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**STANDING COMMITTEE ON
URBAN DEVELOPMENT
(2015-2016)**

SIXTEENTH LOK SABHA

MINISTRY OF URBAN DEVELOPMENT

**DEMANDS FOR GRANTS
(2016-2017)**



**LOK SABHA SECRETARIAT
NEW DELHI**

29 April, 2016/ 9 Vaisakha, 1938(Saka)



ELEVENTH REPORT

**STANDING COMMITTEE ON
URBAN DEVELOPMENT
(2015-2016)**

(SIXTEENTH LOK SABHA)

MINISTRY OF URBAN DEVELOPMENT

*DEMANDS FOR GRANTS
(2016-2017)*

Presented to Lok Sabha on 02.05.2016

Laid in Rajya Sabha on 02.05.2016



**LOK SABHA SECRETARIAT
NEW DELHI**

29 April, 2016/ 9 Vaisakha, 1938(Saka)

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CONTENTS

	PAGE
COMPOSITION OF THE COMMITTEE.....	(iii)
INTRODUCTION.....	(iv)

REPORT

PART-I

CHAPTER I	Introductory.....	1
CHAPTER II	Overall Analysis of Demands for Grants (2016-2017) of the Ministry of Urban Development	7
CHAPTER III	Scheme-Wise analysis of Demands for Grants (2016-17) of the Ministry of Urban Development:-	16
I.	MISSION FOR 100 SMART CITIES	
	a. Smart Parking Management System In New Delhi Municipal Corporation (NDMC)	
	b. Single Window Approval Process System in NDMC	
II.	ATAL MISSION FOR REJUVENATION AND URBAN TRANSFORMATION (AMRUT)	
	a. Inclusion of More Number of Cities	
	b. Capacity Building Of Urban Local Bodies (ULBS) Under AMRUT Mission	
	c. Urban Water Supply	
III.	SWACHH BHARAT MISSION (URBAN)	
	a. Scheme of Assistance for Mechanical Cleaning of Sewers and Septic Tanks (SAMCSS)	
	b. Sewerage Treatment Plants (STPs)	
	c. Eco-friendly Low-cost Waste Water Treatment technology	
	d. Solid Waste Management	
	e. Gobar as a Solid Waste	
IV.	NATIONAL CAPITAL REGION PLANNING BOARD (NCRPB)	
	a. Gurgaon -Dwarka Expressway	
	b. Inadequate Staff Strength in NCRPB	

- V. NATIONAL HERITAGE CITY DEVELOPMENT AND AUGMENTATION (HRIDAY)
- VI. RAIN WATER HARVESTING
- VII. DELHI DEVELOPMENT AUTHORITY (DDA)
Master Plan of Delhi 2021 (Land Pooling Policy)
- VIII. URBAN TRANSPORT
 - a. Comprehensive Legislation for Mass Rapid Transit and Issues of Transport Planning, Multi-Modal Integration, Safety, Tariff and Financing
 - b. Metro Rail Projects
- IX. CENTRAL PUBLIC WORK DEPARTMENT (CPWD)
 - a. Computerized Data base of tainted contractors of CPWD
 - b. Adoption of Dust Free Technology
 - c. Parliament House Annexe Building
- XI. TOWN PLANNING AND COUNTRY PLANNING
Statutory Master Plans For Indian Cities

PART-II

Observations/Recommendations 49

APPENDICES

- I. Minutes of the Eighth Sitting of the Committee held on 31st March, 2016
- II. Minutes of the Twelfth Sitting of the Committee held on 29 April, 2016
- III. Status from Ministry of Urban Development regarding land allotment for Cooperative Group Housing Societies

**COMPOSITION OF THE STANDING COMMITTEE ON
URBAN DEVELOPMENT (2015-2016)**

Shri Pinaki Misra* - *Chairperson

MEMBERS

LOK SABHA

2. **Shri Rajendra Agrawal**
3. **Shri Ramesh Bidhuri**
4. **Shri Ram Charan Bohra**
5. **Shri Dushyant Chautala**
6. **Shri Ashok Shankrarao Chavan**
7. **Dr. Dharam Vira Gandhi**
8. **Shri Dilip Mansukhlal Gandhi**
9. **Shri Maheish Girri**
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17. **Shri Kapil Moreshwar Patil**
18. **Shri Alok Sanjar**
19. **Shri Rahul Ramesh Shewale**
20. **Prof. K. V. Thomas**
21. **Shri Parvesh Sahib Singh Verma**

RAJYA SABHA

22. **Smt. Vandana Chavan**
23. **Shri Husain Dalwai**
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25. **Shri Parvez Hashmi**
26. **Shri Rangasayee Ramakrishna**
27. **Shri Mukul Roy**
28. **Shri Satish Sharma**
29. **Shri C.P. Thakur**
30. **Shri S.Thangavelu**
31. **Vacant**

(ii)

SECRETARIAT

1. Smt. Abha Singh Yaduvanshi - Joint Secretary
2. Shri D.S. Malha - Director
3. Ms. Amita Walia - Additional Director
4. Dr.Jagmohan Khattry - Committee Officer

(iii)

INTRODUCTION

I, the Chairperson of the Standing Committee on Urban Development (2015-16) (Sixteenth Lok Sabha) having been authorized by the Committee to submit the Report on their behalf, present the Eleventh Report on Demands for Grants (2016-17) of the Ministry of Urban Development.

2. The Demands for Grants of the Ministry of Urban Development were laid on the Table of the House on 16th March 2016. Under Rule 331E of the Rules of Procedure and Conduct of Business in Lok Sabha, the Standing Committee on Urban Development are required to consider the Demands for Grants of the Ministries under their jurisdiction and make Reports on the same to both the Houses of Parliament. Thereafter, the Demands are considered by the House in the light of the Report of the Committee.

3. The Committee took evidence of the representatives of the Ministry of Urban Development on 31st March, 2016. The Committee wish to express their thanks to the Officials of the Ministry of Urban Development for placing before them the requisite material and their considered views in connection with the examination of the Demands for Grants (2016-17).

4. They would also like to place on record their appreciation for the valuable assistance rendered to them by the Officials of the Lok Sabha Secretariat attached to the Committee.

5. The Committee considered and adopted the Report at their sitting held on 29 April, 2016.

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

NEW DELHI;
29 April, 2016
9 Vaisakha, 1938(Saka)

PINAKI MISRA,
Chairperson,
Standing Committee on Urban
Development.

REPORT
PART-I
CHAPTER – I
INTRODUCTORY

Urban areas have been recognized as “engines of inclusive economic growth”. Of the 121 Crore Indians, 83.3 Crore live in rural areas while 37.7 Crore stay in urban areas, i.e. approx 32 % of the population. Urbanization is taking place at a faster rate in India. According to 1901 census, population residing in urban areas in India was 11.4%. This count increased to 28.53% as per 2001 census, and crossed above 30% as per 2011 census, standing at 31.16%.

1.2 Presently, India is facing a serious crisis of urban growth despite the fact that it is one of the less urbanized countries of the world with only 32 per cent of her population living in urban agglomerations/towns. The sheer magnitude of the urban population, haphazard and unplanned growth of urban areas, and a desperate lack of infrastructure are the main causes of such a situation. The rapid growth of urban population both natural and through migration, has put heavy pressure on public utilities like housing, sanitation, transport, water, electricity, health, education and so on. It is leading to many problems like increasing slums, decrease in standard of living in urban areas and also causing environmental damage. Urban sprawl is also rapidly encroaching the precious agricultural land. Urban sprawl or real expansion of the cities, both in population and geographical area, of rapidly growing cities is the root cause of urban problems. In most cities the economic base is incapable of dealing with the problems created by their excessive size. Massive immigration from rural areas as well as from small towns into big cities has taken place almost consistently; thereby adding to the size of cities.

1.3 Almost all cities and towns of India are suffering from acute form of transport problems i.e. traffic bottleneck and traffic congestion. Moreover, mixture of vehicles

causes uncontrollable chaos on the roads. Heavy traffic and congestion leads to slow movement of traffic, fuel wastage, environmental pollution and loss of precious time.

1.4 In many Indian cities, supply of water started falling short of demand as the cities grew in size and number. Today we have reached a stage where practically no city in India gets sufficient water to meet the needs of city dwellers. Many small towns have no main water supply at all and depend on such sources as individual tube-wells, household open wells or even rivers. Sadly majority of the cities and towns do not get the recommended quantity of water.

1.5 It has been noticed that most of the urban areas in India are almost invariably plagued with insufficient and inefficient sewage facilities. Not a single city in India is fully seweraged. Resource crunch faced by the municipalities and unauthorized growth of the cities are two major causes of this pathetic state of affairs. Most of the cities have old sewerage lines which are not looked after properly. Often sewerage lines break down or they are overflowing. Most cities do not have proper arrangements for treating the sewerage waste and it is drained into a nearby river (as in Delhi) or in sea (as in Mumbai, Kolkata and Chennai), thereby polluting the water bodies. In most Indian cities, water pipes run in close proximity to sewer lines. Any leakage leads to contamination of water which results in the spread of several water borne diseases. At the same time, huge quantities of garbage produced by our cities pose a serious health problem. Most cities do not have proper arrangements for garbage disposal and the existing landfills are full to the brim. These landfills are hotbeds of disease and innumerable poisons leaking into their surroundings.

1.6 We cannot think of strong India, economically, socially and culturally, when our cities remain squalor, quality of urban life declines and the urban environment is damaged beyond repair. As a matter of fact, cities comprise the backbone of economic expansion and urbanization is being seen in a positive light as an engine of economic growth and agent of socio-political transformation.

II. Role and Responsibilities of Ministry of Urban Development

1.7 The Ministry of Urban Development is the apex authority of Govt. of India at the national level to formulate policies, sponsor and support programme, coordinate the activities of various Central Ministries, State Governments and other nodal authorities and monitor the programmes concerning all the issues of urban development in the Country. These are primarily State subjects but the Government of India plays a co-ordinating and monitoring role and also supports these programmes through Central sector and Centrally Sponsored Schemes. The Ministry addresses various issues of urban sector through policy guidelines, legislative guidance and sectoral programmes.

1.8 As per the Government of India (Allocation of Business) Rules 1961, the following business has been allocated to the Ministry of Urban Development:

- I. Properties of the Union, whether lands or buildings, with the following exceptions, namely:-
 - Those belonging to the Ministry of Defence, the Ministry of Railways and the Department of Atomic Energy and the Department of Space;
 - Buildings or lands, the construction or acquisition of which has been financed otherwise than from the Civil Works Budget;
 - Buildings or lands, the control of which has at the time of construction or acquisition or subsequently been permanently made over to other Ministries and Departments.
- II. All Government Civil Works and Buildings including those of Union Territories excluding Roads and excluding works executed by or buildings belonging to the Ministry of Railways, Department of Posts, Department of Telecommunications, Department of Atomic Energy and the Department of Space.
- III. Horticulture operations.
- IV. Central Public Works Organization.
- V. Administration of Government estates including Government Hostels under the control of the Ministry. Location or dispersal of offices in or from the metropolitan cities.
- VI. Allotment of accommodation in Vigyan Bhawan.
- VII. Administration of four Rehabilitation Markets viz. Sarojini Nagar Market, Shankar Market, Pleasure Garden Market and Kamla Market.
- VIII. Issue of lease or conveyance deed in respect of Government built properties in Delhi and New Delhi under the displaced Persons (Compensation and Rehabilitation) Act, 1954 (44 of 1954) and conversion of lease deeds, allotment of additional strips of land and correctional areas adjoining such properties.
- IX. Stationery and Printing for the Government of India including official publications.

- X. Planning and coordination of urban transport systems with technical planning of rail based systems being subject to the items of work allocated to the Ministry of Railways, Railways Board.
- XI. Fixing of maximum and minimum rates and fares for rail-based urban transport systems other than those funded by the Indian Railways.
- XII. Tramways including elevated high speed trams within municipal limits or any other contiguous zone.
- XIII. Town and Country planning; matters relating to the Planning and Development of Metropolitan Areas, International Cooperation and technical assistance in this field.
- XIV. Schemes of large scale acquisition, development and disposal of land in Delhi.
- XV. Delhi Development Authority.
- XVI. Master Plan of Delhi, Coordination of work in respect of the Master Plan and Slum Clearance in the National Capital Territory of Delhi.
- XVII. Erection of memorials in honor of freedom fighters.
- XVIII. Development of Government Colonies.
- XIX. Local Government, that is to say, the constitution and powers of the Municipal Corporations (excluding the Municipal Corporation of Delhi), Municipalities (excluding the New Delhi Municipal Committee), other Local Self-Government Administrations excluding Panchayati Raj Institutions.
- XX. The Delhi Water Supply and Sewage Disposal Undertaking of the Municipal Corporation of Delhi.
- XXI. Water supply (subject to overall national perspective of water planning and coordination assigned to the Ministry of Water Resources), sewage, drainage and sanitation relating to urban areas and linkages from allocated water resources and international cooperation and technical assistance in this field.
- XXII. The Central Council of Local Self-Government.
- XXIII. Allotment of Government land in Delhi.
- XXIV. Administration of Rajghat Samadhi Committee.
- XXV. All matters relating to Planning and Development of the National Capital Region and administration of the National Capital Region Planning Board Act, 1985 (2 of 1985).
- XXVI. Matters relating to the Indian National Trust for Art and Cultural Heritage (INTACH).
- XXVII. Matters of the Housing and Urban Development Corporation (HUDCO) relating to urban infrastructure.
- XXVIII. Administration of the Requisitioning and Acquisition of Immovable Property Act, 1952 (30 of 1952).
- XXIX. Administration of Delhi Hotels (Control of Accommodation Act, 1949 (24 of 1949).
- XXX. The Public Premises (Eviction of Unauthorized Occupants) Act, 1971 (40 of 1971).
- XXXI. Administration of the Delhi Development Act, 1957 (61 of 1957).

- XXXII. The Delhi Rent Control Act, 1958 (59 of 1958).
- XXXIII. The Urban Land (Ceiling and Regulation) Act, 1976 (33 of 1976).
- XXXIV. Delhi Urban Art Commission, the Delhi Urban Art Commission Act, 1973 (1 of 1973).

1.9 Under its administrative control, the Ministry of Urban Development has four Attached and three Subordinate Offices, one Public Sector Undertaking and five Statutory/Autonomous Bodies, including one non-statutory registered society.

- i) Central Public Works Department (CPWD)
- ii) Directorate of Printing with Presses in various parts of the country, which caters to the printing requirements of the Central Government Ministries/Departments.
- iii) Directorate of Estates is mainly responsible for administration of Government Estates and Hostels.
- iv) Land and Development Office (L&DO) administers Nazul and rehabilitation leases in Delhi, in addition to managing the Central Government lands in Delhi.
- v) Town & Country Planning Organization (TCPO) is the technical arm of Ministry of Urban Development in matters of town planning, regional planning and urban development.
- vi) Controller of Stationery is responsible for the procurement, storage and supply of miscellaneous stores, paper and other paper made items to the various indenting Government of India Departments and offices throughout the country and also to the Indian Missions abroad.
- vii) Department of Publications is responsible for stocking, distribution and advertising of tender notices, cataloguing and sale of Government publications.
- viii) The National Buildings Construction Corporation Ltd. (NBCC)
- ix) Delhi Development Authority (DDA) has statutory jurisdiction for overall development and land use in the National Capital Territory of Delhi.
- x) Delhi Urban Arts Commission (DUAC) has statutory mandate to preserve and develop aesthetic quality and environment in Delhi.
- xi) The National Capital Region (NCR) Planning Board

- xii) The National Capital Region Transport Corporation (NCRTC) was incorporated on 21.08.2013 for designing, developing, implementing, financing, operating and maintaining Regional Rapid Transit System (RTS) in the NCR Delhi
- xiii) The National Institute of Urban Affairs (NIUA)
- xiv) Rajghat Samadhi Committee

1.10 The Govt. of India has launched Smart cities Mission on 25 June 2015 and released its the Mission Statement & Guidelines with objective to promote cities that provide core infrastructure and give a decent quality of life to its citizens, a clean and sustainable environment and application of 'Smart' Solutions. Application of 'Smart' Solutions will enable cities to use technology, information and data to improve urban infrastructure and services. They have also launched the Atal Mission for Rejuvenation and Urban Transformation (AMRUT). The purposes of the Mission is (i) to ensure that every household has access to a tap with assured supply of water and a sewerage connection; (ii) to increase the amenity value of cities by developing greenery and well maintained open spaces (e.g. parks); and (iii) to reduce pollution by switching to public transport or constructing facilities for non-motorized transport (e.g. walking and cycling). The Mission has five components as below, namely (i) Water Supply, (ii) Sewerage and Septage, (iii) Storm Water Drainage, (iv) Urban Transport, and (v) Green space and parks.

The third Central Sponsored Scheme which has been launched by Ministry of Urban Development is Swachh Bharat Mission (SBM). This has target of making the country clean by 2nd October, 2019. All 4041 statutory towns as per census 2011 have been considered under SBM. SBM is being implemented by the Ministry of Urban Development (M/o) UD) and by the Ministry of Drinking Water and Sanitation (M/o DWS) for urban and rural areas respectively.

1.11 Under the Central Sponsored Scheme, National Heritage City Development and Augmentation Yojana (HRIDAY) is of utmost importance. Its main focus is to preserve the character and heritage of the City through integration of urban infrastructure development and heritage rejuvenation. It is envisaged for 12 cities (Ajmer, Amritsar, Amaravati, Badami, Dwarka, Gaya, Kanchipuram, Mathura, Puri, Varanasi, Velankanni and Warangal).

CHAPTER-II

OVERALL AND DEMAND-WISE ANALYSIS OF THE DEMANDS FOR GRANTS OF THE MINISTRY OF URBAN DEVELOPMENT FOR THE YEAR 2016-17

2.1 The detailed Demands for Grants 2016-17 of the Ministry of Urban Development were laid in the Parliament on 16th March 2016. The Budget of the Ministry of Urban Development up to the financial year 2015-2016 comprised of three Demands for Grants, namely:

Demand No. 104	-	Deptt. of Urban Development
Demand No. 105	-	Public Works
Demand No. 106	-	Stationery & Printing

Now, from this Financial Year 2016-2017, all the three Demands have been merged into one Demand i.e. Demand No. 95- Ministry of Urban Development.

2.2 The overall BE 2016-2017 of the Ministry of Urban Development, Plan and Non-Plan is Rs. 24788.86 crore (Gross), including allocation of other Ministries (Rs. 99 crore). After anticipated recoveries of Rs. 265.86 crore, the net BE 2016-2017 is Rs. 24523 crore of which Rs. 13021.03 crore is in Revenue Section and Rs. 11501.97 Crore in Capital Section. The relevant break-up of Plan and Non-Plan provision is Rs. 21100 crore and Rs. 3423 crore respectively.

Budget Outlay – 2016-17 (Rs. in Crore)

DEMAND	ACTUAL 2014-15	B.E. 2015-16	R.E. 2015-16	B.E. 2016-17
Urban Development	9977	15676.20	15000	21100*
Public Works	207.77	377.98	200	
Total	10184.77	16054.18	15200	21100
Non Plan	3069.18	3162.69	3180.11	3423
Grand Total	13253.95	19216.87	18340.1	24523

*Demand merged from F.Y. 2016-17, New Demand No. 95 M/o Urban Development

2.3 STATEMENT SHOWING BE AND RE FOR THE YEAR 2015-16 AND BE 2016-17

Ministry of Urban Development						
Statement Showing BE and RE 2015-16 and BE 2016-17						
Net Basis						
Demand No 104, 105, 106 merged into Demand No. 95	BE 2015-16 (Rs. in crore)		RE 2015-16 (Rs. in crore)		BE 2016-17 (Rs. in crore)	
	Plan	Non-Plan	Plan	Non-Plan	Plan	Non-Plan
Revenue	6651.18	2497.36	5152.40	2551.24	10250.56	2770.47
Capital	9403.00	665.33	10007.60	628.87	10849.44	652.53
Total	16054.18	3162.69	15160.00	3180.11	21100.00	3423.00

Ministry of Urban Development				
Statement Showing % variation				
Net Basis				
Demand No 104, 105, 106 merged into Demand No. 95	%variation over BE 2015-16 and BE 2016-17 Excess (+) Saving (-)		%variation over RE 2015-16 and BE 2016-17 Excess (+) Saving (-)	
	Plan	Non-Plan	Plan	Non-Plan
Revenue	54.12%	10.94%	98.95%	8.59%
Capital	15.38	-1.92%	8.41%	3.76%
Total	31.43	8.23%	39.18%	7.64%

2.4 The Committee asked the Ministry to furnish the total budgetary allocation of Ministry of Urban Development against the total Central Government outlay both in absolute and percentage term during the last five years and for the year 2016-17. The

Committee also asked the Ministry to state the percentage share of budgetary allocation of the Ministry against the GDP during the last five years.

In response the Ministry reply is submitted as under:

Year wise allocation against the total Govt. Outlay for the five year is as under:-

(Rs. in crore)

Year	Total Central Govt. Outlay	Ministry's Budget Allocation	% of Central Govt. Budget	Against GDP at current prices*
2011-12	1257729.00	8541.46	0.679	0.0977%
2012-13	1490925.00	7012.12	0.470	0.0704%
2013-14	1665297.00	7566.90	0.454	0.067%
2014-15	1794891.96	20009.46	1.11	0.16%
2015-16	1777477.04	19216.47	1.081	0.14%
2016-17	1978060.45	24523.00	1.239	-

Above tabular information indicates that the budgetary allocation for the Ministry of Urban development is Rs. 24523 Cr out of total central Govt. outlay of Rs. 1978060.45 Cr. i.e. the outlay of the Ministry is 1.239 % of total outlay.

2.5 The Committee asked the Ministry about the total requirement of funds projected by the Ministry of Urban Development to the Planning Commission/ Ministry of Finance, BE, RE, Actual Allocation and Actual expenditure during 2015-16 and projected demand and actual allocation during 2016-17 years. The Ministry was also asked to furnish the details separately for capital and revenue outlay and also state the areas where allocations against the projections have been reduced or likely to be reduced in 2016-17. The Ministry in a written reply submitted as under:

"The total requirement of funds projected by the Ministry to Planning Commission/ Ministry of Finance in respect of BE, RE, Actual Allocation and Actual Expenditure during 2015-16 and 2016-17 for Capital & Revenue separately is as under:-

YEAR 2015-2016

(Rs. in Crore)

D. No. 104 - UD	Projection		B. E.		R. E.		Expenditure Feb.2016	
	Plan	Non-Plan	Plan	Non-Plan	Plan	Non-Plan	Plan	Non-Plan
Revenue	62654.3 3#	1220.2 5	6645.20	869.98	5135.00	918.96	3680.42	837.35
Capital		475.57	9031.00	286.02	9865.00	270.15	8325.52	206.83
Total		1695.8 2	15676.0 0	1156.0 0	15000.0 0	1189.1 1	12005.9 4	1044.1 8

Rs. 62654.33 crore proposed for both demand i.e. (UD + PW)

(Rs. in Crore)

D. No. 105 - PW	Projection	B. E.		R. E.		Expenditure Feb.2016	
		Plan	Non-Plan	Plan	Non-Plan	Plan	Non-Plan
Revenue	2016.13	5.98	1570.69	17.40	1577.44	11.35	1490.01
Capital	1063.76	372.00	378.76	142.60	358.56	166.01	343.12
Total	3079.89	377.98	1949.45	160.00	1936.02	177.36	1833.13

D. No. 106 – St. & Pt.	Projection		B. E.		R. E.		Expenditure Feb.2016	
	Plan	Non-Plan	Plan	Non-Plan	Plan	Non-Plan	Plan	Non-Plan
Revenue	-	239.66	-	56.69	-	54.84	-	95.59
Capital		16.00		1.00		0.16		0.00
Total		255.66		57.69		55.00		95.59

Year 2016-2017

(Rs. in Crore)

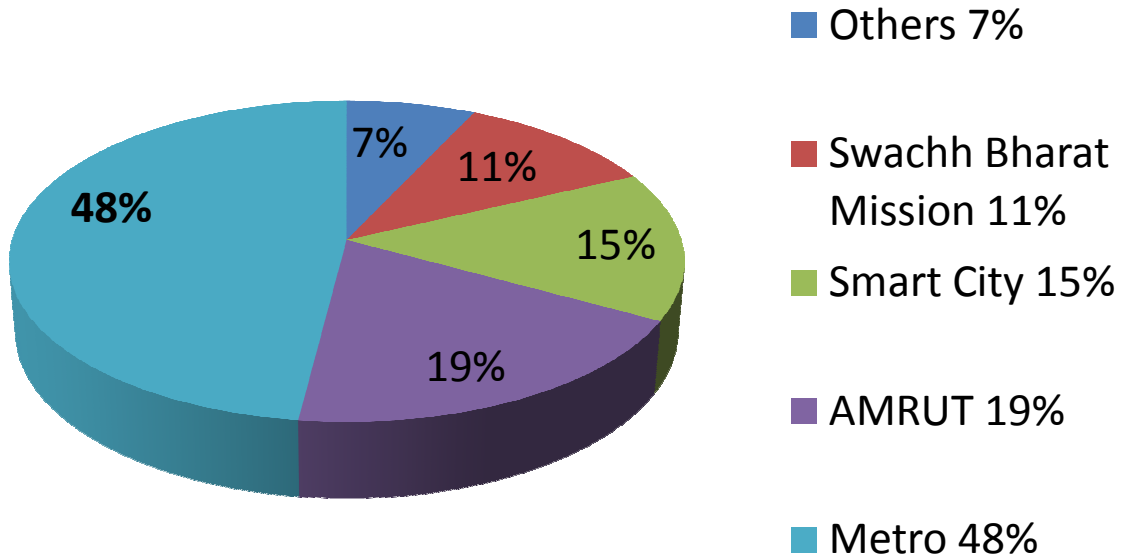
D. No. 95 - UD	Projection		B. E.	
	Plan	Non-Plan	Plan	Non-Plan
Revenue		3578.56	10250.56	2770.47
Capital	63959.53 ##	1261.94	10849.44	652.53
Total		4840.50	21100.00	3423.00

₹63959.53 crore proposed for the Demand after the rationalization of the Schemes and Merger of the erstwhile 3 Demands into one Demand

2.6 Further the Ministry submitted that:

“The Ministry allocates the funds to programme implementing divisions out of the outlay provided by the Ministry of Finance keeping in view the progress and trend of expenditure during the last financial year of the ongoing projects/ schemes and the requirement of the new schemes. The areas where higher allocations were proposed include Metro Rail Projects, Swachh Bharat Mission, AMRUT and Development of 100 Smart Cities.”

BUDGET OUTLAY (2016-17)



PLAN ALLOCATIONS: 2016-17

HEADS	AMOUNT (Rs. in Cr.)
Central Plan	14038.60
State Plan	6668.40
UT Plan	393.00
Total	21100.00

BUDGET 2016-17 PLAN SCHEMES

Actuals for the year 2014-15, the BE, RE and Actuals for the year 2015-16 and the BE for the year 2016-17 relating to the Plan Schemes of the Ministry are as follows:

(Rs. in crore)

SCHEMES	ACTUAL 2014-15	BE 2015-16	RE 2015-16	EXP. UPTO 30.03.2016 (PROV.)	BE 2016-17
Urban Rejuvenation Mission (AMRUT and Smart Cities)					
(a) AMRUT	0	3918.99	2643.69	2536	4090.50
(b) Smart Cities Mission	0	2020	820	800	3205
Swachh Bharat Mission (Urban)	859.48	0	1000	931	2300
HRIDAY	0.87	200	200	17	200
Projects in North Eastern Regions (NER)					
(a) 10% lump-sum projects	150.00	100	100	100	100
(b) NERUDP	193.68	26.88	152	87	150

(Rs. in crore)

SCHEMES	ACTUAL 2014-15	BE 2015-16	RE 2015-16	EXP. UPTO 30.03.2016 (PROV.)	BE 2016-17
MRTS and Metro Projects		8450.13	9306	9176	10000
Equity to all Metro Rail Corp.	1646.28	2400	2429.08	9176	1523.03
Sub. Debt to all Metro Rail Corp.	888.02	1360	1360		669.21
PTA to All Metros	3463.37	4500	5470.92		7675.44
Grants to DMRC	125	125	27.21		91.00
Others MRTS Schemes	35.59	65.13	19.33		41.32

(Rs. in crore)

SCHEMES	ACTUAL 2014-15	BE 2015-16	RE 2015-16	EXP. UPTO 30.03.2016 (PROV.)	BE 2016-17
General Pool Accommodation					
(a) General Pool Residential Accommodation	500.77	721	600	486	631
(b) General Pool Office Accommodation	207.77	377.98	200	180	369
National Capital Regional Planning Board	80	80	80	80	50
Jawahar Nehru National Urban Renewal Mission	923.52	-	-	-	-
One Time Assistance to AP	1000	-	-	-	-
Others (IT)	110.42	159.20	237.77	153	4.50
Total	10184.77	16054.18	15160	14547	21000

2.7 On being asked the Ministry that whether it is a fact that allocation of funds to CPWD in many areas is very meager. In its written replies, Ministry stated that :

“The allocation of funds under the plan heads is generally about 20% less than the demand. The allocation of funds under the non plan heads is also less than the demand. The allocation was about 60 to 65% of the demand during the current year and the previous year.”

2.8 On being asked the Ministry to explain head-wise allocations made by the Govt. in each of the last 5 years.

Ministry reply is submitted as under:

The head wise allocation during last 5 years is given below:

S.No.	Head	2012-13	2013-14	2014-15	2015-16	2016-17
Plan Heads						
1	4216- GPRA	350.00	401.72	610.00	721.00	631.00
2.	4059-GPOA	116.00	125.00	309.71	300.00	247.60
3.	2059-Training Institute	7.50	10.00	9.50	3.14	16.40
4.	2059-Computerization	5.00	15.00	8.60	2.84	5.00
Non-Plan Heads						
5.	2059-Maintenance & Repairs, Lease Charges, etc.	1360.05	1496.60	1496.60	1586.10	1740.66
6.	4059- Urban Development which includes – Finance & Revenue, Audit, Supreme Court, Lok Sabha, Rajya Sabha etc.	326.50	329.85	375.11	378.76	359.01

2.9 The Budget Estimate (BE) of Ministry of Urban Development (UD) for Year 2015-16 was Rs. 16054.18 Cr. (Plan component) which has now increased to Rs. 21100 Cr. in BE 2016-17. The Percentage increase is 31.43%. The Ministry in this regard stated that the increase is mainly on account of enhanced allocation for the schemes of Swachh Bharat Mission (+130%), AMRUT and Development of 100 Smart Cities, which have started picking up momentum.

CHAPTER III

SCHEME WISE/PROJECT WISE/ISSUE WISE ANALYSIS OF DEMANDS FOR GRANTS (2015-2016)

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

Centrally Sponsored Scheme

- a) Mission for 100 Smart Cities;
- b) Atal Mission for Rejuvenation and Urban Transformation (**AMRUT**)
- c) Swachh Bharat Mission (SBM)

Central Sector Schemes

- a) Urban Transport including Equity, Pass through Assistance (PTA) of JBIC loan for all Metro Rail Corporation under Ministry of Urban Development;
- b) Urban Transport Planning and Capacity Building in Urban Transport;
- c) Global Environment Facility;
- d) Equity for National Capital Region Transport Corporation (NCRTC)
- e) Capacity Building for Urban Transport-Assistance from World Bank
- f) Research and Capacity Building in Urban and Regional Planning;
- g) National Capital Region Planning Board;
- h) General Pool Office Accommodation, General Pool Residential Accommodation and CPWD Training Institute including Computerization of CPWD;
- i) Provision for projects/schemes for the benefit of the N.E. Region & Sikkim;
- j) North East Region Urban Development programme (NERUDP)
- k) Urban Infrastructure Development in Satellite Towns in Mega Cities
- l) National Heritage City Development and Augmentation Yojna (HRIDAY)
- m) Capacity Building for Urban Development- Assistance from World Bank
- n) National Urban Information System (NUIS)

I. MISSION FOR 100 SMART CITIES

3.2 The Government of India has launched Smart Cities Mission on 25 June 2015 with objective to promote cities that provide core infrastructure and give a decent quality of life to its citizens, a clean and sustainable environment and application of 'Smart' Solutions. Application of 'Smart' Solutions will enable cities to use technology, information and data to improve urban infrastructure and services. The focus is on sustainable and inclusive development and the idea is to look at compact areas, create a replicable model which will act like a light house to other aspiring cities and set examples that can be replicated both within and outside the Smart City, catalyzing the creation of similar Smart Cities in various regions and parts of the country. The strategic components of the Smart Cities Mission are city improvement (retrofitting), city renewal (redevelopment) and city extension (Greenfield development) plus a Pan-city initiative in which Smart Solutions are applied covering larger parts of the city. The Mission will cover 100 cities and its duration will be five years (FY2015-16 to FY2019-20). The Mission will be operated as a Centrally Sponsored Scheme (CSS) and the Central Government proposes to give financial support to the Mission to the extent of Rs.48,000 Crores over five years i.e. on an average Rs.100 Crore per city per year. An equal amount, on a matching basis, will have to be contributed by the State/ULB. The selection process of Smart Cities is based on the idea of competitive and cooperative federalism and follows a Challenge process to select cities in two stages. In Stage 1, based on the intra-state competition conducted by States/UTs, a list of 98 potential Smart Cities have been announced to participate in the Stage2, i.e., City Challenge. In Stage 2, each of the potential Smart Cities have to prepare their Smart City Proposals. 97 shortlisted cities submitted their Smart City Proposals which were evaluated by a Committee involving a panel of experts. The results of Round 1 of Stage 2 of the Competition have been announced by MoUD on 28.01.2016, in which top 20 cities have been selected to be taken up for development as Smart Cities in this Financial Year 2015-16.

3.3 On being enquired about the meager amount of only Rs. 194 crore spent on the 'Mission for 100 Smart Cities', out of allocated Rs. 2020 crore during the yr 2015-16, the Ministry stated as under:

"The Mission was launched in June, 2015. The selection process of Smart Cities is based on the idea of competitive and cooperative federalism and follows a Challenge process to select cities in two stages. During 2015-16, up to 20 cities have to be selected for implementation in Round 1. The Smart City Proposals (SCPs) have to be converted to projects by the Special Purpose Vehicle (SPV) in the year 2016-17."

3.4 Further during the evidence meeting with the Ministry, the Committee raised the issue of non inclusion of Delhi in the list of 100 smart Cities. In the first phase, New Delhi has been chosen which is already smart. On being asked, about non-inclusion of any area of Delhi except NDMC under 100 cities of Smart city Mission, the Ministry is replied as under:

"When 100 smart cities were selected, state Govt. themselves selected their areas competitively for being considered for development under Smart city Mission. When competition was held in Delhi, they selected NDMC for development under this mission."

3.5 Further the Committee deliberated about the non inclusion of Gurgaon in the list of Smart city Mission. They discussed about inclusion of City Karnal which has a population of 1,45,000 but the cities like Gurgaon or Panchkula which are heavily populated & has a population over 5 lakh people are not included.

a. Smart Parking Management System In New Delhi Municipal Corporation (NDMC)

3.6 On being enquired, about steps taken/being taken by NDMC to ensure that there will be no surface parking & minimum vehicular movement on the roads, the Ministry stated as under:

"It may not be feasible to eliminate surface parking altogether. However, in continuation of the Riding Quality Improvement Programme, 9 roads out of 24 roads evaluated by Central Road Research Institute (CRRI) shall be completed during the year 2015-16. The remaining 15 roads shall be taken up during the year 2016-17. A provision of Rs.132.42 crore has been kept for Roads and Pavements in BE 2016-17, out of this, Rs.42.94 crore is for capital expenditure. 116 existing parking spaces would be converted into sensor-based parking

spaces linked with a centralized mobile-based Smart Parking Management System on PPP model. Mobile App will be introduced to help citizens to locate a vacant parking space. Centralized parking database will help in disseminating real-time parking availability to public and giving inputs on effective parking planning in NDMC area. This would go a long way in making parking people friendly”.

b. Single Window Approval Process System in NDMC

3.7 On being enquired about the measures taken by NDMC regarding single window approval process system, NDMC replied as under:

“NDMC’s procurement and contractual processes are streamlined through different Departments. As such, at a time, each important Project is piloted by a Head of Department (HoD) who coordinates all activities pertaining to it within NDMC or with the Ministry concerned. Concurrence with regard to availability of budgetary provisions is routed through Finance Department; again, the process is piloted by the respective HoD. NDMC has an in-house Project Management System to monitor all projects. It is also proposed to develop an IT-enabled contract and vendor management system. This system will consist of supplier/contractor management and the full cycle of tender administration.”

II. ATAL MISSION FOR REJUVENATION AND URBAN TRANSFORMATION (AMRUT)

3.8 The Ministry of Urban Development has launched the Atal Mission for Rejuvenation and Urban Transformation (AMRUT). The Mission has five components namely (i) Water Supply (ii) Sewerage and Septage (iii) Storm Water Drainage (iv) Urban Transport and (v) Green Space and Parks. In addition the Mission also focuses on accomplishment of reforms and undertaking individual as well as institutional capacity building. The Mission incentives the accomplishment of reforms by setting aside 10% of total allocation to be given for accomplishment of reforms. The Mission aims to cover 500 statutory towns which includes all towns above 1 lakh population, all capital towns, all heritage cities declared by Ministry of Urban Development, some cities on stem of main rivers and some cities from hill states island and tourist destinations.

a. Inclusion of More Number of Cities:

3.9 During the evidence, when the Committee asked about the reasons for non inclusion of Cities of Rajasthan like Makrana, Barmer, Karoli, Banswara and Sardar in AMRUT Mission, the Ministry agreed to consider these cities for inclusion.

b. Capacity Building Of Urban Local Bodies (ULBS) Under AMRUT Mission

3.10 During the evidence of Ministry of Urban Development, Secretary submitted before the Committee that:

“The second thing is about the governance issue which I think is the biggest challenge in the urban sector today. I mentioned about the rural delineation between the Ministry of Urban Development, the State Government and the urban local bodies. We as a Ministry prepare policy and programmes. The implementation lies with the State Government and further down with the urban local bodies. The issue that comes up is of capacity of urban local bodies and quite often we also feel disappointed that they are not measuring up to our expectations. But apart from encouraging them, advising them, we feel that we are not able to do more than that.”

He further added:

“The latest initiatives are of Ease of Doing Business and the development of model building byelaws. It was released by the hon. Urban Development Minister earlier this month. For Delhi, it was released yesterday. Implementation of these model building byelaws are extremely desirable by the urban local bodies. I am mentioning this point is because I often hear from the hon. Members of this Committee about the disappointment which we share that the local bodies are not doing enough. But we have to work together in improving urban governance. That is the mandate of the 74th Constitution Amendment.”

3.11 During the deliberations, the Committee asked whether the Ministry have ensured that all or many of the cities have that type of local self-Government which will be able to implement it. Whether they have adequate machinery and measures to strengthen that local body mechanism to ensure that the objectives of the AMRUT are achieved in a time bound manner. In response to the queries, the reply stated by the Ministry is written as under:

“In fact, hon. Members of the Committee have been repeatedly talking about the capacity building. This time when the AMRUT was being designed, a complete eco-system of capacity building was thought of and designed. When the planning was done this time, the capacity was built by the engineers and they

made the plans. So, there is lot of buoyancy. There is individual capacity building on the job and there is also the capacity building of the engineers in the class rooms. Secondly, we understood that last time CDP, DPR were all disconnected. This time we have got end-to-end solution in the guidelines starting right from planning up to the completion of the project and the States and cities are appointing Project Design and Management Consultants (PDMCs) to catch the entire process forward. So, they will be stationed in States and cities. They will just not prepare the DPRs as was done earlier and go away. Third, we have also permitted the States and cities to station up to three to five professionals including urban planners, infrastructure specialists and PPP specialists to help the cities and the States in project monitoring and also other activities that the cities would like to do as part of capacity building and helping in project monitoring. “

c. Urban Water Supply

3.12 Water is the elixir of life. It is required for drinking, sanitation, washing, cleaning and cooking purposes in day to day life. Water is indispensable to human lives. We can not live without it. However, continuous increase in urban population have put strain on existing urban water supply. Water shortage and scarcity have been reported in many cities of India. According to the Census of India 2011, only 46% households in urban areas have availability of drinking water source within the premises.

3.13 On being asked by the Committee regarding details of the strategy/action plan to reduce the enormous losses of water in the urban areas in distribution system because of leakages and bad management, the Ministry in its written replies stated that:

“The Ministry under Atal Mission for Rejuvenation and Urban Transformation (AMRUT) encourages the States/UT Governments to reduce the non-revenue water, which includes water losses apart from few other components, to less than 20%. The projects related to such reduction are eligible to be taken up under the Mission in accordance with the Mission’s Guidelines”

3.14 When the Committee enquired about the strategy of the Ministry to overcome the problem of urban water supply in all metropolitan urban cities all over India along with budgetary details for improving the urban water supply in major cities of India in the last 5 years. The Ministry in its written replies stated that:

“The Ministry has launched Atal Mission for Rejuvenation and Urban Transformation (AMRUT) to strengthen basic urban infrastructure in Mission cities including Metropolitan cities. The Mission identifies universal coverage of

water supply and sewerage services as national priority and accordingly at first the States/UTs are to take up projects related to water supply and sewerage system”

3.15 Further, when the Committee asked the authorities regarding the details of encroachments in Yamuna flood plains, action taken by the Ministry or state authorities to remove these encroachments till now, along with steps taken by authorities to revive and recharge the water bodies in Delhi. The Ministry in its written replies stated that:

“A Committee of Secretaries (CoS) chaired by the Secretary (WR) with other members consisting of Secretary (UD), Secretary (Shipping & Surface Transport) and Secretary (Environment & Forest) from the Government of India and the Principal Secretary, Urban Development of Government of NCT of Delhi. And Vice Chairman, DDA and Officer concerned from Government of Uttar Pradesh has been set up to examine and explore different options including administrative set up for implementing the Clean Yamuna programme and its river front development”

3.16 During the evidence, when asked about non inclusion of Latur city under AMRUT mission the Ministry stated that as the population is less than one lakh as per Census 2011, Latur city has not been included.

3.17 It has been observed that Local urban water demand always exceeds local supply. The high population density causes high local emissions of wastewater and relevant substances (pathogens, nutrients, salts, persistent organic pollutants). Keeping this in view, the Committee asked Ministry of UD whether large cities of India are sustainable in their water needs and water management, then in its written replies the Ministry stated that:

“The Ministry has launched the Atal Mission for Rejuvenation and Urban Transformation (AMRUT). The Mission has universal coverage of water supply as one of its priority components apart from others. The Mission aims to provide tap connection with assured supply of quality water to every household in the Mission Cities. The Mission also focuses on improving the efficiency of water system by reducing unaccounted water to less than 20%, thus reducing wastage of water and ensuring efficient resource use. The Mission also encourages water recycling and reuse, specifically to recycle at least 20% of waste water generated. The Ministry has also prescribed the norms for recycled water for non-potable uses.”

3.18 When the Committee asked the Ministry about the steps taken by authorities to minimize the loss of water in the long distance distribution system, to protect the

distribution system and water reservoirs in case of intentional sabotage, such as law and order situation, or infrastructural sabotage or deliberate and intentional leakages by unauthorized colonies, to minimize the cost of distribution system because of leakages and bad management and action plans to provide equal distribution of water within cities. In response to these queries, the Ministry in its replies stated that:

“The urban development is a State subject and is dealt by the concerned State/UT Governments. However, the Ministry has launched the Atal Mission for Rejuvenation and Urban Transformation (AMRUT). Universal coverage and assured supply of water to every household in the Mission Cities is one of the prime objectives of the Mission. As part of interventions permitted in the water supply sector, rehabilitation of old water supply systems is one of the eligible components. In fact the Mission has reducing the non-revenue water to less than 20% as one of the reforms. Further, the achievement of Service Level Benchmarks, specifically, universal coverage, quality and quantity of water is being aimed at. The States/UTs may take up projects to enhance the supply of water to deficient areas within a city.”

3.19 Further when the Committee asked the Ministry about any special arrangements being made for supply of water to Latur City and other water starved areas across India, the Ministry in its replies stated that:

“The urban development is a State subject and is dealt by the concerned State/UT Governments. However, the Ministry has launched the Atal Mission for Rejuvenation and Urban Transformation (AMRUT). Universal coverage and assured supply of water to every household in the Mission Cities is one of the prime objectives of the Mission. The Mission also focuses on improving the efficiency of water system by reducing unaccounted water to less than 20%, thus reducing wastage of water and ensuring efficient resource use.

The Latur city is not eligible for coverage under the Mission.”

3.20 On being enquired by the Committee about the no. of Central water projects which are pending in the States all over India and specific information about the level of implementation of different water projects along with budgetary allocation in Bhubaneswar city, the Ministry in its written replies submitted that:

“The total no. Water Supply projects sanctioned under JnNURM and which are eligible for funding under AMRUT are 162. Out of these, 42 projects were sanctioned UIG and 120 projects under UIDSSMT sub- component of JnNURM.

No project for the Water Supply Sector has been sanctioned for Bhubaneswar City under JNNURM.”

III. SWACHH BHARAT MISSION (URBAN)

3.21 Swachh Bharat Mission was launched by Government of India on 2nd October, 2014 with a target to make the Country clean by 2nd October, 2019. All 4041 statutory towns as per census 2011 have been considered under SBM. The admissible components under SBM with broad funding pattern are (i) Household toilets including conversion of insanitary laterines into pour-flush laterines (Rs. 4000 per toilet as incentive) (ii) Community toilets (max 40% VGF) (iii) Public toilets (100% private investment) (iv) Solid waste Management (Max 20% VGF) (v) IEF and public Awareness (15%) and (vi) Capacity Building and administrative office expenditure (A&OE) 5%.

The Ministry in their presentation apprised that as on 31.03.2016 11.67 lakh household toilets have been completed while 23.65 lakh are under construction i.e. 93% of Financial Year 2016 targets while 47,856 seats have been completed under community/public toilets and 1.39 lakh are under construction under the same period i.e. achievement of 134% of Financial Year 2016 targets. They also stated that 19 States are contributing more than their share for Household toilets i.e. more than Rs. 1,333 per toilet. Rs. 1,751.75 crore have been released so far to the States across various components.

3.22 On being asked about the steps being taken by authorities regarding the removal of open defecation in urban areas, targets achieved and budgeting provisions in the year 2016-17, the Ministry submitted as follows;

(a) “Under the provision of SBM (U), in addition to providing household/ community toilets for families defecating in open, insanitary toilets (1.7%) and single pit latrines are to be converted to sanitary toilets.

(b) The target of the Mission is to provide either a toilet within the premises or a community toilet in vicinity to cover 100% affected population.

(c) Out of BE 2016-17 of Rs. 2300 crore for SBM(U), approximately Rs. 655 crore is estimated to be available for construction of individual household toilet and Rs. 103 crore for construction of community toilets”

3.23 Further, when the Committee asked about the reasons for non-achievement of this target till date, the Ministry responded as under:

“The provisional figures released by Census of India, 2011 m that, there were 2,08,323 dry latrines located in urban areas & being serviced by humans. The Integrated Low Cost Sanitation Scheme (ILCS) was continued by M/O HUPA till 31.3.2014 with earmarking of Rs.367.16 Crore to convert such existing dry latrines serviced by human to sanitary ones. However, there was no demand received by M/o HUPA from the States. Under SBM, the definition of manual scavenging has been extended as per the Act of 2013 to cover open flowing latrines (bahaus) and such toilets. All are targeted to be converted to sanitary ones by 2.10.2019 under the universal toilet coverage of SBM. Under SBM also, there are no reports of States regarding old dry latrines cleaned by humans”

3.24 on the enquiry of the Committee about achieving goal of elimination of open defecation by 2019, the Ministry stated that:

“ There are two parts of the problem. One is, whether the Safai Karmacharis are indulging in the manual scavenging, that is, whether they are actually taking the excreta and transporting it. Second is, there are instances of open defecation. For the first part of it, we have now taken the stand. Now as per the Act of 2014, Ministry of Social Justice came up with the elimination of Manual Scavenging Act. If now there is an instance of some Safai Karamchari actually taking the excreta, then a penal action can be taken. Now for all the towns in our country, there is no such instance which is there. We have said again and again that if any such thing is there, we must go to the second step for taking penal action. Second part is about the instances of open defecation like around the railway track or in some open areas etc. For open defecation, earlier the Ministry of Housing scheme was not there. But in Swachh Bharat our endeavour is not only the elimination of manual scavenging but there should also not be any instance of any visible sign of anybody going and doing the open defecation. So, the mandate of Swachh Bharat is different from what the mandate of the HUPA scheme was earlier. Under the Swachh Bharat scheme, 58 cities have declared that they cannot find anybody going for open defecation in their city limit. They have achieved that status now and 400 more cities will achieve that status in this coming year”.

3.25 When the Committee asked whether self Declaration is adequate, then the Ministry responded as under:

“Now the mechanism has been developed. There are three steps. Till now the mechanism has been put in place by the State Government only. Once the declaration is done by the city, State does the external verification. But we are internally seriously thinking of it. The same challenge is with the Ministry of Drinking Water for the rural villages also. We are going to come up with a protocol through which we will also do the third party verification from the Government of India side. Up to what level, we have to go is being decided.

Should we go up to 4,041 levels or whether the Government of India should directly verifying 500 cities, that issue has not yet been frozen. But definitely, we will also put from the Government of India side also a protocol in place to verify the claim of cities.”

3.26 On being asked whether the Ministry of Railway has been involved, the Ministry of Urban Development stated as under:

“Yes we have involved the Railway Ministry also in this process.”

a. Scheme of Assistance for Mechanical Cleaning of Sewers and Septic Tanks (SAMCSS)

3.27 With regard to nil allocation to the “Scheme of Assistance for Mechanical Cleaning of Sewers and Septic Tanks” (SAMCSS), there is nil allocation for the year 2015-16 and 2016-17, the Ministry of UD explained that the Ministry formulated the Scheme for Mechanical Cleaning of Sewers and Septic Tanks at an estimated cost of Rs. 9356 Crore and draft EFC note was circulated to different Ministries for comments in Dec., 2013. However, the scheme was not approved by the Govt. in March, 2014. Now, Govt. of India has launched AMRUT and SMART cities Missions for providing integrated sewerage infrastructure to include provisioning of mechanical cleaning of sewers and septic tanks.

3.28 Further during the evidence meeting with the Ministry of Urban Development, the Committee also raised the very important issue of strengthening and providing modern equipments to sanitary Workers in Municipal Corporations. They expressed their apprehensions about the impending threat for the life of sewerage workers while they enter in to the Sewers. Many Sanitary Workers lost their lives while going into sewer to clean it.

b. Sewerage Treatment Plants (STPs)

3.29 In Connection with the decreased efficiency and non-functioning of the Sewerage Treatment Plants (STPs), the Ministry of Urban Development had submitted as under:

“The specific reasons for non-functioning of these plants are primarily due to non-removal of silt and sludge in the bottom of the oxidation ponds / waste stabilization ponds over a period of time leading to loss of treatment capacity,

non-repairing of screens leading to carryover of solid waste, thus affecting the treatment system”

3.30 The above submission clearly shows that there is neglect of maintenance of the STPs. The Committee further asked the Ministry to furnish a detailed note on the steps that have been taken by them on this issue, including the difficulties being faced and budgeting provision for this during 2016-17. In response, the Ministry submitted as under:

“Sanitation is the state subject and the operation and maintenance cost of STP may be borne by the state Govt. through user charges and state plan. Under AMRUT, provision has been made for 100% sewage treatment including rehabilitation and repairing of existing STPs in the 500 Mission cities.”

c. Eco-friendly Low-cost Waste Water Treatment technology

3.31 Another Committee of Parliament, Committee on Agriculture noticed that the Indian Agricultural Research Institute (IARI) evolved an innovating and eco-friendly wastewater treatment facility in its Delhi campus. The newly created facility utilizes emergent wetland plants (s.a. Typha Latifolia), local media, and native microorganisms, present in natural wastewaters, for treating 2.2 Million Litres per Day (MLD) of sewage waters. It was informed that comparison of this eco-friendly Pusa wastewater treatment system with the conventional wastewater treatment systems has shown that Pusa technology is associated with just 1% energy requirement of the conventional system; zero-chemical application; zero-sludge generation; 50-65% reduced treatment cost and no skilled manpower requirement. Delhi Development Authority is using this technologies for augmenting potable water supply in Dwarka sub-city through the recharging of the groundwater table with the treated Palam drain waters. Initial plan is to use the proposed technology to treat 50 MLD of Palam drain waters.

d. Solid Waste Management

3.32 Solid waste management is one of the major challenges faced by many countries around the globe. Inadequate collection, recycling or treatment and uncontrolled disposal of waste in dumps can lead to severe hazards, such as health risks and

environmental pollution. Waste disposal today is done primarily by land filling or closure of existing dump sites. According to Indian MSW, Rules 2000 "Municipal Solid Waste" includes commercial and domestic wastes generated in a municipal or notified area in either solid or semi-solid form excluding industrial hazardous wastes but including treated bio-medical wastes. Solid waste also includes hazardous waste generated by various industries. The Ministry of Urban Development, in its manual on solid waste management has estimated country wide waste generation of 100,000 MT per day. In India the segregation of waste is almost negligible. 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'/haphazard dumping and does not meet the norms of disposal specified in the MSW Rules. These dumping grounds not only affect the environment by air, water and soil pollution but also damage the property in the vicinity. Dumped hazardous and biomedical chemicals also leak into waterways and aquifers, which pollute water and soils.

3.33 Keeping in view that poor management of Solid Waste leads to contamination of surface and ground water, the Committee asked the Ministry to give their suggestions to overcome these problems. In its written replies, the Ministry stated that:

"Recommendations of Group of Secretaries on effective waste management are as below (which are under active consideration of various ministries):

- a) *Revamp Regulatory Mechanism For Effective Enforcement*
 - *Introduce Extended Producer's Responsibility: producers/ manufacturers to establish take-back mechanism for waste/discarded products*
 - *Create Partnerships in waste segregation & management*
 - *Introduce civil monetary penalties*
- b) *Generate Wealth from Waste- promote recycling & processing of waste to conserve resources*
- c) *Strengthen Waste Collection Systems: Bulk Waste Generators to partner with ULBs for management of their waste*
- d) *Create hygienic conditions, prevent land degradation & manage pollution load*
 - *Policy for remediation of existing landfills*
 - *Develop eco-labeling of recycled products and assist in market development through government procurement*

- *Mandate Dual Pipe water supply system in upcoming industrial and urban estates, and establish differential pricing for treated water*
- e) *Maintain momentum and influence behavioral changes*
- f) *Create manpower & employment and improve capabilities*
- g) *Synergize with SKILL INDIA and MAKE IN INDIA*

3.34 On being enquired what measures have been taken to contain the air and water pollution in areas in vicinity of landfill sites, Ministry of Urban Development in its written replies stated that:

“The following policy measures are under active consideration of various ministries of Gol, on the above subject:

- a) *Policy for remediation of existing landfills*
- b) *Capping of existing landfills and bio mining”*

3.35 On being enquired about the status report regarding providing of safety kits like gloves or mask etc., to solid waste handling workers, while handling the waste for collecting or processing at land-filled site, the Ministry in its written replies stated that :

“For efficient utilization of untapped resources and source segregation of MSW, the informal institution of kabadiwalas and rag pickers may be appropriately integrated into the system through recognition and strengthening of this sector. By integrating them into the system, they will get accessories so that their health conditions may not get adversely affected. At the same time dignity will be accorded to their work. The municipal authorities may support association of rag pickers or NGOs in setting up Recyclable Waste Collection Centres (RWC) on municipal land where the rag pickers can sell for a price the recyclable materials collected by them. The municipal authority may also involve the rag pickers through NGOs or private sector for picking plastic and other recyclable materials from the streets in a designated area for making the cities “litter free” and preventing the useful material going to landfills. Such rag pickers could be paid incentive money for carrying out the task satisfactorily. To facilitate sorting of recyclable materials collected by informal sector and supporting recycling industry, the municipal authorities should set up waste sorting facilities at suitable locations and permit the informal sector to use the facility for segregation of recyclables”

3.36 When the Committee asked the Ministry regarding the environmental crisis because of fire in huge garbage Solid Waste dumping ground in Deonar, Mumbai, and the action taken steps by authorities to stop this crisis and improve the environment in

the vicinity of dumping ground and the security measures adopted to prevent such incident in future, Ministry in its written replies stated that:

"Municipal Corporation of Mumbai has reported that in order to implement MSW Rules (Management & Handling) 2000 so as to process the dumped waste in a scientific manner, Municipal Corporation of Greater Mumbai (MCGM) had appointed private operator M/s.Tatva Global Environment (Deonar) Ltd. in the year 2009. The project works included scientific partial closure of 65 Ha of land and erection & commissioning of 2000 TPD capacity waste to compost plant along with Site Development Works such as construction of site bunds, boundary wall, internal roads, approach road, Admin. Building, leachate treatment plant etc. in the remaining 55 Ha. of land. However, due to the failure of the operator in completing the project works, the contract of Deonar project was terminated from 30.01.2016. The fire at Deonar site took place in the night of 28.01.2016 & considering the magnitude of fire, foul play was suspected by MCGM. Hence, FIR has been lodged by Municipal Corporation of Mumbai against the said operator for the negligence on his part".

Security Measures taken by Municipal Corporation Mumbai :

- 1. In order to prevent entry of miscreants inside the Deonar Dumping Ground premises, compound wall is being constructed along with peripheral road.*
- 2. At present, 12 CCTV cameras are installed for monitoring activities inside the dumping premises. However, for monitoring during night time, 40 "Night Vision" cameras will be installed in near future.*
- 3. Security personnel have been deployed at Deonar site; their numbers have been increased from 102 to 150 for effective supervision.*
- 4. In order to prevent the possibility of fire, the works of Slope Stabilization & debris cover have been started in consultation with IIT, Mumbai & NEERI.*
- 5. 2 fire engines have already been deployed at site. However, 10 fire engines will be deployed permanently at site.*
- 6. Also, 4 to 5 borewells will be constructed inside the site for easy availability of water for extinguishing of fire.*

Further Action Taken by Municipal Corporation, Mumbai:

- i) It is proposed to set-up Waste to Energy plant of 2000 TDP Capacity at Deonar. M/s Tata Consultancy Engineers have been appointed as consultant for this work.*
- ii) IIT Mumbai and NEERI have been asked to give suggestion on some measures such as slopes stabilization of garbage heaps, Methane gas capturing and final cover at Deonar dumping ground along with preparation of design for management of leachate water.*
- iii) MCGM proposed to appoint 5 members monitoring Committee to recommend all necessary measures for effective maintenance of Deonar site, as per the Hon'ble High court order vide hearing of PIL 217/2009 on 26th & 29th February 2016.*

iv) Considering the sensitive area of Deonar site, the State Govt. will be requested to declare the Deonar dumping site area as "Prohibited Area" as per the provisions of State Govt.'s Home Department.

e. Gobar as a Solid Waste

3.37 It is a common sight in the Cities that Gobar (Cow Dung) is splattered on the roads which usually mixes with the water and flows into the drains. During the evidence the Committee raised the issue of Gobar (Cow Dung) which is not considered as a Solid waste. Gobar is big hindrance in implementation of Swachh Bharat Mission because it flows into the drains and chocked the drains.

When the Committee asked the Ministry about exploring the options for getting fuel from this waste, the Ministry in its response stated that:

"As you are saying, Sir, we will include it. This is picking up. There is mandatory marketing by fertilizer companies of all our biodegradable compost. In this also, we will get incorporated."

IV. NATIONAL CAPITAL REGION PLANNING BOARD (NCRPB)

3.38 The NCR Planning Board was constituted in 1985 under NCRPB Act and has the objectives of preparing a Regional Plan along with complementary Functional Plans related to key elements of infrastructure; monitoring the implementation of these Plans and facilitating the preparation of Sub Regional Plans & Project Plans by the constituents of the Region; and, arrange for and oversee the financing of selected development projects. In accordance with the said mandate, NCRPB has prepared Regional Plan- 2021 which was notified on 17th September, 2005. Board has prepared Functional Plan on Ground Water Recharge in NCR and Transport for NCR. Board had initiated review exercise for the Regional Plan 2021 as per provisions of the NCR Planning Board Act, 1985 & prepared draft revised Regional Plan 2021, which is under finalization. NCRPB is also arranging & providing funds for infrastructure development in the NCR and Counter Magnet Areas. The Board provides loan assistance to the State Governments/ Implementing Agencies up to 75% of the project cost and the balance 25% cost is met by the State Governments/ its Implementing Agencies. The NCRPB has provided loan assistance for 291 projects till March, 2015 involving total outlay of Rs. 19738 Cr. Total loan amounting to Rs.9257 Cr. has been sanctioned for these projects and out of which, loans to the tune of Rs.7057 Cr. has been disbursed upto March, 2015.

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

Twelfth Plan

Amount (Rs. in crore)			
<u>Year</u>	<u>BE Proposed</u>	<u>BE Sanctioned</u>	<u>Released by GoI</u>
2012-13	100.00	60.00	55.00
2013-14	100.00	60.00	60.00
2014-15	100.00	80.00	80.00
2015-16	100.00	80.00	58.00*
2016-17	<u>100.00</u>	<u>--</u>	<u>--</u>
Total	500.00	280.00	253.00

**Upto Jan. 2016*

a. Gurgaon -Dwarka Expressway

Northern Peripheral Road or commonly known as Dwarka Expressway is being developed under the public private partnership (PPP) model. This stretch will connect Dwarka with National Highway 8 at Kherki Dhaula and will pass Pataudi Road. The NPR stretch has been planned as an alternate link road between Delhi and Gurgaon, and is expected to ease the traffic situation on the Delhi-Gurgaon Expressway.

3.39 On being enquired about the progress of Dwarka Expressway connecting Dwarka and Gurgaon regions of NCR, the reply of the Ministry of Urban development is stated as under:

"DDA has informed that the requisition for acquisition of land for Dwarka Expressway has been sent to Land & Building Department, GNCTD. The matter has also been taken up with Chief Secretary, GNCTD for acquisition of land in village Bamnoli and Bijwasan. However, since the process under new Land Acquisition Act is cumbersome and time consuming, the land has not been acquired yet".

b. Inadequate Staff Strength in NCRPB

3.40 National Capital Region Planning Board (NCRPB) has huge workload on existing staff; as per the report of the Asian Development Bank. "Capacity Development of National Capital Region Planning Board (NCRPB). Clarifying the above observation, the Ministry of Urban Development in its written submission has stated as under:

"At present NCRPB has meager staff strength of only 51 Posts. Over a period of time, the Board's activities have increased manifold in respect of financing and

monitoring of project implementation. Although, the responsibility of implementation of the projects financed by the NCRPB lies with the concerned agencies of the State Governments, closer monitoring and follow up of such projects by NCRPB is very essential for timely utilization of funds and completion of projects. In 2011, MoUD has approved the creation of five temporary posts to function as Project Management Unit (PMU) of NCRPB after the due approval of Ministry of Finance. Two Posts were revived by MoUD in 2013 after the due approval of Ministry of Finance. A proposal for creation of additional posts has already been forwarded to MoUD in 2012. In addition, various activities requiring the services of subject matter experts like preparation of Pre-feasibility Reports, Detailed Project Reports, and Project Appraisal etc. are being carried out by the Project Management Consultancies of ADB and KfW."

3.41 In the 5th Report DFG (UD) 2015-16, the Committee had recommended to create additional posts in National Capital Region Planning Board (NCRPB) with immediate effect. At the time of Action Taken Report, the Ministry had apprised the Committee that the matter of 39 additional posts is under consideration in Ministry of Finance. Further Ministry about the current status of recruitment of Staff in NCRPB; stated as under:

"NCRPB forwarded a proposal for creation of 39 additional posts to this Ministry in 2012. Subsequently, the proposal was forwarded to Ministry of Finance which raised certain queries. NCRPB forwarded detailed clarifications/ justifications on the queries raised by the Ministry of Finance, and the same were forwarded to the Ministry of Finance for seeking their approval in the matter. However, in 2015, the matter was reconsidered and it was decided to pursue the creation of 13 posts only. Further, 2 posts of Joint Directors, which had lapsed, as they had been lying vacant since 2012, have been revived in 2015. Revival of one post of Deputy Director is under process."

V. NATIONAL HERITAGE CITY DEVELOPMENT AND AUGMENTATION (HRIDAY)

3.42 Launched on 21st January, 2015, HRIDAY scheme offers tremendous opportunity towards an integrated, inclusive and sustainable development of heritage cities in India. The main focus of HRIDAY scheme is preserving the character and heritage of the city through integration of urban infrastructure development and heritage rejuvenation. Through the scheme, institutional reforms at the National and City level was envisaged and executed in all 12 cities. Ajmer, Amaravati, Amritsar, Badami, Dwarka, Gaya, Kanchipuram, Mathura, Puri, Varanasi, Velankanni and Warangal. The

Committee were apprised that HRIDAY city anchors for all the 12 cities have been empanelled in July 2015 and Rs. 400 crore has been approved by HNEC. DPRs amounting to Rs. 147.3 crore for all these cities except Dwarka has been approved and preparation of renaming DPRs worth Rs. 252 crore is underway.

3.43 On being asked, why Ministry of UD has not approved Delhi under HRIDAY, the representative of the Ministry has stated that:

“Under HRIDAY scheme, we have already cities where implementation is going to be completed by March 2017 but there are a lot of demands including fresh set”

“For the capital of the country, there is a demand for including Chandni Chowk as the HRIDAY city. We are considering that proposal for the next phase.”

VI RAIN WATER HARVESTING

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

3.44 On being asked about the monitoring mechanism to oversee harvesting of rain water in Delhi and other metropolitan cities across India. The Ministry submitted as under:

“The monitoring mechanism to oversee harvesting of rainwater in Delhi and other metropolitan cities across India is the responsibility of the Urban Local Body /Urban Development Authority of the city concerned. Most of the States barring North-Eastern States like Manipur, Mizoram, etc., have already incorporated the provision of rainwater harvesting in their respective building byelaws. It may also be stated that the Model Building Byelaws, 2016 brought out by Ministry of Urban Development has a separate chapter on Rainwater Harvesting which has recommended the establishment of rain water harvesting Cell in the Urban Local Body.

3.45 In response to the query regarding monitoring by the concerned agency to check if the system is actually implemented and whether it is effective & correctly designed, the Ministry stated that:

“The monitoring of Rainwater harvesting has to be done to encourage the recharge of ground water. It is for the State Govt. / ULBs to take action in this regard. However, MoUD has not engaged in appointing any agency for assessing the availability and extraction of ground water”.

3.46 On being enquired whether there is any system for documentation on harvesting of rain water in Delhi and other metropolitan cities across India, the Ministry submitted as under:

“There is no central system for documentation on harvesting of rain water in Delhi and other metropolitan cities across India as MoUD has issued advisory in the form of MBBL 2016 and it is the responsibility of State Govts./UT to implemented through ULBs.”

VII. DELHI DEVELOPMENT AUTHORITY (DDA)

The Development Authority was created in 1957 under the provisions of the Delhi Development Act to promote and secure the development of Delhi. DDA has played a vital role in the orderly-yet-rapid development of Delhi. The city has become the residence of choice for more than 11 million people and this number continues to increase. The major objectives of DDA is to promote and secure the planned development of Delhi, preparation of a Master Plan, to prepare Zonal Development Plan for various Zones into which Delhi may be divided, the declaration of the development area and permission for development, preparation and approval of layout plans and regulations of Building Activity in the development areas of the DDA are also carried out under the provisions of the Act.

Master Plan of Delhi 2021 (Land Pooling Policy)

3.47 The Committee observed that the Land Pooling Policy had been approved by the Ministry of Urban Development vide Notification No. 2687(E) dated 5 September, 2013. When asked about the steps taken by DDA, to implement the Land Pooling Policy expeditiously, and the Ministry stated as under:

“Land Pooling Policy in Delhi has been notified vide notification no. 2687 (E) dated 05.09.2013. The Ministry of Urban Development has approved the regulations for implementation of Land Pooling Policy on 26.05.2015. The same has to be notified by the DDA. The DDA has informed that the following issues pending with Government of National Capital Territory of Delhi (GNCTD) need to be resolved before notification of the regulations:

- (i) Land Pooling Policy will be applicable in 95 villages which are required to be declared as development area of DDA under Section 12 of Delhi Development Act, 1957. The matter has already been taken up by DDA with Land & Building Department of GNCTD in Aug, 2014.*
- (ii) Out of these 95 villages, 89 villages have to be declared as urban villages under Delhi Municipal Corporation Act, 1957 to initiate the development work and implementation of the policy. The concerned MCDs i.e. MCD (South) and MCD (North) have already taken up the matter with Urban Development Department of GNCTD for issue of final notification.*
- (iii) GNCTD has exempted stamp duty for first transfer/ surrender of land i.e. by the landowners to DDA. The exemption of second transfer i.e. return of land by DDA to the landowners is also required and DDA has taken up the same with GNCTD.*
- (iv) The base map for Zone-N has been prepared by DDA on the Sazra plans collected from the concerned Sub Divisional Magistrates and other details such as village roads, abadi areas, water bodies, built up areas etc. has been identified on the base map. DDA has sent the same to GNCTD for verification”.*

The Ministry has been following up the matter with DDA to expedite the notification of the regulations for operationalization of the LPP through reminders at regular intervals dated 30.07.2015, 28.08.2015, 27.10.2015, 23.11.2015 & 31.12.2015 and meeting on 08.02.2016.

A brief on the Land Pooling Policy in Delhi is given below:

- The Land Pooling Policy in Delhi has been notified vide notification no. 2687 (E) dated 05.09.2013. The Ministry of Urban Development has approved the regulations for implementation of Land Pooling Policy on 26.05.2015. The same will be notified by DDA.
- Land Pooling Policy is applicable in the proposed urbanisable areas of the Urban Extensions for which Zonal Plans have been approved, i.e., Zones J, K-I, L, N & P-II.
- DDA shall act as Land Pooling Agency (LPA). Developer Entity (DE) (a landowner or a group of landowners or a developer) shall be permitted to pool land and undertake construction as per prescribed norms and guidelines. Each landowner will get an equitable return irrespective of land uses assigned to their land with minimum displacement.

- The land returned to DE will be 60% for pooled land of area 20 Ha or more and 48% for pooled land between 2 Ha and 20 Ha.
- Land will be returned to DEs for Residential, City Level Commercial and City Level Public/Semi-Public (PSP) use. In cases where 60 % land is returned, 53% will be for residential use, 2% for City Level PSP use and 5% for City Level Commercial use. In cases where 48 % land is returned, 43% will be for residential use, 2% for City Level PSP use and 3% for City Level Commercial use.
- DE shall utilize 400 FAR on the net residential area, which is nearly 55% of residential component of the returned land. FAR for Commercial and PSP shall be 250.
- Mandatory FAR of 15% over and above the maximum permissible residential FAR shall be constructed for Economically Weaker Sections (EWS).
- There is a provision to levy penalty on the Land Pooling Agency, i.e. DDA to ensure that external development works are completed timely so that the land owners do not suffer due to such delays.
- The returned land shall be allotted through computerized draw of lots based on the preferences given by the applicants.
- DEs participating in land pooling with less than 5 Ha land, shall have the option to cede a part of returnable residential land in lieu of the External Development Charges. In such cases, the Developer Entity would be entitled for 35% of returnable residential land instead of 43%. This will help farmers to participate in land pooling since it will reduce the financial burden.
- DDA has informed that the following issues pending with Government of National Capital Territory of Delhi (GNCTD) need to be resolved before notification of the regulations
- Land Pooling Policy will be applicable in 95 villages which are required to be declared as development area of DDA under Section 12 of Delhi Development Act, 1957. The matter has already been taken up by DDA with Land & Building Department of GNCTD in Aug, 2014.
- Out of these 95 villages, 89 villages have to be declared as urban villages under Delhi Municipal Corporation Act, 1957 to initiate the development work and implementation of the policy. The concerned MCDs i.e. MCD (South) and MCD (North) have already taken up the matter with Urban Development Department of GNCTD for issue of final notification.
- GNCTD has exempted stamp duty for first transfer/ surrender of land i.e. by the landowners to DDA. The exemption of second transfer i.e. return of land by DDA to the landowners is also required and DDA has taken up the same with GNCTD.
- The base map for Zone-N has been prepared by DDA on the Sazra plans collected from the concerned Sub Divisional Magistrates and other details such as village roads, abadi areas, water bodies, built up areas etc. has been identified on the base map. DDA has sent the same to GNCTD for verification.

VIII. URBAN TRANSPORT

Urban Transport systems in large developing cities face major challenges due to the continuous growth of urban population, private vehicle ownership, congestion, and the fragility of public transportation systems. When the urban transport system experiences major difficulties, consequences are felt by households, by businesses, and by the urban community at large. Transport may become a binding constraint on both economic growth and social development and inclusion, along with increased negative impacts on health and on the environment.

a. Comprehensive Legislation for Mass Rapid Transit and Issues of Transport Planning, Multi-Modal Integration, Safety, Tariff and Financing

3.48 As per the report of Planning Commission's Working Group on Urban Transport for 12th Five Year Plan, there is no legislation at present that covers the requirements of urban transport comprehensively. The Motor Vehicles Act deals with the licensing of vehicles, Railway Act covers inter-city traffic, Metro Construction Act deals with the specific issues related to construction of the metro rail, Tramways Act deals with tramways within the road surface with free access across it. Other modes of mass rapid transit such as the bus rapid transit, the light rail transit, the mono rail and several other guided modes of transport and issues of transport planning, multi-modal integration, safety, tariff and financing are not covered under any act. UT plans have to be implemented over a period of time and hence require continuity. To take care of these and several other aspects, an agency needs to be made responsible for providing UT needs legislative support. A comprehensive UT act to cover all aspects of urban transport is essential.

In this connection, when Committee asked to give their comments regarding the requirement of legislation for Urban Transport, the Ministry submitted as under:

“The Urban Transport plans and activities are being undertaken by MoUD as per National Urban Transport Policy (NUTP) 2006. However, to provide legislation for other modes of mass rapid transit and issues of transport planning, multi-modal integration, safety, tariff and financing, a comprehensive legislation is required. This will be further deliberated upon within the Ministry.”

b. Metro Rail Projects

3.49 During the evidence of the Ministry of the Urban Development, representatives briefed the Committee about the Metro Rail Projects running across the Country. The details as presented are given below:

Metro Rails projects –Under operation (310 Km)		
S. No	City	Kilometers (KMS)
1	Delhi & NCR	212
2	Bangalore	27
3	Kolkata	27
4	Chennai	10
5	Jaipur	9
6	Mumbai Metro Line 1	11
7	Rapid Metro Gurgaon (Private initiative)	5
8	Mumbai Monorail Phase 1	9
	Total	310 km

Metro Rails projects –Under Construction (533 Km)		
S. No	City	Kilometers (KMS)
1	Delhi & NCR	113
2	Bangalore	94
3	Chennai	35
4	Kochi	10
5	Jaipur	3
6	Mumbai Metro Line 3	33
7	Hyderabad	71
8	Nagpur	36
9	Ahmadabad	94
10	Lucknow	35
11	Chennai Monorail Phase 1 State private initiative	43
12	Mumbai Monorail Phase II	11
13	Rapid Metro Gurgaon	7

Metro Rails projects –Under Consideration (386 Km)		
S. No	City	Kilometers (KMS)
1	Delhi & NCR	104
2	Delhi Metro Phase IV	104
3	Pune	32
4	Chennai Extn.	9
5	Vijaywada	26
6	Vishakhapatnam	42

7	Patna	31
8	Chandigarh	38
9	Rail Rapid Transit System	381
a)	Delhi –Sonipat-Panipat	111
b)	Delhi –Gurgaon- Alwar	180
c)	Delhi- Ghaziabad-Meerut	9

3.50 The Committee raised the issue of discrimination shown to various states with regard to Metro Rail Projects. The Committee observed that to ease the traffic problems, construction of a lot of highways and over-bridges was undertaken in consultation and joint venture with the Government of India.

3.51 Regarding taking up projects with specific reforms to Metro Rail or Urban Transport, the representatives of the Ministry of Urban Development as follows:

“Regarding Metro in Kolkata, I would like to bring to the kind notice of the Member that Metro in Kolkata especially is being done by the Ministry of Railways. So, for the North-South Corridor as well as the East-West Corridor, the administrative Ministry is the Ministry of Railways. That figure has somehow not figured here. If you see the plan, more than 100 kilometres are in the plan, that is, both North-South Corridor as well as the East-West Corridor. In Kolkata, the first Metro Rail was constructed by the Ministry of Railways. Now, the East-West Corridor is being done by the Ministry of Railways again. They are the administrative Ministry and more than 100 kilometres of route is planned there. The share of the Ministry of Urban Development is 24 per cent and the rest 76 per cent will be contributed by the Ministry of Railways. Regarding other cities, as you have mentioned, Metro Rail or urban transport is a State subject. The projects come from the State Government and the Central Government does not make the projects. Once the State Government makes a project under our National Urban Transport Policy, it is considered by the Ministry and there is a process of approving those projects. So far, we do not have any projects from the Government of West Bengal, which is under consideration of the Ministry of Urban Development. If the projects come, there is a Policy of 2006, and under that Policy, we do consider it.”

3.52 During the deliberations, when enquired that the Ministry of Urban Development has not released its share of Rs 630 Cr, where as Govt. of Rajasthan has spent around Rs. 2200 on its own for the Jaipur Rail Project, the representatives of the Ministry of MoUD explained as follows:

“Jaipur Metro was approved by the Government of India on 50:50 equity sharing basis. The condition was that once the SPV is formed, the contribution of the Government of India will be given. However, the Government of Rajasthan decided to go ahead with the project on its own and the 50:50 SPV was not formed. So, we were actually constrained to release any money for Jaipur Metro. That is the reason why for the nine kilo metres of Metro, we have not been able to release the money because as per the Cabinet sanction, it had to be 50:50 SPV”.

He further stated:

"our Minister has written to the State Government for this Jaipur Metro. As per the Cabinet approval, once the SPV has been formed, then the money can be released. The same practice is being followed for all Metro projects. The contribution of the Central Government is given only after the SPV is formed. That has not been done, and the State is going ahead on its own. Regarding Alwar, the process of appointing the Managing Director is on. The proposal has been sent to ACC for its approval. The DPRs are in a very advanced stage. They will be finalised and action will be taken accordingly".

"The demand for metro rail is definitely going to increase by the day. In the coming years this is going to grow. Demands are going to come from every State from new cities. What I urge upon the Ministry is that the development plans should have adequate provisions for laying the metro rail throughout the cities. We cannot plan it after ten years when it is difficult to demolish buildings, give them compensation and acquire land. All these issues come up subsequently. So, why not have development plans in these various cities which have a potential for metro rail in the near future, maybe in the next four, five or seven years? Development plans take care of the planning so that metro rail can be accommodated at least in three or four years' time. This cannot be done overnight. Whenever the proposal comes, it requires land acquisition and other issues are involved. I think the development plans need to accommodate it right now, maybe in this year or in two years."

3.53 In Nagpur Metro Rail Corporation, it has been observed that Special Purpose Vehicle (SPV) is yet to be institutionalized. When the asked about the latest report, the Ministry, in this regard, submitted as under:

“The Special Purpose Vehicle (SPV) of Government of India (GoI) and Government of Maharashtra (GoM) to implement Nagpur Metro Rail Project, viz Nagpur Metro Rail Corporation Limited (NMRCL) has been incorporated under Companies Act, 2013 on 18.02.2015. The Managing Director of NMRCL joined the post on 18.2.2015. The tripartite Memorandum of Understanding (MoU) was signed on 4.7.2015. Till 29.2.2016 GoI has release an amount of Rs.84.47 crore. The physical progress as on 29.2.2016 is 10%.”

IX. CENTRAL PUBLIC WORK DEPARTMENT (CPWD)

3.54 At present CPWD is executing projects for approximately 620 clients. With country wide presence, the strength of CPWD is its ability to undertake construction of Complex projects even in difficult terrains and their maintenance in post construction stage CPWD handles a wide range of projects like Housing and Officer space, Hospitals, Workshops, Factories, Hostels, Foods Grain storage structures, Roads, National Highways, Bridges and flyovers, Stadia, Airports, Environmental and other utility services. It also executes Border works e.g. Fencing, Flood lighting and Road projects etc.

Major Projects Completed in 2015-16

- Afghan Parliament Building in Kabul-inaugurated in December, 2015.
- Refurbishment of Indira Gandhi Stadium for 3rd Indo Africa Forum Summit.
- IIT Patna completed and inaugurated by PM in July, 2015.
- Trauma Centre at BHU, Varanasi.
- Baba Bhimrao Ambedkar University, Lucknow
- CBI Building at Mumbai inaugurated in March, 2016.

Key initiatives in 2015-16

- Estimates submitted to clients for 4500 works amounting to Rs. 23, 000 crore.
- De-centralization in CPWD- Creation of Regional Works Boards
- MoU signed with SINTEF, Norway and CPWD for capacity building for recycling of construction and demolition waste.
- Implementation of Energy Efficiency Measures in 20 Government Building through Energy Services(ESCO)
- Installation of roof Top Solar Power Plants on government Buildings through Renewable Energy Service Companies (RESCO)

Plan of Action for 2016-17

- ❖ Works amounting to Rs. 35,00 crores in progress
- ❖ Important Projects proposed to be started-

- ✓ Indo-China Border Roads-(12,000-18,000 feet) in J& K, Himachal Pradesh, Arunachal Pradesh, Sikkim & Uttra khand.
- ✓ 10,095 quarters and 87 Barracks for Central Armed Paramilitary Forces(CRPF and ITBP)
- ✓ Works for IITs(Delhi, Ropar, Gandhinagar)
- ✓ Works of Coast Guard in Southern Region
- ✓ Works of HAL at Bengaluru.
- ✓ Regional Centre for NSG at Kolkata
- ✓ Software Technology Park of India(STPI) at Kolkata
- ✓ International Centre for Drinking Water Quality at Kolkata
- ❖ Important Projects likely to be completed
 - ✓ IIM Trichy, NIT Warangal, NIT Puducherry
 - ✓ National Institute for Securities Management (NISM) at Patalganga, Navi Mumbai
 - ✓ Incubation Centre for Software Technology Park of India (STPI) at Mohali
 - ✓ IISER at Kangarapada(Kalyani) in West Bengal
 - ✓ Punjab National Bank Building at Dwarka

a. Computerized Data base of tainted contractors of CPWD

3.55 The Committee enquired about the number of contractors penalized for sub-standard works relating to civil and electrical, after having inspection by JE/AE during last 3 years in various Govt. Colonies in Delhi. In its response Ministerial submitted as under:

“No centralized record is maintained for penalizing the contractors for sub-standard work and cases of penalizing the contractors are handled on individual contract basis. References of sub-standard works are handled as per laid down procedure in CPWD Works Manual and General Conditions of Contract”

“The penalties include rejection of substandard work, rectification of defects at the cost of contractor, and reduced rate for substandard work if acceptable.”

3.56 On being enquired whether there is any Periodic inspection of works of CPWD by Ministry of urban development organizations so as to inspect the works frequently to ensure that the works are being executed according to the design, drawings and specifications laid down in the contract, the reply of the central Ministry is stated as under:

"No. However, inspection of works is carried out by CPWD. Quality assurance teams from CPWD and third party quality assurance teams also inspect works".

3.57 On being asked whether it is a fact that CPWD projects are not progressing in accordance with the set targets, the reply of the Ministry is quoted as under:

"It is true that some projects are not progressing as per the target. The main reasons are given below.

i) Delay in local body approval.

ii) Delay in approval from clients.

iii) Paucity and non-availability of funds on time."

3.58 Further when the Committee asked, whether the Government has appointed any committee to look into the reasons mention above, the Ministry stated that:

"No such committee has been appointed."

b. Adoption of Dust Free Technology

3.59 With regard to adoption of Dust Free Technology in construction and maintenance of Govt. buildings and Govt. Residential buildings, plans to enhance the usage of this technology, main impediments in its implementation and percentage of coverage by CPWD through this technology in its projects etc., the CPWD submitted as follow:

"CPWD is using ready-mixed concrete and pre-cast materials to reduce dust at construction sites. In case of maintenance also, attempts are made to use dust free methods though it is not always feasible to use such methods due to nature of works. The instructions issued by the Hon'ble Supreme Court and National

Green Tribunal are also being followed for reduction of air pollution caused by dust during construction and maintenance activities. Use of ready mixed concrete and pre-cast materials has been adopted since about 2005. These items have been incorporated in CPWD Schedule of Rates also. This technology is being used in all works at all places where ready-mixed concrete is available. CPWD has conducted training courses and issued instructions to all its field units for extensive use of ready-mixed concrete and pre-cast materials to reduce dust pollution. The instructions issued by the Hon'ble Supreme Court and National Green Tribunal for reduction of air pollution are also being circulated widely for creating awareness and strict implementation. There are no impediments in cities and such methods are being used. CPWD faces difficulty in its implementation in remote locations where skilled men, required materials and machinery are not available."

c. Parliament House Annexe Building

3.60 Parliament House Complex is being maintained by CPWD. Construction of work at Parliament House Annexe and maintenance of Parliament House Building is going at very slow pace. This slow pace of work in the Parliament House Annexe, reflects very badly on all the departments and whole of the nation. During the evidence with the Ministry of Urban Development the Committee highlighted the very important issue of delay in handing over of Parliament House Annexe extension building. The deadline for completion has already been breached in 2012, 2014 and 2015. This year sufficient funds have not been allotted for this building. Only a sum of Rs. 23 crores has been provided for construction of extension of Parliament House Annexe building and 85.65 lakhs for furniture of this building, against the demand of 15 crores. The new deadline for completion of this building is 30th June, 2016. It is impossible to complete the said building with this paltry fund, within the deadline.

X. TOWN PLANNING AND COUNTRY PLANNING

3.64 TCPO was set up in 1962 with the merger of the erstwhile Town Planning Organization (TPO) and Central Regional and Urban Planning Organization (CRUPO). Since 1962, TCPO has been functioning as a technical wing of the Ministry of Urban Development. Over the years, TCPO has undertaken various pioneering works in the area of formulating Master Plans, urban design projects, tourism development plans, regional plans, empirical research studies in topical areas, manuals and guides on

various aspects of planning and development, monitoring and evaluation of central sector schemes, information system, urban mapping, urban and regional development policies, development law, etc.

3.65 During the discussion with the Ministry of Urban Development the Committee raised the issue of Urban Planners. The Committee asked about the No. of Town Planners available in the entire country. The Committee asked whether the Ministry has developed any action plan regarding this, then in response to this the Ministry stated that:

“Regarding the paucity of town planners we have approved Mission monitoring unit in which there will be 3 to 5 people. In this unit there will be one urban planner. Many of the State have appointed urban planners. Rest are under process.”

Statutory Master Plans for Indian Cities

3.66 When the Committee asked the Ministry about the No. of Indian cities that have master plans 2030 taking into account peak transportation loads, requirements for low-income affordable housing and climate change and no. of cities which have not yet come up with the master plans and the efforts made by the Central Government, the written reply of the Ministry of urban development stated as under:

“As per the information available in MoUD, out of a total number of 7933 cities and towns, 2631 towns have statutory Master Plan. Remaining 5302 towns have yet to prepare a statutory master plan. MoUD has issued Urban & Regional Development Plan Formulation & Implementation Guidelines (URDPFI) as advisory for State Govts. to prepare their Master Plans. Besides this, various capacity building initiatives are taken up by MoUD regularly in this regard”

3.67 When further asked about reasons for non formulation of statutory master plans of remaining 5302 towns, the Ministry stated as under:

“The preparation of statutory Master Plan vest with the respective State Governments. The reasons for non-formulation of statutory Master Plans of 5302 towns are given as under:

- (i) *Lack of capacity and Lack of available qualified Town Planners in the State Town and Country Planning Departments which are the main reasons that has affected the preparation of the statutory Master Plans.*
- (ii) *Cumbersome procedure for preparing the plans: It may take 2-3 years to finalize the Draft Master Plan and based on comments and suggestions received from various stakeholders, before the statutory master plan gets notified.*
- (iii) *Lack of availability of both spatial and attribute data also slowdown the progress of preparing the Master Plan. Limited exposure to the latest IT tools and techniques in preparation of Master Plan is also one of the constraints which delay the preparation of Master Plans.”*

3.68 When further asked about action plans/mechanism formulated to facilitate the formulation of master plans of these remaining towns, the Ministry stated that:

“Since the preparation of Master Plan is a State subject, Ministry has advised the State Governments to ensure that the preparation of Master Plans should be completed within one year time. In this regard, it is also stated that for all Class –I cities, (with more than one lakh population) Master Plans have to be prepared on GIS platform under AMRUT Mission. This shall facilitate to expedite the process of preparation of the Master Plans.”

3.69 Further the Committee asked whether statutory master plan are to be prepared within the time bound manner, the Ministry responded as under:

“Ministry has been advising the State Government to complete the exercise of preparing the Master Plan within one year. However, the monitoring of this exercise can only be done by the respective State Governments and Ministry has only advisory role in this regard. Further, the preparation of statutory Master Plans is done under the provisions of respective Town and Country Planning Acts which is administered by the State Governments.”

3.70 The Ministry further stated during the deliberations before the Committee as followed:

“In the reforms we have kept aside Rs.500 crore for preparation of GIS based master plan. In the GIS there are several layers like you have one layer like physical layer; you also have a transportation layer. So, what you say is absolutely right. Master Plan should be driven by transport, not by land use. In fact, all modern countries use transport based master planning, not land use based planning. Now with this GIS coming, it will shift towards transport based land use planning which should be for 10, 20 years.”

PART II

OBSERVATIONS/RECOMMENDATIONS

1. SUITABLE ENHANCEMENT OF PLAN-OUTLAY FOR URBAN DEVELOPMENT

The Committee note that from this Financial Year i.e., 2016-17, all the earlier three Demands namely, Demand no. 104-UD, 105-public work, 106-Stationery & Printing have been merged into one Demand, i.e., Demand No. 95-Ministry of Urban Development. The net Budget Estimate (BE) for 2016-2017 is Rs. 24523 crore against the proposed outlay of Rs. 63959.53 crore by the Ministry which is just 38.34%. The allocations for the Plan schemes and non-plan schemes for 2016-17 are Rs. 21100.00 crore & Rs. 3423.00 crore as against RE 2015-16 of Rs. 15128 crore & Rs. 3180.11 crore, respectively. This amounts to enhancement of 39% and 7.64% for plan and non-plan allocation for the year 2016-17, respectively. The Committee also note that the total budgetary allocation for the Ministry for 2015-16 was Rs. 18340.10 crore (RE) and it has been increased to Rs. 24523 crore in (BE) 2016-17. However, out of total Central Government outlay of Rs. 1978060.45 crore, only 1.239 % have been given to such an important Ministry with such ambitious and important Government schemes in the pipeline. The Committee note that the areas where higher allocations were proposed include Metro Rail Projects (BE 2016-17 Rs. 9958.68 crore), Swachh Bharat Mission (BE 2016-17 Rs. 2300 crore), AMRUT (BE 2016-17 Rs. 4090.50 crore) and Development of 100 Smart Cities (BE 2016-17 Rs. 3205 crore). While the Committee note the allocation to the Ministry as well as for various schemes/programmes/activities during 2016-17, they desire that these resources should be effectively and entirely utilized for the purpose/objective for which they have been granted. In spite of the allocation over the years, the Committee find that the process of urbanization has not been accompanied by a corresponding increase in the supply of basic urban services. Similarly, the

supply of land and housing has not kept pace with the increase in urban population. The Committee are of the opinion that at this laggardly pace, long term futuristic plans for urban development is still a distant dream. The Committee are of the view that for making this dream realized the need of the hour is to strengthen the ULBs and that can be done by (i) enhancing the budgetary allocation of the Ministry of Urban Development at RE stage; (ii) providing upto 100% grants to the financially weaker ULBs for their capacity development; (iii) imparting training to the personnel working in the ULBs ;(iv) sharing the success stories of strong ULBs like Mumbai and Hyderabad with other ULBs which are lagging behind; (v) monetizing land assets; and (vi) proper implementation of Urban Reforms. The Committee strongly feel that for implementation of the above stated measures the Government will definitely require more funding for execution of various urban development programmes of the Ministry, and, therefore, the Ministry of Urban Development should pursue with the Ministry of Finance to provide additional funds for proper implementation of their scheme, at Revised Estimates stage. They also desire that the Ministry should explore alternative ways to mobilise the required wherewithal, such as, funding through public private partnership, multi-lateral funding agencies, external commercial borrowings, by issuance of urban infrastructure bonds enhance avenues for higher internal generation of revenues etc. to generate more funds for urban development programmes.

2. MISSION FOR 100 SMART CITIES

The Committee find that the focus of Smart Cities Mission is on sustainable and inclusive development and the idea is to look at the compact areas which include retrofitting, redevelopment and pan-city initiatives. The Committee note that Rs. 3205 crore have been earmarked for 2016-17 under the Mission for 100 Smart Cities, but only Rs. 194 crore have been expended out of allocated Rs. 820 crore during 2015-16. The Committee note that the Ministry have utilised only 23.659 crore of the funds allocated to them under Smart City Mission during the year 2015-16. The Committee observe that the selection process of Smart Cities is based on the idea of competitive and cooperative federalism and follows a Challenge process to select cities in two stages. The Committee was apprised that in stage-I, based on intra-state competition conducted by State/UTs, a list of 98 potential Smart Cities have been announced to participate in the stage-II i.e. city challenge. In stage-II, each potential Smart Cities have to prepare their Smart City proposals. 97 short listed cities submitted their Smart City proposals which were evaluated by a Committee involving a panel of experts. 20 cities had been finally selected for development as Smart Cities in the year 2015-16.

The Committee observe that other areas of Delhi except NDMC have not been selected under this mission and the cities like Gurgaon and Panchkula, which are heavily populated and have a population over 5 lakh, are not included despite being very important economic industrial and employment generating centers with true cosmopolitan character and global outlook. However, as per Ministry's deposition, when 100 smart cities were selected, State Governments themselves selected their areas competitively for being considered for development under Smart City Mission. The Committee were further informed that in order to spread the message of urban transformation in all parts of the Country and to provide an opportunity to all the State/UTs, a special fast track has been provided to top scoring cities located in 23 States/UTs to upgrade their proposals in which none of the potential cities were able to come in top 20 cities. These cities may submit their upgraded proposals before 15th April, 2016 which

will be evaluated by panel of experts. These proposals which achieve the benchmark set by winning cities will become eligible for funding on accelerated basis in 2016-17. They are also informed that Round 2 of the challenge (2016-17) have opened on 1st April, 2016 and the remaining 54 cities will complete and submit their revised proposals to the Ministry by 30th June, 2016. The 23 cities which are required to upgrade their proposals and which do not need the benchmark by the winning cities will also join in the challenge of main Round 2. The Ministry expects that upto 40 cities in Round 2 will be announced in August 2016.

The Committee in their well considered opinion feel that the States should be informed and pursued to avail of this opportunity to develop their cities that provide core infrastructure and provide decent quality of life to its citizens and a clean and sustainable environment and application of smart solutions. The Committee therefore, urge the Ministry to impress upon the State Government of these 23 cities to upgrade their proposals to match the bench mark so as to be converted into project with adequate funding on accelerated basis in 2016-17. They also desire the Ministry to emphatically take up the strategic components of Smart City Mission viz. city improvement (retrofitting), city renewal (redevelopment) and city extension (Green field development) and a pan-city initiative in which smart solutions are applied covering larger parts of the city. This would allow the State Government to come forward with their respective cities with proposals meeting the benchmark so that in Round 2, once developed these cities can be light houses catalysing the creation of Smart Cities. The Committee recommend that the Ministry should fully utilise the funds which have been allocated for the Smart City Mission. In fact, once the cities have been identified, they should be funded on accelerated basis through Special Purpose Vehicles to attain the objectives.

The Committee are of the view that 75 per cent of Delhi area comprises of unauthorized colony or those unauthorized colonies which have been subsequently regularised. The Committee desire the Government for considering Gurgaon, Panchkula and other areas of Delhi outside NDMC areas for inclusion in

the list of Smart Cities and to provide adequate funds and technical assistance to the State/UT Governments for making these cities smart as envisaged under the Smart City Mission.

3. SMART PARKING MANAGEMENT FOR SMART GROWTH IN NEW DELHI MUNICIPAL COUNCIL (NDMC) AREAS

The Committee are of the view that for making the city smart, there should be minimal vehicular movement on the roads and surface parking. The Committee are apprised that 9 roads out of 24 roads evaluated by Central Road Research Institute (CRRRI) were to be completed during the year 2015-16 in continuation of the Riding Quality Improvement Programme. The remaining 15 roads shall be taken up during the year 2016-17. A provision of Rs.132.42 crore has been kept for Roads and Pavements in BE 2016-17, out of this, Rs.42.94 crore is for capital expenditure. They further note that 116 existing parking spaces would be converted into sensor-based parking spaces linked with a centralized mobile-based Smart Parking Management System on PPP model. The Committee feel that Centralized parking database will help in disseminating real-time parking availability to public while at the same time provide inputs on effective parking planning in NDMC area. This would go a long way in making people friendly parking . The Committee are of the considered opinion that parking is a central issue in community development and plays a major role and has become a time-consuming and problematic factor in the daily lives of city administrators, residents, employers, employees, traders and retailers. In the absence of proper parking management, on road and off road parking creates pressure on the pedestrian space. They feel that since city can never have enough land for parking the adoption of smart parking, management system will be of greater importance and has become the need of the present time as it can be useful for paid parking purposes. Therefore, the Committee strongly recommend that smart parking management system including electronic and personnel free system should be implemented by the NDMC with full vigour and spirit in a time bound manner under intimation to the Committee.

The Committee are aware that at times the NDMC has been adopting a whimsical approach and simply increases parking charges to exploit the situation, rather than to come out with some out of the box solutions to address

parking problems in NDMC areas. The Urban Development Ministry should look into these issues more emphatically rather than adopting an easy way by simply releasing huge funds to NDMC without assessing its utilization on people centric issues, such as parking, congestion of roads, dust pollution control, cleanliness, etc., on measurable parameters.

4. SMART SOLUTIONS : SINGLE WINDOW APPROVAL PROCESS SYSTEM IN NDMC

The Committee note that in Delhi under Smart City Mission, New Delhi Municipal Council (NDMC) area has been chosen and their different Departments are engaged in streamlining procurement and contractual processes. Each important Project is piloted by a Head of Department (HoD) who coordinates all activities pertaining to it within NDMC or with the Ministry concerned. Concurrence with regard to availability of budgetary provisions is routed through Finance Department; which is again piloted by the respective HoD. They further note that NDMC have an in-house Project Management System to monitor all projects. They have also proposed to develop an IT-enabled contract and vendor management system consisting of supplier/contractor management and the full cycle of tender administration. The Committee are of the considered opinion that most project are delayed on account of delay in project approvals. There is an immediate requirement of greater transparency in administrative approvals, easy availability of information to all stakeholders on procedural and documentation requirements, time frame and authority responsible for various approvals, status of pending applications along with reasons for delay beyond prescribed time etc. Hence, there is a strong need for a single window approval process system. The Committee feel that for making the Smart Cities Mission successful, the process of project approvals needs to be simplified. The Committee desire that a net-enabled system could be developed for this purpose so as to have simplification of prescribed procedures under extant laws. Re-engineering of the regulatory processes is also necessary to reduce ground level hassles to make administration and compliance easy. The Committee, therefore, strongly recommend that NDMC should implement the simplified process of project approvals and single window approval process system in a time-bound manner so that they could achieve the target of making their area as a smart city under the mission and may become a model ULB for other ULBs in all States/UTs to follow their footsteps.

5. INCLUSION OF MORE NUMBER OF CITIES UNDER ATAL MISSION FOR REJUVENATION AND URBAN TRANSFORMATION (AMRUT)

The Committee note that criteria for inclusion of Cities under the Atal Mission for Rejuvenation and Urban Transformation (AMRUT) mission are population of 1 Lakh or more. Mission mandates a set of 11 reforms which have to be implemented by all States and 500 mission cities within a period of 4 years. Thrust Areas of Mission are water Supply, sewerage facilities and septage management, storm drains to reduce flooding, pedestrian, non-motorized and public transport facilities, parking spaces, reduce pollution levels; enhance amenity value of cities by creating and upgrading green spaces, parks and recreation centers especially for children. The Committee are apprised that Government of Rajasthan has been requesting the Ministry of Urban Development time and again to include the cities like Makrana, Barmer, Karoli, Banswara, Jhalawar and Sardar Shahar in AMRUT Mission and the same have not been included so far, in spite of having population of more than 1 lakh. Similar requests have been made by other States too. Hence, the Committee recommend the Ministry to examine and consider to include these States requests for inclusion of their cities in the Mission and provide the required assistance to the State Government in a time bound manner under intimation to the Committee.

6. CAPACITY BUILDING OF URBAN LOCAL BODIES (ULBs) UNDER AMRUT MISSION

The Committee note that the Ministry of Urban Development has selected 493 cities under AMRUT mission and its implementation lies with State Governments and further down with Urban Local Bodies (ULBs). They find that there is a lack of implementation of the programmes and policies of the central Ministry by the respective State Governments and Urban Local bodies and the main hurdle is lack of capacity building of these authorities. They further note that recently the Ministry have taken up the latest initiatives like 'Ease of Doing Business and the development of model building byelaws' which are extremely desirable by the urban local bodies. The Committee are apprised that a complete eco-system of capacity building was thought of while designing the AMRUT Mission. There is lot of buoyancy with a lot of stress on the individual capacity building of workers on the job and capacity building of the engineers in the class rooms under this mission. There is also a provision of 3 to 5 Project Design and Management Consultants (PDMCs) to help the cities and the States in project monitoring and also other activities that the cities would like to do as a part of capacity building and helping in project monitoring.

The Committee are of the opinion that Ministry will have to take proactive role in implementing and taking lead in strengthening the local body mechanism to ensure that the aims and objectives of the AMRUT are achieved in a time bound manner. They feel that ULBs are not performing at the optimal level, may be because of lack of funds, lack of capacity building, lack of technical expertise etc. The Committee strongly feel that central Ministry should act as a facilitator & guide to strengthen the ULBs. Main issues are that there is a limited understanding of reforms in cities/states. There are no regulations requiring provision of certain minimum level of services to be provided by ULBs. Therefore, all out efforts should be made to strengthen the ULBs.

The Committee further feel that Management of water supply and sewerage system under AMRUT should be the primary function of ULBs. They should be given responsibility for water supply and distribution in their territorial

jurisdictions whether based on their own source or on collaborative arrangements with parastatal and other service providers. Municipal Corporations may be given responsibility for the entire water supply programme from development to distribution. For smaller and medium sized ULBs, a phased transfer of responsibilities for management of the distribution networks should be developed. Further, Parastatal agencies should be accountable to ULBs. The Committee desire that for strengthening ULBs, the Government should consider the adoption of a common categorization of urban bodies across the country with a provision of adequate staffing to improve clarity in their definition so as to assist a systematic planning process.

7. URBAN WATER SUPPLY SPECIAL FUNDS FOR WATER STARVED CITIES

The Committee are apprised that the Ministry has launched Atal Mission for Rejuvenation and Urban Transformation (AMRUT) to strengthen basic urban infrastructure in Mission cities including Metropolitan cities in which universal coverage of water supply is promised. The Committee observe that a stage has come where practically no city in India gets sufficient water to meet the needs of city dwellers. In many cities people get water from the municipal sources for less than half an hour every alternate day. In dry summer season, taps remain dry for days together and people are denied water supply at a time when they need it the most. The Committee observe that there is a very bad situation, including law and order problem, in Latur city (Maharashtra) because of severe scarcity of water. This city has been reported to have water supply only once in a month and Manjara Dam near Latur has only 1% of water it can hold. They are perturbed to note that Central Government has neither any separate plan to address the water problem nor this city has been included under AMRUT mission despite having population of more than 3 lakhs,. The Committee find this kind of step-motherly treatment to water scarce city highly unacceptable. They are of the view that this type of situation is not only limited to Latur city only. The Committee strongly recommend that Ministry of Urban development along with the State Govt. should step in and provide immediate relief measures such as creating special package/funds for such water starved cities across the Country or expedite commissioning of water plant to provide water at least to meet the basic requirements of water. The Committee also desire the Government to achieve the solutions to conserve and preserve water by way of minimizing the losses in transmission & distribution system, recycling water through treatment plants, rainwater harvesting and rejuvenating the city's lakes, sustainable use of water and extensive planting of trees etc. The Committee recommend the Government to include Latur City and other such water scarce cities under AMRUT with the provision of special funding for them.

8. STRENGTHENING AND PROVIDING MODERN EQUIPMENT TO SANITARY WORKERS IN MUNICIPAL CORPORATIONS

The Committee observe that there is no allocation for the year 2015-16 and 2016-17 regarding the “Scheme of Assistance for Mechanical Cleaning of Sewers and Septic Tanks” (SAMCSS). The Committee are apprised that this scheme was formulated at an estimated cost of Rs. 9356 crore and draft EFC note was circulated to different Ministries for comments in December 2013. As of now this scheme has been subsumed into AMRUT and SMART cities Missions for providing integrated sewerage infrastructure which also includes provision of mechanical cleaning of sewers and septic tanks. The Committee are of the considered view that it is very important to provide modern equipments to Sanitary Workers in Municipal Corporations because many a times Sanitary Workers have lost their lives while going unprotected into sewers to clean them.

The Committee also observe that the task of inspecting, repairing, unblocking and maintaining sewers exposes workers to the sordid, sewage gunk that is generated in our homes, factories, hotels, hospitals and workplaces each day — an odorous mix of human excreta, food waste, plastic, used sanitary materials, and industrial effluents. This rotting refuse ferments to produce noxious gases, commonly methane, hydrogen sulphide and nitrogen oxide, which routinely threaten the workers’ lives besides causing respiratory, gastric, spinal and skin diseases. For cleaning sewers, Municipal corporations require simple equipments like suction machines, safety gear, oxygen masks, goggles, gumboots, helmets, etc. The Committee are very disappointed with the fact that sewage workers, by being forced to enter drains without safety equipment, have been deprived of their safety and fundamental rights. Although there are guidelines available but there is lack of implementation of the same by the concerned authorities/agencies. Moreover, these sanitary workers are generally outsourced from private contractors and nobody is considerate about their plight. Being irregular workers, they do not get any compensation either, in case of any mishap.

The Committee feel that the Ministry of Urban development should proactively and vigorously pursue strict compliance with guidelines implemented by Urban Local Bodies, Municipal Corporations for Mechanical Cleaning of Sewers and Septic Tanks so as to strengthen the sanitary workers' condition by providing them modern equipments in Municipal Corporations throughout the Country. The Committee further recommend that there should be a sufficient budgetary allocation under a separate head in AMRUT and Smart City Mission for providing modern equipments and adequate compensation for the sewage workers in an unforeseen contingency.

9. REMOVAL OF OPEN DEFECATION AND MANUAL SCAVENGING

The Committee note that as per 2011 Census, the percentage of urban population having toilets within their premise is 81.4%. The percentage of urban population using public toilets is 6%. The remaining 12.6% resort to open defecation. Out of the aforesaid figure of 81.4%, 32.7% population are connected with piped sewerage system, 38.2% are having septic tanks, 8.8% households are having pit latrines (single & double, etc.) and 1.7% of households are having insanitary latrines (connected to open drains, night soil removed by human etc.) They are apprised that insanitary toilets (1.7%) and single pit latrines are to be converted to sanitary toilets in addition to providing household/ community toilets for families defecating in open under the provision of Swachh Bharat Mission (U). The target of the Mission is to provide either a toilet within the premises or a community toilet in vicinity to cover 100% affected population. They note that out of BE 2016-17 of Rs. 2300 crore for SBM (U), approximately Rs. 655 crore is estimated to be available for construction of individual household toilet and Rs. 103 crore for construction of community toilets. The Committee are anguished with the fact that practice of night soil removal by human beings is still largely continuing. Schemes like Integrated Low Cost Sanitation Scheme (ILCS) were aimed to achieve the goal of doing away with such practices. The Committee are apprised that there were 2, 08,323 dry latrines located in urban areas and being serviced by humans as per the provisional figures released by Census of India, 2011. The Ministry informed that under the Integrated Low Cost Sanitation Scheme (ILCS), which was continued by M/O HUPA till 31.3.2014, no demand for conversion of dry latrines was received from the States. They were surprised to note the submission of the Ministry that there were no reports of States available with the Ministry regarding old dry latrines being cleaned by humans. In the considered opinion of the Committee, Ministry do not even have a basic assessment of the problem. Regarding the goal of elimination of open defecation by 2019 the Ministry deposed that under the Swachh Bharat scheme, 58 cities have declared that they cannot find anybody opting for open defecation

in their city limits and penal action will be taken against those forcing Safai Karamcharis to carry excreta. The Ministry surprisingly ruled out any instances of taking night soil by Safai Karamcharis coming to light across country. The Committee note that in Swachh Bharat Mission, the endeavour is not only to eliminate manual scavenging but there should also not be any instance and visible sign of anybody going for open defecation. So, the mandate of Swachh Bharat is different from what the mandate of the earlier HUPA scheme was.

The Committee are of the considered view that self declaration, regarding non-existence of open defecation, by the States is not an adequate and reliable factor. The Committee recommend the Ministry regarding conducting an independent study to assess the magnitude of old dry latrines cleaned by human so that the problem could be addressed accordingly. It is also pertinent to do external verification of city by the outside neutral agencies without any pressure and biasness as eliminating open defecation is the main aim of improving access to sanitation worldwide and is a proposed indicator for the Sustainable Development Goals. Further the Committee also strongly recommend that the Ministry should closely monitor the implementation of National Urban Sanitation Policy by States. Building or providing public toilets in their respective areas should become the pre-requisite for financing any Central Sponsored Scheme.

In addition to that Behavior Change Communication (BCC) strategy and propagation should be adopted under the Swachh Bharat Mission (SBM) by the Ministry because if toilets are available, people still need to be convinced to refrain from open defecation and use these toilets. Therefore, the need for behavior change is critical in addition to the provision of toilets.

10. USE OF LOW COST TECHNOLOGY FOR SEWAGE WATER TREATMENT

The Committee note that the reasons for decreased efficiency and non-functioning of the Sewerage Treatment Plants (STPs) are primarily attributed to deposition/non-removal of silt and sludge in the bottom of the oxidation ponds/waste stabilization ponds affecting the treatment system. This conventional technology even though widely used is not only expensive but also leads to heaps of deposition of silt and sludge. This necessitates looking for newer technology which will address these issues. The Committee was made aware that Indian Agriculture Research Institute (IARI), Pusa, has developed an innovative and eco-friendly waste water treatment technology using 'Typha Latifolia ' (a wet land Plant), local media and native micro organisms present in waste water for treating sewage water to the capacity of 2.2 million litres per day. The technology used in this waste water treatment system is associated with just 1% energy requirement of the conventional systems, zero chemical application, zero-sludge generation, 50-60% reduced cost and no skill requirement. The Committee are happy to note that Delhi Development Authority is planning to use this technology to treat 50 MLD of Palam drain waters for augmenting potable water supply in Dwarka sub-city.

The Committee are of the considered view that when such an eco-friendly low cost water treatment technology exists, the Government should use it to the utmost for augmenting the efficiency of Sewerage Treatment Plants. They, therefore, recommend the Ministry of Urban Development to interact with IARI for adopting this technology, and impart training in coordination with IARI to concerned Departments/Agencies/States and ULBs for its proper and efficient use. The Committee further urge the Government to issue instruction to the State Government/Municipalities to adopt this system expeditiously for their all round benefits.

11. SOLID WASTE MANAGEMENT

The Committee observe that people living close to some of Delhi's landfills sites are routinely exposed to extremely polluted air and the ground water from these areas are actually unfit for consumption. As per the Delhi's Pollution Control Committee status report of air and water quality around Ghazipur, Okhla and Bhalswa landfills sites, the suspended particulate matters levels are up to 30 times the standards. The Committee also take cognizance of the environmental crisis such as fire in huge garbage Solid Waste dumping ground in Deonar, Mumbai.

The Ministry apprised the Committee about the policy measures which are under consideration of the Ministry viz., Policy for remediation of existing landfills (b) Capping of existing landfills and bio mining. The Committee also observe that in many Solid Waste Processing Plants including Chandigarh (DADU MAZRA), the workers were not provided any safety kits, like gloves or masks etc. while handling the waste for collecting or processing at land-filled site. They desire that the issues and suggestions made by them during the visit to Chandigarh should be expeditiously addressed by the Central Government in coordination with the Chandigarh administration. The Committee recommend the Government to expeditiously frame the policy for remediation of existing landfills and Capping of existing landfills and bio mining to avoid fire and pollution. They also desire that the safety kits like gloves or masks etc. should be compulsorily provided to workers handling the waste for collecting or processing at land-filled sites.

During the study visit to Pune in 2014, the Committee were suggested by various NGOs that instead of corporate sector, the works relating to collection and procession of waste should be given to the Rag Pickers Associations who have been dealing with this for ages and have gained expertise in this field. The Ministry also acceded to the fact that for efficient utilization of untapped resources and source segregation of solid waste, the informal institution of kabadiwalas and rag pickers may be appropriately integrated into the system

through recognition and strengthening of this sector. The Committee, therefore, recommend the Government to direct the municipal authorities to set up waste sorting facilities at suitable locations like Municipal gardens, amenities and spaces and permit the unorganised sector to use the facility for segregation, of recyclables. They desire that Ministry should strive to strengthen the network of informal sector workers and scrap dealers for the purpose. The Ministry should also focus on zero Garbage ward Model to ensure at source segregation in-situ processing, increase in door step waste collection and maximizing dry waste recycling. The Committee also impress upon the Ministry to pursue the State Government for compliance with waste laws, especially Government of India Municipal Solid Waste (Management and Handling) Rules 2000.

It is a common sight that sometimes Cow-Dung (Gobar) flows into the drains and chokes them besides affecting the cleanliness of the cities. The Committee strongly desire the Ministry to explore the options of getting fuel from Cow-Dung and other waste products be included in Solid Waste Management Program under Swachh Bharat Mission (U).

12. EXPEDITIOUS COMPLETION OF GURGAON-DWARKA EXPRESSWAY

The Committee are aware that the Northern Peripheral Road (NPR) stretch has been planned as an alternate link road between Delhi and Gurgaon, and is expected to greatly ease the traffic situation on the Delhi-Gurgaon Expressway. The Committee note the delayed progress/completion of Dwarka Expressway connecting Dwarka and Gurgaon regions of NCR of Delhi and they were apprised by the Ministry that the requisition for acquisition of land for Dwarka Expressway has been sent to Land & Building Department, Government of National Capital Territory of Delhi (GNCTD). The matter has also been taken up with Chief Secretary, GNCTD for acquisition of land in village Bamnoli and Bijwasan. However, since the process under new Land Acquisition Act is cumbersome and time consuming, the land has not been acquired yet. Similarly, a proposal relating to Faridabad and Gurgaon (Gwal Parbat) road via Jaunpur and Mandi was to be converted into National Highway. A proposal is already pending with GNCTD for a long time. The Committee expect that Ministry of Urban Development should take up the matter at the highest level with PWD Department of GNCTD to expedite the approval of the project as this will connect two cities of Haryana with NCT and facilitate the travel time and allow seamless flow of traffic. They also desire that the same may be notified and implemented at the earliest.

The Committee are of the considered view that these stretches are very important because these will connect Dwarka with National Highway 8 at Kherki Dhaura and will pass Pataudi Road and also the Faridabad and Gurgaon road via Jaunpur and Mandi will be converted into National Highway that will facilitate direct access therein. Hence, the Committee strongly recommend the Ministry to proactively pursue this matter with GNCTD, and DDA so as to resolve any conflict, if any, at the highest level and complete this much needed Gurgaon-Dwarka Expressway link and Faridabad and Gurgaon National Highway expeditiously for the benefit of the large number of people in the region.

13. RECRUITMENT OF STAFF IN NATIONAL CAPITAL REGION PLANNING BOARD (NCRPB)

The Committee note that National Capital Region Planning Board (NCRPB) was constituted in 1985 with the objective of preparation of a plan for the development of NCR and coordinating and monitoring the implementation of the said plan. They are apprised that as of now, NCRPB has an acute shortage of staff with only a staff strength of 51. NCRPB has been provided Rs. 4.4 Crore under non-plan head and Rs. 50 Crore under plan head. The Committee feel that over a period of time, the NCRPB activities have increased manifold in respect of financing and monitoring of project implementation.

The Committee are apprised that in year 2011, Ministry of Urban Development has approved the creation of five temporary posts to function as Project Management Unit (PMU) of NCRPB and also they considered to revive the 2 posts after the due approval of Ministry of Finance. In year 2012, again a proposal for creation of 39 additional posts had already been forwarded to MoUD. However, in 2015, the matter was reconsidered and it was decided to pursue the creation of 13 posts only. Further, 2 posts of Joint Directors, which had lapsed, as they had been lying vacant since 2012, have been revived in 2015. Revival of one post of Deputy Director is under process.

The Committee acknowledge that although, the responsibility of implementation of the projects financed by the NCRPB lies with the concerned State agencies but still closer monitoring and follow up of such projects by NCRPB is very essential for timely utilization of funds and scheduled completion of projects.

Keeping in view the working profile of the NCRPB and exigencies of work they are doing, the Committee recommend that appropriate staff strength and adequate funds should be sanctioned and approved to the NCRPB by the Ministry of Urban Development in consultation with Ministry of Finance in a time bound manner under intimation to the Committee.

14. INCLUSION OF DELHI UNDER NATIONAL HERITAGE CITY DEVELOPMENT AND AUGMENTATION YOJANA (HRIDAY) SCHEME

The Committee note that the Ministry of Urban Development has launched the National Heritage City Development and Augmentation Yojana (HRIDAY) scheme on 21st January, 2015, with a focus on holistic development of heritage cities with the aim to preserve and revitalize soul of the heritage city to reflect the city's unique character by encouraging aesthetically appealing, accessible, informative and secured environment. Over a duration of 27 months and a total outlay of Rs. 500 Crores, the Scheme is being implemented in 12 identified Cities namely, Ajmer, Amaravati, Amritsar, Badami, Dwarka, Gaya, Kanchipuram, Mathura, Puri, Varanasi, Velankanni and Warangal. The scheme is implemented in a mission mode. The Committee appreciate that this Scheme supports development of core heritage infrastructure projects which shall include revitalization of urban infrastructure for areas around heritage identified sites. The Committee are surprised to note that Delhi, the Capital of India, which has impressive cultural and heritage value besides being marked of glorious historic significance has not been included under HRIDAY Scheme. The Committee recommend to the Ministry of Urban Development for including Chandni Chowk and some other areas in Delhi as the HRIDAY city in the next phase.

15. CENTRAL SYSTEM OF DOCUMENTATION ON HARVESTING OF RAIN WATER

The Committee are concerned about eight States being declared drought affected during the current year. Many of the States are parched for want of water leading to mass deaths of people, birds and animals affecting the entire flora and fauna of these areas. India is being severely affected by environmental change and marked by falling water tables and dead rivers. One of effective solution to this growing problem is to conserve water and install water harvesting system forthwith. The Committee are of view that rain water harvesting provides an independent water supply system and in developed countries it is often used to supplement the main supply. It provides water when there is a drought, can help mitigate flooding of low-lying areas, and reduce demand on wells which may enable groundwater levels to be sustained.

The Committee are apprised by the Ministry that responsibility of monitoring of harvesting of rain water in Delhi and other metropolitan cities across India lies with the Urban Local Bodies/Urban Development Authorities of the cities concerned. They are apprised that most of the States barring North-Eastern States like Manipur, Mizoram, etc., have already incorporated the provision of rainwater harvesting in their respective building byelaws.

The Committee note that the Model Building Byelaws, 2016 brought out by Ministry of Urban Development has a separate chapter on Rainwater Harvesting which has recommended the establishment of rain water harvesting Cell in the Urban Local Body. But at the same time the Committee are surprised to note that Ministry of Urban Development has not engaged in appointing any agency for assessing the availability and extraction of ground water. Moreover, they have not institutionalized any central system of documentation on harvesting of rain water in Delhi and other metropolitan cities across India but only issued advisory in the form of MBBL 2016 and that it is the responsibility of State Governments /UTs to implement this through ULBs.

Therefore, the Committee are of considered opinion that Central Government should endeavor to institutionalize central system of documentation on harvesting of rain water in Delhi and other metropolitan cities across India and provide capacity building, technical expertise and sufficient allocation of funds to ULBs in this regard. They should also engage an agency for assessing the availability and extraction of ground water in urban areas across the country on priority basis.

The Committee strongly recommend that in all future projects to be financed by Central Ministry/State Government attached offices, PSUs, the installation of Rain Water Harvesting System should be made mandatory. In fact, this system should be incorporated in the existing Central and State Government Offices/Residential areas in a time bound manner wherever feasible. In this regard Central Data Base should be created and scrupulously maintained by the Ministry for future planning.

16. DELHI DEVELOPMENT AUTHORITY (DDA)

The Committee observe that DDA is facing some problems in construction of affordable houses. Their problems include shortage of land in Delhi, high cost of land, development charges and infrastructure cost, difficulties in availability of finance by the needy i.e. without regular employment, fixed monthly income and low-density of housing as per Master Plans norms etc. To overcome these problems the Committee have learnt that recently the Central Government has introduced Land Pooling Policy vide Notification No. 2687 (E) dated 5 September, 2013.

The Committee note that Delhi has a population of above 1.50 crores. Every year about 5 lakh people migrate to this city. DDA is one of the biggest Urban Development Authority in India. Yet till date, it has constructed only about 3.5 lakh flats. It has not been able to fulfill the demands of growing population. The primary reasons are lack of availability of land. In this connection, the Master Plan for Delhi 2021 notified on 07.02.2007, envisaged planned development in Delhi through assembly of land by private participation. Under this Land Pooling policy, DDA shall act as Land Pooling Agency (LPA) and Developer Entity (DE) (a landowner or a group of landowners or a developer) shall be permitted to pool land and undertake construction as per prescribed norms and guidelines. Each dweller entity will get an equitable return irrespective of land uses assigned to their land and DDA should also ensure minimum displacement. The Committee also note that the Ministry of Urban Development has approved the regulations for implementation of Land Pooling Policy on 26.05.2015 but the same is yet to be notified by the DDA.

The Committee are informed that there are certain issues pending with Government of National Capital Territory of Delhi (GNCTD) which needs resolution before notification of the regulations. Land Pooling Policy will be applicable in 95 villages which are required to be declared as development area of DDA under Section 12 of Delhi Development Act, 1957. This matter has already been taken up by DDA with Land & Building Department of GNCTD in Aug, 2014.

Out of these 95 villages, 89 villages have to be declared as urban villages under Delhi Municipal Corporation Act, 1957 to initiate the development work and implementation of the policy.

The Committee note that the concerned MCDs i.e. MCD (South) and MCD (North) have already taken up the matter with Urban Development Department of GNCTD for issue of final notification. GNCTD has exempted stamp duty for first transfer/ surrender of land i.e. by the Developers Entities to DDA. The exemption of second transfer i.e. return of land by DDA to the DEs is also required and DDA has taken up the same with GNCTD.

The Committee are happy to note that the Ministry of Urban Development has been following up the matter with DDA to expedite the notification of the regulations for operationalization of the Land Pooling Policy through reminders at regular intervals. At the same time, the Committee strongly feel that there is an urgent need to have a totally transparent mechanism in the DDA in this regard. Therefore, they desire that all information such as (i) availability of land with DDA (ii) allotment of land to Cooperative Group Housing Societies (CGHS) (iii) date of submission of application to RCS (iv) status of application and reasons for rejection, if any, should be made available online. The Committee are aghast to note that the process of allotment of land to CGHS is stalled because of inaction of Registrar Cooperative Societies, Delhi and non-operationalization of Land Pooling Policy by GNCTD. The Committee desire that Government of NCT of Delhi should be sensitized towards this issue in larger public interest so that difficulties faced by large number of people intending to have dwelling unit, which have been stalled due to red-tapism, could be solved. Besides this, the Committee also desire that specific timeline should be fixed for implementation of guidelines of Land Pooling Policy and issue necessary notification for all the Master Plan Zones notified under notification dated 5th September, 2013 of the Ministry of Urban Development. Further, verification of membership by Registrar Cooperative Societies (RCS) and allotment of land to all eligible Cooperative Group Housing Societies (CGHS) by DDA should be expedited. The Committee wish to emphasize that all the pending cases with RCS & DDA should be resolved

at the earliest and at the same time all the pending issues related to Land Pooling Policy (Appendix-III) between Ministry of Urban Development and GNCTD should be resolved and regulations of this policy should be notified at the earliest.

The Committee have observed that in many cases land is required for community welfare like, green belt, community hall, parks, recreation centres and parking spaces etc., from the overall land available in the area in proximity for the use of people living therein. However, the concerned Municipal Corporations take undue time to clear such sanction/allotments. For example, a Bhatti-Bans village in Delhi (NCT) required only 20 acres of land for community welfare since long time. However, GNCTD, DDA and MCD the concerned agencies for allotting the land for the purpose have been passing the buck and applying delay tactics. In the process, the people are suffering for want of services/ facilities. The Committee urge the Ministry to take up the matter at highest level with these authorities to expedite the matter and allot the land within a time frame under intimation to the Committee failing which the official responsible for the same be penalised.

17. COMPREHENSIVE LEGISLATION FOR MASS RAPID TRANSIT AND ISSUES OF TRANSPORT PLANNING

Rapid urbanization of Indian Cities and other Centers, increasing economic activities require robust multi model, cost effective, reliable and efficient transport network. However, the Committee note that there is no legislation at present which covers the requirements of urban transport comprehensively. The Motor Vehicles Act deals with the licensing of vehicles, Railway Act covers inter-city traffic, Metro Construction Act deals with the specific issues related to construction of the metro rail, and Tramways Act deals with tramways within the road surface. Other modes of mass rapid transit such as the bus rapid transit, the light rail transit, the mono rail and several other guided modes of transport and issues of transport planning, multi-modal integration, safety, tariff and financing are not covered under any Act.

The Committee are apprised that the Urban Transport plans and activities are being undertaken by the Ministry as per National Urban Transport Policy (NUTP) 2006. They are also apprised that a comprehensive legislation is required to provide legislation for other modes of mass rapid transit and issues of transport planning, multi-modal integration, safety, tariff and financing. The Committee feel that Urban Transport Plan have to be implemented over a period of time and hence require continuity. To take care of these and several other aspects, an agency needs to be made responsible for providing integrated Urban Transport inter alia encompassing other modes of mass rapid transit and issues of transport planning, multi model integration, safety, tariff and financing through comprehensive legislative support. A comprehensive Urban Transport Act to cover all aspects of urban transport is the need of the hour. Hence the Committee recommend the ministry to formulate a comprehensive Urban transport Act to cater the requirements of urban transport comprehensively and bring about integrated transport planning with in a time bound manner.

18. METRO RAIL PROJECTS

The Committee is aware that Metro rail is a safe, reliable, economical, quick, comfortable and effective mass public transit system. The high-speed Metro rail services 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. The Committee find that Metro Rail is running on a route of 310 kilometres in India. 533 km of Metro Rail Projects are under construction throughout India. The Budget Estimate (BE) and Revised Estimate(RE) for Metro Rail Projects in 2015-16 was Rs. 8450.13 Crore and Rs. 9306 Crore respectively. The BE for 2016-17 is Rs 10000 Crore. The expenditure for these projects up-to 30th march 2016 was Rs. 9176 Crore. The Committee note that the proposal for Phase IV of DMRC (104 Km) is under consideration of the Ministry. The Committee are apprised that urban transport is completely intertwined with urban development, the project proposals of Metro Rail are not originated by the Central Government as a matter of policy and have to be proposed by the State Government concerned. Ministry of Urban Development has formulated National Urban Transport Policy (NUTP) in April 2006. The NUTP gives the broad guidelines on the vision, objectives, integrating land use and transport planning, priority to the use of public transport, technologies of public transport, financing, etc. for an overall development of safe, affordable, quick, comfortable, reliable and sustainable urban transport including Metro rail projects in the country. The Committee are of the considered view that the demand for metro rail is definitely going to increase throughout India. New cities from every State will demand for metro rail projects such as demand for elevated metro rail project connecting Delhi to Jaipur. Hence, the Committee recommend that the development plans of the cities should have adequate provisions for laying the metro rail in the near future. Therefore, keeping in view all the advantages of Metrorail, the Committee strongly recommend Ministry of Urban Development to act as facilitator, provide sufficient budgetary allocation from the Union Budget for Metrorail Projects within the bigger metros and as well as independent means of transport in Tier II cities. The Committee also desire that in larger public interest and wider coverage,

Jaitpur area which is only 4 km from Badarpur, should be included in Phase-IV of DMRC (Aerocity to Badarpur). Further, the Committee also desire that Metro Rail Projects under construction should be completed and commissioned as per their schedule so that there are no time and cost escalation failing which responsibility be fixed and guilty be penalized for delay.

19. CPWD TO MAINTAIN COMPUTERIZED DATA BASE OF THE TAIATED CONTRACTORS

The Committee note with dismay that Central Public Works Department (CPWD) is not maintaining any centralized database regarding the contractors who are found indulging in non-execution or execution of sub-standard works or leaving the work half way leading to undue delay in completion of Government projects. The Committee have been apprised that the cases of penalizing the contractors are handled on individual contract basis. If they are found guilty, then penalties are imposed which includes rejection of substandard work, rectification of defects at the cost of contractor, and reduced rate for substandard work if acceptable. The Committee feel that the question is not only about penalizing the guilty contractors but also it is about loss of valuable time, escalation of cost and many a time loss of human lives and property. Construction has now become a serious problem area. The Committee are of the considered view that it is very important and pertinent to maintain this computerized database because it will help in identifying the blacklisted contractors well in time and also it will reduce corruption by contractors in construction activities. Computerized data base will help in automatically debarring the tainted contractors from getting the tender besides making it deterrent for the defaulting contractors to carry on unchecked. The Computer will cancel their proposal immediately and, hence, it will help in curbing the corruption levels drastically in construction and maintenance. Therefore, the Committee strongly recommend the Government for maintaining centralized and computerized database of tainted contractors in a time-bound manner under intimation to the Committee. Once this data base is prepared, the information should be shared with all stakeholders.

20. DUST FREE TECHNOLOGY TO BE ADOPTED BY VARIOUS AGENCIES

The Committee note that it is widely reported that the major source of pollution in the capital is dust particles and not vehicular emissions. Dust particles continue to contribute to rising pollution levels in metropolitan cities across India. CPWD is using ready-mixed concrete and pre-cast materials to reduce dust at construction sites as well as in maintenance of buildings. During the recent Study Tour to Trivandrum in January 2016, the Committee had observed that Hindustan Prefab Ltd. (HPL) are executing the housing projects under Rajiv Awas Yojna with traditional construction methods like brick and mortar. The Committee were surprised to note that HPL themselves were not using any prefab technology for construction of those housing projects which were conceived and developed by them and is expected from them to promote it. The use of precast elements for roofing and flooring can greatly accelerate the pace of construction and make site supervision relatively easier, resulting in saving of essential raw materials, thus economizing on the overall construction costs. CPWD deposed that it is not always feasible to use dust free methods due to nature of works in maintenance and also they are facing difficulties in implementation of this technology in remote locations where skilled men, required materials and machinery are not available.

The Committee are of the opinion that dust contributes 52% of particulate matter in the air whereas pollutions from vehicles, including trucks and light commercial vehicles, accounted for just 6.6%. The recent report by IIT-Kanpur titled 'Source Apportionment Study of PM2.5 and PM10' carried out in Delhi reveals that re-suspension of the dust is also the major source of particulates in the ambient air. They further note that, despite National Green Tribunal's directives to follow the construction guidelines of the Ministry of Environment and Forest, nothing much has been done to ensure that infrastructure projects such as dividers, drains or even certain building projects don't cause dust pollution. Hence, the Committee feel that the authorities should crack down on projects violating Ministry of Environment Forest & Climate Change 2010 norms

on preventing air pollution. Therefore, the Committee are of the opinion that there is a strong need to focus on initiation of steps to reduce re-suspension of dust and management/regulation of construction activities. Moreover, in this regard, the instructions issued by Supreme Court and National Green Tribunal for reduction of air pollution caused by dust during construction and maintenance activities should be strictly followed. Therefore, keeping in view all the facts, the Committee strongly recommend that all agencies of the Ministry of Urban Development responsible for construction and maintenance should adopt Dust free technology and other innovative methods and scrupulously follow norms of Ministry of Environment and Forest forthwith. The Committee further desire that there should a provision of penalizing construction sites and agencies concerned (Private as well as Govt. agencies namely CPWD, DDA, NDMC, NBCC & all ULBs) if found flouting the norms and generating high levels of dust in Delhi and other cities of the Country.

The Committee are also well aware that there is a large scale construction in cities like Dubai, Shanghai, New York, London, Singapore and Beijing, etc., and the sky scrapers come up in no time, while being dust free and completely safe. They appreciate such dust free, eco-friendly technology which leads to such expeditious construction. The Committee are of the firm view that at least Government of India should adopt such dust free technology in all their Government constructions. They strongly recommend that henceforth, all Government buildings, where the Government is a vendor, should adopt prefab technology, use of precast elements for roofing and flooring as a role model. This will greatly accelerate the pace of construction and minimize adverse environmental consequences including heavy reduction in dust pollution. They also desire that the Government should be pro-active in introducing this technology and replace traditional construction method like brick and mortar. The Ministry should also take care about the use of eco-friendly technologies at the time of demolition activities by controlling dust at source preventing it from becoming air borne.

21. EXPEDIOUS COMPLETION OF PARLIAMENT HOUSE ANNEXE EXTENSION BUILDING AND TO IMPROVE THE PARLIAMENT HOUSE SURROUNDINGS ASTHETICALLY

The Committee note that the funds allocated for completion of extension of Parliament House Annexe building is a meager amount of Rs. 23 crore with which it appears to be impossible to complete the construction work within the deadline of 30th June, 2016. The Committee are aware that the deadline for construction of this building has already been breached in 2012, 2014 and 2015. The Committee further note that only Rs. 0.85 crore have been provided against the demand of Rs. 15 crore for furniture of this building.

The Committee are anguished with the shabby and messy conditions of Parliament House surroundings as concrete debris, iron rods, wire mesh etc. can be seen lying all over in the vicinity of Parliament House. The Committee are appalled by the filthy conditions around the periphery of this sacred Building. The Committee are of the considered opinion that Parliament House is the heart of India and it is one of the most magnificent buildings in New Delhi which has one of the brightest clusters of architectural gems possessed by any country, besides be the seat of power where about 800 Members of the Parliament are seated representing entire population of India. Visitors from India and abroad to the capital invariably pay a visit to this building. When Swachhta Abhiyan is the prime focus of Prime Minister, at least the Parliament House should be kept neat and clean. They are very disappointed with the lackadaisical manner of functioning of CPWD and NDMC. The Committee, therefore, strongly feel that refurbishing of Parliament House surroundings should be done on urgent and priority basis to complete the work and improve the aesthetics and beauty of Parliament House surroundings. The Committee, therefore, strongly recommend the Ministry to expedite the completion of Parliament House Annexe building extension project and also desire the allocation of more funds under this project for its completion at the earliest. They desire that at least now the deadline for its completion should be adhered to under direct supervision at the highest level.

22. EXPEDITIOUS FORMULATION OF STATUTORY MASTER PLANS FOR INDIAN CITIES

The Committee find that the preparation of statutory Master Plans is done under the provisions of respective Town and Country Planning Acts which are administered by the State Governments. The Committee are, however, dismayed to note that out of total number of 7933 cities and towns across India only 2631 towns have statutory Master Plan. Remaining 5302 towns have yet to prepare a statutory master plan. The Central Government have issued Urban & Regional Development Plan Formulation & Implementation Guidelines (URDPFI) as advisory for State Governments to prepare their Master Plans within one year for all class-I cities (one lakh and above population) on GIS platform. The reasons for non-formulation of statutory Master plan of remaining 5302 towns as cited by the Government are lack of available qualified town planners in the State Town and Country Planning Departments, cumbersome procedure for preparing the plans and lack of availability of both spatial and attribute data, and limited exposure to the latest IT tools and techniques. Ministry has also kept aside Rs.500 crore for preparation of GIS based master plan which will shift towards transport based land use planning which should be for next 10 to 20 years.

The Committee are of the opinion that the purpose of a Master Plan is to promote growth, guide and regulate present and future development of towns and cities in a planned way keeping in a view the growth of population and underlying requirements relating to services and infrastructure. It is an instrument to work out land and infrastructure requirements for various urban and rural uses, and allocate land for various uses such as for residential, commercial, parking, community halls, green belt, recreation centers etc. to result in harmonious and sustainable distribution of activities so that towns/cities are provided with a form and structure within which they can perform all their economic and social functions efficiently and effectively.

The Committee observe that the implementation of Master Plans are unduly delayed in certain case as long as 20 years. Enumerating the reason, the Ministry informed that collection and compilation of information required on various parameters from various stake holders is a time consuming process and also compulsory acquisition of land for public purposes which is at times opposed severely by owners of land, leading to practices of changing land use proposals ultimately cause delays in implementation of the Master Plan. The Committee also note that Urban Local Bodies (ULBs) without exception suffer from very weak resource base, lack Town and Country planners, high levels of complacency, poor managerial capacity, lack of technical expertise etc. The Committee find that master plan 2021 of Delhi is yet to be implemented. They exhort this lackadaisical and laid back attitude in implementation of the Master Plans of the cities thereby the very propose and parameters of Master Plan become redundant. The Committee, therefore, strongly recommend the Government to allocate sufficient funds and technical expertise to the State Governments for the capacity building of town country planners, and Urban Local Bodies (ULBs) at State level. The Ministry should address the preparation and implementation of Master Plan by State Government in a time bound manner and ensure that it does not linger on for decades undoing the very objective of the plan. The Ministry should act as a facilitator, mentor and guide for the States in formulation of master plans in hand holding manner. The Committee recommend that the Government should also monitor the progress of preparation of master plans in the States and get expedited the preparation of statutory master plans in remaining 5302 cities because master plan is an important instrument for guiding and regulating development of towns and cities over a period of time, and contributes to planned development both conceptually and operationally. The Committee may be kept apprised of the same.

The Committee further note that Model Building Bye Laws 2004, to regulate coverage, height, building bulk, and architectural design and construction aspects of buildings so as to achieve orderly development of an area have been

revised now in 2016. The Committee desire the Government to issue instruction to the State Governments/Urban Local Bodies (ULBs) that Model Building Bye Laws, 2016 should be adhered to while preparing their master plans.

NEW DELHI;
29 April, 2016
9 Vaisakha, 1938(Saka)

PINAKI MISRA,
Chairperson,
Standing Committee on Urban
Development.

APPENDIX I

STANDING COMMITTEE ON URBAN DEVELOPMENT (2015-2016)

MINUTES OF THE 8TH SITTING OF THE COMMITTEE HELD ON THURSDAY,
31ST MARCH, 2016

The Committee sat from 1130 hrs. to 1400 hrs. in Main Committee Room Parliament House Annexe, New Delhi.

PRESENT

Shri Pinaki Misra - *Chairperson*

MEMBERS

LOK SABHA

2. Sh. Rajendra Agarwal
3. Sh. Ramesh Bidhuri
4. Sh. Ram Charan Bohra
5. Sh. Dushyant Chautala
6. Sh. Ashok Shankrarao Chavan
7. Dr. Dharam Vira Gandhi
8. Sh. Dilip Mansukhlal Gandhi
9. Sh. R. Gopalakrishnan
10. Sh. Choudhury Mohan Jatua
11. Smt. Meenakshi Lekhi
12. Sh. P.C. Mohan
13. Sh. Alok Sanjar
14. Sh. Rahul Ramesh Shewale
15. Sh. K.V. Thomas
16. Sh. Parvesh Sahib Singh Verma

RAJYA SABHA

17. Sh. Anil Desai
18. Sh. Parvez Hashmi
19. Sh. Rangasayee Ramakrishna
20. Sh. Mukul Roy
21. Sh. C.P. Thakur
22. Sh. S. Thangavelu

SECRETARIAT

1. Smt. Abha Singh Yaduvanshi - Joint Secretary
2. Shri D.S. Malha - Director
3. Ms. Amita Walia - Additional Director

LIST OF WITNESSES

**Sl.
No.**

MINISTRY OF URBAN DEVELOPMENT

1. Sh. Madhusudan Prasad, Secretary
2. Sh. Durga Shanker Mishra, Addl. Secretary
3. Sh. Sameer Sharma, Addl. Secretary
4. Ms. Jhanja Tripathy, JS&FA (UD)
5. Sh. Dharmendra, Joint Secretary
6. Sh. B. Anand, Joint Secretary
7. Sh. Praveen Prakash, Joint Secretary
8. Sh. M.K. Sinha, OSD&Jt. Secretary
9. Sh. Kumar V. Pratap, Economic Adviser
10. Ms. S.K. Ram, Joint Secretary
11. Sh. Shyam S. Dubey, Chief Controller of Account
12. Sh. Anand Singh, Director
13. Sh. T.C. Sharma, Dy. Secretary

CPWD

14. Sh. Diwakar Garg, DG, CPWD
15. Sh. V.K. Jaiswal, DDG (Works)
16. Sh. S.K. Sharma, Director (Project Monitoring)

L&DO

17. Sh. Anand Mohan, L&DO

Delhi Govt.

18. Sh. Sanjay Kumar, Commissioner Transport, GNCTD
19. Sh. K.K. Dahiya, Spl. Commissioner Transport, GNCTD
20. Sh. Vijendra Kumar, Dy. Commissioner Transport, GNCTD
21. Sh. S.S. Gill, Spl. Secretary, GNCTD

DDA

- 22. Sh. Arun Goel, Vice Chairman
- 23. Sh. Venkatesh Mohan, Finance Member

- 24. Sh. Abhai Sinha, Engineer Member

NBCC

- 25. Sh. A.K. Mittal, CMD, NBCC

DMRC

- 26. Sh. Mangu Singh, MD, DMRC

NDMC

- 27. Sh. Naresh Jynarm Chairman
- 28. Sh. Chanchal yadav, Secretary
- 29. Sh. Geetali Tare, FA

NCRPB

- 30. Sh. B.K. Tripathi, Member Secretary
- 31. Sh. Rajeev Malhotra, Adviser
- 32. Sh. P.K. Jain, Fin. Acc. Officer

MCD

- 33. Sh. P.K. Gupta, Commissioner North MCD
- 34. Sh. G.S. Meena, addl. Comm., North MCD
- 35. Sh. Sanjay Goel, Add. Comm., North MCD
- 36. Sh. Umesh Sachdeva, Engineer in Chief, South MCD
- 37. Sh. Pawan Kumar Sharma, Addl. Commissioner, MCD

Delhi Jal Board

- 38. Sh. S.S. Yadav, CEO

2. At the outset, the Hon'ble Chairperson welcomed the Members to the sitting of the Committee and the representatives of the Ministry of Urban Development. Hon'ble Chairperson, on behalf of the Committee, put on record the services of Sh. Madhusudan Prasad, Secretary, Urban Development, by stating that he has

assisted the Committee admirably. He also hoped that this Govt. will ensure that his considerable talent and vast experience and service do not get lost to Govt. The Secretary then very briefly briefed the Committee on the Demands for Grants for the Year (2016-17) and expressed his gratitude to the Committee for such motivating comment. The Chairperson drew the attention of the representatives of the Ministry to the Rule-275 and Direction 55 of the Directions by the Speaker.

3. The Additional Secretary, Ministry of Urban Development, thereafter briefly explained the overall Budgetary position with regard to various Central sector schemes and programmes of the Ministry for the year (2016- 2017) and highlighted their targets and achievements as well as reasons for shortfall, wherever applicable. The Committee then discussed in detail various issues related to the examination of the 'Demands for Grants of the Ministry like JNNURM, AMRUT, annual expenditure, urban migration, metro spending by DDA, L&DO etc. The representative of the Ministry clarified to the queries raised by the members.

4. The Witnesses then withdrew.

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

The Committee then adjourned.

STANDING COMMITTEE ON URBAN DEVELOPMENT (2015-2016)

MINUTES OF THE 12TH SITTING OF THE COMMITTEE HELD ON FRIDAY,
29TH APRIL, 2016

The Committee sat from 0945 hrs. to 1030 hrs. in Room No.63 Parliament House,
New Delhi.

PRESENT

Shri Pinaki Misra - **Chairperson**

MEMBERS

LOK SABHA

2. Shri Rajendra Agrawal
3. Shri Ramesh Bidhuri
4. Shri Ram Charan Bohra
5. Shri Dushyant Chautala
6. Shri Dilip Mansukhlal Gandhi
7. Smt. Meenakshi Lekhi
8. Shri Kapil Moreshwar Patil
9. Shri Alok Sanjar
10. Shri Rahul Ramesh Shewale
11. Prof. K. V. Thomas

RAJYA SABHA

12. Smt. Vandana Chavan
13. Shri Husain Dalwai
14. Shri Anil Desai
15. Shri Rangasayee Ramakrishna
16. Shri S.Thangavelu

SECRETARIAT

1. Smt. Abha Singh Yaduvanshi - Joint Secretary
2. Shri D.S. Malha - Director
3. Ms. Amita Walia - Additional Director

2. At the outset, the Hon'ble Chairperson welcomed the Members to the sitting of the Committee. The Committee then took up for consideration the draft Report on Demands for Grants (2016-2017) of the Ministry of Urban Development. The Committee adopted the draft Report with slight modifications.

3. The Committee also authorized the Chairperson to finalize the above-mentioned Report taking into consideration consequential changes arising out of factual verification, if any, by the concerned Ministry and also to present the same to both Houses of Parliament.

The Committee then adjourned.

APPENDIX III

DELHI DEVELOPMENT AUTHORITY
OFFICE OF COMM-R-CUM-SECRETARY
ROOM NO.415, B-BLOCK, VIKAS SADAN
I.N.A., NEW DELHI-110023

No.PS/CS/DDA/2013/89

Dated: 18.12.2013

To
Shri Abhijit Bakshi,
Dy. Secretary(Delhi Division)
Ministry of Urban Development,
Nirman Bhawan,
New Delhi -110011


Sub: Status of issues raised by RWAs during sitting of Standing Committee on Urban Development on 6.11.2013.
Ref. Lok Sabha Secretariat (Standing Committing Committee on Urban Development) letter no. 19/13/CUD/2013-14 dated 17.12.2013

Sir,

In connection with the above subject, kindly find enclosed information/status notes on issues raised by RWAs during the sitting of the Standing Committee on Urban Development on 6.11.2013. 20 sets of replies earlier furnished by DDA to questionnaires received from the Standing Committee are also enclosed.

Encl: as above.

Yours faithfully,


(D.Sarkar)
Commissioner-cum-Secretary

Land in question had already been taken over by DDA well before the date mentioned by the applicant i.e. 11.9.2007. Compensation to individual owners is distributed by LAC under GNCTD.

3. ISSUE RAISED BY BHAGYA VIHAR RESIDENTS' WELFARE ASSOCIATION, DELHI-110081

The subject matter was already processed as part of review exercise of MPD-2021 and Hon'ble Lt. Governor, the Chairman of the Advisory Group, in the 7th meeting observed that the construction of UER is important. However, the alignment of such roads should be least disruptive. DDA has recently formulated a policy for rehabilitation of project affected persons.

In the portion of land wherever structures are habited, biometric survey shall be carried out by L&B Deptt., GNCTD. Bonafide residents are to be shifted to EWS houses. DDA would consult Delhi Government in the matter.

The remaining issues mentioned in the representation do not pertain to DDA.

ISSUES RAISED BY THE FORUM OF COOPERATIVE GROUP HOUSING SOCIETIES WAITING FOR LAND ALLOTMENT (FCSWLA)

The Delhi Development Authority (DDA) allots land to the Cooperative Group Housing Societies (CGHS) based on the recommendation by the office of Registrar of Cooperative Societies (RCS) as per seniority.

DDA has allotted land to all such eligible societies, whose names were forwarded by RCS to DDA from time to time and no case is pending for allotment of land in DDA. The scope of carving out further land for allotment to CGHS can be considered on receipt of further recommendation from RCS.

As regards, developing and further allotting of land to Cooperative Group Housing Societies, in view of the introduction of the new Land Pooling Policy, the Cooperative Group Housing Societies can directly purchase land from the villagers according to their requirement. Apart from this, DDA will also continue with the current policy.