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Title: Need to increase the viability gap funding for providing Metro Rail facility under Jawahar Lal Nehru National Urban Renewal Mission from 20% to 40% for upcoming cities having population of 20 lakhs and above.

SHRI VILAS MUTTEMWAR (NAGPUR): I raise a very important issue concerning the development of Nagpur city and the Vidarbha region as a whole. The important city of Nagpur which is the second capital of Maharashtra having a population of nearly 32 lakhs is the fastest developing city, it is becoming the major centre for variety of reasons. There is continuous flow of migrant population being Nagpur a happy and soft destination. As a result thereof there is tremendous increase in the traffic and pollution, the people of Nagpur are moving in the city with risk of their lives.

Therefore, there is the need for an efficient mass transport system in the city with the latest public transport system with a view to reduce the traffic congestion on roads. Today, the traffic on roads of Nagpur is a heterogeneous mix of cycles, scooters, buses, cars and rickshaws jostling with each other further aggravating the traffic problem. This has resulted in a chaotic situation. The position is expected to deteriorate further in the years to come. Therefore, there is the absolute need for providing a reliable and safe public transport system for the people i.e. the Metro or Mono Rail in the city.

As way back in 2004, our former President, Dr. A.P.J. Abdul Kalam opined that there was the need to plan Mass Rapid Transport System for the cities projected to have a population of 20 lakhs and above by the year 2020. This has been reiterated by the Hon'ble President in her recent address to the Joint Session of Parliament on 12.3.2012. The population of Nagpur city is nearly 32 lakhs now and is poised to rise by 17%-18% to reach 40 lakhs by the year 2020. Keeping in view the aforesaid facts, Government have entrusted the job of the preparation of Detailed Project Report (DPR) for providing Metro Rail facility in Nagpur to the Delhi Metro Rail Corporation (DMRC) and the same is under process.

Under the JNNURM scheme only 20% is being provided as viability gap funding for projects like Metro Rail and another 10% of the cost is met by the State Government. This comes to 30% which is hardly sufficient to implement important projects like Metro Rail. Therefore, in order to make such projects viable, the requisite viability gap funding under JNNURM needs to be increased from 20% to 40%. Considering additional 10% from State Government under PPP model, private developers can come forward to meet balance 50% cost.

In view of the above, I would urge upon the Government to increase the viability gap funding under JNNURM from 20% to 40% for upcoming cities having population of 20 lakhs and above in the matter of providing Metro Rail facility.