

**19**

**STANDING COMMITTEE ON URBAN DEVELOPMENT**

**(2016-2017)**

**SIXTEENTH LOK SABHA**

**MINISTRY OF URBAN DEVELOPMENT**

**[Action Taken by the Government on the recommendations contained in the Fifteenth Report (Sixteenth Lok Sabha) of the Standing Committee on Urban Development on 'Demands for Grants (2017-2018)']**

**NINETEENTH REPORT**



**LOK SABHA SECRETARIAT**

*NEW DELHI*

**August, 2017, Sravana 1939 (Saka)**

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the Fifteenth Report (Sixteenth Lok Sabha) of the Standing Committee  
on Urban Development on 'Demands for Grants (2017-2018)']**

**Presented to Lok Sabha on 10.08.2017**

**Laid in Rajya Sabha on 10.08.2017**



**LOK SABHA SECRETARIAT**

**NEW DELHI**

**August, 2017, Sravana1939 (Saka)**

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- I. Minutes of the 15<sup>th</sup> Sitting of the Committee held on 9 August, 2017.
- II. Analysis of the Action Taken by the Government on the recommendations contained in the Fifteenth Report(16<sup>th</sup> Lok Sabha).

**COMPOSITION OF THE STANDING COMMITTEE ON  
URBAN DEVELOPMENT (2016-2017)**

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

**MEMBERS**

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2. Shri Ramesh Bidhuri
3. Shri Ram Charan Bohra
4. Shri Charanjeet Singh Rori
5. Shri Ashok Shankarrao Chavan
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2. Ms. Amita Walia - Additional Director
3. Smt. Reena Gopalakrishnan - Deputy Secretary
4. Dr.(Maj.) Jagmohan Khatri - Committee Officer

(iv)

## INTRODUCTION

I, the Chairperson of the Standing Committee on Urban Development (2016-2017) having been authorized by the Committee, present this Nineteenth Report (16<sup>th</sup> Lok Sabha) on action taken by the Government on the Observations/Recommendations contained in the Fifteenth Report (16<sup>th</sup> Lok Sabha) of the Committee on 'Demands for Grants (2017-2018)' of the Ministry of Urban Development.

2. The Fifteenth Report was presented to Lok Sabha on 17 March, 2017 and laid on the table of Rajya Sabha on same date. The Action Taken Replies of the Government to all the recommendations contained in the Report were received on 23 June, 2017.

3. The Committee considered and adopted this Report at their sitting held on 9 August, 2017.

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

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

**NEW DELHI;**

**August, 2017**

**18 Sravana, 1939 (Saka)**

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

CHAPTER I  
REPORT

This Report of the Standing Committee on Urban Development (2016-2017) deals with the action taken by the Government on the Observations/Recommendations contained in their Fifteenth Report (Sixteenth Lok Sabha) on Demands for Grants (2017- 2018) of the Ministry of Urban Development which was presented to Parliament on 17.03.2017.

1.2 Action Taken Replies have been received from the Government in respect of all the 16 recommendations contained in the Report. These have been categorized as follows:

- (i) Recommendations/Observations, which have been accepted by the Government :  
Recommendation Nos. 1, 2,3,4,5,6, 7,9,10,11,12,13,15 and 16  

(Total -14)  
(Chapter-II)
- (ii) Recommendations /Observations, which the Committee do not desire to pursue in view of Government's replies :  
Recommendation No. Nil  

(Total -0)  
(Chapter-III)
- (iii) Recommendations /Observations, in respect of which replies of Government have not been accepted by the Committee :  
Recommendation Nos. 8 and14  

(Total - 02)  
(Chapter-IV)
- (iv) Recommendations /Observations, in respect of which final replies of the Government are, still awaited :  
Recommendation No. Nil  

(Total -0)  
(Chapter-V)

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

1.4 The Committee will now like to comment on the action taken by the Government on some of their recommendations in the succeeding paragraphs.

### **Recommendation (Serial No.3)**

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

1.5 The Committee had recommended as under:

"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 centralized 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."

1.6 In their action taken reply, the Ministry have stated as follows:

"Delhi Development Authority (DDA) has informed that they have complete details of vacant land including the land which are under encroachments. Land Management (LM) & Engineering departments of DDA are regularly putting best efforts to remove the encroachment. After reclaiming the land,



the same have been transferred to Horticulture and Engineering departments for further utilization. DDA has further informed that Quick Response Teams (QRTs) have also been constituted by its Engineering department. Zonal staff upto the level of Deputy Directors of LM and Horticulture departments, as an additional manpower in the field to identify encroachments, have been put under the control of Superintending Engineers (SEs). Nearly, 60 numbers of Assistant Engineers (AEs) have been designated as AE (QRT) for detection and removal of encroachments.

Standard Operating Procedure (SOP) has also been introduced by DDA for detection of encroachment and carrying out demolition programmes. For better output, DDA has developed mobile application for detection and reporting of encroachment and carrying out demolition programmes. LM and Engineering departments of DDA continuously monitor efficacy of the SOP. As and when, any modification is to be required in the system, the same is to be carried out promptly. In addition to this, DDA is proposing to introduce new mobile app for public help shortly."

**1.7 In order to protect and reclaim Government land from encroachment, the Committee had recommended the Ministry to develop a centralized data base of DDA land and put into use mobile applications/ IT initiatives. They have also recommended the constitution of a Quick Reaction Team (QRT) for action in case of encroachments. The Committee note that DDA has complete details of vacant land including the land under encroachment and the Engineering Department of DDA has constituted a Quick Reaction Team for detection and removal of encroachments. The Committee are also apprised that DDA has developed a mobile application for detection and reporting of encroached land and introduced Standard Operating Procedure (SOP) for detection of encroachment and carrying out demolition programmes. While reiterating their recommendation, the Committee desire that the mobile app developed by DDA be introduced to the public at the earliest and the data with DDA may be made available on the website to ensure transparency and proactive participation of public in reporting encroachments to the DDA. Awareness campaigns regarding the mobile app may also be conducted regularly so that the common people are well versed in the use of these kinds of technology applications. The Committee may be apprised at the earliest about the action taken in this respect.**

## **Recommendation (Serial No.6)**

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

1.8 The Committee had recommended as under:

"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 modernization 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."

1.9 In their action taken reply, the Ministry have stated as follows:

"Integration of various modes of transport including bus service which act as feeder system to the Metro Rail and improvement in city bus service are done by respective State Government/Union Territory/Municipal Corporation. Delhi Metro Rail Corporation (DMRC) has taken up the issue of improvement in feeder bus service with State Transport Authority (STA), Delhi. E-rickshaw & Gramin Sewa are very popular and are acting as feeder to Metro Rail system in Delhi. Ministry of Urban Development vide letter dated 30.08.2013 has issued advisory to all State Governments/Union Territories requesting them for inclusion of feeder buses in the influence zone as an integral portion of the DPRs for Mass Rapid Transit System (MRTS) projects. Provision for multimodal integration including feeder bus system has been made in the Detailed Project Report (DPR) of Metro Rail Projects. Multimodal integration for improving last mile connectivity is one of conditions of sanction of Metro Rail projects."

**1.10 In view of the difficulties faced by commuters availing metro rail facility in the last mile connectivity, the Committee had desired that the feeder bus system connecting Metro Stations with residential and commercial places all**

over the country may be strengthened and an effective an integrated transportation system be developed. The Action taken reply has stated that the Multimodal integration for improving last mile connectivity is one of the conditions of sanction of Metro Rail projects and the responsibility to develop the same is vested with the State Government/Union Territory/Municipal Corporation. The Committee are unhappy with the reply of the Ministry that E-rickshaws and Gramin Sewa services are very popular among the populace and are acting as feeder services to metro rail system in Delhi. In fact, the Committee feel that the commuters are forced to resort to Auto rickshaws/E-rickshaws for last mile connectivity in the absence of sufficient feeder buses in certain corridors. The Committee, hence, reiterate that the Ministry and other stakeholders should join hands to strengthen the feeder bus system so as to make it an effective integrated transportation system. Further, the Ministry of Urban Development may also provide separate funds for feeder bus services for augmenting their number and modernizing existing services.

#### **Recommendation (Serial No.8)**

#### **URBAN PARKING**

1.11 The Committee had recommended as under:

"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."

1.12 In their action taken reply, the Ministry have stated as follows:

"The thrust area of the Atal Mission for Rejuvenation and Urban Transformation (AMRUT) is water supply, sewerage & septage, Urban Transport, Storm water Drainage and parks. However, the first priority of the Mission is water supply and sewerage. In Urban Transport sector, Multilevel Parking is one of the components. On the basis of Mission priority, State/UT Govts have submitted their State Annual Action Plans. All action plans have been approved by the Ministry. In these action plans, some States have submitted proposal of Multilevel Parking of value Rs.176 Cr. which have been approved by the Ministry. 60% DPRs of Multilevel Parking have been approved and 28% Contracts have been awarded.

Urban Transport is intertwined with Urban Development which is a State subject. As such, the initiatives including planning and execution of urban transport systems are taken up by the State/Union Territories and Urban Local Bodies. However, the Government has issued National Urban Transport Policy (NUTP) in year 2006 which stresses on the following issues pertaining to parking and decongestion:

- (i) Levying high parking fee, that truly represents the value of the land occupied;
- (ii) Giving preference in allocation of parking space for public transport and non-motorised transport modes;
- (iii) Adopting graded scale of parking fee that recovers the economic cost of the land used in parking spaces;
- (iv) Amending building bye-laws in all million plus cities so that adequate parking space is available for all residents/users of such buildings;
- (v) Making Multi-Modal parking complexes a mandatory requirement in city centres that have several high rise commercial complexes;
- (vi) Making appropriate changes in bye-laws to free the public carriage way from parked vehicles that impede the smooth flow of traffic in residential areas; and
- (vii) Making provisions in the appropriate legislation to prevent the use of the right of way on road systems for parking purposes.
- (viii) Issue of Advisory on congestion charges to State Governments/UTs;
- (ix) Stipulating condition of developing Parking Policy by cities as one of the conditions under bus funding scheme;

For decongestion, the NUTP states the following:

"The central Government would support formulation and implementation of specific "Area Plans" in congested urban areas that propose appropriate mix of various modes of transport including exclusive zones for non-motorised transit". The National Urban Transport Policy 2006 is available on the [URL: http://moud.gov.in/sites/upload\\_files/moud/files/pdf/TransportPolicy.pdf](http://moud.gov.in/sites/upload_files/moud/files/pdf/TransportPolicy.pdf)."

**1.13 The Committee in their original Report has raised serious concerns about the traffic congestion in Metropolitan cities and the growing parking problems. It is seen from the reply that the Government has issued National Urban Transport Policy (NUTP) way back in 2006 which lay stress upon levying high and graded parking fee, amending building bye-laws, advisory of congestion charges etc., for tackling the issue of rising number of vehicles on the roads and parking. However, the Committee find that Ministry is silent about the specific aspect of the recommendation of the Committee to conduct a feasibility study on Electronic Road Pricing System (ERPS) towards decongesting urban roads in India which has proved to be highly effective in other countries. Hence, the Committee again recommend that Ministry of Urban Development should explore the feasibility of introducing ERP System which would enable deduction of road usage charges electronically from prepaid cards when the vehicles enter congested areas. The Committee would like to be apprised about the action taken in this regard within three months from the date of presentation of this Report to the Parliament.**

#### **Recommendation (Serial No.9)**

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

1.14 The Committee had recommended as under:

"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."

1.15 In their action taken reply, the Ministry have stated as follows:

"It is submitted that a computerized database of contractors against whom disciplinary action has been taken is under development, and the facility will be made operational by June 2017.

It is submitted that the Central Vigilance Commission (CVC) guidelines with regard to posting of officers in sensitive portfolios are being followed by CPWD."

**1.16 With a view to curbing tainted contractors getting further contracts with the connivance of corrupt officials, the Committee had desired the Government to maintain a centralised computerized database of tainted/blacklisted contractors. The Ministry of Urban Development and CPWD have submitted to the Committee that such a database is under development and will be made operational by June, 2017. The Committee are of the considered opinion that maintenance of such a database is very essential for curbing the nexus between contractors and officials as this will automatically debar tainted contractors from getting any future tenders/ projects of the CPWD/Ministry and, therefore, reiterate their earlier recommendation. The Committee may, therefore, be appraised at the earliest, the current status of the said facility, which as per the reply of the Ministry, should have been made operational by now.**

#### **Recommendation (Serial No.11)**

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

1.17 The Committee had recommended as under:

"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. "

1.18 In their action taken reply, the Ministry have stated as follows:

*"Ministry has already issued an Advisory on Constructed Wetland based Sewage Treatment System developed by Indian Agricultural Research Institute (IARI), New Delhi on 23.03.2017 to all States / UTs."*

**1.19 While taking note of the highly expensive sewerage treatment technology being employed as on date and the huge quantum of sludge piling up in cities, the Committee had recommended the adoption of the eco-friendly waste water treatment technology developed by the Indian Agriculture Research Institute (IARI), Pusa, using 'Typha Latifolia'. The Committee note with some satisfaction that an Advisory on adoption of Constructed Wetland based Sewage Treatment System developed by IARI, New Delhi has already been issued on 23.03.2017 to all States/UTs by the Ministry in tune with the recommendation of the Committee. However, they further desire that the Ministry should do the necessary follow up in this regard and share the response and implementation of the same by the States/ULBs with the Committee within three months of the presentation of this Report.**

#### **Recommendation (Serial No.14)**

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

1.20 The Committee had recommended as under:

"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."

1.21 In their action taken reply, the Ministry have stated as follows:

*"AMRUT Mission was launched in June 2015 to develop the urban infrastructure in 500 Mission cities. All cities having a population of 1.0 Lakh or more in the census 2011 were eligible. The Ministry has already selected 500 Cities for coverage under the Mission and there is no proposal to extend the Mission to more or additional cities.*

Also, Sewerage treatment plant in some of Municipalities like Ahmednagar Municipal Corporation and brari Nambal Lagoon (Dal Lake), Srinagar etc, were not covered in the list of 1631 projects of JnNURM as the JnNURM shceme had already ended on 31.03.2014. This scheme was extended till 31.03.2017 and 398 projects were considered eligible for further funding under AMRUT. The above mentioned projects were also not included in the list of 398 projects.

The Ministry has already approved all State Annual Plans for Mission period of which estimated cost of Rs. 77682 Cr. State Governments have already awarded the contracts of Rs. 15057 Cr. The Mission is going on fast track."

**1.22 The Committee were of the view that there are many cities in Rajasthan and other States which are eligible for inclusion in the list of AMRUT. These cities could be taken up for improving water supply, sewage, septage etc., which are the thrust areas of AMRUT Mission. The population of these cities is already above 1 lakh which is the requisite parameter for inclusion under the Mission. However, the Committee note with dismay that their recommendation has been rejected outright by the Government with a curt reply that the 500 Cities for coverage under the Mission have already been selected and there**



**exists no proposal to extend the Mission to more or additional cities. But, the Committee would like to reiterate their earlier recommendation that the Ministry should reconsider the requests for inclusion of more cities from various States and especially the cities of Makrana, Barmer, Karoli, Banswara, Jhalawar and Sardar Shahar from Rajasthan in the AMRUT Mission and provide required assistance to them. The Committee also reiterate that adequate funds may be provided for the projects which were sanctioned under JNNURM but still pending and limping just because of lack of funds. The status report in this regard may be intimated to the Committee in a time bound manner.**

## CHAPTER II

### RECOMMENDATIONS THAT HAVE BEEN ACCEPTED BY THE GOVERNMENT

#### Recommendation (Serial No.1)

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

2.1 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, Swachh 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.

### **Reply of the Government**

2.2 Ministry projects its budget requirements for implementation of the Schemes including Swachh Bharat Mission, 100 Smart Cities, AMRUT and Metro Projects to maintain the tempo of work and to achieve the Mission targets set by the Government. Ministry will project requirement of additional funds at the Supplementary Demands for Grants as well as at RE stage.

In order to expedite the progress of implementation of urban transport projects like Metro Rail system, additional funds as per requirement are asked from Ministry of Finance in Revised Estimate (RE). Allocation of fund for Metro Projects for the financial year 2016-17 in Budget Estimate (BE) was Rs. 10,000 crore which was increased to Rs. 15,700 crore in RE.

In order to promote private participation in Metro Rail Projects, Ministry of Urban Development vide letter dated 25.08.2014 has issued advisory to all States/Union Territories for exploring Public Private Partnership (PPP). Metro Rail projects of Mumbai Metro line-1, Rapid Metro in Gurugram and Hyderabad Metro are under PPP model.

Government of India has entered into contract with various external funding agencies like Japan Investment Cooperation Agency (JICA), European Investment Bank (EIB), AfD (Agence française de développement) of France, KfW (Kreditanstalt für Wiederaufbau) of Germany etc. for funding of metro projects.

As regards other Schemes, funds are also expected to be mobilized from :

- i. States/ULBs own resources from collection of user fees, beneficiary charges and impact fees, land monetization, debt etc.

- ii. Additional resources transferred due to acceptance of the recommendations of the Fourteenth Finance Commission (FFC).
- iii. Innovative finance mechanisms such as municipal bonds with credit rating of ULBs, Pooled Finance Mechanism, Tax Increment Financing (TIF).
- iv. Convergence with other schemes of Central Government.
- v. Leverage borrowings from financial institutions, including bilateral and multilateral institutions, both domestic and external sources.
- vi. States/UTs may also access the National Investment and Infrastructure Fund (NIIF).
- Vii. Private sector participation through PPPs.

### **Recommendation (Serial No.2)**

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

2.3 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 utilized properly.

### **Reply of the Government**

2.4 Ministry of Urban Development has issued advisory to States/ UTs for innovative financing for Metro Rail projects by implementing measures like levy of dedicated taxes/levies, capturing of increased land and property value from sale proceeds/rental as well as increased Floor Area Ratio (FAR) along metro corridor, betterment tax etc. vide letter dated 16.04.2012. Assistance from external funding agencies like Japan Investment Cooperation Agency (JICA), European Investment Bank (EIB), AfD (Agence française de développement) of France, KfW (Kreditanstalt für Wiederaufbau) of Germany etc. has also been taken for funding of Metro Rail Projects. Funds are released to Metro Companies as Pass Through Assistance (PTA) from budget of Ministry of Urban Development. External funding agencies, after receipt of claim, reimburse the fund to Government of India. Rs.13,644 crore has been allocated as PTA to Metro Rail projects in Budget Estimate of 2017-18 out of total budgetary provision of Rs. 18,000 crore for Urban Transport. Funds are released to Metro Companies during implementation phase as per progress of projects and utilization.

### **Recommendation (Serial No.3)**

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

2.5 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 Centralized 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.

#### **Reply of the Government**

2.6 Delhi Development Authority (DDA) has informed that they have complete details of vacant land including the land which are under encroachments. Land Management (LM) & Engineering departments of DDA are regularly putting best efforts to remove the encroachment. After reclaiming the land, the same have been transferred to Horticulture and Engineering departments for further utilisation. DDA has further informed that Quick Response Teams (QRTs) have also been constituted by its Engineering department. Zonal staff upto the level of Deputy Directors of LM and Horticulture departments, as an additional manpower in the field to identify encroachments, have been put under the control of Superintending Engineers (SEs). Nearly, 60 numbers of Assistant Engineers (AEs) have been designated as AE (QRT) for detection and removal of encroachments.

Standard Operating Procedure (SOP) has also been introduced by DDA for detection of encroachment and carrying out demolition programmes. For better output, DDA has developed mobile application for detection and reporting of encroachment and carrying out demolition programmes. LM and Engineering departments of DDA continuously monitor efficacy of the SOP. As and when, any modification is to be required in the system, the same is to be carried out promptly.

In addition to this, DDA is proposing to introduce new mobile app for public help shortly.

2.7 For comments of the Committee please see para1.7 of the Chapter-1 of the Report.

#### **Recommendation (Serial No.4)**

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

2.8 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.

### **Reply of the Government**

Regarding farmhouses, it is submitted that the existing policy on farmhouses provides for regularization of only those farmhouses, which had come up prior to 07.02.2007 and involve construction beyond permissible building limits. This policy was prepared under the provision of the National Capital Territory of Delhi Laws (Special Provisions) Second (Amendment) Act, 2011, passed by the Parliament, which required the formation of a policy regarding existing farmhouses involving construction beyond permissible building limits. The policy specifies restrictions on development control norms such as plot size, Floor Area Ratio (FAR), number of dwelling units, height, etc., which would prevent regularization of any flagrant violations in existing farmhouses. Further, farmhouses falling in forest area, protected monument area, etc. are not covered under this policy.

Regarding penalties to be recovered in cases of regularization of farmhouses, it is stated that the policy provides for graded penalty for excess construction beyond 5% FAR besides recovery of use conversion charges (@ ₹630/sqm) and additional charges @10% for unsanctioned farmhouses.

Regarding sick industrial plots for residential development, it is submitted that the Standing Committee has stated that such plots should be acquired for housing development. The Standing Committee has already noted that the Master Plan for Delhi (MPD) - 2021 does not differentiate between sick and non-sick industrial units. The Committee has also noted that MPD-2021 provides 1.5 times the FAR for Group Housing to allow group housing projects on individual plots subject to plot size and abutting road-width requirements being met.

Thus, industrial plots can be redeveloped for providing housing subject to fulfilment of various requirements. It is further submitted that for the above purposes, amalgamation and sub-division of industrial plots is also allowed.



Besides residential use, industrial plots can also be utilized for other uses such as, commercial, multi-level parking, hospital, banquet hall, restaurant, recreational club, hostel, and old age home, as per the provisions stated in Chapter-7 of MPD-2021.

DDA has further informed that Revenue department, Government of National Capital Territory of Delhi (GNCTD), is the custodian of land records of villages in NCTD. GNCTD, through its subsidiary company, Geospatial Delhi Limited (GSDL), has already taken up initiatives for creating land management information system on Geographic Information System (GIS) platform. Accordingly, Land Management department of DDA is maintaining the Land Management Information System (LMIS) for regular updating the land records, which are under possession of DDA.

#### **B. 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.

## **Reply of the Government**

DDA has informed that they have taken up the matter for declaration on 95 Development Area of DDA in June, 2014, and further issued various letters to Delhi Government regarding declaring the Development Area of DDA viz. letter no F.15(6)2012/MP/D-95 dated 12.11.2014 addressed to Principal Secretary (Land & Building), GNCTD and subsequent clarification and reminders vide letters dated 30.12.2014, 02.01.2015, 02.02.2015, 11.02.2015, 02.03.2015, 02.03.2015 and 10.03.2015. Subsequently, D.O. letters from VC, DDA dated 28.05.2015 and 05.10.2015, addressed to Chief Secretary, GNCTD; letter dated 18.03.2016 from Commissioner (Planning), DDA addressed to Principal Secretary (Planning), Land & Building Department, GNCTD; a D.O. letter dated 05.10.2016 from Secretary to L.G. Delhi addressed to Chief Secretary, GNCTD and a D.O. letter dated 31.10.2016 from VC, DDA to Chief Secretary, GNCTD were issued.

This matter was reviewed by Secretary (Urban Development) on 01.11.2016 wherein DDA and GNCTD were requested to resolve all the outstanding issues to ensure expeditious implementation of the policy. Thereafter, DDA, vide letters dated 19.04.2017, has requested GNCTD to expedite declaration of 95 villages as development area of DDA and 89 villages as urban areas. "Subsequently, GNCTD has notified 89 villages as urban areas vide notification dated 16.05.2017. The matter regarding notification of 95 villages as development area is still under consideration of the concerned Department of GNCTD".

### **Recommendation (Serial No.5)**

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

2.9 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.

### **Reply of the Government**

2.10 After joining of the regular Managing Director, full-fledged functioning of National Capital Region Transport Corporation Ltd. (NCRTC) has already started and many important decisions have been taken and the process of finalization of DPRs have been expedited by NCRTC.

The Detailed Project Report (DPR) of Delhi-Meerut RRTS corridor has been approved by the Board of NCRTC. In the DPR, Government funding model has been suggested for implementation of Delhi-Meerut RRTS corridor. The DPR of this corridor has been forwarded by NCRTC to the State Governments of Uttar Pradesh and GNCTD for obtaining their approval.

The DPRs of Delhi-Gurgaon-Rewari and Delhi-Sonipat-Panipat RRTS corridors are under consideration in NCRTC.

All the stakeholders of NCRTC have released their share of contribution to NCRTC towards its Seed Capital.

### **Recommendation (Serial No.6)**

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

2.11 The Committee had recommended as under:

"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 modernization 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."

2.12 In their action taken reply, the Ministry have stated as follows:

"Integration of various modes of transport including bus service which act as feeder system to the Metro Rail and improvement in city bus service are done by respective State Government/Union Territory/Municipal Corporation. Delhi Metro Rail Corporation (DMRC) has taken up the issue of improvement in feeder bus service with State Transport Authority (STA), Delhi. E-rickshaw & Gramin Sewa are very popular and are acting as feeder to Metro Rail system in Delhi. Ministry of Urban Development vide letter dated 30.08.2013 has issued advisory to all State Governments/Union Territories requesting them for inclusion of feeder buses in the influence zone as an integral portion of the DPRs for Mass Rapid Transit System (MRTS) projects. Provision for multimodal integration including feeder bus system has been made in the Detailed Project Report (DPR) of Metro Rail Projects. Multimodal integration for improving last mile connectivity is one of conditions of sanction of Metro Rail projects."

2.13 For comments of the Committee please see para 1.10 of the Chapter-1 of the Report.

## **Recommendation (Serial No.7)**

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

2.14 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.

### **Reply of the Government**

2.15 It is informed that 938 cities have self-declared as ODF, of which 735 have been certified by Third Party Certifying agency (Quality Council of India). So far, Rs. 4431.90 Crore have been released to States/UTs under Swachh Bharat Mission(U). During current Financial Year 2017-18, Rs.2300 Cr. has been allocated by Ministry of Finance for SBM(U), of which Rs. 665 Cr. has been disbursed to states/UTs. The Ministry intends to request for additional funds in RE.

### **B. 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.

### **Reply of the Government**

Govt. of NCT of Delhi has stated that Oxidation Ponds at Timarpur are lying defunct for a long time and are proposed to be revived to treat 6 MGD (23 MLD) of sewage. The work is likely to be completed by March 2020. Further, 4 Nos, Sewage Treatment Plants at Kondli having treatment capacities of 10, 25, 10 and 45 MGD (45,113,45 and 205 MLD) respectively are partially functional treating 65 MGD (295.50 MLD). Tenders have been invited for revived and up gradation of these plants, with funding provided by JICA & the work expected to be completed by December 2020. Also, for optimization of the treatment capacity, a 35 MGD (160 MLD) sewage pumping station is also being executed together with 280-800 mm dia pipe lines at various places.

The State has also intimated that the work of providing and laying 280 mm to 710 mm diameter internal/peripheral sewer lines in colonies in parts of Karawal Nagar, Mustafabad and Gokul Puri in Yamuna Vihar STP Catchment area is being executed which will carry flow of about 12 MGD for further treatment.

The work of "Construction of 318 MLD (70 MGD) Wastewater Treatment Plant at Coronation Pillar, Delhi" is under execution. This plant is being constructed in accordance to the Sewerage Master Plan (SMP)-2031 and it will cater to the requirement of sewage treatment for the Coronation Pillar drainage Zone. A flow of 40 MGD will be diverted to this proposed WWTP from un-sewered areas under the command of Coronation Pillar WWTP. The existing flow from 30 MGD WWTP will also be diverted to this plant to treat the effluent with latest parameters of CPCB.

Work of "Rehabilitation/ upgradation of 182 MLD STP Rithala Phase-I" as also "Construction of a new 564 MLD (124 MGD) WWTP at Okhla"

Instead of old existing Phase-I,II,III &IV STPs with the latest CPCB treated effluent parameters is proposed to be taken under JICA assisted YAP projects.

**C. 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.

## **Reply of the Government**

In regard to E-waste management in Delhi, it is pertinent to mention that the matter is dealt jointly by Ministry of Environment & Forests and Ministry of Electronics & Information Technology through Department of Environment (DoE), Govt. of Delhi, Central Pollution Control Board (CPCB) and Delhi Pollution Control Committee (DPCC). However, Ministry of Urban Development has requested the DoE, CPCB and DPCC for taking further necessary action on the above observations.

In regard to Capacity Building, one of the major component under SBM urban is Administrative Office Expenditure and Capacity Building to strengthen all 4041 Urban Local Bodies for implementation of SBM in urban areas across the country. Ministry has also developed 135 online training courses (e-module) on SBM portal on various topics. About 3.2 lakh of officers from 1114 ULBs have been registered for e-module and got certificates. Ministry has organized the exposure visits of officials and non-officials to the cities that have done good work in SBM-Urban.

In regard to monitoring the money spent in the States/UTs, fund transferred and monitoring system is robust. Out of total States/UTs, 25 States/UTs have been registered under Public Financial Management System (PFMS). Out of ,total 4041 ULBs, 1383 ULBs have been registered by the States/UTs. Ministry of Urban Development is regularly monitoring the status of funds released to the States/UTs and further to the ULBs for construction of toilets and also the funds utilisation. The photos of constructed toilets shall be uploaded on SBM urban portal before release of final instalment to the beneficiary.

Ministry of Urban Development is also implementing Atal Mission for Urban Rejuvenation and Transformation (AMRUT) for providing water supply to the 500 cities in the country. Toilet constructed by ULBs shall also be provided with water supply under AMRUT. ULBs provide water supply/tap connection to individual household toilets, community and public toilets constructed under SBM.

Intensive media campaign for behaviour change has been started by the Ministry through Audio Visual mode. Ministry has roped in NGOs, RWAs, Community organisations, SHGs, school children, Swachhagrahis to bring about behaviour change in society towards sanitation and solid waste management issues under SBM.

### **Recommendation (Serial No.9)**

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

2.16 The Committee had recommended as under:

"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."

2.17 In their action taken reply, the Ministry have stated as follows:

"It is submitted that a computerized database of contractors against whom disciplinary action has been taken is under development, and the facility will be made operational by June 2017.

It is submitted that the Central Vigilance Commission (CVC) guidelines with regard to posting of officers in sensitive portfolios are being followed by CPWD."

2.18 For comments of the Committee please see para 1.16 of the Chapter-1 of the Report.

#### **Recommendation (Serial No.10)**

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

2.19 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.

### **Reply of the Government**

2.20 It is submitted that even after rationalization of several Budgetary Heads from 2017-18, a distinct head for maintenance/upkeep of Inspection Bungalows, Guest Houses & Holiday Homes has been retained with separate budgetary allocation. An expenditure of Rs. 4.24 crore was made against the allocation of Rs. 5 crore in the year 2016-17.

It is also submitted that the manpower and machinery requirement for maintenance are worked out taking into consideration all the buildings under a particular service centre. Hence there is no shortage of manpower or machinery for maintenance of guest houses. CPWD has also issued fresh instructions to all its field units to properly maintain all the inspection bungalows, guest houses and holiday homes.

Revised guidelines for replacement of furniture, mattresses, pillows, bed sheets, carpets etc. are being framed, and will be finalized by June, 2017.

### **Recommendation (Serial No.11)**

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

2.21 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.

#### **Reply of the Government**

2.22 Ministry has already issued an Advisory on Constructed Wetland based Sewage Treatment System developed by Indian Agricultural Research Institute (IARI), New Delhi on 23.03.2017 to all States / UTs.

2.23 For comments of the Committee please see para 1.19 of the Chapter-1 of the Report.

#### **Recommendation (Serial No.12)**

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

2.24 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 indigenization and standardization. The Committee urge the Ministry to expedite the completion of this policy and Metro Bill within a time bound manner.

### **Reply of the Government**

2.25 Kolkata East West Metro corridor is under administrative control of Ministry of Railways (MoR). Issues of land acquisition and realignment have been sorted out. Civil work is in progress at fast pace in phase-1 of the project from Salt Lake Sector-V to Sealdah and commercial operation from Salt Lake to Phoolbagan is expected by June, 2018. The work order for supply of 84 coaches has also been awarded in February, 2015. After resolution of alignment issue in Mahakaran and Central stations of phase -II, the work of underground corridor has been started from Howrah Maidan as well as Howrah Station. More than 1.5 km of twin tunnel has been completed which will pass below river Hooghly on way to Mahakaran. Work of underground stations at Howrah maidan and Howrah Station is also in progress. After refusal of permission from The Competent Authority, AMSAR Act, West Bengal for undertaking underground work near centrally protected monuments namely Magen David Synagogue, Beth-El- Synagogue and Currency Building, Ministry of Culture has been approached. Ministry of Urban Development is coordinating with MoR for sorting out the issues.

Metro Bill and Metro policy are presently under consultation for firming up the details. Thereafter, they will be proposed for the consideration of the Government.

### **Recommendation (Serial No.13)**

#### **SMART CITY MISSION**

2.26 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.

### **Reply of the Government**

2.27 The Smart Cities Mission Guidelines envisages implementation by a City level Special Purpose Vehicle (SPV) incorporated as a limited company under the Companies Act, 2013 in which the State/UT and the Urban Local Body (ULB) will be the promoters having 50:50 equity shareholding. The SPV will have to comply with all the regulatory/monitoring mechanisms set out in the Company's Act.

One of the primary reasons for the creation of an SPV is to ensure operational independence and autonomy in decision making and mission implementation. The SPV will plan, appraise, approve, release funds, implement, manage, operate, monitor and evaluate the Smart City development projects. Rs. 4655.49 crore was allocated at RE stage during FY 2016-17 against proposal of Rs. 12338.80 crore from this Ministry. Due to less allocation, Rs. 7740.30 crore was sought through 3rd Supplementary Demands for Grants to fulfil the commitments in FY 2016-17.

However, the allocation was not made. Rs. 4000 crore has been allocated as BE 2017-18. The proposal for allocation of additional fund through 2<sup>nd</sup> Supplementary of Grants will, therefore, be sent to Ministry of Finance.

Apart from the Governments grants, the Smart Cities Mission Guidelines envisages for mobilization of additional funds from various sources including internal and external financing. In order to meet the financing needs of the Smart Cities, this Ministry has taken several proactive steps to identify sources of fundings from financial institutions such as World Bank, ADB, Asian Infrastructure Investment Bank (AIIB), National Investment and Infrastructure Funds (NIIF), Pooled Municipal Debt Obligation (PMDO) facility, New Development Bank under BRICS, Bilateral funding Agencies etc. States have already been asked to prepare pipeline of projects and submit to Ministry of Finance to avail the external financing.

Besides, this Ministry is assisting cities to maximize internal sources of revenue such as Property Tax, Advertisement Tax, Municipal Bonds, Value Capture Financing tools etc. Moreover, resources would also be available through convergence with other Schemes such as Solar Rooftop, Integrated Power Development Scheme (IPDS), etc. The implementation of the Smart Cities Mission is on course. At city level, it is done by a Special Purpose Vehicle (SPV). Out of 60 Smart Cities, 58 cities except Mangaluru and New Town Kolkata have incorporated city level Special Purpose Vehicles.

These cities have reported completion of 27 projects. Besides this, 40 Smart Cities have since informed that they will complete around 151 projects worth Rs. 1629 crore by 25<sup>th</sup> June 2017. Around 292 projects (worth Rs. 15857 crore) will be on-going and around 405 projects (worth Rs.18347 crore) will be awarded by 25<sup>th</sup> June 2017.

To monitor and review the progress of Smart Cities, the monitoring mechanisms are set out in the Smart City Mission Guidelines. At the National level the implementation of Smart Cities Mission would be closely monitored by an Apex Committee headed by Secretary, MoUD, which will provide overall guidance and play an advisory role. At State level, there is a State level High Powered Steering Committee (HPSC) chaired by the Chief Secretary which would steer the Mission program in its entirety. At City level, a Smart City Advisory Forum will be established for all Smart Cities to advise and enable collaboration among various stakeholders

and will include the District Collector, MP, MLA, Mayor, CEO of SPV, local youths, technical experts etc. Finally, a Special Purpose vehicle (SPV) will be established in each of the winning Smart City. The SPV will have to comply with all the regulatory/monitoring mechanisms set out in the Company Law.

Apart from the Mechanism set out in the Mission Guidelines, progress of Implementation is being reviewed regularly through Video Conference Review Meetings by Secretary (UD) every month. Besides, MoUD Nominee Directors on the Boards of SPVs are also monitoring the progress in respective cities regularly.

A Memorandum of Understanding (MoU) for redevelopment of railway stations of Smart Cities and its suburbs as part of the Smart City Plan has already been signed between Ministry of Urban Development and Ministry of Railways on 19<sup>th</sup> October 2016.

For monitoring the Smart Cities Mission at city level, the Mission Guidelines prescribe for constitution of a City Level Advisory Forum to advise and enable collaboration among various stakeholders. The Forum includes the MP, MLA, Mayor, District Collector, CEO of the SPV, local youths, technical experts etc.

Vide letter dated 28.03.2017, Chief Secretaries of all States/UTs have been requested to issue the Orders for constitution of the City Level Smart City Advisory Forum.

#### **Recommendation (Serial No.15)**

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

2.28 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.

### **Reply of the Government**

2.29 Fire services come within administrative control of State Governments. Ministry of Urban Development has released Model Building Bye Laws (MBBL) in March, 2016 which is an advisory document for the State/UT Governments. MBBL, 2016 contain a separate chapter on Fire protection and Fire Safety Requirements. MBBL, 2016 has already been circulated to all State/UT Governments. The urban local bodies and urban development authorities along with State/City Fire Services need to ensure compliance to Fire protection and Fire Safety Requirements while approving the building plans and issuing completion certificate.

## **Recommendation (Serial No.16)**

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

2.30 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 modernization 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.

### **Reply of the Government**

2.31 Ministry has already deliberated on the approach to be taken which are detailed as under:

- a. To start with redevelopment of GIP Minto Road by constructing a new building and induction of State-of-the-art modern machinery with a budgetary support of Rs. 338 crores (approx.). The proposal has been sent for consideration of the Department of Expenditure, Ministry of Finance.
- b. In the meantime, Group of Secretaries (set up by the Government for undertaking a mid-term review of policies and programmes of the Government on 28<sup>th</sup> October, 2016) has recommended the rightsizing of printing presses as under:

The 17 printing presses owned by Govt. of India use obsolete technology, both machinery and equipment are outdated, and have outlived their useful lifespan. Some of them are around 100-150 years old. Given the constraints, out of 17 presses, 9 presses have been identified to be modernized in the first phase. Redevelopment costs for an entire printing press would amount to Rs. 236 crore of which cost of modernization of only the machineries is Rs. 100 crores. The principle to be followed is that that unused land parcels can effectively contribute towards achieving the twin benefit of utilizing land for public use and of monetizing it to self-finance the modernization of the printing presses. Recommendations are under consideration in the Ministry.

Once the modernization of the Presses take place , all the Government Departments will be requested to use the service of Directorate of Printing for quality printing within the shortest possible time.

### **CHAPTER III**

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

-Nil-

## CHAPTER IV

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

#### Recommendation (Serial No.8)

#### URBAN PARKING

4.1 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.

#### Reply of the Government

4.2 The thrust area of the Atal Mission for Rejuvenation and Urban Transformation (AMRUT) is water supply, sewerage & septage, Urban Transport, Storm water Drainage and parks. However, the first priority of the Mission is water supply and sewerage. In Urban Transport sector, Multilevel Parking is one of the

components. On the basis of Mission priority, State/UT Govts have submitted their State Annual Action Plans. All action plans have been approved by the Ministry. In these action plans, some States have submitted proposal of Multilevel Parking of value Rs.176 Cr. which have been approved by the Ministry. 60% DPRs of Multilevel Parking have been approved and 28% Contracts have been awarded.

Urban Transport is intertwined with Urban Development which is a State subject. As such, the initiatives including planning and execution of urban transport systems are taken up by the State/Union Territories and Urban Local Bodies. However, the Government has issued National Urban Transport Policy (NUTP) in year 2006 which stresses on the following issues pertaining to parking and de-congestion:

- Levying high parking fee, that truly represents the value of the land occupied;
- Giving preference in allocation of parking space for public transport and non-motorised transport modes;
- Adopting graded scale of parking fee that recovers the economic cost of the land used in parking spaces;
- Amending building bye-laws in all million plus cities so that adequate parking space is available for all residents/users of such buildings;
- Making Multi-Modal parking complexes a mandatory requirement in city centres that have several high rise commercial complexes;
- Making appropriate changes in bye-laws to free the public carriage way from parked vehicles that impede the smooth flow of traffic in residential areas; and
- Making provisions in the appropriate legislation to prevent the use of the right of way on road systems for parking purposes.
- Issue of Advisory on congestion charges to State Governments/UTs;
- Stipulating condition of developing Parking Policy by cities as one of the conditions under bus funding scheme;

For decongestion, the NUTP states the following:

“The central Government would support formulation and implementation of specific “Area Plans” in congested urban areas that propose appropriate mix

of various modes of transport including exclusive zones for non-motorised transit”.

The National Urban Transport Policy 2006 is available on the [URL: http://moud.gov.in/sites/upload\\_files/moud/files/pdf/TransportPolicy.pdf](http://moud.gov.in/sites/upload_files/moud/files/pdf/TransportPolicy.pdf)

4.3 For comments of the Committee please see para 1.13 of the Chapter-1 of the Report.

#### **Recommendation (Serial No.14)**

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

4.4 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."

### **Reply of the Government**

4.5 AMRUT Mission was launched in June 2015 to develop the urban infrastructure in 500 Mission cities. All cities having a population of 1.0 Lakh or more in the census 2011 were eligible. The Ministry has already selected 500 Cities for coverage under the Mission and there is no proposal to extend the Mission to more or additional cities.

Also, Sewerage treatment plant in some of Municipalities like Ahmednagar Municipal Corporation and brari Nambal Lagoon (Dal Lake), Srinagar etc, were not covered in the list of 1631 projects of JnNURM as the JnNURM shceme had already ended on 31.03.2014. This scheme was extended till 31.03.2017 and 398 projects were considered eligible for further funding under AMRUT. The above mentioned projects were also not included in the list of 398 projects.

The Ministry has already approved all State Annual Plans for Mission period of which estimated cost of Rs. 77682 Cr. State Governments have already awarded the contracts of Rs. 15057 Cr. The Mission is going on fast track."

4.6 For comments of the Committee please see para 1.22 of the Chapter-1 of the Report.



**CHAPTER V**

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

**-Nil-**

**NEW DELHI;**

**9 August, 2017**  
**18Sravana, 1939 (Saka)**

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

**STANDING COMMITTEE ON URBAN DEVELOPMENT (2016-2017)**  
MINUTES OF THE FIFTEENTH SITTING OF THE COMMITTEE HELD ON  
WEDNESDAY, 9<sup>TH</sup> AUGUST, 2017.

The Committee sat from 1000 hrs. to 1055 hrs. in Committee Room  
No.4, A Block, Extension to Parliament Annexe Building, New Delhi.

**PRESENT**

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

***MEMBERS***

**LOK SABHA**

2. Shri Maheish Girri
3. Shri P.C. Mohan
4. Shri K. Parasuraman
5. Shri Kapil Moreshwar Patil
6. Shri Alok Sanjar
7. Shri Rahul Ramesh Shewale
8. Prof. K. V. Thomas
9. Shri Parvesh Sahib Singh Verma

**RAJYA SABHA**

10. Shri Anil Desai
11. Shri Mahesh Poddar
12. Shri K.C. Ramamurthy
13. Shri Ajay Sancheti

**SECRETARIAT**

1. Smt. Abha Singh Yaduvanshi - Joint Secretary
2. Ms. Amita Walia - Additional Director
3. Smt. Reena Gopalakrishnan - Deputy Secretary

2. At the outset, the Hon'ble Chairperson welcomed the Members to the sitting of the Committee.

3. The Committee then took up for consideration the following draft Reports :

(i) Eighteenth Report on Action Taken on the 12<sup>th</sup> Report (16<sup>th</sup> Lok Sabha) on 'Modernization of Directorate of Printing, Government of India Stationery Office and Department of Publication'

on (ii) Nineteenth Report on Action Taken on the 15<sup>th</sup> Report (16<sup>th</sup> Lok Sabha) 'Demands for Grants (2017-18)' of the Ministry of Urban Development, and;

(iii) Twentieth Report on Action Taken on 16<sup>th</sup> Report (16<sup>th</sup> Lok Sabha) on 'Demands for Grants (2017-18)' of the Ministry of Housing and Urban Poverty Alleviation.

4. After some deliberation, the Committee adopted the above draft Reports without any modifications and authorized the Chairperson to finalize them and present the Reports to Parliament.

**The Committee then adjourned.**

[Vide para 4 of the Introduction]

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

I.	Total number of recommendations	16
II.	Recommendations/Observations which have been accepted by the Government:	
	Recommendation Nos. 1, 2,3,4,5,6, 7,9,10,11,12,13,15 and 16	14
	Percentage to total recommendations	(87.50%)
III.	Recommendations/Observations which the Committee do not desire to pursue in view of Government's replies:	
	Recommendation No. Nil	0
	Percentage to total recommendations	(0%)
IV.	Recommendations/Observations in respect of which replies of the Government have not been accepted by the Committee:	
	Recommendation No. 8 and14	02
	Percentage to total recommendations	(12.16%)
V.	Recommendations/Observations in respect of which final replies of the Government are still awaited: Nil	0
	Percentage to total recommendations	(0%)