

15

STANDING COMMITTEE ON  
URBAN DEVELOPMENT  
(2016-2017)

*SIXTEENTH LOK SABHA*

*MINISTRY OF URBAN DEVELOPMENT*

*DEMANDS FOR GRANTS*  
(2017-2018)



**LOK SABHA SECRETARIAT  
NEW DELHI**

**March, 2017, Phalguna, 1939 (Saka)**

**FIFTEENTH REPORT**

**STANDING COMMITTEE ON  
URBAN DEVELOPMENT  
(2016-2017)**

*(SIXTEENTH LOK SABHA)*

*MINISTRY OF URBAN DEVELOPMENT*

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(2017-2018)*

**Presented to Lok Sabha on 17.03.2017**

**Laid in Rajya Sabha on 17.03.2017**



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NEW DELHI**

**March, 2017, Phalguna, 1939 (Saka)**

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**COMPOSITION OF THE STANDING COMMITTEE ON**

**URBAN DEVELOPMENT (2016-2017)**

**Shri Pinaki Misra - Chairperson**

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3. **Shri Ram Charan Bohra**
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- |    |                                   |   |                            |
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| 3. | <b>Ms. Amita Walia</b>            | - | <b>Additional Director</b> |
| 4. | <b>Dr. (Maj.) Jagmohan Khatry</b> | - | <b>Committee Officer</b>   |

## INTRODUCTION

I, the Chairperson of the Standing Committee on Urban Development (2016-17) (Sixteenth Lok Sabha) having been authorized by the Committee to submit the Report on their behalf, present the Fifteenth Report on Demands for Grants (2017-18) 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 09<sup>th</sup> February, 2017. Under Rule 331E of the Rules of Procedure and Conduct of Business in Lok Sabha, the Standing Committee on Urban Development are required to consider the Demands for Grants of the Ministries under their jurisdiction and make Report on the same to both the Houses of Parliament. Thereafter, the Demands are considered by the House in the light of the Report of the Committee.

3. The Committee took evidence of the representatives of the Ministry of Urban Development on 21<sup>th</sup> February, 2017. 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 (2017-18).

4. The Committee considered and adopted the Report at their sitting held on 15 March, 2017.

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

**New Delhi;  
March, 2017  
Phalguna, 1939 (Saka)**

**Pinaki Misra,  
Chairperson  
Standing Committee  
on Urban Development**

**REPORT**  
**PART I**  
**CHAPTER I**

**INTRODUCTORY**

Urbanization is sweeping the world and today, more than 50 per cent of the global population is urbanized. Demographers estimate that three quarters, that means, 75 per cent of the total population would be urbanized by 2050 with most of the increase coming in the fast growing towns of Asia and Africa. Twenty-first century has seen a rapid increase in the number of census towns in India; and as per census 2011, there are 7935 towns in India, of which 4041 are statutory towns -- statutory towns are those towns, which have been notified as towns – and 3,894 are census towns. These census towns do not have a notified urban local body like corporation or municipal council etc., and hence, lack the organizational structure to plan and implement urban policies and programmes. Rapid increase in the growth of peri-urban areas, that is, areas surrounding the larger cities is another increasing development and needs to be managed effectively.

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 the 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 Further the Indian economy is expected to accelerate along with the trend of urbanization. It increases avenues for entrepreneurship and employment compared to what is possible in rural areas. Urban areas are now acknowledged as engines of growth with more than 60 per cent of the GDP emanating from urban areas. The top 100 largest cities produce about 43 per cent of the GDP with 16 per cent of the population and just 0.24 per cent of the land area. There is growing recognition that while urbanization is necessary to realize India's growth potential, the rural-urban linkages must be strengthened to achieve comprehensive and inclusive development.

## **II. Role and Responsibilities of Ministry of Urban Development**

1.4 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 coordinating 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.

1.5 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 Defense, 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.

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).

1.6 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

## CHAPTER II

### OVERALL AND DEMAND-WISE ANALYSIS OF THE DEMANDS FOR GRANTS OF THE MINISTRY OF URBAN DEVELOPMENT FOR THE YEAR 2017-18

2.1 The detailed Demands for Grants 2017-18 of the Ministry of Urban Development were laid in the Parliament on 8<sup>th</sup> February, 2017. In the financial year 2016-17 all the three demands of the Ministry viz-a-viz Demand no. 104 (Deptt. of Urban Development), 105 (Public Works) and 106 (Stationery and Printing) were merged into one demand i.e. demand no. 95. In the current financial year the Budget of the Ministry of Urban is under Demand No. 97- Ministry of Urban Development.

2.2 In the current financial year 2017-18, distinction between Plan and Non-Plan has been removed because certain structural reforms in the Budget .

2.3 The overall BE 2017-2018 under Demand No. 97 is Rs. 36777.70 Crore (Gross). After anticipated recoveries of Rs. 2565.86 Crore, the net BE 2017-2018 is Rs. 34211.84 Crore of which Rs. 14879.48 Crore is in Revenue Section and Rs. 19332.36 Crore in Capital Section.

#### Budget Outlay - 2017-18

Statement Showing BE and RE 2016-17 and BE 2017-18 indicating % variation							
NET BASIS						(□ in crore)	
Demand No. 97- M/o Urban Development	B.E. 2016-17		R. E. 2016-17		BE 2017-18	% Variation over BE 2016-17 & BE 2017-18 (Excess(+) Saving (-)	% Variation over RE 2016-17 & BE 2017-18 (Excess(+) Saving (-)
	Plan	Non-Plan	Plan	Non-Plan	Plan & Non- Plan merged from 2017-18		
Revenue	10250.56	2770.47	12564.58	2803.38	14879.48	14.27%	- 3.18%
Capital	10849.44	652.53	16449.44	732.35	19332.36	68.08%	12.52%
Total	21100.00	3423.00	29014.02	3535.73	34211.84	39.51%	5.11%

## M/o UD Budget : 2017-18

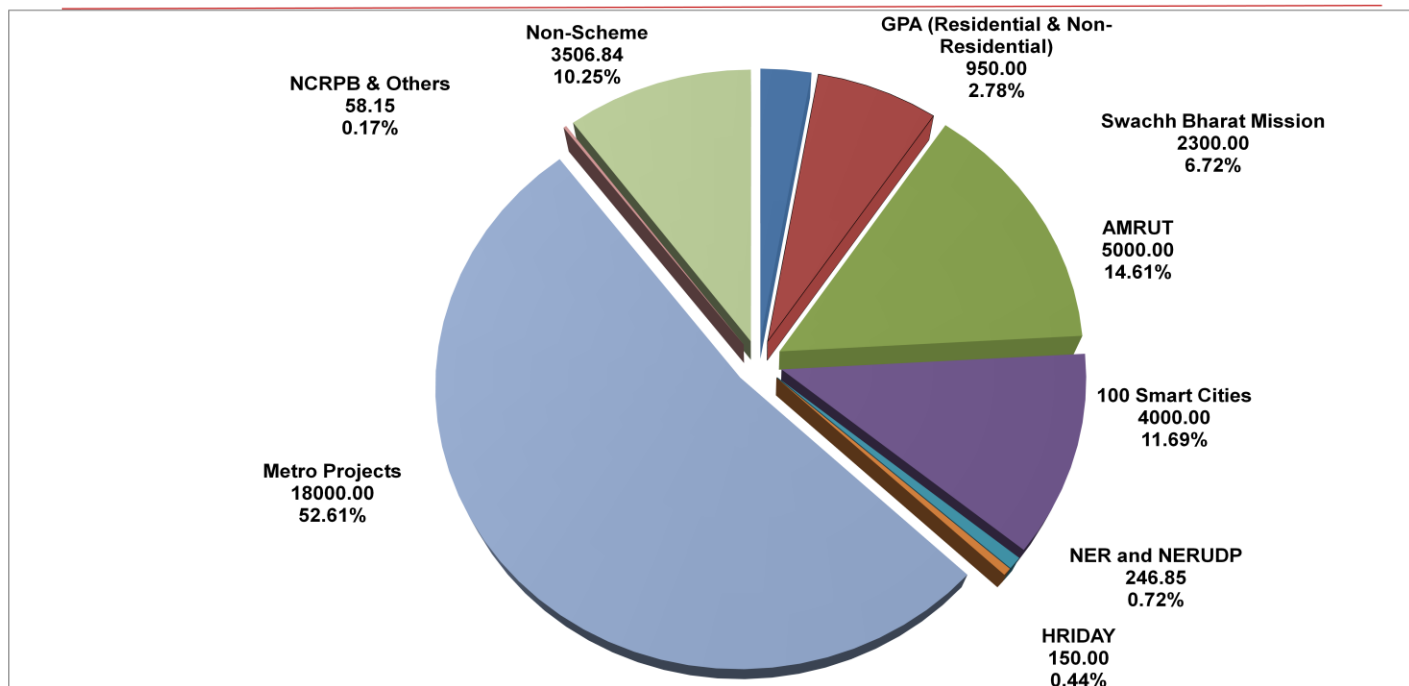
(Rs. in Crore)

DEMAND	Revenue	Capital	Total
<b>Demand No. 97 – (Urban Development)</b>	14879.48	19332.36	34211.84

### Sector – Wise breakup

Heads	Amount (Rs. in Cr.)
Central Sector Schemes	21504.55
Centrally Sponsored Schemes	11300.00
Establishment Expenditure of the Centre	1407.29
<b>Total (UD)</b>	<b>34211.84</b>

#### 2.4 Budget Estimates (2017-18)



2.5 The following Supplementary Grants have been obtained during the year 2016- 17.

First Batch of Supplementary

Demand No. 95 – Ministry of Urban Development

(Rs. in crore)

Sl. No.	Name of the Scheme/ Head	Plan	Non-Plan
1.	2059 - Public Works	0.01	
2.	2217 - Urban Development	314.00	0.01
3.	3601 - Grants-in-Aid to State Governments	0.01	
4.	3602 - Grants-in Aid to Union Territory Government	0.01	
5.	4059 - Capital Outlay on Public Works – Supreme Court		120.00
6.	6217 – Loans for Urban Development	2000.00	
	<b>TOTAL</b>	<b>2314.03</b>	<b>120.01</b>

Second Batch of Supplementary

Demand No. 95 – Ministry of Urban Development

(Rs. in crore)

Sl. No.	Name of the Scheme/ Head	Plan	Non-Plan
1.	2217 - Urban Development	10.00	
2.	2552 – North Eastern Areas	100.00	
3.	3601 - Grants-in-Aid to State Governments	2139.16	
4.	3602 - Grants-in Aid to Union Territory Government	57.84	
5.	4059 - Capital Outlay on Public Works – Supreme Court	0.01	
6.	4217 – Capital Outlay on Urban Development	339.00	
6.	6217 – Loans for Urban Development	3361.00	
	<b>TOTAL</b>	<b>6007.01</b>	



2.6 The Committee asked the Ministry to furnish the total budgetary allocation for Urban Development against the total Central Government outlay both in absolute and percentage term during the last five years and for the year 2017-18. 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 their response the Ministry is submitted :

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

(□ in crore)

<b>Year</b>	<b>Total Central Govt. Outlay</b>	<b>Ministry's Budget Allocation</b>	<b>% of Central Govt. Budget</b>	<b>Against GDP at current prices</b>
2012-13	1490925.00	7012.12	0.470	0.057%
2013-14	1665297.00	7566.90	0.454	0.062%
2014-15	1794891.96	20009.46	1.11	0.164%
2015-16	1777477.04	19216.47	1.081	0.158%
2016-17	1978060.45	24523.00	1.239	0.201%
2017-18	2164734.78	34211.84	1.580	0.281%

Above tabular information indicates that the Budgetary allocation for the Ministry of Urban Development is Rs. 34211.84 crore out of total Central Government outlay of Rs. 2164734.78 i.e. the outlay of the Ministry is 1.584% of total Central Government outlay.

2.7 Further when the Committee asked the reasons for increasing the BE for the year 2017-18 by 39.51%, the Ministry stated that :

"The increase in BE 2017-18 over BE 2016-17 is mainly for implementation of 100 Smart Cities, AMRUT and Metro Projects. It is also mentioned that additional allocation of Rs. 8127.05 crore was made in the 1<sup>st</sup>& 2<sup>nd</sup> Batch Supplementary Demands for Grants 2016-17. "

2.8 On being enquired by the Committee about the total requirement of funds projected by the Ministry of Urban Development to the NeetiAyog/ Ministry of Finance, BE, RE, Actual Allocation and Actual expenditure during the last five years, the Ministry in its written replies submitted as follows :

**2016-17**

Demand No. 95- Ministry of Urban Development

(Rs. in crore)

	Projections		B. E.		R. E.		Expenditure upto 13.2.2017.	
	Plan	Non-Plan	Plan	Non-Plan	Plan	Non-Plan	Plan	Non-Plan
Revenue	63959.53	3578.56	10250.56	2770.47	12564.58	2803.38	11046.49	3067.89
Capital		1261.94	10849.44	652.53	16449.44	732.35	11997.63	
Total	63959.53	4840.50	21100.00	3423.00	29014.02	3535.73	23044.12	3067.89

**2017-18**

Demand No. 97- Ministry of Urban Development

(Rs. in crore)

	Projections		B. E.#	R. E.	Expenditure
	Plan	Non-Plan			
Revenue	35672.88	4919.27	14879.48	Not applicable	Not applicable
Capital	27817.56		19332.36		
Total	63490.44		34211.84		

# Plan &amp; Non-Plan merged from 2017-18

**PLAN SCHEMES**

2.9 Actual for the year 2015-16, the BE,RE and Actual for the year 2016-17 and the BE for the year 2017-18 relating to the Plan Schemes of the Ministry are as follows:

**Central Sector Schemes**

Scheme	Actual 2015-16	BE 2016-17	RE 2016-17	Exp. Upto 19.02.17 (provisional)	BE 2017-18
Swachh Bharat Mission	925.26	2300.00	2300.02	2140.69	2300.00
Urban Rejuvenation Mission- 500 Habitations	2625.03	4090.50	4904.00	4055.19	5000.00
Mission for 100 Smart Cities	1468.73	3205.00	4655.49	4493.43	4000.00
<b>Total</b>	<b>5019.02</b>	<b>9595.50</b>	<b>11859.51</b>	<b>10689.31</b>	<b>11300.00</b>

<b>METRO PROJECTS</b>					
<b>Scheme</b>	<b>Actual 2015-16</b>	<b>B E 2016-17</b>	<b>R E 2016-17</b>	<b>Exp. Upto 19.02.17 (provisional)</b>	<b>BE 2017-18</b>
Equity to all Metro Rail Corp.	2427.96	1523.03	1862.03	1084.20	2700.01
Sub. Debt to all Metro Rail Corp.	1360.00	669.21	1234.90	977.17	1465.99
PTA to All Metros	5470.92	7675.44	12470.75	9291.91	13644.00
Grants to DMRC & others	41.12	132.32	132.32	21.75	190.00
<b>Total Metro Projects</b>	<b>9300.00</b>	<b>10000.00</b>	<b>15700.00</b>	<b>11375.03</b>	<b>18000.00</b>

### **MAJOR SCHEMES**

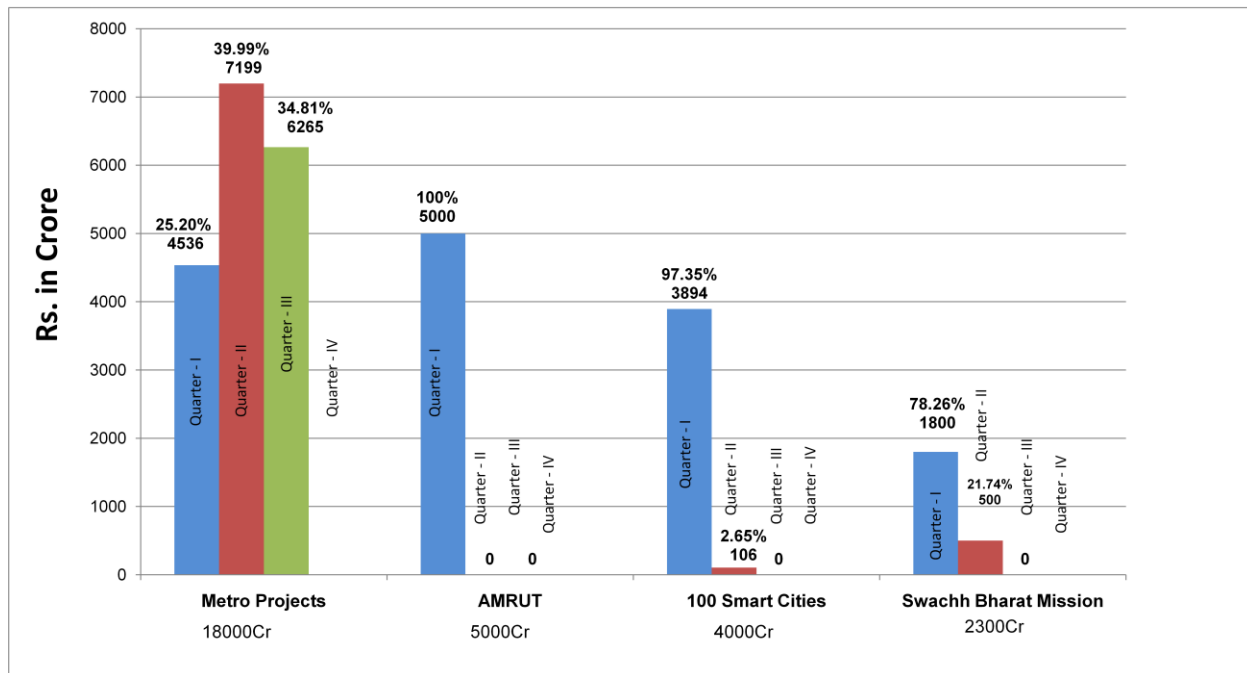
<b>Scheme</b>	<b>Actual 2015-16</b>	<b>B E 2016-17</b>	<b>R E 2016-17</b>	<b>Exp. Upto 19.02.17 (provisional)</b>	<b>BE 2017-18</b>
CPWD (GPRA+GPOA)	673.27	1000.00	900.01	646.44	950.00
HRIDAY	27.22	200.00	150.00	136.64	150.00
Others including schemes for NER	253.50	304.50	404.50	375.58	305.00
Non-Scheme	3146.43	3423.00	3535.73	3077.13	3506.84
<b>Total</b>	<b>18419.44</b>	<b>24523.00</b>	<b>32549.75</b>	<b>26300.13</b>	<b>34211.84</b>

### NON-SCHEME DETAILS (NET BASIS)

Scheme	Actual 2015-16	B E 2016-17	R E 2016-17	Exp. Upto 19.02.17 (provisional)	BE 2017-18
Salaries(CPWD, D/o Estates, TCPO etc.) and other Estt. expenses	1352.09	1535.54	1598.81	1431.34	1654.94
Secretariat, MoUD	57.33	65.77	73.27	62.88	73.99
Stationery & Printing	65.73	50.00	46.68	123.56	48.05
Rent, Rate & Taxes	360.57	366.70	366.70	308.02	369.36
<b>CPWD (except salaries and Estt. related)</b>					
Maintenance & Repairs	689.20	752.46	717.92	616.19	758.15
Capital Works	621.51	652.53	732.35	535.14	602.35
<b>TOTAL</b>	<b>3146.43</b>	<b>3423.00</b>	<b>3535.73</b>	<b>3077.13</b>	<b>3506.84</b>

### Plan for utilization 2017-18- Major Schemes (Quarter – Wise)

### Total Budget Estimates 2017-18 of Demand No.- 97- MoUD – 34211.84 Cr



2.10 The Ministry apprised the Committee about the new initiatives started in this Budget which are mentioned as below:

- (i) Budget prepared on the basis of funds under Capital & Revenue.
- (ii) Changes in the demand of MoUD
  - The **Metro Projects** have been merged and funds are grouped in a single sub-head (scheme)
  - **CPWD** : Major Works/ establishment related heads for various works/ divisions have been merged to a single sub-head.

2.11 Further the Ministry apprised the Committee about the Advantages of the new initiatives in current budget which are stated as below:

- (i) Flexibility in utilization of funds for various projects as per requirements.
- (ii) Lesser Supplementary proposals to Parliament. Re-allocation within the competence of Ministry of Urban Development.

2.12 During the evidence of the representatives of the Ministry of Urban Development, when the Committee pointed out that there is an extraordinary emphasis on Metro Projects in Urban Development budget wherein 52% of entire project has gone to the Metro. Metro Projects are taking up such a vast share of the resources of Ministry of Urban Development leaving very little for others for actually making urban life more livable. The representatives of the Ministry deposed as under:

"It is not that the Metro are getting a very high allocation. Metros have got a very high proportion of our allocation. But in absolute terms even the allocation for the Metro is sort of requirement. We got into this metro game very late. We now have to step up our act. The overall envelope of the Ministry of Urban Development need to increase."

2.13 They further submitted that :

"The budget estimate for 2017-18 is Rs. 34211 crore which represents an increase of 40% over the last year but actually this is also very short of the requirement and the overall envelop of the Ministry of Urban Development needs to increase."

## CHAPTER III

### **SCHEME WISE/PROJECT WISE/ISSUE WISE ANALYSIS OF DEMANDS FOR GRANTS (2017-2018)**

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)

## **SMART CITIES MISSION**

3.2 The Government of India has launched Smart Cities Mission on 25 June 2015 and released 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. 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.

3.3 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. In January 2016, based on the All India Competition, 20 smart cities were selected in Round 1. 13 more Smart Cities were selected in May 2016 in fast track round. In Round 2, 27 more Smart Cities have been selected in September 2016. Remaining cities will submit their proposals by 31<sup>st</sup> March 2017 for participation in Round 3.

3.4 A total investment of Rs.1, 33,366.50 crore has been proposed by the 60 cities under their smart city plans. Projects focusing on revamping an identified area (Area Based Projects) are estimated to cost Rs. 1, 05,621 crore. Smart initiatives across the city (Pan City Initiatives) account for the remaining Rs. 26,141 crore of investments. Besides ABD and Pan city projects and amount of Rs. 1604.49 crore has been kept aside for O&M cost of the Mission and other contingencies.

3.5 The Ministry informed the implementation of the Smart Cities Mission is done by a Special Purpose Vehicle (SPV) to be set up at city level in the form of a limited company

under the Companies Act, 2013 and will be promoted by the State/UT and the Urban Local Body (ULB) jointly both having 50:50 equity shareholding. After selection, each selected Smart Cities have to set up SPVs and start implementation of their Smart City Proposal, preparation of Detailed Project Reports (DPRs), tenders etc. The SPV will convert the Smart City Proposal into projects through Project Management Consultants (PMCs) and implementation thereafter. So far, 46 Smart Cities have incorporated their Special Purpose Vehicles (SPVs) and 16 cities have procured PMCs.

3.6 The table indicating the Budget Estimates/RE 2014-15, 2015-16 and 2016-17, and flow of expenditure in report of Smart Cities is as under:

(Rs. in crores)

Sl. No.	Financial Year	BE	RE	Expenditure	Percentage
1.	2014-15	6216.77	7000	NIL	0.0
2.	2015-16	2020	1496.20	1469.38	98.20
3.	2016-17	3205	4598.50	4493.36	97.71

3.7 The table indicating the Statement of Budget Estimates 2017-18 as under:

(Rs. in crores)

Sl. No.	Outlay 2017-18		
	Non Plan Budget	Plan Budget	Complementary Extra Budget Resources
1.	--	4000	3992 + PPP projects

### **2016-17**

3.8 An amount of Rs. 3205 crore was provided as BE in the Financial yr 2016-17. During 2016-17, 40 more Smart Cities have been selected in addition to the 20 Smart Cities selected in Round 1 resulting in the total requirement of Rs. 12338.80 crore for release to these cities. However, Rs. 1393.50 crore additional fund has been provided through 2<sup>nd</sup> Supplementary of Grants over and above the BE of Rs. 3205 crore. Rs. 4493.36 crore has already been released (97.71%). Keeping in view the additional requirement and funds made available at RE stage, additional allocation of Rs. 7740.30



crore over and above Rs. 4598.50 crore provided as RE, has been sought through 3<sup>rd</sup> Supplementary Demands for Grants.

### **2017-18**

3.9 The Ministry informed that till Year 2016-17, 60 cities have been selected for development as Smart Cities. It is also expected that upto 40 cities in Round 3 will be announced in FY 2017-18. As such, Rs. 98 crore per city for 60 cities selected in Round 1 and Round 2 and Rs. 194 crore per city for 40 cities to be selected in Round 3 will be required in FY 2017-18. Accordingly, proposal for allocation of Rs. 13648 crore as BE 2017-18 was sent. However, Rs. 4000 crore has been indicated as BE 2017-18 for Smart Cities Mission.

3.10 During the deliberations before the Committee the Secretary stated that:

"Total approved Mission allocation is Rs. 48,000 crore and so far we have got Rs. 6,700 crore although we are now in the third year."

3.11 Achievement of Targets under Smart City Mission:

<b>Year</b>	<b>Physical target</b>	<b>Achievement</b>	<b>Reason for shortfall, if any, in achievement of targets</b>
2014-15	Nil	Nil	The Scheme was at formulation stage.
2015-16	Extensive citizen engagement exercise for planning process to create the City Development Plan.  Selection of 20 Smart Cities.	Smart Cities Mission was launched in June, 2015. Mission Guidelines were also released on this event. In Stage 1, based on the intra-state competition conducted by the States/UTs, potential Smart Cities were announced to participate in Stage 2 of the Challenge. For this, each potential Smart City prepared their Smart City Proposal (SCP) with extensive citizen consultations. Approx. 1.42 crore citizens participated in the process.  20 Smart Cities selected in Round 1 on 28.01.2016.	Target achieved.
2016-17	Selection of 40 Smart Cities.	In May 2016, based on the All India Competition, 13 Smart Cities have been selected in fast track round. In Round 2, 27 more Smart Cities have been selected in September 2016.	Target achieved

		Till date, 46 Smart Cities have incorporated their Special Purpose Vehicles (SPVs) at city level in the form of a limited company under the Companies Act, 2013 to implement the Mission.  Remaining cities are likely to create the SPV during 2016-17.	
2017-18	Selection of 40 Smart Cities.	The Round 3 is going on (January to March 2017). Remaining potential Smart Cities will have to submit their SCPs by 31 <sup>st</sup> March 2017. Therefore, it is expected that 40 cities will be selected in the initial of FY 2017-18.	NA

3.12 Under Smart City Mission, "Mission for development of 100 Smart Cities", RE 2016-17 was Rs. 4655 cr. & BE 2017-18 is Rs. 3989 cr. There is reduction of Rs. 666 cr. for the current Financial Year 2017-18. On being enquired about the reasons for reducing such massive amount of Rs. 666 cr. under this head, the Ministry in their written replies stated as under:

"Rs. 3205 crore was allocated as BE 2016-17 in FY 2016-17 against proposal of Rs. 12338.80 crore from this Ministry. The allocation, however, has been enhanced to Rs. 4655.49 crore at RE stage. Due to less allocation during 2016-17 even at RE stage, Rs. 7740.30 crore has been sought through 3<sup>rd</sup> Supplementary Demands for Grants to fulfil the commitments. Till FY 2016-17, 60 cities have been selected and 40 cities are likely to be selected in April/ May 2017 in Round 3. Accordingly, proposal for allocation of Rs. 13648 crore as BE 2017-18 was requested for against which Rs. 3989.50 crore has been allocated as BE 2017-18."

3.13 Further the Committee asked about the status of implementation of different projects lunched under this Mission in different cities, along with reasons/factors for delay. The Ministry in their written replies stated as below:

"So far, 20 cities have identified 642 projects amounting to Rs. 25935.02 crore. Out of which, 23 projects (worth Rs. 304.97 crore) have been completed, works in 65 Projects (worth Rs 2,736.9 crore) have been started, RfPs for 79 projects (Rs. 6351.39 crore) have been issued and remaining 475 projects (worth Rs. 16541.76 crores) are at pre-tendering stage or feasibility stage. Implementation of Smart Cities Mission including implementation of projects is being reviewed regularly and these projects will be completed in the time bound manner as indicated by the cities."

3.14 When the Committee asked the Ministry whether projects are shut down because of reduction of budget in the current financial year. The Ministry replied as under:

"Out of 60 Smart Cities selected so far, 54 cities have created Special Purpose Vehicles (SPVs) for Mission implementation. The Smart Cities Projects identified by cities are at initial stage and as such, shortage of funds has not impacted yet."

### **ATAL MISSION FOR REJUVENATION AND URBAN TRANSFORMATION (AMRUT)**

3.15 The bedrock of AMRUT is development of basic urban infrastructure - water supply, sewerage, septage management, storm water drains, urban transport and development of green space and parks with special provision for children-friendly components. The Mission will cover 500 cities & town including all cities with population over one lakh and some special categories of cities such as State Capitals, Heritage Cities, Cities and Towns on the stem of the main rivers and those from hill states, islands and tourist destinations.

#### 3.16 Fund allocation under AMRUT

The Ministry apprised that funds to be allocated between States and Union Territories based on urban population and number of cities/town. Mission Funds comprise of:

- i. Project Fund - 80% annual allocation (90% in 2015-16)
- ii. Incentive for Reform - 10% of annual allocation.
  
- iii. State fund for A&OE - 8% of annual allocation.
- iv. MoUD fund for A&OE - 2% of annual allocation.

Expenditure on capacity building shall also be met out of A&OE funds.

#### 3.17 Reforms under AMRUT

A cornerstone of the AMRUT is implementation of eleven urban reforms, such as e governance, constitution of professional municipal cadre, devolving funds and functions, review of building bye-laws, setting up of financial intermediary, improvement in assessment and collection of municipal taxes and fees, credit rating of ULBs, ensure transfer of funds evolved by the Fourteenth Finance Commission (FFC) to the ULBs, energy and water audit and urban planning and citizen-centric planning. Incentive based approach towards implementation of Reforms - 10% of the budget allocation shall be given to the States and UTs, from 2016-17 onwards, as incentive.

### 3.18 Planning under AMRUT

Universal coverage of water supply and sewerage, a national priority will be taken up first. After these are achieved the State/ ULBs can take up storm water drains, urban mobility etc depending upon their priority. 2.5% of the annual allocation could be used for developing parks with child friendly features. The Mission will provide flexibility to the States to design their own plans, reward better performing ULBs etc. The MoUD will only appraise and approve the State Annual Action Plan (SAAP), not individual plans of a city or projects. After approval of SAAP by the MoUD, preparation of DPRs and their financial & technical appraisal will be done by a State Level Technical Committee (SL TC) and approved by the State HPSC. All sanction of projects shall end at the State level. The Central Assistance (CA) for projects in States (except Himalayan and North-Eastern states) is limited to one-half of the project cost for cities/towns with population up to 10 lakh and one-third of the project for cities with a population of above 10 lakh. Central Assistance for projects for Himalayan and North-eastern States including Sikkim is 90 % and for Union Territories is 100%. Strong component of stakeholder consultation-in preparation of SLIPs and SAAP consultations with all stakeholders including citizens, local MPs, Mayors and other Public representatives essential. Availability of land shall be a precondition for inclusion of projects in SAAP. The cost of land would be met by States and ULBs.

### 3.19 Release of funds under AMRUT

While explaining the ratio of release of funds, the Ministry apprised that Central Assistance will be released to the States in three installments-in the ratio of 20:40:40 of the annual allocation. First installment released after approval of SAAP and 2<sup>nd</sup> & 3<sup>rd</sup> on production of Utilization Certificate (minimum 75% of released funds) etc. An Apex Committee at the level of MoUD will approve the SAAP, authorize the release of installments of CA and supervise the Mission. At the State level a High Powered Steering Committee (SHPS) will oversee the Mission in its entirety. <sup>1</sup>

### 3.20 Progress of AMRUT

While giving the program report of AMRUT, the Ministry informed that the AMRUT was launched on 25.06.2015. An amount of Rs. 25 lakh per Mission city (upto the limit of allocation) has been sanctioned/released to each city for preparation of SLIP/Individual Capacity Building as an advance. State Annual Action Plans (SAAPs) for year 2015-16 of all 36 States/UTs have been approved with total proposed investment of Rs. 20652.37 crore out of which Rs.9893.73 crore will be Central share. First installment of Rs.1978.75 crore has been released to States/UTs. State Annual Action Plans (SAAPs) for year 2016-17 of all 36 States/UTs have been approved with total proposed investment of Rs. 25182.16 crore out of which Rs.11847.96 crore will be Central share. First instalment of Rs.2315 crore has been released to 34 States/UTs. An amount of Rs. 400 Cr has been released as reforms incentives to 20 States. 3<sup>rd</sup> and Final SAAPs of 13 States/UTs have been considered by Apex Committee. Final SAAPs of other States/UTs are likely to be considered by March 2018.

### 3.21 Total outlay in the 12<sup>th</sup> Five Year Plan and proposal made by the Ministry for 12<sup>th</sup> Five Year Plan year-wise/project-wise.

Total outlay for the Mission period i.e. 2015-16 to 2019-20, as approved by the Cabinet is Rs.50, 000 crore. The projection is made for the Mission period and not as per 12<sup>th</sup> Five Year Plan (2012-2017). The year-wise proposed allocation as indicated in the Cabinet Note is as under:

Rs. In Crore		
Sl. No.	Year	Proposed outlay
1	2015-16	5000
2	2016-17	15000
3	2017-18	15000
4	2018-19	9000
5	2019-20	6000
	<b>Total</b>	<b>50000</b>

3.22 Further, the Secretary during the deliberations before the Committee stated:

"For AMRUT against Rs. 50000 crore we have got Rs. 9000 crore."

3.23 It is stated by the Ministry that under the Atal Mission for Urban Rejuvenation and Urban Transformation, the revised estimates for the year 2016-17 is Rs. 4904 has been increased from Rs. 4000 crore to 4904 crore. The Budget estimates for 2017-18 is Rs. 5000 crore. When the Committee asked the Ministry of Urban Development to provide new list of Cities incorporated under the "Urban Rejuvenation Mission 500 Cities", the Ministry in their written replies stated that:

"The Mission will cover 500 cities & town including all cities with population over one lakh and some special categories of cities such as State Capitals, Heritage Cities, Cities and Towns on the stem of the main rivers and those from hill states, islands and tourist destinations. The additionality of Rs. 803.50 crore at RE was to meet the requirement of funds for committed liability under erstwhile Mission i.e. JnNURM. AMRUT covers cities with a population of above one lakh, State capitals, Cities covered under HRIDAY, Tourist destinations and other categories specified under the AMRUT Guidelines. There is no new list of cities brought under AMRUT resulting from increase in budget at RE state. The list of 500 cities covered under AMRUT is attached. There is no proposal to include new cities under AMRUT."

3.24 Further the Committee enquired about the status of different projects launched in the year 2014-15 & 2015-16 under this Mission and reasons for delay. The replies is quoted as under:

"The Ministry of Urban Development has approved the State Annual Action Plans (SAAPs) for the years 2015-16 and 2016-17 with a total investment of Rs 45956 crore (Annexure I). To fast track, the approval and implementation process the Ministry has initiated approval of the third and Final SAAP. The final SAAPs of 10 States/Union Territories have been approved. The States/UTs prepare DPRs, have those appraised, award contracts and execute the same. This process has started.

The AMRUT was launched on 25.06.2015. The projects approved under the State Annual Action Plans are being implemented by the States. The normal time period for implementation of projects relating to water Supply and sewerage, where most projects under the Mission are, is 3-5 years. There is no delay in implementation."

3.25 During the deliberations of the Committee with the representatives of the Ministry of Urban Development, for fast track implementation of AMRUT projects, the Secretary stated that:

"In AMRUT, in order to fast track implementation, we made a significant departure from what was earlier envisaged in the Mission and decided that we would approve the action plan for the entire Mission period in one go. So, we started that exercise and we have already sanctioned plans worth Rs. 57,000 crore which represents almost 80 per cent of the project funds for the entire Mission period. So, the States are now fully geared to move into the implementation phase. They are bidding out projects and awarding them. I am happy to inform the Committee that projects worth Rs. 10,000 crore have already started implementation; and projects worth Rs. 21,000 crore are in various stages of tendering. There has been a strong emphasis on reforms because cities and States cannot for ever remain dependent on grants from the Central Government. For example, for the first time credit rating exercise has been undertaken on a very large scale all over the country by agencies appointed by or empanelled by SEBI. This has commenced in as many as 300 cities. In 60 cities, it has already been completed. All the cities which have investment grade rating are poised to go to the next stage of bond market to raise money. Those who have not have been provided a roadmap how to improve their credit rating."

### **SWACH BHARAT MISSION**

3.26 On being asked to provide information about the Funds allocated v/s released under various components, the Ministry in their written replies stated that:

<b>Component</b>	<b>Mission Allocation (Rs. Cr)</b>	<b>Released as on 27.1.2017 (Rs. Cr)</b>	<b>Percentage</b>
Toilets - Individual Household Toilets (IHHL)/Community Toilets (CT)/Public Toilets (PT)/Urinals	4,680.13	1,963.82	41.94%
Solid Waste Management (SWM)	7,424.22	1,484.35	19.99%
Information, Education & Communication (IEC)	1,501.54	225.49	15.01%
Capacity Building, Administrative & Office Expenses (CB,A&OE)	375.39	55.55	14.79%
<b>Total Releases to States</b>	<b>14,161.28</b>	<b>3,729.21</b>	<b>26.16%</b>

3.27 On being enquired about the status of implementation of projects under Swachh Bharat Mission, Ministry in their written replies stated that:

"Under Swachh Bharat Mission (Urban), several projects for achieving Open Defecation Free (ODF) status and scientific processing of Solid Waste have been taken up across the country."

- 500 cities have been declared and certified as Open Defecation Free (ODF) after Third Party Verification.
- Currently, there are 95 functional Waste to Compost plants in the country with no. of compost plants, producing 3.31 Lakh MT of Compost annually.
- 7 Waste to Energy plants are functional, having a combined capacity of 88.4 MW.

3.28 During the deliberations of the Ministry with the Committee, the Secretary submitted that:

"In Swachh Bharat Mission, there has been one paradigm change in 2016-17 that we shifted our emphasis from construction of toilets to behaviour change. We gave complete flexibility to the States' inter se allocation on targets for individual toilets, community toilets, and public toilets. We unlocked a competitive spirit among cities for sanitation in the form of swachh sarvekshan where officers of the Ministry were deputed to various cities. They came back and reported that there has been a sea change in the mindset of the city officers. Since we launched the survey there was ample time for cities to ramp up their activities. I think, we would be able to announce the results next month which would give encouragement to those who have done well. We have launched a helpline and a swachh app which has elicited a huge response. There have been more than ten lakh downloads in the last six to seven months. On waste to energy there were a number of policy initiatives both for waste to energy and also for incentivising the off take of compost. We need to consolidate on that now. These policy initiatives have been taken but implementation needs to be stepped up.

Since you asked about the new initiatives, we have recognised in the city there is a huge amount of capacity deficit. Some of the States are better equipped and have entered into contracts for waste to energy plants in all their cities. For example, in Madhya Pradesh, Andhra Pradesh and Rajasthan, this has been done but other States are struggling. So, in order to facilitate them, we are contemplating setting up a waste to energy vertical in NBCC. NTPC is also agreeable to setting up one so that we can help the cities and also considering remediation of the dump sites because that remains a big challenge even in the metropolitan cities."

3.29 He further added:

"We are giving a lot of attention to community involvement and 15 per cent of the Mission funds are, in fact, earmarked for behaviour change. We launched



a multi-media campaign called '*Yehi hai asli tarakki*' and we got the feedback that it was quite successful. So, we are paying attention to that aspect."

3.30 The Secretary also stated that :

"With regard to Swachh Bharat Mission, the support that we are providing for individual toilets actually is much less than what is being provided by the rural. This discrepancy happened for whatever reasons. In fact, they are providing Rs. 8,000 and Rs. 4,000 by the State Government. So, Rs. 12,000 per toilet in rural areas is being provided by the Government whereas we are providing only Rs. 4,000. In fact, we wanted to correct this anomaly, but since a large number of toilets in urban areas had already been completed, we thought that if we change that now, then those who had already completed it with much lesser assistance will complain that why were we left out. Since many cities are declaring themselves ODF, so we decided to focus more on community and public toilets, which is less of a concern in rural areas. So, we increased the quantum of assistance there. With regard to Swachh Bharat Mission, the support that we are providing for individual toilets actually is much less than what is being provided by the rural. This discrepancy happened for whatever reasons. In fact, they are providing Rs. 8,000 and Rs. 4,000 by the State Government. So, Rs. 12,000 per toilet in rural areas is being provided by the Government whereas we are providing only Rs. 4,000. In fact, we wanted to correct this anomaly, but since a large number of toilets in urban areas had already been completed, we thought that if we change that now, then those who had already completed it with much lesser assistance will complain that why were we left out. Since many cities are declaring themselves ODF, so we decided to focus more on community and public toilets, which is less of a concern in rural areas. So, we increased the quantum of assistance there."

### **ENCROACHMENT OF GOVT. LAND**

3.31 When asked to apprise the Committee about the status of implementation of information technology initiatives for protecting Govt./DDA's land from encroachment and for better monitoring of engineering projects to ensure the completion of projects in time, in the written reply the Ministry of Urban Development has stated as below:

"DDA has informed that its LM Dept. has complete details of vacant land and land under encroachments."

- Demolition of encroachment is carried out with the help of police. Accordingly, after obtaining approval of the competent authority in DDA, a request is sent to the police, in advance, for provisioning of the requisite force to carry out the demolition. Shortfall in demolition programme sometimes occurs due to non-

availability of police force owing to their other commitments on the particular day. In such cases, the demolition programme has to be postponed. Also, planned demolition programmes sometimes need to be cancelled if the encroacher obtains injunction from the court.

- Security guards, revenue staff, field investigators of LM Dept. are assigned the task of detection of encroachment on DDA land. In order to overcome the problem of late reporting of encroachments due to shortage of manpower, a new system of uploading photographs of vacant plots/lands has been developed. Accordingly, photographs of vacant plots/land of DDA are required to be uploaded every week so that encroachment, if any, is detected without delay.
- Further, to overcome the deficiency of field staff responsible for watch and ward of the land, zonal staff of LM & Horticulture Dept., up to Deputy Director level, have been put under the control of Zonal Superintending Engineers (SEs) with two objectives – (i) to provide additional manpower in the field to identify encroachment, and (ii) to take immediate action against encroachment cases, by the SE concerned through Quick Response Team (QRTs).
- Standard Operating Procedure (SOP) has also been put in place for detection of encroachment and carrying out of the demolition programmes. For effective monitoring, mobile application has been developed for detection & reporting of encroachment and arranging demolition programmes.

Further, DDA is planning to launch a Mobile App which will enable citizens to intimate encroachment on DDA land through the App easily."

3.32 Further, when asked about the steps taken by Ministry and DDA for operationalization of real-time monitoring through online measurement books, the Ministry of Urban Development has stated as below:

"DDA has implemented real time online measurement at site. All measurements are done online, which gives coordinate in terms of longitude and latitude with real time."

3.33 About the budgetary details (allocation and expenditure) for protection of Govt. land the Ministry submitted as under:

"DDA receives no grant from the Ministry of Urban Development. The schemes relating to protection of land appearing in DDA's Budget Estimates for the year 2017-18 are as under:

<b>Name of Scheme</b>	<b>B.E. 2017-18(Rs. in lakhs)</b>
Protection of vacant land in Rohini Zone RBT fencing	1065.00
Protection of land	655.00
Land Protection Works Trans-Yamuna area	1854.00
Protection of land in various villages at Dwarka	326.00
Fencing of vacant land (North Zone)	1083.00
Protection of DDA land	2185.00
Protection of land under Sports Complex	700.00

3.34 When the Committee asked whether DDA keeps on acquiring more and more agricultural land and to provide details about the land which has been encroached upon and the reasons for lack of action by the DDA in this regard till date then Ministry of Urban Development in its written submission stated as below:

"Proper system/ mechanism for detecting and removal of encroachment on DDA land exists. Accordingly, encroachment of DDA land is detected by Watch & Ward staff deployed in Land Management & Engineering departments of DDA. Immediate action is taken for removal of encroachment immediately after detection. Recently uploading of photographs of vacant land has been started to ensure proper monitoring of detection of encroachment on vacant land of DDA."

3.35 The Committee during the discussion with the Ministry pointed out that there are many land pockets of DDA which are under encroachment for which strict actions are to be taken. We do not have land for parking space, for play grounds, schools, hospitals and dispensaries but land mafia controls most of the land.

### **LAND POOLING POLICY**

3.36 The Committee asked the Ministry about the steps taken to acquire illegal farmhouses for social infrastructure and sick industrial plots for residential development. Ministry of Urban Development in its written replies stated as under:

"DDA has informed that the policy of farm houses notified on 30.12.2012 aims to regulate the existing farm houses having construction beyond permissible building limits to provide one time relief to the farm houses that had come up

prior to 07.02.2007 except those falling in certain categories as specified in the Regulations. The policy as such does not envisage acquisition of illegal farm houses for social infrastructure. Regarding sick industrial plots, the Master Plan for Delhi - 2021 does not differentiate between sick industrial units and non-sick industrial units. However, the Master Plan in Chapter 7 on 'INDUSTRY' has enabling provision for Group Housing on industrial plot as under:

In existing industrial units/plots with an area of 3000sq.m. or above abutting road of 24m ROW and above shall be eligible for Residential use (Group Housing) within development control norms of Group Housing along with incentive 1.5 times FAR of permissible FAR of Group Housing subject to payment of Conversion charges as prescribed by the Government from time to time for respective use”.

3.37 It is noted that for the Capital, the Smart City project is bound to catalyse urbanization with several “Smart Sub-Cities” expected to come up in the future. The Centre has already cleared the decks for implementation of the project by introducing the “Land Pooling Policy”.

The Committee asked the NDMC to explain about the latest status of implementation of Land Pooling Policy in New Delhi. In its written replies Ministry stated as follows:

"In NCT of Delhi, Land Pooling Policy (LPP), notified in September, 2013, is applicable in the urbanisable areas in the urban extensions for which zonal plans have been approved. Thus, LPP will not apply to the areas under NDMC's jurisdiction. The following issues pending with Govt. of NCT of Delhi (GNCTD) need to be resolved before notification of the regulations for implementing the land pooling policy:

- a. 95 villages, where the policy will be implemented, are required to be declared as development area of DDA under section 12 of Delhi Development Act, 1957 by LG, Delhi in consultation with Delhi Municipal Corporations (DMC). DDA is pursuing the matter with Land & Building Dept., GNCTD since November, 2014.
- b. Out of these 95 villages, 89 villages have to be declared as urban areas under section 507 of Delhi Municipal Corporation Act, 1957. The proposal for this was sent by DDA to concerned DMCs (South & North)

and GNCTD on 09.06.2014. The matter is under consideration of Urban Development Dept., GNCTD for issue of final notification."

3.38 Regarding the implementation of land pooling policy, the Chief Secretary GNCTD stated that :

"Sir, under the provisions of the Municipal Corporation of Delhi Act, the status of land has to be changed from the present rural to urban and 95 villages have to be notified. This notification decision has not been taken. Simultaneously, this is under Municipal Corporation of Delhi Act and in the Section 12 of the Delhi Development Act, there is a need to declare those areas as 'development area' so that DDA will be able to undertake the required construction but not the municipal corporations. So, this is an issue of which the Government is very well aware.

But how the requirement of land for social and physical infrastructure for Delhi Government can be ensured without much difficulty and complexity? This is the issue which is pending for finalisation. A week back, this matter was discussed. I can only submit to this Committee that steps will be made to expedite the decision and the Government is fully seized of this matter."

### **URBAN TRANSPORT**

3.39 On being asked by the Committee about the effective systematic planning and as well as micro plan for the metropolitan and mega cities which cover overall strategy for the economy, mass transit, the Ministry in their written replies stated that:

"As per National Urban Transport Policy, 2006, Public Transport is a more sustainable form of transport; therefore, Central Government would promote investments in public transport as well as measures that make its use more attractive. Towards this end the Central Government would encourage all State Capitals as well as other cities with a population of more than one million to start planning for high capacity public transport systems. In doing so, the cities would look at various technologies around the world including the available waterways; they would adopt a technology that would best suit to the city requirements in the next 30 years. Urban Transport intertwined with Urban Development is a State Subject and any project of urban transport has to be initiated by the concerned state government. However, Ministry of Urban Development encourages the preparation of the Comprehensive Mobility Plan which has to be in line with the overall development master plan of the city. Urban Transport projects considered by MoUD for assistance have to emanate out of the overall mobility need of the city based on the comprehensive mobility plan. "

Budget Estimate (BE) for Urban Transport Budget for the year 2017-18 is Rs.18000 crore.

Budgetary details for the last 3 years are as follows

2014-15 - Rs 6189.43 cr (RE)

2015-16 - RS 9306.54 cr. (RE)

2016-17 - 15,700 cr. (RE).

Urban Transport is also an admissible component of AMRUT and Smart Cities Missions.

3.40 The Ministry in their presentation stated that :

Rs. 18000 crore have been allocated for Metro Projects which is 52% of the entire budget of the Ministry of Urban Development. Metro projects have been merged and funds are grouped in a single sub head (Scheme)

Metro Projects -- Equity -- Pass Through Assistance -- Sub-Debt

## **METRO PROJECTS**

### **3.41 Delhi Metro Rail Transport System**

#### **Delhi MRTS Phase-I, Phase-II and Phase-III Projects**

##### **(A) Delhi MRTS Project Phase I**

The Government of India (GoI) approved the investment proposal for Phase-I of the Delhi Mass Rapid Transit System (MRTS) Project on 17<sup>th</sup> September, 1996 at an estimated cost of Rs.4859.74 crore at April, 1996 prices with equity contribution by GoI and Government of National Capital Territory of Delhi (GNCTD) in equal proportion, long term debt from Government of Japan and balance of project cost by way of revenue from property development. The completion cost and alignment were further revised to Rs.10571 crore. Project has been completed and commissioned.

##### **(B) Delhi MRTS Project Phase-II :**

(I) Delhi MRTS Project Phase-II of length 55.26 kms. at a total cost of Rs.11,691.36crore has been completed and commissioned.

(II) Extension of Delhi Metro Phase II to Gurgaon:

Extension of Delhi Metro from Ambedkar Colony to Sushant Lok in Gurgaon (14.47 kms. - Delhi portion 7.42 kms. Haryana Portion 7.05 kms) at a total cost of Rs. 1589.44 crore has been completed and commissioned.

(III) Central Secretariat – Badarpur corridor

Government of India sanctioned the Central Secretariat – Badarpur corridor of length 20.16 km at an estimated completion cost of Rs.4012.00 crore on 17.5.2007 to provide connectivity to Jawaharlal Nehru Stadium and Dr. Karni

Singh Shooting Range at Tughlakabad for Commonwealth Games in 2010. The project serves many important residential and commercial centres along the corridor and provide connectivity to Faridabad. Central Secretariat to Sarita Vihar corridor was commissioned on 3.10.2010 before the Commonwealth Games and Sarita Vihar to Badarpur on 14.1.2011.

(IV) High Speed Express Link from New Delhi Railway Station to Dwarka Sector-21 :

Government of India sanctioned High Speed Express Link from New Delhi Railway Station to IGI Airport of length 19.2 km at an estimated completion cost of Rs.3076 crore on 17.5.2007. This is a PPP arrangement between Delhi Metro Rail Corporation (DMRC) Ltd. and M/s Reliance Energy & CAF Pvt. Ltd. Civil works are with DMRC and System Works are with the Concessionaire. The extension of Express Link from IGI Airport to Dwarka Sector-21 of length 3.50 km. (totally underground and have only one station) was sanctioned by Government on 29.1.2009 at an estimated completion cost of Rs.793 crore. The total completion cost of the project was Rs. 4379.39 crore. The line was commissioned on 23.2.2011.

(V) Extension of Delhi Metro Phase-II to NOIDA

Extension of Delhi Metro from New Ashok Nagar in Delhi to Sector 32, NOIDA, Uttar Pradesh (7 km) was sanctioned on 19.3.2008 at an estimated completion cost of Rs.827 crore, including Central taxes and duties. This line is fully elevated and having a total number of 6 Metro stations. The project has been completed and commissioned on 13.11.2009.

(VI) Extension of Metro link from Dwarka Sector-9 to Dwarka Sector-21

Extension of Metro link from Dwarka Sector-9 to Dwarka Sector-21 of length 2.76 km. (fully elevated and having only 1 Metro Station) was sanctioned by Gol on 25.4.2008 at an estimated completion cost of Rs.356.11 crore (including Central taxes). The project was commissioned on 30.10.2010.

(VII) Additional Funds for Rolling Stock

Government approved the proposal of DMRC on 30.1.2009 for Rs.3086.00 crore to fund the gap in resources required for procurement of additional Rolling

Stock to meet the spurt in ridership for Delhi MRTS Phase-II and particularly Commonwealth Games in 2010.

(VIII) Extension of Delhi Metro to Vaishali, Ghaziabad

Extension of Delhi Metro from Annad Vihar ISBT Vaishali, Ghaziabad of length 2.574 km, fully elevated, having two stations has been completed and commissioned on 14.07.2011 at a completion cost of Rs. 320 crore.

**(C) Delhi MRTS Phase – III**

- (I) The Government of India has approved the Delhi MRTS Phase-III for 103.05 km. at a cost of Rs. 35,242 crore (inclusive of central taxes but with waiver/ reimbursement of States taxes), as per the following financing plan:-

**The following corridors are covered under Delhi MRTS Phase-III:-**

Sl. No	Route name	Underground (km)	Elevated/ At Grade (km)	Total (km)	No. of stations
1	Majlis Park to Yamuna Vihar (Gokulpuri) [L-7}	14.386	41.311	55.697	36
2	Janakpuri West to Kalindikunj [L-8]	17.288	16.206	33.494	23
3	Secretariat to Kashmere Gate [L-6 Extn.]	9.370	0.000	9.37	7
4	Jahangirpuri to Badli Corridor [L-2 Extn.]	0.000	4.489	4.489	3
<b>Total</b>		<b>41.044</b>	<b>62.006</b>	<b>103.05</b>	<b>69</b>

Janakpuri to Badli operational from 10.11.2015. Central secretariat to Mandi House is operational from 26.06.2014 and Mandi House to ITO is operational from 08.06.2015.

- (II) Extension of Delhi Metro to YMCA Chowk, Faridabad The Government of India approved the extension of Delhi Metro to YMCA Chowk, Faridabad of length



13.875 km, fully elevated, having 9 stations, at an estimated completion cost of Rs. 2494.00 crore. The Line has been opened for public on 06.09.2015.

- (III) GoI has also sanctioned the following corridors as part of Delhi MRTS Phase-III during the year 2012-13:-

**Dwarka to Najafgarh** : 4.295 km., partly UG and partly elevated, having 3 stations, at a total cost of Rs.1,070 crore. Land at few locations is still not available. The target will be worked out when these land pockets are available.

**Yamuna Vihar (Gokulpuri) to Shiv Vihar** : 2.717 km., fully elevated, having 2 stations at a total cost of Rs.281.78 crore, out of which 1.4 km is in Uttar Pradesh area.

**Mundka to Bahadurgarh**: 11.182 km., fully elevated, having 7 stations (4 in Delhi and 3 in Haryana), at a total cost of Rs.1991 crore

## **BANGALORE METRO RAIL PROJECT**

### **3.42 Bangalore Metro Rail Project (Phase-1)**

Bangalore Metro Rail Corporation limited (BMRCL) is set up for implementation of Metro Rail Projects in Bengaluru. At present, the project is being taken up in two phases viz, Phase-1 & Phase-II. The Phase-I of Bangalore Metro Rail Project was commenced in mid April 2007 and the project is under implementation in two corridors totaling to 42.30 kms. The Project cost of Phase-I was revised from Rs11,609 cr to to Rs.13845.01 crore in July, 2015. Phase 1 comprises 40 stations in two corridors i.e North-South and East-West Corridors. The East-West corridor is 18.10 km. long, starting from Baiyyappanahalli and terminating at Mysore Road terminal. The North-South Corridor is 24.20 Kms long starting from Nagasandra Cross terminal and terminating at Yelachenahalli Cross.

Out of 42.3 km., 8.82 km. will be underground near City Railway Station, Vidhana Soudha, Majestic, Chikkpete and City Market and the rest will be elevated ramping down to ground level at Baiyappanahalli Station. There will be 7 Underground, 32 Elevated and 1 At-Grade Stations.

Total 33 km of Phase-1 is operational as on date. The physical & financial progress of Phase-1 is 99.48% & 99% respectively as on December, 2016. The Phase-I is expected to be completed by April 2017.

### **Bangalore Metro Rail Project (Phase-2)**

- 3.43 Govt. of India had approved the Bangalore Metro Rail Project Phase-2 in February, 2014. Phase-2 envisages two new lines and four extension lines with a total length of 72 km and 61 Stations. These two new lines and four extension lines traverse through some of the densest and traffic congested areas of Bangalore. These lines are planned to provide connectivity to the Information Technology and Bio-Technology Industry besides giving the much needed last mile connectivity to the commuters and also optimize utilization of Phase-1. Total completion cost of Phase 2 is Rs. 26405.14 crore and the date of completion is five years from the date of start of work.

### **JAIPUR METRO RAIL PROJECT PHASE-I:**

- 3.44 The project was sanctioned by government of India on 22.11.2013 for an estimated cost of Rs. 3149 Crore and for a route length of 12.067 Km. The project was proposed to be implemented through a 50:50 Joint Venture SPV of Central and State Governments after which Central Assistance was proposed to be released. However, Government of Rajasthan could not form Joint Venture SPV of Central and State Governments. Hence, no fund could be released to Jaipur Metro Rail Project.
- 3.45 On being enquired about the reasons for non formulation of Joint venture SPV of Central and State Govt. regarding the Jaipur Metro rail project and the action taken in this regard, the Ministry in their written replies submitted that :

"As per the Union Cabinet approval, the Government of Rajasthan was to form 50:50 joint venture Special Purpose Vehicle (SPV) of State and Central Governments for implementation of the project. However, Government of Rajasthan did not form the 50:50 JV SPV as they were not willing to accept the conditionality attached to the formation of SPV. While the State Government has suggested various other options for financing and institutional arrangement for consideration of Government of India, the same was found to be not acceptable as it would be departure from the existing institutional model being followed in the case of other metros. After several deliberations, State Government of Rajasthan has finally informed on 8.6.2016 about their decision

not to accept the conditionality attached to the formation of SPV. Since the State Government did not form the 50:50 JV SPV as per the conditions for sanction of FoI, no fund could be released for the Jaipur Metro. The State Government has since commissioned the Jaipur Metro without taking any central assistance. Due to the unwillingness of the State Government in implementing the Jaipur Metro Phase - I as per the conditionality attached to the approval of the Cabinet, the decision of the Cabinet remains unimplemented. Now, since the Jaipur Metro Rail Corporation is a fully state owned company and no central assistance can be provided for this project under the extant policy, the Cabinet Secretariat has been requested on 15.2.2017 for withdrawal of the Cabinet approval earlier accorded to this project."

### **Kolkata East West Metro Corridor**

3.46 The project was sanctioned by the Government of India on 30.7.2008 of length 13.77 km at an estimated cost of Rs.4676 crore from Salt Lake Sector-V to Howrah. Project cost was revised by the Government on 19.2.2009 to Rs.4874.58 crore by extension of alignment by about 900 m and shifting of Howrah terminal point to Howrah Maidan and dropping of Bow Bazar station. The project was initially being implemented by Kolkata Metro Rail Corporation Limited (KMRCL), a 50:50 SPV of Government of India and Government of West Bengal. Subsequently, the Union Cabinet on 9.8.2012 approved the transfer of East West Metro Corridor Project, Kolkata to Ministry of Railways with 74% equity and 26% with Ministry of Urban Development. The project is targeted for completion by August, 2019

3.47 The Committee enquired about the physical and financial status of this project. The ministry replied :

Physical Progress	-	44.00%
Financial Progress	-	43.44%

Reason of slow progress: Land Acquisition and Re-alignment issues.

3.48 Statement showing budget estimates, revised estimates and actual expenditure for the year 2012-13, 2013-14, 2014-15, 2015-16 and 2016-17 and budget estimates for 2017-2018 showing separately Plan and non-Plan expenditure regarding Kolkata East West Metro Corridor:

(Rs in crore)

Year	Equity	Sub.Debt	PTA	Total
2012-13(BE)	100	30	135	265
2012-13 (RE)	100	30	135	265

2012-13 (Actual)	100	30	139.02	269.02
2013-14(BE)	5	5	0.01	10.01
2013-14 (RE)	5	5	0.01	10.01
2013-14 (Actual)	5	5	0	10
2014-15 (BE)	9.93	9.99	0	19.92
2014-15(RE)	0.01	0.01	0	0.02
2014-15(Actual)	0	0	0	0
2015-16(BE)	5.63	24.25	0	29.88
2015-16 (RE)	0.01	0	0	0.01
2015-16 (Actual)	0	0	0	0
2016-17 (BE)	0.01	0.01	0	0.02
2016-17(RE)	0.01	0.01	0	0.02
2016-17 (Actual upto 16 January, 2017)	0	0	0	0
2017-18 (BE)	Within overall BE of Rs. 18000 Crore			

3.49 The Committee during the evidence discussed about the Kolkata east west Metro corridor. The Committee observed that Kolkata East West Metro has started as back as in 2008 and it is still struggling and limping. In response to this the Secretary of the Ministry of Urban Development stated that :

"In so far as the Kolkata Metro is concerned, that project is different from other metro projects in the sense that all other metro projects which we mentioned in the presentation. Their implementation is with us, but the Kolkata Metro, at a certain point of time, was taken over entirely by the Ministry of Railways. So it is being implemented by Indian Railways. Of course, the equity contribution is 74 per cent is with Railways and 26 per cent is with the Ministry of Urban Development. Personally I am aware that the delay has been on account of largely the difficulties in land acquisition and the State Government, perhaps, was not very helpful I am told. Now they are fully on board and things are moving."

3.50 When asked about the slow progress of Kolkata east west metro corridor and the reasons for zero actual expenditure upto January, 2017, the Ministry in their written replies stated that:

"The Kolkata East West metro Corridor is under administrative control of Ministry of Railways. Share in equity of Ministry of Urban Development in this project is 26% and rest 74% is with Ministry of Railways. Out of total sanctioned cost of Rs. 4874.58 crore, the share of MoUD is Rs. 681.61 crore (Rs. 364.78 crore as equity and Rs. 316.83 crore as Subordinate Debt). MoUD has so far released Rs. 438 crores (RS. 339 croe as equity and Rs. 99 crore as Subordinate Debt) to Kolkata Metro Rail Corporation Limited, the implementing agency for the project. The remaining funds will be released as per the progress of the project and matching equity release from the Ministry of Railways."

3.51 During the discussion with the Committee, the Secretary of Ministry of Urban Development also stated that:

"On Metro, we are also working on a New Metro Policy as well as a new Metro Bill. The New Metro Policy is designed to provide a menu of options as opposed to the current situation where there is just one model of equal funding by the Central and State Governments and also to promote indigenisation and standardisation."

3.52 On being asked about the reasons for extraordinary emphasis on Metro in Urban Development Budget, the Secretary stated that :

"Sir, you are absolutely right. Let me put it slightly differently. It is not that the metros are getting a very high allocation. Metros have got a very high proportion of our allocations. But in absolute terms, even the allocation for metros is short of the requirements."

3.53 The Committee asked the Ministry about the innovative methods for raising financing for Metro projects so as to reduce dependency on Central Budgetary support.

The Secretary in response to this query of the Committee stated that :

"We are actually that thing already in the sense that in the current scheme of things, the metro projects, 60 per cent of the total funding is pass through assistance from mostly, predominant contribution has been Japanese International Cooperation Agency, JAICA. In fact, JAICA's total exposure to the metro projects in the country today is of the order of Rs.60,000 crore, then there are other smaller players come in lately, French, German, and World Bank to some extent. That is already there.

We are trying to address the points you have made – 60 per cent comes from there, remaining 40 per cent – 20 per cent Government of India, 20 per cent States. In the new metro policy which is on the anvil, we are proposing first of all while metro is important but the feasibility or the analysis of the actual need for a metro in a city needs to be far more rigorous and it needs to be done by a third party, which is independent because what happens currently, State Government gives a report, they say that this is the rate of return. We take it almost at face value, I think it needs to be very rigorous. Also, the metro by itself will not solve the problem, unless you also have a very good bus system, that is

lacking in most of the cities. So, when we plan for a metro project or State Government plans, they should have that as an integral part of the plan. For example, my State, Jharkhand, I went there recently, and they are demanding a metro project in Ranchi but there is no public transport or bus system worth the name. That cost much less money. We are also unfortunately what has happened in the last five or six years, there is no scheme for funding the non-metro options. That is why we have also formulated a green mobility which will focus on non-metro options, and non-motorised option also but buses. There also, the departure which is going to be from the JNNURM where we are funding, the purchase of buses. We are saying, purchase of buses, be left to the private operators. The State Government and the city should focus on creating the core infrastructure, bus terminal, the ITS system, etc. but the buses per se should be funded by the private sector.

Similarly in the new metro policy, amongst the options which are being proposed is the PPP model, which has been tried in the past. It has not been outstanding success for a variety of reasons including absence of a sound arbitration mechanism in our country, Governments and public sector entities are reluctant to revisit or renegotiate for variety of reasons. You are too well aware, that needs to be addressed. These are the initiatives we are taking to address the concerns you have raised. Currently, in the BE which has been presented to you, it does look lopsided in terms of the total funds which are allocated to the metro. As we go along – for example Smart Cities - we need each of the Smart Cities, as soon as SPVs are incorporated, we have to give them the first instalment of Rs.200 crore. We don't have money even for that. We will go naturally to the Ministry of Finance, who are aware of this constraint. We hope that over the next few months they would provide us more money and address this imbalance to some extent. "

## **RAPID REGIONAL TRANSPORT SYSTEM IN NCR REGION**

3.54 On being enquired about the status report on the level of implementation of Rapid Regional Transport System in NCR, Ministry of Urban Development have stated as below:

"The DPR for the following two of the three prioritized RRTS is under preparation:-

- (i) Delhi – Sonipat - Panipat (111 km);
- (ii) Delhi – Gurgaon – Alwar (180 km).

DPR of Delhi-Ghaziabad-Meerut has been prepared and approved by NCRTC and has been sent to Government of Uttar Pradesh (GoUP) and GNCTD for their approval.

Government has appointed regular Managing Director of National Capital Region Transport Corporation Ltd. (NCRTC)."

### **Feeder Buses And Other Bus Transport System**

3.55 When the Committee asked the Ministry to elaborate upon the status and issues associated with feeder buses and other Bus transport system in Delhi, Ministry of Urban Development has stated as below:

"Delhi Metro Rail Corporation (DMRC) has informed that presently, there are 291 metro feeder buses plying on 41 metro feeder routes in Delhi Metro. Average daily Ridership of the Delhi metro system for the month of Jan-2017 was 27.69 lakhs per day. Average commuters travel per hour in Bangalore Metro Rail is 10,500. Average ridership per day for Chennai Metro is 12,000."

3.56 During the oral evidence of the Ministry Members of the Committee raised about the issues pertaining to bus funding project of Ahmadnagar Municipal Corporation. It was stated that Ahmadnagar Municipal Corporation has running the city bus services with private operator on B.O.O basis. But the private operators have failed to give proper satisfactory services to the people and this agency has only 18 buses. Ahmadnagar Municipal Corporation has prepared bus funding DPR with the help of UMTC a Govt. subsidiary agency which costs Rs. 33.98 crore. This bus DPR includes modernization of bus services (pathways, bus stops, cycle ways, etc.) and 59 modern buses. So it was requested for allocation of adequate funds for the city bus services and sanction to the bus funding DPR of Ahmadnagar Municipal Corporation.

### **URBAN PARKING**

3.57 Keeping in mind the increasing number of vehicles when asked whether ministry has started any pilot projects for providing parking space in big and metropolitan cities and to provide details of those projects, Ministry of Urban Development has stated as below:

"AMRUT Mission has multilevel parking as an eligible component for funding. Some states have indicated in their saps that they will be taking up multilevel parking projects through the Mission. However, the details of such projects are being worked out by the States and the DPRs being developed/approved the. Transport is a State subject. Planning of parking spaces is, therefore, to be done by the concerned State Governments."

## **CENTRAL PUBLIC WORKS DEPARTMENT (CPWD)**

3.58 Established in July, 1854 at Ajmer as the central agency for execution of public works, the Central Public Works Department (CPWD) has now grown to become a multi-disciplinary and multi-dimensional organization of the Central Government, which provides services from project concept to completion and maintenance management in post construction stage. The quantum of maintenance with CPWD can be gauged from the fact that there are about 140000 units of General Pool Residential Accommodation (GPRA) and 2260000 sq m area of General Pool Office Accommodation (GPOA). There are other residential and non-residential buildings also, including some well known monumental and prestigious buildings such as the President Estate, Parliament House, Supreme Court, hospitals, colleges, sports complexes, etc.

### **3.59 Key Initiatives in 2016-17**

- ❖ Implementation of Roof Top Solar Panels under RESCO (Renewable Energy Service Company) Model in GPOA Buildings. A capacity of 4.53 MW already achieved against the target of 5 MW (2016-17). CPWD received award from MNRE for this achievement. Scheme is implemented without any Capex.
- ❖ Energy Efficiency measures under ESCO (Energy Service Company) Model in GPOA buildings without any Capex. Use of LED light fixtures, 5 Star rated AC and fans under the scheme. 16 GPOA Buildings have been covered.
- ❖ Pilot project initiated for implementation of street lighting through solar panels in Bhubneswar.
- ❖ Pilot project for solar panels use on the anvil in GPRA colonies.
- ❖ New Construction Technologies adopted:
  - ✓ Monolithic Concrete Construction: Kadarpur (CRPF)
  - ✓ Pre-Fab/ Pre-Cast (3-S System):
  - ✓ EPS (Expanded Polystyrene Core Panel System): Moti Lal Nehru College, Delhi
- ❖ Introduction of EPC (Engineering Procurement and Construction) mode of Project implementation over Rs. 100 cr. projects as per NITI Aayog guidelines.
- ❖ Appointment of Arbitrator under amended Arbitration Act in 84 cases.
- ❖ New Clients added Namely: AIIMS (Jodhpur), DR College (Bhubaneswar), State Cooperative Spinning Mills (Odisha), BPR&D (Punjab), ARIESS (Nainital), D/o



Sample Survey, (Jalandhar), LPAI (MHA), D/o Animal Husbandry, IIM (Amritsar), CPRI, NDRF, HAL (Bangalore), IIT (Tirupati), NIT, (Tadepalligudem).

- ❖ Estimates for 4164 works amounting to Rs. 25,640 Crores submitted to clients.
- ❖ Total Clientage stands at 711.
- ❖ MoU signed with: D/o Engineering Services, Bhutan Govt., Indian Coast Guards, Ministry of Health for PMSSY works, etc.

### **3.60 Plan Of Action for 2017-18**

- ✓ Bio Medical Research at Genome Valley, Hyderabad (Rs. 181.28 Cr.).
- ✓ Construction of T-II to T-V Quarters for CRPF, Sembo, Ranchi, Jharkhand (Rs. 100.23 Cr.).
- ✓ NIT, Jamshedpur, Jharkhand (Rs. 140.17 Cr.).
- ✓ Upgradation of Medical College, Agartala (Rs. 114.54 Cr.).
- ✓ Office Building for ECGC, Andheri, Mumbai (Rs. 111.24 Cr.).
- ✓ Student Hostel, Guest House and Sport facility at IIT, Gandhinagar (Rs. 156.22 Cr.).
- ✓ CRPF Quarters, Gwalior, MP (Rs. 164.29 Cr.) and CRPF Quarters at Amethi, UP (Rs. 134.17 Cr.).
- ✓ Type VII Quarters, DDU Marg, New Delhi (Rs. 97.33 Cr.).
- ✓ New Building for NICF at Ghitorni, New Delhi (Rs. 248.20 Cr.).
- ✓ CRPF Quarters at Barrack at Gurgaon (Rs. 165.96 Cr.).
- ✓ Two AIIMS at Jammu & Kashmir.
- ✓ Redevelopment of Mohammadpur & Tyagraj Nagar.
- ✓ C/o CAPFIMS Projects for CAPF at New Delhi (Rs. 1219.21 Cr.).
- ✓ IIT Ropar Phase-1B (Rs. 294 Cr.) and IIT Jodhpur, Rajasthan (Phase-II) (Rs. 350.02 Cr.).
- ✓ 100 Bedded Hospital, Rudrapur (UK) (Rs. 97.71 Cr.).

### **3.61 IMPORTANT PROJECTS LIKELY TO BE COMPLETED**

- NISM Campus, Mumbai (Rs. 315 Cr.).
- Annexe Building IDBI, Navi Mumbai (Rs. 129.32 Cr.).
- Construction of 509 Border Out Post for Border Security Force along the Indo-Bangladesh Border (IBB) (Rs. 354.32 Cr.).
- Construction of Central Academy for Police Training, Bhopal (Rs. 188.87 Cr.).
- C/O 13072 Nos. for CAPF under Ministry of MHA (Rs. 3090.98 Cr.).
- C/O Stage I Of Phase I C/O Permanent Campus for IIM, Trichy (Rs. 332.72 Cr.).
- C/O IIT Mandi at Kamand (H.P) (Rs. 43.75 Cr.), IIT Ropar (PB) (Rs. 387.79 Cr.), IIT Jodhpur (Phase-I) (Rs. 479.87 Cr.).

- C/O Mega Hostel for NIT, Calicut (Rs. 81.97 Cr.).
- C/O NIT Academic Building at Langol, Imphal, Manipur (Rs. 348.95 Cr.).
- Construction of Additional Complex for the Supreme Court (Rs. 884.30 Cr.)

3.62 During the earlier meetings with the Ministry of Urban Development when the Committee asked whether they have done any audit of quality of workmanship (contractors) in the projects executed by them, the representatives submitted as under:

“Yes, there is a proper monitoring system to check the quality of workmanship as CPWD has a well established Quality Assurance and Technical Audit wing at HQ and separate Quality Assurance Units in the Superintending Engineer Office and Additional Director General Office. Technical checks are performed during execution by supervisory officials and senior officers. The quality assurance teams from circle and other offices regularly inspect the site to monitor quality. Periodical inspections are carried out by HQ Quality Assurance unit or on receipt of any specific complaint. For bigger projects costing more than Rs. 20 crore, Third Party Quality Assurance (TPQA) is mandatory to be employed and inspections are also made by Chief Technical Examiner (CVC). No centralized data is presently available for all such checks/inspections.”

3.63 When asked by the Committee that in how many cases the contractors have been penalised for sub-standard works relating to civil and electrical works after inspection by JE/AE during last 3 years (year-wise) in various Govt. Colonies in Delhi and the penalties imposed, Ministry of Urban Development has stated as below:

"References of sub-standard works are handled as per laid down procedure in CPWD Works Manual and General Conditions of Contract. Generally sub-standard work is not accepted & got re-executed. No centralised record is maintained about the details of penalising the contractor for sub-standard work and cases of penalising the contractors are handled on individual contract basis by respective Divisions."

### **DIRECTORATE OF ESTATES**

3.64 The Directorate of Estates is mainly responsible for administration and management of the office buildings and residential accommodation of Government of India employees. There are at present 8 Regional Stations at Mumbai, Kolkata, Chennai, Shimla, Chandigarh, Faridabad, Ghaziabad and Nagpur under the administrative control of Directorate of Estates. Besides, General Pool Residential Accommodation (GPRA) is also available in other cities viz. Indore, Bhopal, Shillong, Kanpur, Bangaluru, Lucknow, Hyderabad, Kochi, Rajkot, Allahabad, Agartala, Kohima, Imphal, Jaipur, Mysore, Dehradun, Thiruvananthapuram, Gangtok, Varanasi, Guwahati, Agra, Port Blair,

Bikaner, Srinagar, Pune, Jodhpur, Kozhikode, Bareilly, and Goa. The work relating to management of estates at these stations has been entrusted to the respective CPWD offices. Apart from the following are administered by Directorate of Estates:

- a) Administration of Requisitioning and Acquisition of Immovable Property Act, 1952
- b) Administration of Public Premises Eviction (PPE) Act, 1971.
- c) The control and administration of Holiday Homes and Touring Officers Guest Houses and other Government Hostels.
- d) Administration of Markets/Shops in Government Colonies in Delhi, Faridabad, Ghaziabad, Mumbai & Nagpur.
- e) Allotment of Accommodation in Vigyan Bhavan and Vigyan Bhavan Annexe.
- f) Realization of Licence fee from all allottees.

3.65 When asked to brief the Committee about the latest situation with regard to maintenance of Central Government Houses and holiday homes across the country and the reasons for poor maintenance, Ministry of Urban Development has stated as below:

"As and when any complaint is received by DoE with regard to poor maintenance of Guest Houses, it is forwarded to CPWD and quick and corrective action is ensured. Generally, Guest houses are being maintained by CPWD in fairly good condition within the limit of budgetary constraints. From the financial year 2013-14, a separate head for Maintenance /Upkeep of Inspection Bungalows, Guest Houses & Holiday Homes has been opened through token supplementary grant in the supplementary demand for grant 2013-14. The BE, RE and Expenditure onwards is as given below:

**Head 2059.60.053.04.00.27-Minor Works (Maintenance/ Upkeep of Inspection Bungalows, Guest Houses & Holiday Homes)**

(Rs. In crore)

YEAR	Budget Demand	B.E.	R.E.	Expenditure
2013-14				0.01
2014-15	12.00	8.00	3.00	3.55

2015-16	8.00	5.00	5.00	4.43
2016-17	8.83	5.00	5.00	3.63(upto January17) (Provisional)

3.66 Further, the Committee asked them to explain about the authorized and existing strength of manpower and machineries for the maintenance, the Ministry replied as under:

"Guest houses form very small portion of total assets being maintained by CPWD. There is no separate strength for maintenance of guest houses. These are maintained by CPWD Units located at that Station along with other construction & maintenance work. However, catering and day to day maintenance of Mumbai Guest Houses has been assigned to an outsourcing agency by DoE. "

### **Eco-friendly Low-cost Waste Water Treatment technology**

3.67 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.

### **Fire Safety Norms**

3.68 Cities like Mumbai, Delhi, Kolkata and recently Ahmedabad have witnessed fire incidents in big public buildings. When the Committee enquired from the Ministry about the reasons behind these fire incidents and details of efforts made/planned to reduce such occurrences, the Ministry in their written replies stated that :

"DDA has informed that all the circulars issued by Delhi Fire Services (DFS) as well as latest National Building Code (NBC) are being strictly followed in all their buildings. In addition to above, DFS also conduct the inspections of various building and if any deficiency is noticed, the same is rectified immediately. Home Department of Government of National Capital Territory of Delhi (GNCTD) has informed that about 100 fire accidents on an average taken place annually in public buildings in Delhi and by and large most of these were effectively contained through timely intervention by Delhi Fire Service. Out of these, There were 04 major fire accidents during 2016-17. The fire accidents were mainly attributed to electrical short circuits. No unusual fire behavior or an unusual pattern can be drawn from these incidences. The fire and life safety measures in buildings are regulated in accordance with the Unified Building Byelaws 2016, which, in turn, is based on the provisions contained in National Building Code of india 2005, PArt - 44, "Fire and Llife Safety". The Delhi Fire Service act, 2007 (Delhi ACt 2 of 2009) and Delhi Fire Service Rules, 2010, further provide a comprehensive techno-legal regime for issue of Fire safety Certificate for occupancy that are renewed every 3 years. Further the Delhi Fire service is being strengthened in terms of modern equipment and appliances to respond to accidents adequately."

3.69 When the Committee asked the Ministry regarding the status of implementation of modernization of Printing Stationery and Publication, the Ministry stated that :

**"a) Supply of Paper:** Full efforts are made to process the proposals for requirement of paper for Govt. of India Presses and sanctioned on priority basis.

**b) Steps taken for modernization to replace the old and defunct machineries are as follows: -**

Partial modernization of Govt. of India Presses was undertaken between 2004 and 2008 in which Offset Technology which includes Pre-Printing, Printing and Post-Printing of Indian make machines & equipments have been installed to replace the Letter Press technology.

- For further up-gradation / modernization, a comprehensive proposal regarding selection of approach for resource mobilisation for modernization was discussed with Ministry of Finance. Ministry of Finance has advised to modernize the presses with budgetary support from the Government. The proposal in this regard is accordingly being prepared.

**c) Permission to fill up essential posts has not been given. Shortage of skilled workers hampered the work seriously.**

Group „C“ post of Govt. of India Presses have been lying unfilled since, 2007-08, after the cancellation of recruitment process in 2008. The direct recruitment were

initiated once again in the year 2013. But the same has to be put under abeyance. The reason being that since these posts have been lying vacant for more than one year (many years), they need to be first revived with the approval of Ministry of Finance. M/o Finance has agreed to revive 700 posts in Group „C” category. Further action is being taken by Directorate of Printing.

**Modernization:**

The following proposals for modernization are under consideration of the Ministry.

- (i) Leveraging of land resources to generate revenue for financing modernization.
- (ii) To undertake modernization on pilot basis on PPP model and replicate it, if found successful.
- (iii) Financing the modernization through budgetary support. A meeting was held on 17th July, 2015 with Ministry of Finance to discuss this aspect. M/o Finance has advised to finance modernization through budgetary support from the Government. Accordingly, proposal is being prepared.

The recommendation of Committee of Secretaries (CoS) in this regard is under examination.

**Efforts to utilise the services of Govt. of India Presses**

The Ministry has already written to all Ministries, Departments, Undertakings, Autonomous Bodies and Agencies to utilise the services provided by Directorate of Printing and Government of India Presses. Letters to all Secretaries of different Ministries/Departments have been sent at the level of Secretary, Joint Secretary and Director (Printing)."

## **PART-II**

### **Recommendation No. 1**

#### **SUITABLE ENHANCEMENT OF BUDGET ALLOCATION FOR URBAN DEVELOPMENT**

The Committee note that from this Financial Year 2017-18, distinction between Plan and Non-Plan has been removed because of various structured budgetary reforms undertaken by the Government. The overall BE 2017-18 under Demand No. 97 is Rs. 36777.70 crore (Gross). The Net BE 2017-18 is Rs. 34211.84 crore after anticipated recoveries of Rs. 2565.86 crore. Out of total Central Govt. outlay of Rs. 2164734.78 crore, the Ministry of Urban Development has been allocated Rs. 34211.84 crore, which is 1.58%, a little higher than previous year allocation.

During the evidence, the representatives of the Ministry submitted that though BE 2017-18 of Rs. 34211.84 crore represents an increase over the last year's budget estimate but actually this is also way short of what the Ministry had projected i.e. Rs. 68409.71 crore. As per census of 2011, 31% people are living in cities and towns and this percentage is going to increase very significantly up to 50% by 2050. The Committee are well aware of the increasing importance of investing in the urban sector in the cities for improving the infrastructure and delivery of services now itself to cater to not only the present but also for future growth of population in the urban cities.

The Committee feel that judicious allocation of budget among various schemes/projects of Ministry of Urban Development is the need of the hour and at the same time enhancing the budgetary allocation of Ministry of Urban Development at RE stage. The Committee feel that lopsided allocation in favour of Metro Projects and release of funds may hamper the implementation of rest of projects and scheme of Urban Development such as AMRUT, Swacch Bharat Mission, HRIDAY etc. The Committee, accordingly, recommend that the requirement of funds for significant investment in urban infrastructure to improve civic life, delivery of services for ever increasing urban population and implementation of various flagship projects and schemes of Ministry of Urban

**Development should be vigorously pursued with Ministry of Finance. The Ministry of Urban Development, while bringing out their need for funds should project their demand for additional funds at RE stage so that they are able to cater to the requirements of the cities and towns and also meet their commitments under various Missions. The Committee further desire that the Ministry of Urban Development should also explore other means for mobilizing the funds viz. PPP, Multilateral funding agencies, external Commercial borrowings etc. for their projects.**



## **Recommendation No. 2**

### **JUDICIOUS/PROPER UTILIZATION OF FUNDS**

The Committee note that 52.61% i.e. Rs. 18000 crore of total budget estimates (2017-18) i.e. Rs. 34211.84 crore of the Ministry of Urban Development has been earmarked for Metro Rail Projects. The Committee were apprised that though Metros are getting high allocation but still they are short of their requirements.

The Committee observe that though Metro is a way forward for improving Urban Transport Services but still Metro Rail Projects drain most of the budget estimate leaving other projects suffering from inadequate funds. Hence the Committee are of the considered opinion that new options such as international cooperation/assistance should be identified for getting funds for Metro Rail Projects so as to reduce dependency of these projects on Central Sector grants. They note that for Bullet train between Mumbai and Ahmadabad, the project is assisted by Societies Nationale Dis Chemins De Fer Francais (SNCF) and Japanese International Cooperation Agency (JICA). They are of the opinion that in the same way Metro projects should not depend much on Govt. budgetary support. The Committee desire the Govt. to come out with some innovative methods for raising funds for the Metro Rail Projects. In addition to the budgetary support International-cooperation/assistance/long term aid should be sought for funding these Metro Rail Projects which are heavily capital intensive. Also the funds have been released when the projects are in the formulation stage and are reduced in the implementation stage. Hence the Committee strongly recommend that there should be adequate allocation of funds for those projects which are in the implementation phase so that they can be utilised properly.

### **Recommendation No. 3**

#### **PROTECTING GOVT. LAND FROM ENCROACHMENT**

The Committee note that Land Management & Engineering Department of DDA is responsible and custodian for complete details of vacant land and land under encroachment within their territory. Security guards, revenue staff and field investigators of LM Department have been assigned the task of detection of encroachment on DDA land. The Committee, however, note that there are many land pockets which are under encroachment in Delhi. On one hand, there are not enough schools, playgrounds and hospitals etc. for want of land and on the other hand, large areas of DDA has been encroached, sometimes with the patronage of vested interest groups. This matter is of urgent concern for the Government. The Committee have been apprised about the status of implementation of Information Technology Initiatives for protecting DDA's land from encroachment. The Committee have also been apprised by DDA that they have developed a system of uploading photographs of vacant land/plots of DDA so that encroachment if any, is detected without delay. Mobile App has been developed for detection and reporting of encroachment and arranging demolition programs.

While the Committee note the steps taken by Govt. to detect encroachment of DDA land, they urge the Ministry that a Centralised data should be maintained in the Department for proper analysis and also urge the Ministry to constitute Quick Reaction Team which can immediately react to the information of encroachment as and when received. The awareness programs for using Mobile App should also be conducted so that people can easily use these kind of IT initiatives. Further they recommend to the Ministry to create widespread awareness proactively among people to report encroachments and also regularly monitor and ensure that encroachments are evicted forthwith with the help of local authorities/persons so that it does not turn into a menace. The Committee recommend that mechanism developed to control such incidents should be periodically revised to examine their effectiveness and outcome of the system.

#### **Recommendation No. 4**

#### **ACQUISITION OF ILLEGAL FARMHOUSES FOR SOCIAL INFRASTRUCTURES AND SICK INDUSTRIAL PLOTS FOR RESIDENTIAL DEVELOPMENT**

The Committee note that Policy of farmhouses have been notified by DDA on 31.12.2012. The aim of this policy is to regulate the existing farmhouses which are constructed beyond permissible limits. This policy provides one time relief to farm houses which had come before 7.2.2007 except those falling in certain categories as specified in the regulations. The Committee note that this policy of DDA does not envisage acquisition of illegal farm houses for social infrastructure. There is no differentiation between Sick and Non-Sick industrial units as per the Master plan of Delhi 2021. However, there is a provision of Group housing projects in industrial plots as per the Chapter 7 of the Master Plan. In existing industrial units/plots with an area of 3000sq.m. or above abutting road of 24m ROW and above shall be eligible for Residential use (Group Housing) within development control norms of Group Housing along with incentive 1.5 times Floor Area Ratio (FAR) of permissible FAR of Group Housing subject to payment of Conversion charges as prescribed by the Government from time to time for respective use. The Committee are of the view that there are large number of farm houses owners that have flouted the rules and have built palatial structures with swimming pools and other luxurious facilities whereas the farm house is meant only for agricultural purposes with one small room. The Committee are of the opinion that zonal development should also include social infrastructure like Group Housing Developments. They suggest for hefty penalties to be levied and in egregious cases for the acquisition of illegal farmhouses who have flagrantly flouted rules, for social infrastructure such as hospitals, orphanages, old age homes, schools, sports complex etc. and sick industrial plots for housing development. Hence, the Committee recommend that DDA should modify the existing policy on farm houses wherein illegal farmhouses should be dealt with firmly by the DDA and Group Housing Projects should be launched. More so, land should be identified by GPS technology and other IT initiatives, as per the defined present land use and any change there in should be immediately recorded. Regular monitoring should be undertaken by the concerned agencies.

## **LAND POOLING POLICY (LPP)**

The Committee note that Government have formulated a Land Pooling Policy (LPP), which was notified in September, 2013. in PPP mode under which various housing projects shall be taken up by using the large parts of land available in the urbanisable zone identified for residential use under various Zonal Development Projects. However, some issues need to be resolved before notification of the regulations for implementing LPP with Delhi Govt. The Committee endorse the land pooling concept of DDA. However, the Chief Secretary apprised the Committee that, the status of land has to be changed from rural to urban and 95 villages have to be notified as development area of DDA under Section 12 of Delhi Development Corporation Act 1957 by LG Delhi in consultation with Delhi Municipal Corporation. DDA is perusing the matter with Land and Building Department GNCTD since November 2014. Further, out of these 95 villages, 89 villages have to be declared as urban areas under DMC Act. The proposal for this was sent by DDA to concerned DMC and GNCTD on 09.06.2014 and is awaiting issue of final decision.

The Chief Secretary of GNCTD has assured the Committee to expedite the notification of all the 95 villages as urban area. The Committee expect that the matter may be settled at the highest level and the Central Government and State Government should initiate steps on priority and sort out the contentious issues and implement the land pooling policy immediately. The steps taken in this regard should be intimated to the Committee.

## **Recommendation No. 5**

### **EXPEDITIOUS IMPLEMENTATION OF REGIONAL RAPID TRANSIT SYSTEM (RRTS)**

The Committee note that NCRPB had recommended construction of Regional Rapid Transit System (RRTS) in their functional plan of NCR 2032. This Plan recommended eight Regional Rapid Transit System corridors to connect various towns/ areas of National Capital Region. Out of eight corridors, the Government of India has prioritized the following three corridors for implementation in consultation with State Governments: i) Delhi- Sonipat- Panipat ii) Delhi- Gurgaon- Rewari- Alwar iii) Delhi- Ghaziabad- Meerut. It has been proposed to implement the project through NCR Transport Corporation (NCRTC).

The Committee find that Detailed Project Report (DPR) of Delhi-Sonipat-Panipat (111 km.) & Delhi-Gurgaon-Alwar (180 Km.) are under preparation. DPR of Delhi-Ghaziabad-Meerut has been prepared and approved by NCRTC and has been sent to Govt. of Uttar Pradesh and Govt. of National Capital Territory of Delhi (GNCTD) for their approval. The Committee are of the view that the delay in implementation of projects on these three prioritized sectors will lead to delay in implementation of projects on remaining five corridors, which over the passage of time might defeat the purpose of these RRTS.

The Committee note that at last now regular Managing Director of NCRTC has been appointed after a long delay of 3-4 years. Hence, there is no reasons for delay in execution of these projects. The Committee strongly recommend to the Ministry to expedite the implementation of these three prioritized projects without any further delay. The Committee also suggest the Ministry to integrate these projects with Smart City development plan by applying Build-Operate-Transfer (BOT) Model. The Committee further recommend the Ministry to ensure continuous uninterrupted flow of funds for such initiatives along with proper implementation at ground level and regular review of their outcome including their contribution to passenger satisfaction. The Committee urge that periodical status reports in this regard should be sent to this Committee in a time bound manner.

## **Recommendation No. 6**

### **STRENGTHENING FEEDER BUS SYSTEM UNDER METRO RAIL PROJECTS**

The Committee are concerned to note that there are 291 metro feeder buses plying on 41 metro feeder routes in Delhi Metro. The Committee note the average daily ridership of Delhi Metro system for the month of January, 2017 was 27.69 lakhs per day. In the year 2015-16, feeder buses in Delhi were 228. Now it has been increased by only 63 buses which is very miniscule figure. The Committee are not satisfied with the state of affairs of feeder bus services in Delhi. This situation compels the commuters to depend on the mercy of overcharging auto and cycle Rickshaws to reach their final destinations.

This last mile connectivity is a matter of serious concern for the commuters availing metro rail facility. The Committee are of the considered opinion that concerned agencies should join hands to strengthen effective feeder bus system connecting Metro Stations with residential and commercial places all over the country so that an integrated transportation system develops. Some Municipal Corporations such as Ahmadnagar Municipal Corporation have prepared detailed Project Report (DPR) for modernization of Bus Services including pathways and bus stops and they are waiting for the fund clearance. The Committee recommend the allocation of adequate funds for improving number of the bus services within and outside the city and modernisation of existing bus services. The Committee also strongly recommend for allocation of separate funds for feeder bus services to adequately increase the number of feeder buses to make public transport more comfortable.

## **Recommendation No. 7**

### **SWACHH BHARAT MISSION (SBM)**

The Committee are informed that 500 cities have been declared as open defecation free (ODF) after third party verification under Swachh Baharat Mission(Urban) of Ministry of Urban Development. They note the efforts made by the Ministry of Urban Development in achieving the desired objective under the Mission such as Swachh Sarvekshan(Survey) and SWACHH APP involving railways to build public and community toilets on their land (though no permanent structure is permissible there) increasing quantum of assistance for community toilets etc. The Committee were informed that for SBM, out of Rs. 12000 crore, the Ministry has been granted Rs. 6800 crore only and therefore the Ministry have projected additional requirement. The Committee find that only Rs. 3729.21crore have been released against an allocated fund of Rs. 14161.28 crore for SBM as on 27.01.2017. Further, the Committee are of the opinion that if Rs. 14000 crore is to be provided for 4-5 years against SBM, the same should be provided in time to make the Mission successful. Hence, the Committee desire that Ministry of Finance should be pursued to grant more funds for this flagship scheme.

### **Sewerage Treatment Plants (STPs)**

The Committee gather that Rs. 2000 crore have been spent on cleaning the river Yamuna till now but find there has been minimum improvement in water quality after 22 years of haphazard and kneejerk spending. The Committee understand that there are 23 Sewerage Treatment Plants (STPs) which were planned and are existing as of today in Delhi. The oxidation pond at Timarpur which was commissioned in 1947 is now proposed to be closed. There are 4 STPs at Kondali which are lying closed due to inadequate sewerage. Sewerage is not even reaching the STPs and getting drained into the river directly without getting treated. There is a need of comprehensive strategy for solid waste and sludge management. The Committee are of the view that if entire STP infrastructure are made fully functional then they can be used and utilized to support and aid implementation of Swachh Bharat Mission in Delhi.

## **E - Waste Disposal**

The Committee have gathered that many power distribution companies in Delhi including the 66 KV grid substations at IP extension, Dilshad Garden, Sonia Vihar, Patparganj Industrial area, Punjabi Bagh, Srinivaspuri and Okhala and other places, were flouting E-waste rules and are contributing to the air pollution menace in the city. The Committee feel that these E-Wastes are highly polluting to the environment. Further the improper disposal of E-Waste is by law a criminal offence. The Committee are of the opinion that if such big Power Distribution Companies flout these rules in Delhi itself, what can be expected from the common man who may not be aware of E-Waste disposal system. They feel that adequate punitive measures by the Competent Authority should be taken against these errant companies. Therefore the Committee are of the view that pollution monitoring agency should inspect the premises of power distribution companies storing toxic e-waste regularly. Delhi Pollution Control Committee (DPCC) and Central Pollution Control Board (CPCB) should also inspect these areas periodically under intimation to this Committee.

The Committee are of the view that although initiatives have been taken under SBM (Urban) but there is a long way to go and, therefore, recommend that capacity building programmes should be launched by the Ministry to strengthen the Urban Local Bodies/Municipal Corporations for implementation of SBM projects in urban cities across the country. Some of the States like MP, Andhra Pradesh and Rajasthan are better equipped and have entered into contracts for waste to energy plants in all their cities. They desire that other States/UTs should also be approached in this regard and with some assistance from the Centre, these plants can be set up there. The Committee also recommend to develop audit mechanism and adopt healthy measures so that the work undertaken by the Government under the Mission is not compromised. The Ministry should also pursue the State Govts. to promote the implementation of the schemes as also release their share of funds in time. They urge the Ministry to monitor that the money spent in building the toilets are functional at ground level, including water availability. They should also create awareness among people and involve



**community and educate different sections and society, especially the young student community in their endeavor to make SBM a success.**

## **Recommendation No. 8**

### **URBAN PARKING**

The Committee observe that large areas of urban land including green and open spaces is being consumed by vehicle parking due to substantial increase in cars and other vehicles. The Committee are perturbed to note that despite provision of funding for multilevel parking to States under AMRUT Mission, Detailed Project Reports of such Multilevel parking projects in States have not been drafted till now and the details of such projects are not provided. The Committee are not happy with the state of affairs of parking in many metropolitan cities in the country particularly Delhi. Therefore, the Committee are of the considered opinion that planning of parking spaces should be done by concerned State Govt. in consultation with the Ministry in a hand holding manner. Given the magnitude of the menace of growing number of vehicles on road, it is very pertinent that planning of parking of vehicles and innovative methods for restraining the proliferation of vehicles should be carried out in a time bound manner. The Committee also recommend the Ministry to suitably develop a system to control congestion in metropolitan and other big cities. For this, the Committee also recommend the Ministry to conduct pilot studies for Electronic Road Pricing (ERP) system for reducing Road traffic in highly congested areas of metropolitan and other big cities. The Govt. should also introduce pre-paid cards for the vehicles to be read and deduct the amount electronically when the vehicles enter the designated congested areas. The Committee are of the view that parking charges in metropolitan cities and other bigger cities should be commensurate with the facilities available at the parking sites and as well as according to the congestion level in that particular area of the city.

## **Recommendation No. 9**

### **MAINTAINING COMPUTERIZED DATABASE OF TAINTED CONTRACTORS**

The Committee are perplexed to note that centralized records are not maintained in CPWD/MoUD with regard to the contractors penalised for compliance of laid down norms for the assigned works. The Committee feel that maintenance of centralised computerized database of tainted contractors will help the system in curbing corrupt practices as such contractors will be automatically debarred from getting further contracts/projects of Govt./Ministry in future. Furthermore, the delay in commissioning of the Projects of CPWD, thereby leading to cost and time escalation, can be curbed if tainted and corrupt contractors/conniving officials of CPWD and other agencies' data base is maintained and widely shared.

The Committee strongly reiterate the recommendation relating to Demands For Grants (2016-17) for maintaining centralized and computerized database of tainted/black listed contractors in a time bound manner under intimation to the Committee. Once this database gets prepared, the information should be shared with all concerned Govt. agencies/stakeholders involved in constructions/maintenance business. The Committee also recommend the Ministry should strictly adopt Central Vigilance Commission (CVC) guidelines with regard to posting of officers in sensitive portfolios in Ministry/CPWD/MCDs/NDMC/NBCC/NCR etc.

## **Recommendation No. 10**

### **MAINTENANCE OF GOVERNMENT GUEST HOUSES OF DIRECTORATE OF ESTATES**

The Committee observe that guest houses of DoE located in prime areas/locations of the city are not properly maintained and the Central Government employees have to stay in private hotels as alternate venues. The Committee have been informed that earlier, there was no separate budget allocation for maintenance of guest houses/inspection bungalows but from the financial year 2013-14, a separate head for Maintenance /Upkeep of Inspection Bungalows, Guest Houses & Holiday Homes has been created through token supplementary grant in the supplementary Demand for Grants 2013-14. In the 2016-17 Rs. 8.83 crore was the budget demand, but Rs. 5 crore has been allocated in 2016-17 & 2017-18 respectively. Up to January 2017 Rs. 3.63 crore have been spent under minor works i.e. Maintenance/ Upkeep of Inspection Bungalows, Guest Houses & Holiday Homes. The Committee also note that there is no separate manpower and machinery for maintenance of guest houses. Rather they are maintained by respective service centres as per available resources. There are also no separate guidelines for changing the furniture, mattresses and carpets of guest houses. They are replaced as per expiry of their useful life on the basis of guidelines available in CPWD manual or may be even later than that. Most of times the guidelines specifying the wear and tear and disposal time itself needs to be revised.

Hence, the Committee strongly recommend to create separate budget with adequate financial provision under the head MH-2059/M&R (other building) for maintenance/upkeep of inspection bungalows/guest houses with separate manpower and machinery. Separate revised guidelines should be put in place for changing furniture, mattresses and carpets of these places.

## **Recommendation No. 11**

### **USE OF LOW COST TECHNOLOGY FOR SEWAGE WATER TREATMENT**

The Committee note that the existing system of Sewerage Treatment Plants (STPs) is highly expensive and creates tonnes and tonnes of sludge which is piling up in cities. The Committee are 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 of the considered view that such technology should be widely used for Sewerage Treatment. The Committee had also recommended this in their earlier report. They, therefore, reiterate that the Ministry of Urban Development to contact and 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 instructions to the State Government/Municipalities to adopt this system expeditiously for their all round benefits to get rid of vast pile of sludge and clean the water at minimum cost.

## **Recommendation No. 12**

### **EXPEDITIOUS IMPLEMENTATION OF KOLKATA EAST-WEST METRO CORRIDOR (KEWMC)**

The Committee note that the project of Kolkata East West Metro Corridor from Salt Lake Sector V to Howrah sanctioned by Govt. of India on 30.07.2008 is targeted to be completed in August 2009 at an estimated cost of Rs. 4676 crore which was further revised on 19.02.2009 to Rs. 4874.58 crore. This project was initially being implemented by Kolkata Metro Rail Corporation Ltd. (KMRCL), a 50:50 SPV of Govt. of India and Govt. of West Bengal. Subsequently this project was transferred to Ministry of Railways with 74% equity and 26% Ministry of Urban Development. The Committee find it very strange that till now physical and financial progress is just 44.00% and 43.44% respectively due to land acquisition and realignment issues. The Committee desire that Ministry of Urban Development should coordinate with Ministry of Railways and sort out the issues resulting in delay. The status report should also be made available to the Committee periodically.

The Committee also note that Ministry of Urban Development are working on a new metro policy as well as a new Metro Bill. The Committee are apprised that the new Metro policy is designed to provide a variety of options. It will promote indigenisation and standardisation. The Committee urge the Ministry to expedite the completion of this policy and Metro Bill within a time bound manner.

## **Recommendation No. 13**

### **SMART CITY MISSION**

The Committee note that the smart cities were to be set up under the Smart City mission launched on 25 June 2015 with the financial assistance of the Central Government to the extent of Rs. 48000 cr. over a period of 5 year i.e. 100 crore per city per year on an average with matching contribution by the State/ULBs. During 2016-17, 40 Smart Cities have been selected in addition to the 20 Smart Cities selected in Round 1 resulting in total requirement of Rs. 12338.80 crore. For the year 2017-18, the Round 3 is going on and expected that 40 cities will be selected in remaining period i.e. competitive process is still on. This mission is implemented through Special purpose Vehicle (SPV) to be set up at city level and will be promoted by State/UT and ULB's jointly both having 50:50 equity share holding. The Committee note that so far only 54 cities selected under Smart City Mission in first round have set up the SPV and staffed them and 23 cities have procured PMC (Project Management Consultants). They have identified the projects and DPRs in a large number of projects have been prepared and bids have been called. The Committee were apprised that their implementation will soon begin. They feel that SPV should be designed as a service delivery arm that supports the Municipalities instead of running a parallel system. The Committee desire that CEO/Governing Board of SPV should both be responsible for investment as well as the operations. They should not only be able to manage operation directly but also be made liable for progress and timelines for completion of the concerned projects under Smart City Mission. The Committee would desire to be kept apprised of the action taken in this regard besides regular update on the tangible progress.

The Committee note that in the last financial year, Rs. 4493.36 crore out of Rs. 4598.5 crore (RE 2016-17) have been spent under this Mission (Almost 97.71%). The Committee find that Jaipur and Udaipur were first round cities and projects worth Rs. 2500 crore are being tendered and work would soon start. They were also informed that from the first round of cities, projects worth Rs. 25000 crore have been identified of which small projects worth Rs. 300 crore have already been completed and projects worth Rs. 2700 crore are under

implementation. The Committee also find that inadequate allocation have resulted in non-payment and part payment to 40 cities selected in fast track round and Round 2 of Smart City Mission. Keeping all these facts in view, the Committee recommend the Ministry of Urban Development to pursue the Ministry of Finance and procure additional funds at Revised Estimate stage so that implementation of these projects should not get hampered because of lack of funds. The Committee, also recommend the Ministry of Urban Development to explore alternative methods for generating funds to set up under Smart City Mission and they should seek International cooperation in this regard. The Committee are not at all convinced with such slow level of implementation of the scheme and there is a long way to go and, therefore, the efforts for identification for completion of projects should be expedited in fast track mode. They desire that the Government through ULBs should put institutional mechanism in place to improve municipal Governance so as to improve governance and ensure efficient delivery system, focus on specific technologies and on economic goals to achieve the objectives of Smart City Mission. Further, since development of new cities have a long gestation period, private players can be incentivized only when they see value in the project, therefore, necessary infrastructure would also have to be developed and value be created for them before seeking their participation. The Committee are of the view that that Ministry of Railways should also be involved and approached to modernize the Railway stations accordingly in these selected Smart Cities. The Committee strongly believe that moneys that has been spent so far do not appear to have shown any visible and tangible results and appears to have been confined to preparation of fanciful DPRs alone without there being any concrete futuristic roadmap immediately in sight. Therefore, the participation of public representatives including Lok Sabha MPs, Rajya Sabha MPs, MLAs and MLCs become all the more important so that it does not remain bureaucratic exercise on paper. The Committee strongly desire the Ministry to involve the representatives of people i.e. MPs/MLAs/MLCs in development of Smart Cities.



## **Recommendation No. 14**

### **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. The 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 repeatedly 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 these requests for inclusion of their cities in the Mission and provide the required assistance to the State Government.

The Committee also note that sewerage treatment plant in some of Municipalities like Ahmadnagar Municipal Corporation and Brari Nambal Lagoon(Dal lake), Srinagar etc, which were already approved under JNNURM have not been accorded funds under AMRUT till now. Hence, the Committee recommend that Ministry may consider for providing adequate funds for such municipalities whose projects were sanctioned under JNNURM and are still pending and limping just because of lack of funds. The Committee are also apprised that the Ministry has received only Rs. 9000 crore against the demand of Rs. 50000 crore under AMRUT. Hence, the Committee recommend to the Ministry for approving the action plan for the entire AMRUT Mission in one go so that all the projects selected under AMRUT Mission may be implemented in a fast track mode without any delay.

## **Recommendation No. 15**

### **RISING FIRE INCIDENCES IN METRO CITIES : IMMEDIATE NEED TO REMEDY THIS PROBLEM**

Frequent fire incidents as well as human loss have been reported from metro Cities like Mumbai, Delhi, Kolkata, Ahmedabad, etc. in the recent past. The Committee note that in many fire incidences in Govt./Public buildings, the primary cause of fire reported to be short circuit, overloading and subsequently overheating in the absence of ventilation and non dissipation of heat. In many of the Govt. and public buildings it has been established that there was complete failure of fire detection system due to faulty placement of smoke detectors which subsequently led to delayed fire detection and consequently spread of fire.

The Committee are concerned that the Ministry of Urban Development and related agencies have not made concerted efforts to identify the reasons of such incidents in Metro Cities and take suitable measures to remedy this problem. It is, therefore, recommended that the Ministry of Urban Development and all concerned agencies examine and analyze the root causes of these fire incidences and take remedial measures such as :

1. Technological up gradation,
2. Enforcing fire safety manuals,
3. Compulsory fire safety provisions,
4. Evacuation plans in all buildings,
5. Periodic fire safety drill and inspection of fire safety equipments
6. Installation of Sprinkler System in all Govt. as well as Public Buildings
7. Function public address system
8. Installation of CCTV Cameras
9. Implementation of ban on smoking
10. Review of existing fire gadgets and technology
11. Disposal of unserviceable/dismantled materials
12. Fluorescent 'Exit' signages should be provided at all locations to guide the escape route.
13. Emergency light should be provided in all the corridors and staircases
14. Mandatory Functional disaster management cell

## **Recommendation No. 16**

### **MODERNIZATION OF DIRECTORATE OF PRINTING, STATIONARY AND PUBLICATION OFFICE**

The Committee note that capacity utilization of the Government of India Press have rapidly fallen because of many factors like: irregular supply of paper, non up gradation of old and defunct machineries, Shortage of skilled workers etc. These Presses are reliable source for printing documents of sensitive and confidential nature. The printing industry is very sensitive to economic trends. Data reveal that the pace of growth has accelerated and the printing industry will grow accordingly. With the advancement of technology the need of proformas may diminish, but the need of Text books will remain forever. So, there is a lot of scope for utilization of Govt. of India Press and this industry need to be developed. Further there is acute need for modernisation of Printing technology as the obsolete technology leads to higher cost and time. Many a times they lose out on business viz-a-viz private sector on account of their modern technology.

The Committee further note that Ministry have tried to make some efforts to process the proposals for requirement of paper for Govt. of India Presses and sanctioned it on priority basis. They have also taken a few steps for modernization of Govt. of India Presses like partial modernization was undertaken between 2004 and 2008 in which Offset Technology which includes Pre-Printing, Printing and Post-Printing of Indian make machines & equipments have been installed to replace the Letter Press technology etc.

It is the considered opinion of the Committee that the press is rendering valuable service to the nation, with its available limited resource and manpower by executing orders of Postal, Defence, RGI (Census) and others. Although the Ministry are considering the proposals of Committee of Secretaries (CoS) regarding the Modernization of Govt. of India Presses viz-a-viz leveraging of land resources to generate revenues, modernization on pilot basis through PPP model and Budgetary support from Central Sector Grants, yet they are of firm opinion that much more is required to be done and the Ministry should expedite implementation of these proposals on ground at the earliest to make the

functioning of Department self-sustainable. They should endeavor for making all out efforts to modernize equipment and machines and also to ensure that Govt. Departments are instructed to use the services of this Directorate, as far as possible, rather than using an outside agency and infuse fresh lease of life to this Department. Therefore, It is reiterated by the Committee to modernize department of stationary and publication and Govt. of India Printing press in a time bound manner under intimation to the Committee.

New Delhi;  
March, 2017  
Phalguna, 1939 (Saka)

Pinaki Misra,  
Chairperson  
Standing Committee  
on Urban Development

**STANDING COMMITTEE ON URBAN DEVELOPMENT (2016-2017)**

**MINUTES OF THE 7<sup>th</sup> SITTING OF THE COMMITTEE HELD ON MONDAY, 21<sup>st</sup>  
FEBRUARY, 2017**

The Committee sat from 1100 hrs. to 1400 hrs. in Main Committee Room, Parliament House Annexe, New Delhi.

**PRESENT**

**Shri Pinaki Misra** - **Chairperson**

***MEMBERS***

**LOK SABHA**

2. Sh. Ramesh Bidhuri
3. Shri Ram Charan Bohra
4. Shri Dilip Mansukhlal Gandhi
5. Smt. Meenakshi Lekhi
6. Sh. Maheish Girri
7. Sh. Choudhury Mohan Jatua
8. Sh. Srinivas Kesineni Nani
9. Sh. P.C. Mohan
10. Sh. K. Parasuraman
11. Sh. Alok Sanjar
12. Prof. K.V. Thomas
13. Sh. Parvesh Sahib Singh Verma
14. Sh. R. Gopalakrishnan

**RAJYA SABHA**

15. Sh. R.S. Bharathi
16. Sh. Mahesh Poddar
17. Sh. K.C. Ramamurthy

**SECRETARIAT**

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

## LIST OF REPRESENTATIVES

Sl. No.	NAME	DESIGNATION
<b>Ministry of Urban Development</b>		
1.	Shri Rajiv Gauba	Secretary
2.	Shri Durga Shankar Mishra	Addl. Secretary
3.	Shri Sameer Sharma	AS (Smart Cities)
4.	Shri Dharmendra	JS (L&E)
5.	Shri Praveen Prakash	JS (SBM)
6.	Shri Neeraj Mandloi	JS(UD&AMRUT)
7.	Shri B.Anand	JS (Works &Hriday)
8.	Shri Jhanja Tripathi	JS&FA
9.	Ms.S.K.Ram	JS&Dy. F.A.
10.	Shri Mukund Kr. Sinha	OSD (UT)
11.	Shri Kumar V. Pratap	Economic Adviser
12.	Shri Anupam Mishra	Economic Adviser
13.	Shri Shyam S. Dubey	CCA
<b>GNCTD</b>		
14.	Shri M.M Kutty	Chief Secretary, GNCTD
15.	Shri Janak Digal	Pr. Secretary (UD) GNCTD
16.	Shri Ashwani Kumar	Pr. Secretary (PWD) GNCTD
17.	Shri Vikram Dev Dutt	Secy-cum-Comm.(Tpt.) GNCTD
<b>CPWD</b>		
18.	Shri Abhai Sinha	DG, CPWD
<b>NCRPB</b>		
19.	Shri B.K.Tripathi	Member Secretary, NCRPB
<b>NBCC</b>		
20.	Shri A.K.Mittal	CMD,NBCC
<b>DMRC</b>		
21.	Shri Mangu Singh	MD,DMRC
<b>TCPO</b>		
22.	Shri K.K. Joadder	Chief Planner, TCPO
<b>L&amp;DO</b>		
23.	Shri Anand Mohan	L&DO
<b>Director of Estates</b>		
24.	Shri Anand Singh	Director of Estates
<b>D/o Printing</b>		
25.	Shri Arun Kumar Bansal	JS&HOD, D/o Printing
<b>Controller of Publication</b>		
26.	Shri Sudhir Kr. Mal	JS (in-situ)/Controller of Publication
<b>CPHEEO</b>		
27.	Shri V.K.Chaurasia	Jt. Adviser (CPHEEO)
<b>DDA</b>		
28.	Shri Udai Pratap Singh	Vice-Chairman, DDA
29.	Dr. Mahesh Kumar	Engineer Member, DDA

		<b>NDMC</b>	
30.	Shri Naresh Kumar		Chairperson, NDMC
		<b>MCD</b>	
31.	Shir P.K. Gupta		Commissioner MCD (North)
32.	Shri Puneet Kumar Goel		Commissioner MCD (South)
33.	Shri Mohanjeet Singh		Commissioner MCD (East)
		<b>Delhi Jal Board</b>	
34.	Keshav Chandra		CEO, Delhi Jal Board

2. At the outset, the Hon'ble Chairperson welcomed the representatives of the Ministry of Urban Development to the sitting of the Committee and asked them to brief the Committee about the Demands For Grants (2017-18) of the Urban Development Ministry. He also drew the attention of the Representatives to Direction 55 (1) of the Directions by the Speaker regarding confidentiality of the deliberations held in the Committee.

3. Thereafter, the representatives made a powerpoint presentation in which, inter alia, Demand No. 97 of the Ministry comprising an outlay of Rs. 34211.84 Cr, sector-wise break-up of funds, New initiatives for 2017-18, Outlay for Metro projects and various central sector and centrally sponsored schemes, status of Swacchh Bharat Mission, AMRUT and HRIDAY, etc. were explained.

4. Thereafter, the Members of the Committee raised several queries such as, lopsided nature of budget allocation (more than 50% of BE for Metro projects), need for funding from other sources, progress in waste to energy, land pooling, need for lake restoration in Urban areas, etc. The Chairperson, also asked the Ministry to send written replies to the queries of the Members which remained unanswered, at the earliest.

5. The Witnesses then withdrew.

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

**The Committee then adjourned.**

STANDING COMMITTEE ON URBAN DEVELOPMENT (2016-2017)

MINUTES OF THE TENTH SITTING OF THE COMMITTEE HELD ON WEDNESDAY, 15<sup>TH</sup> MARCH, 2017.

The Committee sat from 1000 hrs. to 1045 hrs. in Committee Room 'D' Parliament House Annexe, New Delhi.

**PRESENT**

**Shri Pinaki Misra** - **Chairperson**

**MEMBERS**

**LOK SABHA**

2. Shri Ram Charan Bohra
3. Shri Ashok Shankarrao Chavan
4. Dr. Dharam Vira Gandhi
5. Shri Dilip Mansukhlal Gandhi
6. Shri Maheish Girri
7. Shri Choudhury Mohan Jatua
8. Shri P.C. Mohan
9. Shri K. Parasuraman
10. Shri Alok Sanjar
11. Shri Rahul Ramesh Shewale
12. Prof. K.V. Thomas
13. Shri Parvesh Sahib Singh Verma

**RAJYA SABHA**

14. Shri R.S. Bharathi
15. Shri Anil Desai
16. Shri Mahesh Poddar
17. Shri K.C. Ramamurthy
18. Shri Ajay Sancheti
19. Shri Dharamapuri Srinivas

SECRETARIAT

1. Sh. D.S. Malha - Director



2. 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 Reports (i) Fifteenth Report on 'Demands for Grants (2017-2018)' pertaining to the Ministry of Urban Development and; (ii) Sixteenth Report on 'Demands for Grants (2017-2018)' pertaining to the Ministry of Housing and Urban Poverty Alleviation. The Committee adopted the draft Reports with a slight modification.

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.

4. \*\*\*\*                      \*\*\*\*                      \*\*\*\*                      \*\*\*\*                      \*\*\*\*

**The Committee then adjourned.**

\*\*\*\* This portion of the Minutes do not relate to the Report