

**EIGHTEENTH LOK SABHA**

**MINISTRY OF HOUSING AND URBAN AFFAIRS**

[Action Taken by the Government on the recommendations contained in the Fifth Report (Eighteenth Lok Sabha) of the Standing Committee on Housing and Urban Affairs (2024-25) on the subject, 'Regional Rapid Transit System and Role of NCRBC']

**EIGHTH REPORT**



**LOK SABHA SECRETARIAT  
NEW DELHI**

**December, 2025/ Agrahayana, 1947 (Saka)**

## **EIGHTH REPORT**

### **STANDING COMMITTEE ON HOUSING AND URBAN AFFAIRS (2025-26)**

**(EIGHTEENTH LOK SABHA)**

**MINISTRY OF HOUSING AND URBAN AFFAIRS**

[Action Taken by the Government on the recommendations contained in the Fifth Report (Eighteenth Lok Sabha) of the Standing Committee on Housing and Urban Affairs (2024-25) on the subject, 'Regional Rapid Transit System and Role of NCRTC']

**Presented to Lok Sabha on 17.12.2025**

**Laid in Rajya Sabha on 17.12.2025**



**LOK SABHA SECRETARIAT  
NEW DELHI**

**December, 2025/ Agrahayana, 1947 (Saka)**

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**COMPOSITION OF THE STANDING COMMITTEE  
ON HOUSING AND URBAN AFFAIRS (2025-26)**

**Shri Magunta Sreenivasulu Reddy - Chairperson**

**MEMBERS**

**LOK SABHA**

2. Smt. Lovely Anand
3. Shri Manickam Tagore B.
4. Smt. Misha Bharti
5. Shri Satpal Brahamchari
6. Shri Hibi Eden
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26. Dr. Medha Vishram Kulkarni
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30. Shri A. A. Rahim
31. Shri Sandeep Kumar Pathak

**SECRETARIAT**

1. Shri Lalkithang	-	Joint Secretary
2. Smt. Archna Pathania	-	Director
3. Ms. Swati Parwal	-	Deputy Secretary
4. Shri Abhishek Kumar	-	Under Secretary

(iii)

## **INTRODUCTION**

I, the Chairperson of the Standing Committee on Housing and Urban Affairs (2025-26) having been authorized by the Committee, to present this Eighth Report (18<sup>th</sup> Lok Sabha) on action taken by the Government on the Observations/Recommendations contained in the Fifth Report (18<sup>th</sup> Lok Sabha) of the Standing Committee on Housing and Urban Affairs (2024-25) on the subject, 'Regional Rapid Transit System and Role of NCRTC'.

2. The Fifth Report, which was laid on the table of Rajya Sabha on 04.04.2025, was subsequently presented to Lok Sabha on 22.07.2025. The Action Taken Replies of the Government to all the recommendations contained in the Report were received on 26 August, 2025.

3. The Committee considered and adopted this Report at their sitting held on 16<sup>th</sup> December, 2025.

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

5. For the facility of reference and convenience, the Observations/Recommendations of the Committee are highlighted in bold letters in Chapter I of the Report.

**New Delhi;**  
**16 December, 2025**  
**25 Agrahayana, 1947 (Saka)**

**Shri Magunta Sreenivasulu Reddy**  
**Chairperson**  
**Standing Committee on Housing**  
**and Urban Affairs**

## **CHAPTER I**

### **REPORT**

This Report of the Standing Committee on Housing and Urban Affairs (2025-26) deals with the action taken by the Government on the recommendations contained in the Fifth Report (Eighteenth Lok Sabha) on the subject, 'Regional Rapid Transit System and Role of NCRTC' of the Ministry of Housing and Urban Affairs which was presented to Lok Sabha on 22<sup>nd</sup> July, 2025.

1.2 Action Taken Replies have been received from the Government in respect of all the 13 Recommendations contained in the Report. These have been categorized as follows:

(i) Recommendations/Observations, which have been accepted by the Government:

Recommendation Serial Nos. 2, 4, 5, 6, 8, 9, 10, 11, 12, 13

(Total -10)  
(Chapter-II)

(ii) Recommendations/Observations, which the Committee do not desire to pursue in view of Government's replies:

Recommendation Serial No. Nil

(Chapter-III)

(iii) Recommendations/Observations, in respect of which replies of Government have not been accepted by the Committee:

Recommendation Serial Nos. 1, 3, 7

(Total -3)  
(Chapter-IV)

(iv) Recommendations /Observations, in respect of which final replies of the Government are still awaited:

Recommendation Serial No. Nil

(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 month from the presentation of this Report.

1.4 The Committee will now deal with the action taken by the Government on some of their recommendations in the succeeding paragraphs.

### **Recommendation (Serial No. 1)**

#### **Need to plan big Metro cities in regional context and expansion of RRTS**

1.5 The Committee had recommended in their original Report as under:

The Committee note that considerable rise in population of Delhi and its adjoining areas resulted in problems of land, housing, transportation, pollution etc. and necessitated planning of Delhi in regional context which led to development of regional and functional plan including the Transport plan 2032. The Committee also note that the transport plan 2032 contributed significantly towards development and improvement of many expressways, highways, roads and forms the basis for RRTS in India.

Looking at the estimated current and projected population data of metro cities namely Mumbai, Kolkata, Chennai, Hyderabad, Bangalore etc. and the problem of insufficient infrastructure, congestion and pollution grappling them, the Committee are of the opinion that there is a need to plan these cities in the regional context to promote balanced and harmonized development and make them sustainable. The Committee are also of the view that fulfillment of the ambitious goal of Viksit Bharat by 2047 will be closely linked with the efficiency of the transport system moving people and goods for various socio-economic activities. Thus, modern transportation solution like the RRTS is the need of the hour so as to enable people to live in sub-urban areas adjoining these big cities while remaining connected to modern healthcare, educational, research, entertainment facilities and opportunities of trade and employment thus increasing their productivity and ensure their social and mental well being.

Regarding the need to plan these cities in regional context, the Committee were apprised by the Ministry that urban planning is a State subject and therefore respective State Governments are responsible for planning, initiating and developing urban transport infrastructure. The Central Government considers financial assistance for Metro Rail proposals in cities and urban agglomerates based on the feasibility of the proposals and availability of resources, as and when posed by the concerned State Government.

In this regard, the Committee feel that the role of Central Government cannot be confined only to providing financial assistance to State Governments. Policy decision on regional planning ought to be taken at the Centre level who have an important mandate of urban transport planning and therefore impetus from the Ministry for such initiative is needed.

With regard to expansion of RRTS network in various cities, the Committee were informed that interventions like RRTS are suitable in cities having strong metro network providing connectivity to various places in the heart of the city.

In this connection, the Committee are of the view that RRTS projects are of long gestation period. Further, cities like Mumbai, Kolkata, Chennai, Hyderabad, Bangalore have expanding metro network. Thus, by the time, RRTS projects are finalized, there will be strong metro networks in these cities to supplement future RRTS projects.

The Committee, therefore, recommend:-

- (i) Ministry of Housing and Urban Affairs (MoHUA) to exhort and persuade the respective State Governments to plan big metro cities like Mumbai, Kolkata, Chennai, Bangalore and Hyderabad in regional context and prepare detailed regional and functional plans including transport plan for future regional development to meet the transportation needs of these cities.
- (ii) Subject to preparation of such detailed transport plan by the concerned State Government, MoHUA may consider RRTS projects based on the proposal received from the State Government, financial commitment, feasibility study and other relevant facts. A proper roadmap is required to be prepared in this direction.

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

“It is submitted that various policy guidelines have been issued by the Ministry of Housing and Urban Affairs (MoHUA) such as Transit Oriented Development

(TOD) Policy, National Urban Transport Policy (NUTP), Metro Rail Policy etc. Further, the Comprehensive Mobility Plan (CMP) is prepared for 30 year horizon. Similarly, during metro planning, Alternative Analysis Report (AAR) is prepared that evaluates suitable mode of transport. Central Government considers financial assistance to urban rail-based system based on feasibility of the proposal, necessity and availability of resources, as and when posed by the concerned State/UT Government(s) in accordance with the provisions of the Metro Rail Policy, 2017.

There is also a provision for availing funds for preparation of the Detailed Project Report (DPR) and feasibility reports under the “Transport Planning and Capacity Building in Urban Transport for Metro and Non-Metro Projects” scheme of MoHUA.”

**1.7 The Committee appreciate the policy guidelines issued by the Ministry such as Transit Oriented Development (TOD) Policy, National Urban Transport Policy (NUTP), Metro Rail Policy which mandates preparation of Comprehensive Mobility Plan (CMP) and Alternative Analysis Report (AAR) for determining and choosing the best mobility option for a city. However, the Committee feel that these guidelines are generic in nature. The need of the hour is a specific nudge to respective State Governments for planning big metro cities like Mumbai, Kolkata, Chennai, Bangalore and Hyderabad in regional context and prepare detailed regional and functional plans including transport plan in a time bound manner. The Committee are of the opinion that such planning is necessary not only to make these cities more livable and sustainable but also to optimize the growth potential and opportunities for population living around these cities thereby providing impetus to overall growth of the Country. The Committee, therefore, reiterate their earlier recommendation and desire Ministry to persuade respective State Governments in this regard.**

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

#### **Extending the mandate of NCRTC to undertake transport projects outside NCR**

**1.8 The Committee had recommended in their original Report as under:**

The Committee note that the mandate of National Capital Region Transport Corporation (NCRTC) is to undertake overall development of commuter Rail, related Roads, bus services etc. to improve connectivity in NCR region only. The Committee

appreciate the fact that in addition to spearheading the implementation of Delhi-Meerut RRTS corridor, NCRTC have also undertaken various other projects viz. providing Meerut Metro services on RRTS infrastructure, relocation of bus terminal and depot, extensive multi-modal integration, preparation of Transit oriented development (TOD) plans, etc. have developed expertise in planning and execution of complex infrastructure projects, transport modelling and efficient project management.

The Committee feel that there is a need to leverage the capacity and expertise of NRCTC in other parts of the country for catering to the regional transportation requirement in particular and other appropriate transport solution in general.

The Committee, therefore, recommend that through appropriate legislative instrument, the mandate of NCRTC be extended in regions other than NCR for creation of comprehensive integrated multi-modal suburban commuter transportation system.

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

“The ‘Functional Plan on Transport for NCR-2032’ prepared by National Capital Region Planning Board (NCRPB) had recommended development of eight rail based high-speed, high-frequency Regional Rapid Transit System (RRTS) corridors to connect city centers of metropolitan and big cities, towns and urban areas. The eight recommended RRTS corridors are (i) Delhi-Gurugram-Rewari-Alwar (ii) Delhi-Ghaziabad-Meerut (iii) Delhi-Sonipat-Panipat (iv) Delhi-Faridabad-Ballabgarh-Palwal (v) Delhi-Bahadurgarh-Rohtak (vi) Delhi-Shahdara-Baraut (vii) Ghaziabad-Khurja and (viii) Ghaziabad-Hapur. The erstwhile Planning Commission of India (now NITI Aayog) appointed Task Force under the chairmanship of Secretary, MoHUA (previously MoUD) and prioritized three RRTS corridors, namely, (i) Delhi-Ghaziabad-Meerut, (ii) Delhi-Gurugram-SNB and (iii) Delhi-Panipat.

Out of the three prioritized corridors, the Delhi-Ghaziabad-Meerut Namo dBharat RRTS corridor has been sanctioned by Government of India in March, 2019. The other two priority Namo Bharat RRTS corridors are under active consideration of this Ministry.

Further, at present, there is no proposal for extending the mandate of NCRTC in regions other than NCR.”

1.10 The Committee are aware of the fact that eight rail based high-speed, high-frequency Regional Rapid Transit System (RRTS) were recommended by National Capital Regional Planning Board (NCRPB), out of which three corridors namely (i) Delhi-Ghaziabad-Meerut, (ii) Delhi-Gurugram-SNB and (iii) Delhi-Panipat have been prioritized. The Committee are also aware that there is no proposal for extending the mandate of NCRTC in regions other than NCR at present. The recommendation of Committee is essentially futuristic in nature aimed at utilizing the expertise of NCRTC in providing regional transport solutions as and when more such corridors are envisaged and planned in other parts of the country. The Committee, therefore, reiterate their earlier recommendation.

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

##### **Setting up of Unified Metropolitan Transport Authority (UMTA)**

1.11 The Committee had recommended in their original Report as under:

The Committee observe that RRTS projects are being implemented under the Metro Rail Policy 2017. The policy provides for setting up of Unified Metropolitan Transport Authority (UMTA) to facilitate coordinated planning, implementation of Urban Transport programs & projects and integrated management of the Urban Transport System. For all metro rail projects taken up with central assistance, it will be mandatory for State Government to set up and operationalize UMTA within a year. The Committee have been apprised that UMTA has not been set up by the State Governments of National Capital territory of Delhi and Uttar Pradesh where RRTS projects are under implementation along with the Metro projects although Draft Cabinet Note for setting up of UMTA has been mooted by Govt. of NCT of Delhi.

The Committee feel that coordinated and integrated planning and execution of various urban transportation projects creates a symbiotic relationship resulting in cost reduction and optimization of resources on one hand and complementing the transport needs of the commuters on the other.

The Committee, hence, recommend Ministry of Housing and Urban Affairs (MoHUA) to take up the matter with the respective State Governments and persuade them to operationalize UMTA at the earliest.

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

“MoHUA *vide* letter dated 15.07.2025 (attached at Annexure-I) has reiterated the State Governments to set up UMTA.

1.13 **The Committee appreciate that Ministry has once again drawn the attention of the concerned State Governments of Haryana, Rajasthan, Uttar Pradesh and Government of NCT of Delhi to expedite the formation and operationalization of UMTA in their respective States. The Committee desire to be apprised of the action taken by these States in this regard.**

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

#### **Expediting Transit oriented development (TOD) on Delhi-Meerut Corridor and planning TOD in advance on remaining two priority corridors**

1.14 The Committee had recommended in their original Report as under:

The Committee note that although the Delhi Meerut Corridor of Regional Rapid Transit System is nearing its completion and NCRTC is planning to operationalize the entire corridor in 2025, the Transit oriented development (TOD) for three nodes in Delhi, 04 special development areas in Uttar Pradesh and around the radial influence zone of RRTS Stations is only at a planning stage. As such, significant opportunity of increasing non fare box revenue through TOD remains unutilized.

The Committee feel that for a highly capital intensive project like RRTS, concurrent development of Residential, Commercial, Retail, educational, healthcare and leisure infrastructure as envisaged under TOD along with the construction of the RRTS corridor is crucial for increasing its ridership and to improve the economic and financial viability of the system from the outset.

The Committee, therefore, recommend NCRTC to expedite finalization of TOD plans in Delhi and Uttar Pradesh in consultation with respective development authority and start developing physical infrastructure swiftly on the Delhi-Meerut Corridor. The Committee further recommend that TOD plans be finalized in coordination with the developmental authority of the concerned states for the remaining two priority corridors also so that work can commence concurrently in respect of TOD along with construction of the these corridors.

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

“ GoUP has notified TOD policy for the State. NCRTC have prepared the draft Zonal Development Plans for the ‘TOD Zones’ (Influence Zones and Special Development Areas) of the Namo Bharat Corridor in Meerut – these are under review of the State Government prior to their publication for public objections / suggestions. The Zonal Development Plans for TOD Zones in Ghaziabad have also been initiated. NCRTC has also submitted the Influence Zone Plans for the 4 TOD Nodes (Jangpura, Sarai Kale Khan, Anand Vihar and Karkardooma) in Delhi and these are awaiting approval by the Delhi Development Authority (DDA).

Government of Uttar Pradesh have also initiated development of TOD projects within the TOD Zones of the Namo Bharat corridor. A notable initiative in this regard, is the ‘New Meerut’ integrated TOD based township, located within the ‘Meerut South SDA’. The Meerut Development Authority have already commenced purchase of 350 hectares of land (60% purchased) – to develop a model integrated township based on TOD principles. NCRTC is assisting the Authority in planning this township through Zonal Development Plans. Along the Corridor, both in Delhi as well as Uttar Pradesh, several possible land parcels / assets have been mapped where potential for TOD development / creative redevelopment / rejuvenation exists.”

**1.16 The Committee appreciate that Government of Uttar Pradesh have initiated development of TOD projects within the TOD Zones of the Namo Bharat Corridor. However, the Zonal development Plans for TOD Zones of Namo Bharat Corridor in Meerut and Ghaziabad and Influence Zone Plans for the 4 TOD nodes in Delhi are yet to be finalized. Regarding the TOD plans for remaining 02 priority corridors, the Ministry has not specified anything. The Committee are aware of the fact that finalization of such developmental plans is a time-consuming process and therefore advance action is required to be taken in such matters so that Transit Oriented Development can take place concurrently with the construction of a corridor in order to maximise their revenue potential from the very commencement of operation. The Committee, therefore, while reiterating their earlier recommendation urge NCRTC to expedite Transit Oriented Development on Delhi-Meerut Corridor and initiate action for finalization of TOD plans for the remaining two priority corridors.**

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## CHAPTER II

### RECOMMENDATIONS THAT HAVE BEEN ACCEPTED BY THE GOVERNMENT

#### Recommendation (Serial No. 2)

##### **Timely preparation of Regional and Functional Plan for NCR region**

2.1 The Committee had recommended in their original Report as under:

The Committee note that National Capital Region Planning Board (NCRPB) prepared a Regional Plan with the perspective year 2021 for the National Capital Region (NCR) that was notified on 17.09.2005. The plan provides a model for sustainable and balanced development of urban and rural settlements to improve quality of life as well as a rational regional land use pattern in NCR. Thereafter, as envisaged in Regional Plan 2021, various functional and sub-regional plans including transport plan with the perspective year 2032 were prepared which led to development of transportation infrastructure in and around NCR including RRTS.

The Committee further note that the period of the said regional plan has completed in the year 2021. However, the draft Regional Plan 2041 is yet to be approved and till the final approval of Regional Plan 2041, the current Regional plan will remain valid. Further, advance preliminary work for the preparation of various Functional plans including transport will be finalized once the Regional Plan-2041 is approved.

The Committee are of the view that meticulous and advance planning is required for timely and appropriate intervention by the Urban developmental agencies in addressing the issues arising out of rapid urbanization and bridge the infrastructural gaps important for making the urban sprawl sustainable and economically viable especially for mega cities that are growth engines of our country. The Committee also feel that advance transportation plan is all the more important because of its multiplier effect on the economy.

The Committee, therefore, recommend Ministry of Housing and Urban Affairs (MoHUA) to finalize and notify draft Regional Plan 2041 for Delhi-NCR at the earliest and direct NCRPB to expeditiously prepare and finalize the various functional plans including the transport plan.

2.2 In their written reply, the Ministry have stated as follows:

“The recommendations of the Committee has been noted and this Ministry *vide* letter dated 29.07.2025 has requested NCRPB to finalize and notify the draft Regional Plan 2041 for Delhi-NCR and finalize various functional plans.”

**[Ministry of Housing & Urban Affairs, Government of India, O.M. No. K-20011/2/2020-UT.II (E-9096721) dated 26<sup>th</sup> August, 2025]**

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

##### **Setting up of Unified Metropolitan Transport Authority (UMTA)**

2.3 The Committee had recommended in their original Report as under:

The Committee observe that RRTS projects are being implemented under the Metro Rail Policy 2017. The policy provides for setting up of Unified Metropolitan Transport Authority (UMTA) to facilitate coordinated planning, implementation of Urban Transport programs & projects and integrated management of the Urban Transport System. For all metro rail projects taken up with central assistance, it will be mandatory for State Government to set up and operationalize UMTA within a year. The Committee have been apprised that UMTA has not been set up by the State Governments of National Capital territory of Delhi and Uttar Pradesh where RRTS projects are under implementation along with the Metro projects although Draft Cabinet Note for setting up of UMTA has been mooted by Govt. of NCT of Delhi.

The Committee feel that coordinated and integrated planning and execution of various urban transportation projects creates a symbiotic relationship resulting in cost reduction and optimization of resources on one hand and complementing the transport needs of the commuters on the other.

The Committee, hence, recommend Ministry of Housing and Urban Affairs (MoHUA) to take up the matter with the respective State Governments and persuade them to operationalize UMTA at the earliest.

2.4 In their written reply, the Ministry have stated as follows:

“MoHUA *vide* letter dated 15.07.2025 (attached at Annexure-I) has reiterated the State Governments to set up UMTA.

**[Ministry of Housing & Urban Affairs, Government of India, O.M. No. K-20011/2/2020-UT.II (E-9096721) dated 26<sup>th</sup> August, 2025]**

**Comments of the Committee**

*(Please see Para 1.13 of the Report)*

**Recommendation (Serial No. 5)**

**Finalization of DPR and commence work on remaining two priority corridors of RRTS**

2.5 The Committee had recommended in their original Report as under:

The Committee observe that out of 08 corridors identified for RRTS projects in the Transportation plan 2032, the Task Force on RRTS proposed for setting up National Capital Region Transport Corporation (NCRTC) in 2009 and prioritized three corridors namely the Delhi Meerut Corridor, Delhi-Gurugram-SNB Corridor and Delhi Panipat Corridor. The Committee further note that although the DPR of all the three corridors were finalized, the project has taken off only in respect of Delhi-Meerut Corridor. On the remaining two priority corridors, very little progress could be made. As a matter of fact, the DPR of these corridors are now being revisited.

The Committee acknowledge that projects like RRTS are time consuming due to Financial, Structural and Technical complexities involving multilevel deliberation and meticulous planning. However, the very purpose of prioritizing a corridor gets defeated due to such inordinate delays particularly for a transformational project like RRTS which is touted as a game changer in urban mobility and sustainable urbanization showcasing the technical prowess and aspirations of the country to become a developed nation by 2047. The Committee are also of the view that rapid progress have been made in terms of development of highways and metro network in NCR areas which needs to be factored in while reviewing the DPRs of the remaining two priority corridors so that all these transport mode should complement each other rather than posing competition to each other.

The Committee, therefore, recommend Ministry of Housing and Urban Affairs (MoHUA) to ensure that all the necessary formalities like approval of DPR, obtaining necessary approvals from respective State Governments be completed in a time bound manner and commence the work on the proposed Delhi- SNB and Delhi-Panipat corridor at the earliest. The Committee further recommend that while reviewing the DPRs of the remaining two priority corridors, the Ministry should ensure that alignment of these corridors be done in such a way that metro, road and rail network should complement the RRTS and benefits may reach to maximum number of people. The feedback of commuters/general public may also be obtained before finalization of the DPRs.

2.6 In their written reply, the Ministry have stated as follows:

“The recommendations of the Committee has been noted.”

**[Ministry of Housing & Urban Affairs, Government of India, O.M. No. K-20011/2/2020-UT.II  
(E-9096721) dated 26<sup>th</sup> August, 2025]**

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

#### **Integration of RRTS corridors with India Gandhi International Airport and Jewar Airport**

2.7 The Committee had recommended in their original Report as under:

The Committee appreciate the concerted efforts made by NCRTC for Multimodal integration of RRTS with various other modes of transportation such as Metro Rail, Indian Railways, Inter State Bus Terminals (ISBTs), other Bus terminals/depots and important roads/expressways. However, two important nodes of transportation *viz.* the Indira Gandhi International Airport and Jewar Airport are yet to be integrated with the RRTS.

As regards connecting Indira Gandhi International Airport (IGIA) with the RRTS, the Committee were earlier apprised that such integration will be undertaken in the Delhi-SNB corridor. However, now, the DPR of the said corridor is being revisited by NCRTC.

The Committee are of the view that being an established transport node in Delhi-NCR, it is important to bring Indira Gandhi International Airport on the map of RRTS.

With regard to connecting Jewar airport with Delhi Meerut corridor of RRTS, the Committee were informed that they have received one proposal for connecting Ghaziabad to Jewar Airport through RRTS and the proposal is under appraisal.

The Committee are of the opinion that, in future, Jewar Airport is going to become an important transport hub for people living in Ghaziabad, Gautam Budh Nagar and adjoining areas. Further, the growth of dense residential areas, employment opportunities, entertainment zones, educational and healthcare facilities around Ghaziabad-Noida-Greater Noida corridor makes it all the more important to connect these areas through a safe, fast, comfortable and reliable transport mode like RRTS which will feed and increase the ridership and financial viability of Delhi -Meerut Corridor and provide much needed connectivity to Jewar airport.

The Committee, therefore, recommend that both the important transport nodes of Delhi - NCR *i.e.* Indira Gandhi International Airport and Jewar Airport be connected with Regional Rapid Transit System.

2.8 In their written reply, the Ministry have stated as follows:

“Functional Plan on Transport for NCR-2032’ prepared by National Capital Region Planning Board (NCRPB) had recommended development of eight rail based high-speed, high-frequency Regional Rapid Transit System (RRTS) corridors to connect city centers of metropolitan and big cities, towns and urban areas. The eight recommended RRTS corridors are (i) Delhi-Gurugram-Rewari-Alwar (ii) Delhi-Ghaziabad-Meerut (iii) Delhi-Sonipat-Panipat (iv) Delhi-Faridabad-Ballabgarh-Palwal (v) Delhi-Bahadurgarh-Rohtak (vi) Delhi-Shahdara-Baraut (vii) Ghaziabad-Khurja and (viii) Ghaziabad-Hapur. The erstwhile Planning Commission of India (now NITI Aayog) appointed Task Force under the chairmanship of Secretary, MoHUA (previously MoUD) and prioritized three RRTS corridors, namely, (i) Delhi-Ghaziabad-Meerut, (ii) Delhi-Gurugram-SNB and (iii) Delhi-Panipat. The Government of India had sanctioned the Delhi-Ghaziabad-Meerut Namo Bharat Regional Rapid Transit System (RRTS) corridor in March, 2019. However, the suggestion of the Committee has been noted.”

**[Ministry of Housing & Urban Affairs, Government of India, O.M. No. K-20011/2/2020-UT.II (E-9096721) dated 26<sup>th</sup> August, 2025]**

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

#### **Model of Multimodal Integration required to be followed**

2.9 The Committee had recommended in their original Report as under:

The Committee note that for seamless connectivity of RRTS with different mode of transportation, NCRTC have built bridges, foot over bridges (FOB) and used travellators & escalators at various railway stations, bus stands *etc.*

Regarding the Model to be followed for Multi-Modal connectivity of RRTS with other transportation systems, the Committee are of the view that integration should take place in such a seamless manner that the commuter may be able to board or de-board the RRTS trains from within the premises of the airport, railway station etc. Such facilities provide convenience to the commuters travelling with luggage and save lot of time during interchange of different mode of transportation.

The Committee, therefore, recommend that at the time of finalization of DPR, Ministry of Housing and Urban Affairs (MoHUA) should coordinate with all the stakeholders *viz.* Ministry of Civil Aviation, Ministry of Railways and respective State Government so that multimodal integration within the premises of railways stations, airports, Inter State Bus Terminals could be planned and developed at various interchange points of RRTS network in future and facility of luggage check-in *etc.* be provided at the entry point of RRTS network to the commuters.

2.10 In their written reply, the Ministry have stated as follows:

“While finalizing DPRs due care is taken for efficient integration of Namo Bharat station. Further, the Metro and RRTS projects are also appraised by the Network Planning Group (NPG) wherein various concerned stakeholders are present and assess the alignment and integration of the same with other modes of transport.”

**[Ministry of Housing & Urban Affairs, Government of India, O.M. No. K-20011/2/2020-UT.II (E-9096721) dated 26<sup>th</sup> August, 2025]**

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

**Ensure availability and frequency of feeder bus service for last mile connectivity**

2.11 The Committee had recommended in their original Report as under:

The Committee note that NCRTC is engaging with various city transport services of the government and private service providers for feeder bus operations, shuttle bus

services, bike taxi, E-Autos, taxi *etc.* The Committee also appreciate that RRTS stations have been designed to provide ample parking space, pick & drop facility for intermediate public transport and have introduced bus stops in RRTS station pockets.

The Committee are of the view that commuters judge the efficiency of a mass transport system like RRTS, metro etc. not only by the time taken in reaching from one station to another but by the overall time taken in travelling from their originating point to the final point of destination. Thus, the availability and frequency of shuttle bus services providing last mile connectivity is important to reduce the waiting time of the commuters at their de-boarding point especially those who cannot afford taxi or auto services. The Committee also feel that small buses with fixed time interval matching more or less with the time interval of Namo Bharat trains is required for meeting such requirement.

The Committee, therefore, recommend NCRTC to consider adopting shuttle buses with smaller capacity and with fixed frequency matching largely with the frequency of Namo Bharat trains while engaging with service providers providing feeder bus service for last mile connectivity.

## 2.12 In their written reply, the Ministry have stated as follows:

“In respect of Delhi-Meerut Namo Bharat RRTS corridor, NCRTC has informed that 17 feeder bus routes for about 114 buses (9m CNG/EV) from 3 RRTS stations namely, Sahibabad, Ghaziabad and Guldhar have been notified by the State Transport Authority (STA) and advertised by the RTO-Ghaziabad.

Further, 6 Bus Routes having 35 electric buses of Ghaziabad City Transport Services Ltd have been adjusted along with their timetables by introducing RRTS station as bus stop. These buses are now providing feeder connectivity to the RRTS passengers.

Similarly, in Delhi, NCRTC in association with DTC has initiated feeder bus routes from New Ashok Nagar and Anand Vihar stations.”

**[Ministry of Housing & Urban Affairs, Government of India, O.M. No. K-20011/2/2020-UT.II  
(E-9096721) dated 26<sup>th</sup> August, 2025]**

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

### **Installation of sound barriers**

2.13 The Committee had recommended in their original Report as under:

The Committee note that Delhi-Meerut Corridor is passing through dense urban areas of Delhi-NCR having residential buildings, offices, hospitals educational institution etc. The Committee, therefore feel that installation of sound barriers are very important to ensure that the residents and public in general and patients, elderly citizens and children in particular using various facilities around the corridor are not put to any inconvenience due to operation of Namo Bharat trains.

In this regard, the Committee has been apprised that sound barriers have not been installed by NCRTC in Delhi-Meerut Corridor of RRTS. Only a stretch of approximately 125 meters of viaduct has been planned with the installation of noise barrier.

The Committee, therefore, recommend that a detailed study be conducted to ascertain the effect of vibrations on close by buildings and the need to install sound barrier taking the feedback and opinion of the people living and using various infrastructural facilities in close proximity of Delhi-Meerut RRTS corridor. The Committee further recommend that appropriate remedial measures like installation of sound barriers etc. be taken expeditiously as per the outcome of the said study.

2.14 In their written reply, the Ministry have stated as follows:

“NCRTC has informed that a study in this regard has been carried out with operation of services in Sahibabad-Duhai priority section as well as stage-2 Duhai-Meerut South & New Ashok Nagar-Sahibabad. As per site measurement recorded by experts of CRRI noise level presently are within permissible limits.”

**[Ministry of Housing & Urban Affairs, Government of India, O.M. No. K-20011/2/2020-UT.II  
(E-9096721) dated 26<sup>th</sup> August, 2025]**

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

### **Deployment of Para-Medical Staff and CPR Machines**

2.15 The Committee had recommended in their original Report as under:

With regard to medical facilities, the Committee has been apprised that provision of first aid has been made. NCRTC have also tied up with various hospitals within 10 kilometer vicinity of Delhi-Meerut Corridors in case of medical emergencies. The personnel of RRTS have also been trained in giving CPR in case of stroke or heart attack.

The Committee while appreciating the efforts made by NCRTC, feel that in cases of health emergencies like heart attack, stroke *etc.*, the response time is very limited. Hence, administering appropriate and fast response becomes crucial in saving the lives of commuters. Availability of para-medical staff and installation of small CPR machines on various stations of RRTS can improve the capability of such response a great deal. The Committee feel that for a system like RRTS which prides itself in providing better passenger facilities and amenities and aspires to compete with best transportation systems in the world, making provision for such medical facilities will improve the trust and perception of the people.

The Committee, therefore recommend NCRTC to consider engaging para-medical staff and installation of CPR machines at various stations of RRTS system for fast and better response in case of medical emergencies.

2.16 In their written reply, the Ministry have stated as follows:

“NCRTC has informed that it remains committed to providing swift support in cases of medical emergencies. NCRTC has already taken significant steps proactively to cater medical emergencies in Namo Bharat transport system. Namo Bharat trains, lifts & stations are suitable for Stretcher, creating first of its kind green corridor for the movement of patients. In addition to it, it is pertinent to mention that all operation staff have been given training of first aid to assist passengers in any emergency scenarios.”

**[Ministry of Housing & Urban Affairs, Government of India, O.M. No. K-20011/2/2020-UT.II (E-9096721) dated 26<sup>th</sup> August, 2025]**

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

### **Exploring the possibility of funding the RRTS project through PPP mode**

2.17 The Committee had recommended in their original Report as under:

The Committee are aware that RRTS projects are highly capital intensive with long gestation period and such projects are difficult to be taken up by private players without necessary support from Central and/or State Governments. The Committee note that though, one of modes of funding the project is Public Private partnership, the funding of existing RRTS project is being done with the financial support of Central Government, respective State Governments and through loan obtained from multilateral foreign banks. The Memorandum of Understanding (MOU) of NCRTC also recognizes the role of private entrepreneurs at different stages. So far, the engagement of private players has been confined to operation and maintenance of various sub-systems of RRTS.

The Committee, however, feel that with the right planning, strategy and structuring of RRTS projects and with the availability of encumbrance free opportunities for commercial exploitation in and around the RRTS corridors, there are sufficient scope to induce private sector for participation and funding of RRTS projects.

The Committee, therefore recommend NCRTC to employ best global consultants in transport sector for planning and structuring of future RRTS project so as to enable participation and funding of RRTS projects through PPP mode.

2.18 In their written reply, the Ministry have stated as follows:

“As per Metro Rail Policy, 2017, Public Private Partnership (PPP) is encouraged for implementation of the metro rail projects in the country. PPP in some form for implementation, operation and maintenance, fare collection or any other unbundled activities of the proposed metro rail project, wherever feasible is required as per the Metro Rail Policy.”

**[Ministry of Housing & Urban Affairs, Government of India, O.M. No. K-20011/2/2020-UT.II  
(E-9096721) dated 26<sup>th</sup> August, 2025]**

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

### **Development of an app for grievance redressal**

2.19 The Committee had recommended in their original Report as under:

The Committee note that there are 3 modes for grievance redressal in RRTS *viz.* the helpline number, E mail and complaint logbook kept at all stations. Further, a timeline of 05 days has been prescribed for redressal of any complaint.

The Committee are of the view that an opaque grievance redressal system creates anxiety and suspicion in the mind of the complainants. Thus, real time information regarding the status of complaints is important to make the grievance redressal system transparent and accountable.

While lauding the effort of NCRTC to develop various apps and deploy technologically advance solutions to facilitate and improve the travelling experience of its consumers, the Committee feel that in addition to the methods of grievance redressal already in place, the tracking of grievances should also be done through an app.

The Committee, therefore recommend NCRTC to develop an app for grievance redressal wherein the customer can lodge and track the real time status of their complaint. The app should also display the name and contact number of concerned official with whom the complaint is pending.

2.20 In their written reply, the Ministry have stated as follows:

“NCRTC has informed that its mobile application named "Namobharat" is available for commuters to report complaints. Once a grievance is submitted, it is reviewed and addressed by the concerned team. The response, including the resolution, is then communicated back to the commuter via the app. The app also displays the helpline number to get the status of a grievance.”

**[Ministry of Housing & Urban Affairs, Government of India, O.M. No. K-20011/2/2020-UT.II**

**(E-9096721) dated 26<sup>th</sup> August, 2025]**

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## CHAPTER III

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

**“Nil”**

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## CHAPTER IV

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

#### **Recommendation (Serial No. 1)**

##### **Need to plan big Metro cities in regional context and expansion of RRTS**

4.1 The Committee had recommended in their original Report as under:

The Committee note that considerable rise in population of Delhi and its adjoining areas resulted in problems of land, housing, transportation, pollution etc. and necessitated planning of Delhi in regional context which led to development of regional and functional plan including the Transport plan 2032. The Committee also note that the transport plan 2032 contributed significantly towards development and improvement of many expressways, highways, roads and forms the basis for RRTS in India.

Looking at the estimated current and projected population data of metro cities namely Mumbai, Kolkata, Chennai, Hyderabad, Bangalore etc. and the problem of insufficient infrastructure, congestion and pollution grappling them, the Committee are of the opinion that there is a need to plan these cities in the regional context to promote balanced and harmonized development and make them sustainable. The Committee are also of the view that fulfillment of the ambitious goal of Viksit Bharat by 2047 will be closely linked with the efficiency of the transport system moving people and goods for various socio-economic activities. Thus, modern transportation solution like the RRTS is the need of the hour so as to enable people to live in sub-urban areas adjoining these big cities while remaining connected to modern healthcare, educational, research, entertainment facilities and opportunities of trade and employment thus increasing their productivity and ensure their social and mental well being.

Regarding the need to plan these cities in regional context, the Committee were apprised by the Ministry that urban planning is a State subject and therefore respective State Governments are responsible for planning, initiating and developing urban transport infrastructure. The Central Government considers financial assistance for Metro Rail

proposals in cities and urban agglomerates based on the feasibility of the proposals and availability of resources, as and when posed by the concerned State Government.

In this regard, the Committee feel that the role of Central Government cannot be confined only to providing financial assistance to State Governments. Policy decision on regional planning ought to be taken at the Centre level who have an important mandate of urban transport planning and therefore impetus from the Ministry for such initiative is needed.

With regard to expansion of RRTS network in various cities, the Committee were informed that interventions like RRTS are suitable in cities having strong metro network providing connectivity to various places in the heart of the city.

In this connection, the Committee are of the view that RRTS projects are of long gestation period. Further, cities like Mumbai, Kolkata, Chennai, Hyderabad, Bangalore have expanding metro network. Thus, by the time, RRTS projects are finalized, there will be strong metro networks in these cities to supplement future RRTS projects.

The Committee, therefore, recommend:-

- (iii) Ministry of Housing and Urban Affairs (MoHUA) to exhort and persuade the respective State Governments to plan big metro cities like Mumbai, Kolkata, Chennai, Bangalore and Hyderabad in regional context and prepare detailed regional and functional plans including transport plan for future regional development to meet the transportation needs of these cities.
- (iv) Subject to preparation of such detailed transport plan by the concerned State Government, MoHUA may consider RRTS projects based on the proposal received from the State Government, financial commitment, feasibility study and other relevant facts. A proper roadmap is required to be prepared in this direction.

4.2 In their written reply, the Ministry have stated as follows:

“It is submitted that various policy guidelines have been issued by the Ministry of Housing and Urban Affairs (MoHUA) such as Transit Oriented Development (TOD) Policy, National Urban Transport Policy (NUTP), Metro Rail Policy etc. Further, the Comprehensive Mobility Plan (CMP) is prepared for 30 year horizon. Similarly, during metro planning, Alternative Analysis Report (AAR) is prepared that evaluates suitable mode of transport. Central Government considers financial assistance to urban rail-based system based on feasibility of the proposal, necessity and availability of resources, as and when posed by the concerned State/UT Government(s) in accordance with the provisions of the Metro Rail Policy, 2017.

There is also a provision for availing funds for preparation of the Detailed Project Report (DPR) and feasibility reports under the “Transport Planning and Capacity Building in Urban Transport for Metro and Non-Metro Projects” scheme of MoHUA.”

**[Ministry of Housing & Urban Affairs, Government of India, O.M. No. K-20011/2/2020-UT.II (E-9096721) dated 26<sup>th</sup> August, 2025]**

**Comments of the Committee**

*(Please see Para 1.7 of the Report)*

**Recommendation (Serial No. 3)**

**Extending the mandate of NCRTC to undertake transport projects outside NCR**

4.3 The Committee had recommended in their original Report as under:

The Committee note that the mandate of National Capital Region Transport Corporation (NCRTC) is to undertake overall development of commuter Rail, related Roads, bus services etc. to improve connectivity in NCR region only. The Committee appreciate the fact that in addition to spearheading the implementation of Delhi-Meerut RRTS corridor, NCRTC have also undertaken various other projects viz. providing Meerut Metro services on RRTS infrastructure, relocation of bus terminal and depot, extensive multi-modal integration, preparation of Transit oriented development (TOD) plans, etc. have developed expertise in planning and execution of complex infrastructure projects, transport modelling and efficient project management.

The Committee feel that there is a need to leverage the capacity and expertise of NRCTC in other parts of the country for catering to the regional transportation requirement in particular and other appropriate transport solution in general.

The Committee, therefore, recommend that through appropriate legislative instrument, the mandate of NCRTC be extended in regions other than NCR for creation of comprehensive integrated multi-modal suburban commuter transportation system.

#### 4.4 In their written reply, the Ministry have stated as follows:

“The ‘Functional Plan on Transport for NCR-2032’ prepared by National Capital Region Planning Board (NCRPB) had recommended development of eight rail based high-speed, high-frequency Regional Rapid Transit System (RRTS) corridors to connect city centers of metropolitan and big cities, towns and urban areas. The eight recommended RRTS corridors are (i) Delhi-Gurugram-Rewari-Alwar (ii) Delhi-Ghaziabad-Meerut (iii) Delhi-Sonipat-Panipat (iv) Delhi-Faridabad-Ballabgarh-Palwal (v) Delhi-Bahadurgarh-Rohtak (vi) Delhi-Shahdara-Baraut (vii) Ghaziabad-Khurja and (viii) Ghaziabad-Hapur. The erstwhile Planning Commission of India (now NITI Aayog) appointed Task Force under the chairmanship of Secretary, MoHUA (previously MoUD) and prioritized three RRTS corridors, namely, (i) Delhi-Ghaziabad-Meerut, (ii) Delhi-Gurugram-SNB and (iii) Delhi-Panipat.

Out of the three prioritized corridors, the Delhi-Ghaziabad-Meerut Namo Bharat RRTS corridor has been sanctioned by Government of India in March, 2019. The other two priority Namo Bharat RRTS corridors are under active consideration of this Ministry.

Further, at present, there is no proposal for extending the mandate of NCRTC in regions other than NCR.”

**[Ministry of Housing & Urban Affairs, Government of India, O.M. No. K-20011/2/2020-UT.II (E-9096721) dated 26<sup>th</sup> August, 2025]**

#### Comments of the Committee

*(Please see Para 1.10 of the Report)*

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

### **Expediting Transit oriented development (TOD) on Delhi-Meerut Corridor and planning TOD in advance on remaining two priority corridors**

4.5 The Committee had recommended in their original Report as under:

The Committee note that although the Delhi Meerut Corridor of Regional Rapid Transit System is nearing its completion and NCRTC is planning to operationalize the entire corridor in 2025, the Transit oriented development (TOD) for three nodes in Delhi, 04 special development areas in Uttar Pradesh and around the radial influence zone of RRTS Stations is only at a planning stage. As such, significant opportunity of increasing non fare box revenue through TOD remains unutilized.

The Committee feel that for a highly capital intensive project like RRTS, concurrent development of Residential, Commercial, Retail, educational, healthcare and leisure infrastructure as envisaged under TOD along with the construction of the RRTS corridor is crucial for increasing its ridership and to improve the economic and financial viability of the system from the outset.

The Committee, therefore, recommend NCRTC to expedite finalization of TOD plans in Delhi and Uttar Pradesh in consultation with respective development authority and start developing physical infrastructure swiftly on the Delhi-Meerut Corridor. The Committee further recommend that TOD plans be finalized in coordination with the developmental authority of the concerned states for the remaining two priority corridors also so that work can commence concurrently in respect of TOD along with construction of the these corridors.

4.6 In their written reply, the Ministry have stated as follows:

“ GoUP has notified TOD policy for the State. NCRTC have prepared the draft Zonal Development Plans for the ‘TOD Zones’ (Influence Zones and Special Development Areas) of the Namo Bharat Corridor in Meerut – these are under review of the State Government prior to their publication for public objections / suggestions. The Zonal Development Plans for TOD Zones in Ghaziabad have also been initiated. NCRTC has also submitted the Influence Zone Plans for the 4 TOD Nodes (Jangpura, Sarai Kale Khan, Anand Vihar and

Karkardooma) in Delhi and these are awaiting approval by the Delhi Development Authority (DDA).

Government of Uttar Pradesh have also initiated development of TOD projects within the TOD Zones of the Namo Bharat corridor. A notable initiative in this regard, is the ‘New Meerut’ integrated TOD based township, located within the ‘Meerut South SDA’. The Meerut Development Authority have already commenced purchase of 350 hectares of land (60% purchased) – to develop a model integrated township based on TOD principles. NCRTC is assisting the Authority in planning this township through Zonal Development Plans. Along the Corridor, both in Delhi as well as Uttar Pradesh, several possible land parcels / assets have been mapped where potential for TOD development / creative redevelopment / rejuvenation exists.”

**[Ministry of Housing & Urban Affairs, Government of India, O.M. No. K-20011/2/2020-UT.II (E-9096721) dated 26<sup>th</sup> August, 2025]**

Comments of the Committee

*(Please see Para 1.16 of the Report)*

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## CHAPTER V

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

“Nil”

New Delhi;  
16 December, 2025  
25 Agrahayana, 1947 (Saka)

**Shri Magunta Sreenivasulu Reddy**  
Chairperson  
Standing Committee on Housing  
and Urban Affairs

No. K-14011/08/2017-MRTS-Coord (E-3128620)  
Government of India  
Ministry of Housing and Urban Affairs  
(MRTS Coord Desk)  
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301-B, Nirman Bhawan, New Delhi-110011.  
Dated the 09<sup>th</sup> May, 2025.

To,

The Managing Directors of Metro Rail Corporations  
(As per list attached)

Subject – Minutes of the Meeting of Managing Directors of Metro Rail Corporations held on 31.03.2025 & 01.04.2025 in Gandhinagar, Gujarat to discuss amendments in the Metro Rail Policy, 2017 and the Acts governing the Metro Railways – reg.

Sir/Madam,

I am directed to refer to the above cited subject and to forward herewith the minutes of the MDs meeting held on 31.03.2025 & 01.04.2025 in Gandhinagar, Gujarat under the Chairmanship of Secretary (HUA).

2. This issues with the approval of the Competent Authority.

Yours faithfully,

**Encl:** As above



(Ravi Kumar)

Under Secretary to the Govt. of India  
Tele: 23062935

Copy to:

1. PSO to Secretary, HUA
2. PPS to OSD (UT) & Ex Officio JS, MoHUA
3. PPS to Director (MRTS-I), MoHUA

**List of Metro Rail Corporations:**

1.	The Managing Director, Delhi Metro Rail Corporation Ltd., Metro Bhawan, Fire Brigade Lane, Barakhamba Road, New Delhi-110001. Email: <a href="mailto:mdmetro@dmrc.org">mdmetro@dmrc.org</a>	2.	The Managing Director, Chennai Metro Rail Ltd., Admn. Building, CMRL Depot, Poonamallee High Road, Koyambedu, Chennai-600107. Email: <a href="mailto:md.cmrl@tn.gov.in">md.cmrl@tn.gov.in</a>
3.	The Managing Director National Capital Region Transport Corporation, Gati Shakti Bhawan, INA, New Delhi-110023 Email: <a href="mailto:md.office@nrtc.com">md.office@nrtc.com</a>	4.	The Managing Director, Bangalore Metro Rail Corpn. Ltd., 3 <sup>rd</sup> Floor, BMTC Complex, K.H. Road, Shanthinagar, Bangalore-560 027. Email: <a href="mailto:md@bmrc.co.in">md@bmrc.co.in</a>
5.	The Managing Director, Hyderabad Metro Rail Ltd., Rasoolpura, Begumpet, Hyderabad – 500 016 Email: <a href="mailto:nvsreddyiras@gmail.com">nvsreddyiras@gmail.com</a>	6.	The Managing Director, Lucknow Metro Rail Corp. Ltd., (for Lucknow, Kanpur and Agra Metros) Administrative Building, Near Dr. Bhimrao Ambedkar Samajik Parivartan Sthal, Vipin Khand, Gomti Nagar, Lucknow-226 010. Email: <a href="mailto:mdupmrc@gmail.com">mdupmrc@gmail.com</a>
7.	The Managing Director, Jaipur Metro Rail Corporation Ltd., Khanij Bhawan, Udyog Bhawan Premises, Tilak Marg C. Scheme, Jaipur-302 005. Email: <a href="mailto:cmd.jmrc@gmail.com">cmd.jmrc@gmail.com</a>	8.	The Managing Director, Kochi Metro Rail Ltd., 8 <sup>th</sup> Floor, Revenue Tower, Park Avenue, Opp. Boat Jetty, Kochi-682 011 Email: <a href="mailto:md@kmrl.co.in">md@kmrl.co.in</a>
9.	The Managing Director, Gujarat Metro Rail Corporation Limited, (for Ahmedabad, Gandhinagar and Surat Metros) Block No.1, 1 <sup>st</sup> Floor, Karma Yogi Bhavan, Sector-10A, Gandhinagar-382 010. Email: <a href="mailto:md@gujaratmetrorail.com">md@gujaratmetrorail.com</a>	10.	The Managing Director Maha- Metro Rail Corporation (for Nagpur and Pune Metros) “Metro House”, 28/2, C.K. Naidu Road, Anand Nagar, Civil Lines, Nagpur-440 001. Email: <a href="mailto:md@mahametro.org">md@mahametro.org</a>
11.	The Managing Director, Mumbai Metro Rail Corp. Ltd., Bandra Kurla Complex, Bandra (East), Mumbai-400 051. Email: <a href="mailto:md.office@mmrc.com">md.office@mmrc.com</a>	12.	The Metropolitan Commissioner, MMRDA/ Chairman MMMOCL, Bandra-Kurla Complex, Bandra East, Mumbai-400 051. Email: <a href="mailto:mcmrda@gmail.com">mcmrda@gmail.com</a> , <a href="mailto:md@mmmcocl.co.in">md@mmmcocl.co.in</a> <a href="mailto:psmd@mmmcocl.co.in">psmd@mmmcocl.co.in</a>
13.	The Managing Director, Kolkata Metro Rail Corporation Ltd., HRBC Complex, KMRCI. Bhawan 2 <sup>nd</sup> & 3 <sup>rd</sup> Floor Munsi Premchand Sarani, Kolkata – 700 001 E.mail: <a href="mailto:md@kmrc.in">md@kmrc.in</a>	14.	The Metropolitan Commissioner, Pune Metropolitan Region Development Authority, 4 <sup>th</sup> Floor, Maharaja Sayajirao, Gaikwad, Udyog bhawan, Survey No 152-153, Aundh, Pune 411 067 E Mail : <a href="mailto:comm@pmrda.gov.in">comm@pmrda.gov.in</a>
15.	The Managing Director, Noida Metro Rail Corporation Limited, Block-III, 3 <sup>rd</sup> Floor, Ganga Shopping Complex Sector – 29, Noida – 201 301 E.mail: <a href="mailto:nmrcoindia@gmail.com">nmrcoindia@gmail.com</a>	16.	The Managing Director, Madhya Pradesh Metro Rail Company Ltd., (for Bhopal and Indore Metros) Palika Bhavan,, Near 6 number Bus Stop Shivaji Nagar, Bhopal – 462016 E.Mail: <a href="mailto:metrorail@mpurban.gov.in">metrorail@mpurban.gov.in</a>
17.	The Managing Director, Patna Metro Rail Corporation Limited, Patna, Bihar E.mail: <a href="mailto:ud.bihar@gmail.com">ud.bihar@gmail.com</a>	18.	The Chief Executive Officer, Pune IT City Metro Rail Ltd. Vikarm Monarch, 9 <sup>th</sup> Floor, CTS No. 1115, A/1 Ganeshkhind Road, Shivaji Nagar Pune 411016 E.mail: <a href="mailto:alokkapoor@tatarcality.in">alokkapoor@tatarcality.in</a>
19.	The Managing Director, Mumbai Metro One Pvt. Ltd., Metro Corporate Centre, Four Bungalows, Andheri(W), Mumbai - 400 053 E.Mail: <a href="mailto:shubhodoy.mukherjee@relianceada.com">shubhodoy.mukherjee@relianceada.com</a>	20.	The Managing Director, L&T Metro Rail (Hyderabad) Limited, Hyderabad Metro Rail Administrative Building, Uppal Main Road, Nagole Hyderabad – 500 039 E.Mail: <a href="mailto:kyb.reddy@ltmetro.com">kyb.reddy@ltmetro.com</a>
21.	The Managing Director, Navi Mumbai Metro, CIDCO, CIDCO Bhawan, CBD-Belapur, Navi Mumbai – 400614 <a href="mailto:cidcomoffice@gmail.com">cidcomoffice@gmail.com</a>	22.	The Managing Director, Andhra Pradesh Metro Rail Corp Flat No.503, Vinayghar Apartments, Brindhavan colony, Labbipet, Vijayawada – 520 010, <a href="mailto:Apmetrorail@gmail.com">Apmetrorail@gmail.com</a>
23.	The Managing Director, Uttarakhand metro Rail Corporation Limited SCI Tower, Opposite Mahindra Showroom, Haridwar Bye-Pass Road, Ajabpur, Dehradun – <a href="mailto:md@ukmrc.org">md@ukmrc.org</a>	24.	The Managing Director, Haryana Mass Rapid Transport Corporation Ltd C-3, HSVP Complax, Sector -6, Panchkula - 134109. Haryana <a href="mailto:ndhmrtc@gmail.com">ndhmrtc@gmail.com</a> <a href="mailto:adphmrtc1@gmail.co">adphmrtc1@gmail.co</a>

**Record Note of discussions held in Conference of Managing Directors of Metro Rail Corporations held under the chairmanship of Secretary (HUA) on 31.03.2025 and 01.04.2025 in Gandhinagar, Gujarat**

List of participants is attached as **Annexure-A**.

OSD(UT) welcomed all participants of the meeting and highlighted the recent Union Budget announcement 2024-25 regarding the followings and solicited ideas/comments from participants on the already shared agenda items:

- i. Transit Oriented Development plans for 14 large cities with a population above 30 lakh.
- ii. Creation of rupees 1 lakh crore Urban Challenge Fund to implement Cities as a growth hubs.
- iii. Redevelopment of cities

2. Secretary MoHUA requested all the participants to understand challenges of Transit Oriented Development as 'Densification challenge' and 'Urban development challenge'. He suggested using this forum to discuss the pressing issues of Metro Rail companies and present them as 'Recommendations of conference'.

3. The deliberations of the meeting on the agenda items are as under:-

**A. Land Acquisition provisions in Metro Act**

(i) During meeting, it was acknowledged by each member that under RFTCLARR, Act 2013 land acquisition process is time consuming mainly due to the requirement of Social Impact Assessment (SIA). It was further informed that States like Gujarat and Maharashtra has issued exemption from SIA. Other State Government should also make suitable amendment in RFTCLARR 2013 Act for dispensing with SIA for expeditious acquisition of land for metro project. The Metro Railways (Construction of Works) Act has different provisions as per which there is no need of Social Impact assessment. However, this act only empowers Central Government for acquisition of land.

(ii) After the deliberations it was decided that suitable amendment need to be made in Chapter-III of The Metro Railways (Construction of Works) Act 1978 which deals with land acquisition, to enable Appropriate Government/ Metro Rail Administration for acquisition of land for metro rail project as well as for undertaking Transit Oriented Development.

**B. Issues relating to Transit Oriented Development (TOD) Policy and Value Capture Financing (VCF).**

(i) It was deliberated upon that with a view to ensure Transit Oriented Development (ToD) along the Metro corridor, city development authority should align their master plan and necessary steps to be taken to increase the carrying capacity of urban infrastructure and simplification in rules along the influence zone of metro corridor. Further, existing policies of State Governments may be revised for allowing mandatory higher FAR in influence zone as compared to the area beyond influence zone with separate ToD policy for green-field & brown-field area. For effective TOD implementation, capacity building for Metro Rail Administration (MRA) and concerned development authority is needed. Special planning status to MRA for ToD along the corridor is desirable. Non obstante clause needs to be added in metro Act in defining powers of metro rail authority for improving,

developing any metro property or land and property held by it for commercial use taking due consideration to civic amenities.

(ii) Moreover, other planning / development tools i.e. accommodation reservation, local area and redevelopment planning need to be developed. There is also a need to provide enabling legislation and simplify Value Capture financing (VCF) method. State Governments should make necessary amendment in the provision of VCF to include best practices.

(iii) Contribution from State Governments towards VCF to be explicitly mentioned in Sanction Order of metro project. On the lines of Maharashtra, mechanism to capture actual land values also need to be devised and 1% Cess in the form of additional stamp duty and 100% additional development fund to be mandatorily implemented.

(iv) After discussions, it was decided that a committee is be formed to suggest policy changes and to formulate model document for ToD and VCF including amendment in present Metro Acts.

#### **C. *Transferable Development Rights***

(i) Transferable Development Right (TDR) is a certificate comprising of the details of Floor Area Ratio credit to an owner or a lessee of the land on surrender of the gross 'area' of the land, which is required for public purpose. For TDR it is essential to make entire Metro alignment as part of the Development Plan along with all the land parcels including the ones needed for Right of Way (RoW) and Stations, depots and Multi-modal Integration. To effectively use TDR for Metro project, it is essential for Metro Authority to have Special Planning Authority status otherwise; local Planning Authority can only issue the TDR.

(ii) After deliberations it was decided that a committee needs to be formed by MoHUA for preparing model document for TDRs.

#### **D. *Funding Pattern***

In the existing system of metro funding, central government and state government provides equity and subordinate debt upto 20% of the project cost excluding land cost, PPP component etc. During deliberations, it was suggested by some MDs that to make metro financially sustainable, the equity portion by Central and State Government should be in range between 20% to 30% depending upon the phase of construction of metro project; i.e. for initial phase equity should be 30% and for subsequent phases/extensions, it should be progressively ramped down to 20%. Fund releases towards Central and States Taxes should be in the form of grant instead of subordinate debt, since this amount flows back to Central and State Governments. It was also suggested that Metro Railways may be allowed to raise green bonds on guarantee by Central Government. Some MDs also suggested that the exchange rate fluctuations and loan repayment in the metro rail projects should be shared equally by Centre and State Governments. No consensus could be emerged on the proposal for dispensing with the 10% grant model enshrined in The Metro Policy 2017.

#### **E. *Increase in Fare Box Revenue.***

In order to increase fare box revenue, it was suggested that integrated ticketing, end to end booking of journey and seamless interchange facilities must be

ensured. A separate provision for last mile connectivity should be incorporated. Outreach programs, mapping of all activity centres around metro stations, installation of signages at malls, railway stations, airports for metro and integrated tickets for mega events with metro tickets should be implemented by metro companies.

#### **F. Increase in non-Fare Box Revenue.**

(i) MDs suggested that to increase non-fare box revenue, the land use of properties around metro corridor should be Transport /Commercial /Residential. There should be Higher Floor Area Ratio (FAR) and ground coverage - station oriented development, relaxation in parking norms (ECS norms) etc. Special Planning Authority (SPA) status may be given to metro companies with powers of local bodies to approve building plans. Long term lease and residential development should be permitted. It was also suggested that in non-peak hours, cargo/parcels can be transported in metro.

(ii) **After deliberations, it was decided that a committee may be formed by MoHUA to suggest Policy/ Legislation to augment Non-Fare Box Revenue for project sustainability.**

#### **G. Urban Transport Fund (UTF)**

During discussions, it emerged that setting up of UTF shall be made compulsory. The UTF can be funded from the following sources i.e. betterment levy / land value Tax, vacant land tax, additional charge on property transactions, higher tax based on land appreciation, fuel tax, Tax on motor vehicle, environment compensation charges, parking fees – charges for road space usage, congestion charges (BKC Mumbai by MMRDA).

#### **H. Fare Fixation Mechanism**

As per the agenda creation of a permanent Fare Fixation Authority was envisaged. However, during the discussion it was felt that the existing system of FFC is working satisfactorily and therefore, permanent Fare Fixation Authority is not needed. A system of periodic fare fixation by linking it to price index linked formula may be proposed by FFC. Further, the terms of Reference of FFC may be standardized. (MRA may be empowered to suggest additional Terms of Reference based on local conditions). In case, MRA is not satisfied with the recommendations of FFC, they may refer their objection to committee only once within one month timeframe and FFC shall examine the reference within a period of 1 month from such receipt. There shall not be any further review of recommendation of FFC.

#### **I. Powers to Metro Rail Administration**

During the discussion, the Metro Rail Corporations requested for essential powers for efficient construction and maintenance of Metro Rail Projects in the country in a time bound manner. To achieve this, it was suggested to add non-obstante clause w.r.t. powers of Metro Rail Administration (MRA) in the proposed Metro Rail Bill for the following:

- a. Execute long term residential lease
- b. Right to distribute and transmit power across states as deemed licensee
- c. Power for pruning of trees
- d. Exemption from levy of tax by local authority
- e. Exclusive rights on the revenue earned

f. Development of land and property held by it

**J. Organization at National level**

(i) During the meeting it was observed that many Metro Rail Corporations have been established in the recent years and there is an urgent requirement of capacity building to strengthen the new metro companies. Therefore, a Centre of Excellence is needed for training, knowledge sharing etc. Creation of "Centre of Excellence" should be considered through a committee.

(ii) It was also felt desirable that the technical capacity of MoHUA also needs to be augmented to support and guide MRTS/RRTS Companies. Thus, establishment of a technical body instead of authority under MoHUA is desirable. To achieve this, the Metro Railways (O&M) Act, 2002 also needs amendment in line with "Allocation of Business Rules 1961" as Technical Planning and safety currently lies with Ministry of Railways

**K. Standardization & Indigenization**

To ensure sustainability and viability of metro rail projects, focus should be on reducing input cost of Construction and Operation phase. Further, local content should be promoted. Coordination with local manufacturers and industries must be promoted by organizing Workshop with industry at regular intervals. After the deliberations, it was suggested that a committee to be formed for devising Civil Standards for Metro.

**L. Parking Policy**

It was suggested that Parking Policy needs to include adoption of innovative and technological best practices i.e. Multilevel parking, Mobile app-based parking etc. At underground stations, basement parking may be constructed, and metro companies should be exempted from property tax on parking. **After deliberations, it was decided that a committee should be formed by MoHUA for drafting of Parking Policy.**

**M. Central Government approval mandatory before taking up any new project**

Metro Rail Policy 2017 stipulate about prior approval of Metro Rail Project by the Central Government. Similar provision in Metro Rail Act may be considered for mandatory prior approval of Central Government before initiating any project. The Metro rail projects being highly capital intensive, to reduce the implementation period and to avoid cost overrun, it was suggested to have a system to fund pre-construction activities such as land acquisition, utility diversion may be devised by the concerned State Government to make metro rail projects investment ready.

**N. Challenge Fund**

It was requested by participant that funding from Challenge Fund may be given for PPP metro project. Metro Rail Corporations were asked to devise ways and means for utilizing challenge funds to identify bankable urban development projects including those, which address urban mobility problems.

**O. PPP metro projects**

(i) It was deliberated that PPP provision needs a comprehensive and thorough review to augment metro development in the country. The contribution of 40% VGF is not sufficient to achieve IRR of 14%, so a mechanism must be devised out for optimum sharing of risk between the Government and Concessionaire for ridership and periodic fare revision during operational phase. Further, the responsibility of first and last mile connectivity is not clearly delineated. Other competing transport

modes, like buses etc. do not have a stable fare policy and changes in fare are made without stakeholder consultation and suitable compensation mechanism.

(ii) Under inverted GST structure metro fares are GST exempt while most of the inputs attract 18% GST.

(iii) Cheaper loans are not available to concessionaire. Enabling longer tenor and lower interest loans for capital intensive projects will encourage more private participation.

(iv) There is a limited avenue for upfront internal accrual generation – like sale of TOD to put back in the Project. Freehold nature of ToD land - permission to sell/monetize, with a condition of using such proceeds for the project.

(iv) There are delays in claim settlement, land acquisition and R&R and all statutory clearance to be obtained by Government prior to sanction of PPP metro project.

(v) Provision of renegotiation of agreement with concessionaire should be in place for dealing such cases, an authority to be constituted.

(vi) Fare revision during concessionaire period to be made automatic through Inflation linked formula.

(vii) Adherence to benchmarking cost of MoHUA for metro projects- preferably 5-10% lesser due to private sector efficiency.

(viii) Debt equity ratio not to exceed 2 to discourage premature termination. Downward revision in payment of debt due or limiting payment of debt due in terms of figure by Government in case of concessionaire event of default leading to termination of contract should be resorted for discouraging premature termination of contract.

(ix) Mandatory exercise of choosing alternate selectee option under substitution agreement by Bank in case of rescinding contract by concessionaire shall enable continuation of PPP agreement as per contract condition and no loan payment liability would come on Government in such eventuality.

(x) After initial year of operation for 2-3 years, the concessionaire to have flexibility to bring partner.

(xi) Availability of cheaper electricity tariff to concessionaire will make project financially viable in O&M phase.

(xii) There should be flexibility given to concessionaire to use light metro technology to reduce capital cost.

(xiii) Widening the Political Force Majeure for insulating such projects from policy changes will help in mitigating the associated risk to concessionaire during the long contract period.

It was decided that NITI Aayog should be advised to consider the above proposed changes in their model PPP concessionaire document.

#### **P. Other recommendations**

- a. New means of Public transport like PRT and transit system guided by other means to be included in Metro Policy.

- b. Nomination of DMRC as General Consultant for new Metro Projects may be explored.
- c. Project software of NCRTC need to be customized for Metro Companies.
- d. Claims Commissioner provisions in the Metro Act needs to be reviewed.

The meeting ended with vote of Thanks.

#### **Annexure-I**

#### **List of participants**

1. Shri Srinivas R Katikithala, IAS, Secretary, MoHUA
2. Shri Jaideep, OSD (UT) & E.O. JS, MoHUA
3. Shri Yogesh Antil, Director (MRTS-I), MoHUA
4. Shri Subhash Kumar Bouddha, Director (MRTS-II), MoHUA
5. Shri Ravi Kumar, Under Secretary (MRTS-Coord), MoHUA
6. Shri Vikash Kumar, Managing Director, DMRC
7. Shri Sushil Kumar, Managing Director, UPMRCL
8. Smt. Rubal Agarwal, Managing Director, MMMOCL & Commissioner, MMRDA
9. Shri S. Chaitanya Krishna, Managing Director, MPMRCL
10. Shri S. Krishnamoorthy, IRAS, Director (Fin.), CMRL
11. Shri Brajesh Kumar Mishra, Managing Director, UKMRC
12. Shri NVS Reddy, Managing Director, HMRL
13. Shri Shalabh Goel, Managing Director, NCRTC
14. Shri UJM Rao, Managing Director, APMRCL
15. Smt. Varsha Singh, Additional Managing Director, PMRCL
16. Shri L.N. Prasad, Director (System), Pune IT City Metro
17. Shri Mahesh Kumar Bhuradia, Director, JMRC
18. Shri Shravan Hardikar, Managing Director, Maha Metro
19. Shri Loknath Behera, Managing Director, KMRL
20. Shri Shashikant Kulkarni, Executive Engineer, PMRDA
21. Shri Sandeep Joshi, Station Planner, PMRDA
22. Smt. Ashwani Bhide, Managing Director, MMRCL
23. Shri M. Maheshwar Rao, Managing Director, BMRCL
24. Shri Narsingh Bais, Chief Engineer, CIDCO

No. K-14011/9/2022-UT-I  
Government of India  
Ministry of Housing & Urban Affairs  
(Urban Transport Division)  
\*\*\*

Nirman Bhawan, New Delhi  
Dated the 15<sup>th</sup> July, 2025

To,  
Chief Secretaries of State Governments/UT of Delhi  
(As per the list attached)

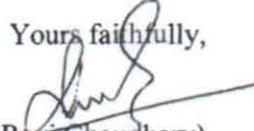
**Subject: Status of formation of Unified Metropolitan Transport Authority (UMTA)-reg.**

Sir,

The undersigned is directed to refer to the above-mentioned subject and to state that Standing Committee on Housing and Urban Affairs (2024-25) on subject "**Regional Rapid Transit System and Role of NCRTC**" in its 5<sup>th</sup> Report has recommended to MoHUA to take up the matter with the respective State Governments and persuade them to operationalize UMTA at the earliest.

2. In view of the above, it is requested to expedite the formation/operationalization of UMTA in your respective State/UT. Action taken in this matter may please be intimated to this Ministry so that the Committee may be apprised accordingly.

Yours faithfully,



(Ravi Choudhary)

Under Secretary to the Govt. of India

Tele No. 23062264

Copy to:

i.) US, MRTS-I desk

**List of Chief Secretaries of State Governments/UT of Delhi**

1. The Chief Secretary,  
Government of NCT of Delhi,  
3rd level, Delhi Secretariat,  
I.P. Estate, New Delhi-110002
2. The Chief Secretary,  
Govt. of Haryana,  
4th Floor, Haryana Civil Secretariat,  
Sector-1 Chandigarh-160001
3. The Chief Secretary,  
Govt. of Rajasthan,  
Secretariat, Jaipur-302005
4. The Chief Secretary,  
Govt. of Uttar Pradesh,  
101, Lok Bhawan, U.P. Civil Secretariat,  
Vidhan Sabha Marg, Lucknow-226001

**ANNEXURE-III**

**STANDING COMMITTEE ON HOUSING AND URBAN AFFAIRS**

**Minutes of the Seventh Sitting of the Standing Committee on Housing and Urban Affairs (2025-26) held on Tuesday, 16 December, 2025**

The Committee sat from 1015 hours to 1045 hours in Committee Room 1, Parliament House Annexe Extension, Block 'A', New Delhi.

***PRESENT***

Shri Magunta Sreenivasulu Reddy - Chairperson

**Members**

**Lok Sabha**

2. Smt. Lovely Anand
3. Shri Satpal Brahamchari
4. Shri Selvam G.
5. Smt. Mahima Kumari Mewar
6. Shri Naresh Ganpat Mhaske
7. Dr. Gumma Thanuja Rani
8. Shri Chamala Kiran Kumar Reddy
9. Smt. Mala Rajya Laxmi Shah
10. Shri Alok Sharma
11. Shri Ram Shiromani Verma
12. Shri Ravindra Dattaram Waikar

**Rajya Sabha**

13. Smt. Kiran Choudhry
14. Dr. Medha Vishram Kulkarni
15. Shri R. Girirajan
16. Smt. Maya Naroliya
17. Shri Sandeep Kumar Pathak
18. Shri A. A. Rahim

## **Secretariat**

1. Shri Lalkithang Joint Secretary  
2. Smt. Archna Pathania Director

2. At the outset, Hon'ble Chairperson welcomed the Members of the Standing Committee on Housing and Urban Affairs to the sitting of the Committee.

3. The Committee then took up for consideration the Draft Report on 'Action Taken by the Government on the recommendations contained in the Fifth Report (Eighteenth Lok Sabha) of the Standing Committee on Housing and Urban Affairs (2024-25) on the subject, 'Regional Rapid Transit System and Role of NCRTC' and adopted the same without any modifications.

\* \* \* \* \* \* \* \* \* \* \* \*

*The Committee then adjourned.*

\* \* \* \* \*

## **ANNEXURE-IV**

*[Vide para 4 of the Introduction]*

### **ANALYSIS OF THE ACTION TAKEN BY THE GOVERNMENT ON THE RECOMMENDATIONS/OBSERVATIONS CONTAINED IN THE FIFTH REPORT OF THE STANDING COMMITTEE ON HOUSING AND URBAN AFFAIRS (EIGHTEENTH LOK SABHA)**

I.	Total number of recommendations	<b>13</b>
II.	Recommendations/Observations which have been accepted by the Government:	10
	Recommendation Nos. 2, 4, 5, 6, 8, 9, 10, 11, 12, 13	
	Percentage to total recommendations	(76.92 %)
III.	Recommendations/Observations which the Committee do not desire to pursue in view of Government's replies:	<b>Nil</b>
	Recommendation Nos.	
	Percentage to total recommendations	(0 %)
IV.	Recommendations/Observations in respect of which replies of the Government have not been accepted by the Committee:	<b>03</b>
	Recommendation Nos. 1, 3, 7	
	Percentage to total recommendations	(23.08%)
V.	Recommendations/Observations in respect of which final replies of the Government are still awaited:	<b>Nil</b>
	Recommendation Nos.	
	Percentage to total recommendations	(0%)