilities to be transferred to the SPV.

d. Furnishing the proof of tying up with financial intermediary for the cost of the buses.

e. Submission of Milestones for achievement of various reforms as stated in para 13 of the guidelines.

(x) Buses are to be procured as per Revised Urban Bus Specifications.

(xi) All the buses procured under JnNURM shall carry the distinguished 'JnNURM' Logo on both sides as well as the backside.

Details of the States which have set up SPV are in Annexure-I.

(d): The contour of JnNURM-II has so far not been finalized.

(e): The benefits/likely benefits to the cities to which buses has been sanctioned/being sanctioned under JnNURM are as under:

# Planned growth and inclusive development of the cities/ towns.

# Improvement in urban services particularly urban transport, which is engine of the growth of any city/ town.

# Empowerment of the local bodies and making the cities/ towns liveable.

# Uplift the image of public transport and thereby make public transport the preferred mode for commutation.

# Achieving the objective of National Urban Transport Policy (NUTP), 2006 to ensure safe, affordable, quick, comfortable, reliable and sustainable access for the growing number of city residents to jobs, education, recreation, and such other needs within the cities.

# Reducing in pollution levels through changes in traveling practices, technological improvements, etc.