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**STANDING COMMITTEE ON
URBAN DEVELOPMENT
(2015-2016)
*SIXTEENTH LOK SABHA***

MINISTRY OF URBAN DEVELOPMENT

**DEMANDS FOR GRANTS
(2015-2016)**

(Action Taken by the Government on the Observations/ Recommendations contained in the Fifth Report
(Sixteenth Lok Sabha) of the Standing Committee on Urban Development on Demands for Grants
(2015-2016) of the Ministry of Urban Development]

NINTH REPORT



**LOK SABHA SECRETARIAT
NEW DELHI**

October 2015, Asvina 1937 (Saka)

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(2015-2016) of the Ministry of Urban Development]

Presented to Lok Sabha on 21.12.2015

Laid in Rajya Sabha on 21.12.2015



LOK SABHA SECRETARIAT

NEW DELHI

October, 2015 Asvina 1937 (Saka)

C.U.D No.

Price: Rs.

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Published under Rule 382 of the Rules of Procedure and Conduct of Business in Lok Sabha (Thirteenth Edition)
and printed by the Indian Press, Delhi-110033.

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

Shri Pinaki Misra - Chairperson

MEMBERS

LOK SABHA

2. Shri Rajendra Agrawal
3. Shri Ramesh Bidhuri
4. Shri Ram Charan Bohra
5. Shri Dushyant Chautala
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RAJYA SABHA

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30. Shri S.Thangavelu
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SECRETARIAT

- | | | | |
|----|----------------------------|---|---------------------|
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| 2. | Shri D.S Malha | - | Director |
| 3. | Smt. J.M. Sinha | - | Additional Director |
| 4. | Dr. Jagmohan Khatry | - | Executive Officer |

(iv)

INTRODUCTION

I, the Chairman of the Standing Committee on Urban Development (2015-2016) having been authorized by the Committee to submit the Report on their behalf, present the Ninth Report (16th Lok Sabha) on the action taken by the Government on the Observations/Recommendations contained in the Fifth Report (16th Lok Sabha) of the Standing Committee on Urban Development on "Demands for Grants (2015-2016) " of the Ministry of Urban Development.

2. The Fifth Report was presented to Lok Sabha on 27 April, 2015 and laid on the table of Rajya Sabha on 27 April, 2015. Replies of the Government to all the recommendations contained in the Report were received in 27 July, 2015.

3. The Standing Committee on Urban Development considered and adopted this Report at their sitting held on 16.09.2015.

4. An analysis of the action taken by the Government on the recommendations contained in the Fifth 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;

12 October, 2015

21 Asvina, 1937 (Saka)

PINAKI MISRA

Chairperson,
Standing Committee on Urban Development

CHAPTER I

REPORT

This Report of the Standing Committee on Urban Development (2015-2016) deals with the action taken by the Government on the Observations/Recommendations contained in their Fifth Report (Sixteenth Lok Sabha) on Demands for Grants (2015-2016) of the Ministry of Urban Development which was presented to Parliament on 27.04.2015.

1.2 Action Taken Replies have been received from the Government in respect of all the 30 recommendations contained in the Report. These have been categorized as follows:

- (i) Recommendations /Observations, which have been accepted by the Government. (Chapter-II):

Recommendation	Nos.
1,2,4,5,6,7,10,13,14,15,16,17,18,19,20,21,22,23,24,25,26,28,30	
	(Total -23)
	(Chapter-II)

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

Recommendation No.	Nil	(Total -0)
		(Chapter-III)

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

Recommendation Nos. 3,8,9,11,12 and 29	(Total - 6)
	(Chapter-IV)

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

Recommendation No. 27	(Total –1)
	(Chapter-V)

1.3 The Committee desire that specific replies to the comments contained in Chapter-I and Chapter-V of this Report may be furnished to them 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.2)

NATIONAL CAPITAL REGIONAL PLANNING BOARD (NCRPB):WAVING OF GUARANTEE FEE

1.5 The Committee had recommended as under:

"During the FY 2012-13, an amount of Rs.55.00 crore had been approved and released by Government of India against which Rs. 637.05 crore has been incurred which includes loan of Rs. 418.51 crore disbursed to the State Govt./ their implementing agencies. During the FY 2013-14, an amount of Rs.60.00 crore had been approved and released by Government of India against which Rs. 643.76 crore has been incurred which includes loan of Rs. 355.44 crore disbursed to the State Govt./ their implementing agencies. During the FY 2014-15, an amount of Rs.80.00 crore had been approved as BE against which Rs.62.00 crore have been released by Government of India against which Rs. 383.73 crore has been incurred which includes loan of Rs. 206.22 crore disbursed to the State Govt./ their implementing agencies upto December,2014. The expenditure incurred in excess of the budgetary support was met out of the Internal and Extra Budgetary (I&EBR) sources of the Board. As on 31.12.2014, total debt outstanding on account of domestic market borrowing is Rs.1100 crore and Rs. 494.72 crore loan from multilateral and bi-lateral agencies. Keeping in view huge dependency of NCRPB on the Internal and extra Budgetary sources of the Board and huge outstanding debt on account of domestic borrowing of Rs. 1100 crore and Rs. 494.7 crore loan from multilateral and bilateral agencies, the Committee in their earlier reports have been recommending to waive of the guarantee fee to enable NCRPB to raise the requisite loan from the multilateral aid agencies. The Committee are informed that this matter was taken up with D/o Economic Affairs and Budget Division of the M/o Finance. The Committee are informed by the Ministry that in the past, Budget Division had agreed for reduction/ waiver of guarantee fee provided the PSU is sick, Cabinet approval has been obtained that the reduction of Guarantee fee is passed onto the end consumer. In view of the above, the Ministry of Urban Development again took up the matter with the Ministry of Finance. NCRPB has submitted that the loan from ADB and KFW is a direct loan to NCRPB and not pass through assistance. All risks i.e. interest rate and currency rate fluctuation attached to these loans are being borne by NCRPB. It further submitted that if the Government is not in a position to waive the entire guarantee fee, they may fix the guarantee fee to minimum extent to fund the guarantee redemption fund. Further NCRPB is an

autonomous body created under an act of Parliament i.e. NCRPB Act 1985 with a mandate to provide financial assistance to the participating State Government Departments, Urban Local Bodies, Development Authorities and other parastatals for physical and social infrastructure development projects. Board is charging low interest on these long tenure loans so as to provide assistance for large number of physical & social infrastructure development projects. As such the benefits of reduction of guarantee fee is passed on to end consumers by providing soft loans to the participating State Governments and their implementing agencies for basic civic amenities. In view of the above clarifications, the Ministry of Urban Development has requested the Ministry of Finance to waive the guarantee fee on loan availed by NCRPB from bilateral/Multilateral agencies. Keeping in view all these facts provided by the Ministry of Urban Development, the Committee strongly recommend for waving of guarantee fee so as to enable NCRPB to raise the requisite loan from Multilateral Aid Agencies."

1.6 In their Action Taken Reply, the Ministry have stated as follows:

"Regarding waiving of guarantee fee, the proposal was sent by Ministry of Urban Development to Ministry of Finance for their consideration who had raised certain queries. Detailed clarifications/ justifications on these queries have been forwarded to the Ministry of Finance for consideration/ approval by them for waiving of guarantee fees. The decision to waive guarantee fee is to be taken by Ministry of Finance."

1.7 Keeping in view huge dependency of NCRPB on the Internal and Extra Budgetary sources of the Board and huge outstanding debt on account of domestic borrowing to the extent of Rs. 1100 crore and Rs. 494.7 crore loan from multilateral and bilateral agencies, the Committee in their earlier reports had recommended to waive the guarantee fee to enable NCRPB to raise the requisite loan from the multilateral aid agencies. The Committee note that the Ministry of Urban Development has taken up the matter for waiving of guarantee fee with the Ministry of Finance. Now, the Ministry of Urban Development has also forwarded certain clarifications to the queries raised by the Ministry of Finance. The Committee agree with the Ministry that the decision in this regard will be taken by the Ministry of Finance. However, they desire the Ministry of Urban Development to sincerely pursue this matter till the final outcome in this matter.

Recommendation (Serial No.3)
MONITORING AND VIGILANCE BY NCRPB: AMENDMENT IN THE NCRPB
ACT, 1985

1.8 The Committee had recommended as under:

"The Committee came to know that monitoring the preparation of sub-regional plans by the respective NCR participating States is being monitored by NCR planning board regularly. It also extends financial assistance for preparation of the sub-regional plan on the request of the participating State Governments. Ministry of Urban Development submitted that the preparation of Master/development plans are being prepared and finalized by the respective State Government under the prevailing Act/statutes in the States. There is no provision in the NCRPB Act with respect to Master plan of the towns falling in the NCR. However NCRPB has been pursuing for preparation of master/Development plans for all the towns in the NCR in conformity of the regional plans. The Committee become anguished to know that there is no provision in NCRPB Act, 1985 for monitoring and keeping vigilance over the development at site in the National Capital Region due to which NCRPB does not have any role in monitoring and keeping vigilance over the developments at site in the NCR. The Committee are apprised that regarding violations of the Regional Plan by the States, each participating State is responsible for the implementation of the Sub-Regional Plan as per the NCRPB Act, 1985. Coordinating and monitoring the enforcement and implementation of the Regional Plan is done through participating State Governments. Further, NCR Board has created NCR Planning & Monitoring Cell in each participating States. The Ministry has submitted that no cases of violations has been reported to NCRPB by the NCR planning and monitoring cells. However, NCR board has carried out land use change analysis of the Natural Conservation Zone with the help of National Remote Sensing Centre (NRSC) Hyderabad and found variations in the NCZ. The Committee are apprised about the comparative analysis which indicated that there is shrinkage of NCZ as 15.43% in NCT-Delhi, 25.97% in Haryana sub-region, 43.88% in UP sub-region and 11.18% in Rajasthan sub-region. Keeping in view of all these facts the Committee strongly recommend carrying out necessary amendments in the NCRPB Act so as to insert a key provision in the Act which will empower NCRPB for direct monitoring and keeping a vigilance eye over the development at sites in the NCR so that there is no violation of the regional plans. It will also help in coordinating and monitoring the enforcement and implementation of the regional plans in conformity with the sub-regional plans. "

1.9 In their Action Taken Reply, the Ministry have stated as follows:

"NCRPB has been constituted, among other things, for the preparation of plans for development of National Capital Region (NCR) and hence it is primarily a planning body. To achieve the objectives, NCRPB prepares Regional and Functional Plans, arranges for preparation of Sub-Regional Plans by the participating States and coordinates the enforcement and implementation of these plans only through the participating States. This mandate of NCRPB is clearly in consonance with the subject matters assigned to the States in the Constitution of India. Therefore, it

would be appropriate to continue with the existing provisions which provide for harmonized development of NCR without compromising the powers and jurisdiction of the participating States. "

1.10 The Committee note that to achieve the objectives of a planned development in the National Capital Region, NCRPB prepares Regional and Functional plans, arrange for preparation of Sub-Regional Plans by the participating States and coordinates the enforcement and implementation of these plans only through the participating States. Further, NCR Board has created NCR Planning and Monitoring cell in each participating States. During examination of Demands for Grants(2015-16) the Committee had observed that in spite of the above mechanism there was shrinkage of NCZ in Delhi, Haryana, Uttar Pradesh and Rajasthan sub-regions. This clearly depicts the failure of the above mechanism. Therefore, the Committee had recommended to amend the NCRPB Act and insert a suitable clause to empower the NCRPB for direct monitoring and keeping a vigilant eye over the development in the NCR. However, the Committee are anguished to note the reply of the Ministry that the mandate of NCRPB is in consonance with the subject matters assigned to the States in the Constitution of India. Therefore, it would be appropriate to continue the existing provisions. The Committee had recommended only after seriously considering all aspects that necessary amendment be incorporated in the key provisions of NCRPB Act for direct monitoring without which the very purpose of planning would be futile. Moreover, when all the participant States are being represented by their respective Chief Ministers and Chief Secretaries. Every decision taken by the NCRPB has the approval of all the Board Members. Therefore, the Board should be empowered to monitor the developments in the NCR. The Committee, therefore reiterate their earlier recommendation for effective coordination and monitoring the enforcement and implementation of the sub-regional plans in conformity with regional plans.

Recommendation (Serial No.5)

CREATE ADDITIONAL POSTS IN NCRPB

1.11 The Committee had recommended as under:

"The Committee are also apprised that NCRPB has huge work load on its existing staff. Ministry of Urban Development has also accepted that NCRPB has a meagre staff strength of only 51 posts. Over a period of time, the Board's activities have increased manifold in respect of financing and monitoring of project implementation. Although, the responsibility of implementation of the projects financed by the NCRPB lies with the concerned agencies of the State Governments, closer monitoring and follow up of such projects by NCRPB is very essential for timely

utilization of funds and completion of projects. In 2011, Ministry of Urban Development has approved the creation of five temporary posts to function as Project Management Unit (PMU) of NCRPB after the due approval of Ministry of Finance. Two Posts were revived by Ministry of Urban Development in 2013 after the due approval of Ministry of Finance. A proposal for creation of additional posts has already been forwarded to Ministry of Urban Development in 2012. Therefore, the Committee strongly recommend that Ministry of Urban Development should provide strategic methods for addressing present and anticipated workforce issues and at the same time should create additional posts in NCRPB with immediate effect."

1.12 In their Action Taken Reply, the Ministry have stated as follows:

"NCRPB submitted a proposal for creation of 39 additional posts to the Ministry in 2012. Subsequently, the proposal was forwarded to Ministry of Finance who raised certain queries. NCRPB forwarded detailed clarifications/ justifications on the queries raised by the Ministry of Finance, and the same have been forwarded to the Ministry of Finance for seeking their approval in the matter."

1.13 The Committee are note that the NCRPB had submitted a proposal for creation of 39 additional posts to the Ministry in 2012 as NCRPB had huge work load on its existing staff and over a period of time, the Board's activities had increased manifold in respect of financing and monitoring of project implementation. Subsequently, the proposal was forwarded to Ministry of Finance who raised certain queries. NCRPB forwarded detailed clarifications/ justifications on the queries raised by the Ministry of Finance, and the same have been forwarded to the Ministry of Finance for seeking their approval in the matter. Hence, the Committee desire that NCRPB should pursue vigoursly with the Ministry of Finance for seeking their approval in the matter and expedite the process for addressing present and anticipated workforce issues.

Recommendation (Serial No.8)

EXPEDITIOUS IMPLEMENTATION OF THE REGIONAL RAPID TRANSIT SYSTEM PROJECTS

1.14 The Committee had recommended as under:

"The Committee feel that high speed corridors are need of the hour as this will facilitate better commuting in the National Capital Region. The Committee has been apprised that the three Rapid Regional Transit System corridors have been prioritized by the Ministry of Urban Development for implementation in phase I i. e., Delhi - Sonipat -Panipat, Delhi - Gurgaon - Rewari - Alwar, Delhi-Ghaziabad-Meerut for which estimated cost till Sept 2011 was Rs. 72,170 crore. These routes have been identified for the RRTS because these towns and cities have a large number of people travelling daily for economic reasons. The Committee note that Ministry of Railways has informed Ministry of Urban Development vide letter dated 10.12.2014 that Ministry of Railways is committed towards the participation in NCRTC, but as contribution to equity participation needs approval of Parliament, funds shall be

made available in February, 2015 only after seeking approval of Parliament in the Supplementary Demands for grants. However, Ministry of Railways has sanctioned the release of Rs. 1.25 lakhs to National Capital Region Transport Corporation (NCRTC) towards subscription amount for participation of Ministry of Railways in NCRTC. Ministry of Urban Development is pursuing with the Ministry of Railways for further release of funds. The Committee are happy with the release share of funds by the Ministry of Railways. Now NCRTC has got shares from each stakeholders, hence, they should work toward expeditious implementation of RRTC corridors. In view of the above, the Committee strongly recommend to implement this RRTS project expeditiously in a time bound manner so as to make travel in the National Capital Region faster and easier."

1.15 In their Action Taken Reply, the Ministry have stated as follows:

"National Capital Region Planning Board (NCRPB) was involved in the Rapid Regional Transit System (RRTS) corridors since their conceptualization like selection of the prioritized RRTS corridors and appointment of consultant, etc. As the appointment of regular Managing Director of National Capital Region Transport Corporation (NCRTC) is under process as of now. Ministry of Urban Development (MoUD) vide letter number K-14011/47/2013-MRTS-I dated 08.04.2015 has advised NCRPB to finalize the Detailed Project Reports (DPRs) of the following three RRTS corridor Projects expeditiously till such time a regular Managing Director of NCRTC is appointed:

- (i) Delhi – Sonipat - Panipat;
- (ii) Delhi – Ghaziabad - Meerut; and
- (iii) Delhi – Gurgaon – Rewari – Alwar"

Recommendation (Serial No.9)

EXPEDITIOUS APPOINTMENT OF MANAGING DIRECTOR (NATIONAL CAPITAL REGION TRANSPORT CORPORATION).

1.16 The Committee had recommended as under:

"The Committee learnt that there is delay in implementation of Meerut-Delhi Express highway and as well as Regional Rapid Transit system because of delaying in search-cum-selection of Managing Director of NCRTC. In its submission, Ministry of Urban Development stated that they are corresponding with Department of personal and training to expedite search-cum-selection of managing Director of NCRTC. In its submission Ministry of Urban Development stated that National Capital Region Transport Corporation Ltd. (NCRTC) has been constituted as a company under the Companies Act, 1956 on 21.8.2013. As the full time Managing Director (MD) of NCRTC could not be appointed due to non-availability of guidelines on the procedure for appointment of MD in such a company where 50% Equity is with the Government of India (GoI) and the MD has to be a nominee of the Govt. of India. After detailed interaction, Department of Personnel & Training (DoPT) has now advised the procedure to be adopted for selection of MD, NCRTC. The process for appointment of MD, NCRTC as per advice of the DoPT has now

been initiated and accordingly, MD, NCRTC will be appointed shortly. The work of RRTS is expected to speed up with the appointment of regular MD, NCRTC. The Committee became aware that it is general instruction of Government of India that whosoever the MD of corporation if he is serving Officer then he has to resign from his parent Organization then only he can be taken on absorption basis. For getting the exemption, Communication has to go to the department of the Public enterprises. After this procedure MD will be selected. The Committee was told that once the appointment of MD of NCRTC has been completed then work of three corridors of Panipat, Meerut and Alwar will be expedited. Feasibility study of this three corridors and Detailed Project Report have been completed. The Committee while expressing their displeasure over the delay in implementation of Regional Rapid Transit System because of delay in search-cum selection of Managing Director of NCRTC, strongly recommend that instead of focusing on only the serving officer, the Ministry should select professionals from all walks of life for this important post. This will facilitate to use his professional expertise."

1.17 In their Action Taken Reply, the Ministry have stated as follows:

"The comments have been received from Department of Public Enterprises (DPE) vide their O.M. dated 23.04.2015. On the basis of comments received from DPE, following has been issued:

- (i) Order for constitution of Search cum Selection Committee for selection of Managing Director, NCRTC.
- (ii) Advertisement for the post of Managing Director, NCRTC along with details of eligibility, qualification and experience, etc. Which includes both Government officers (on absorption basis) and Professionals from Public Sector / Private Sector Companies.

The applications have been received and the process of selection is underway."

1.18 The Committee had expected that regular appointment of M.D. of NCRTC would have been finalized by now. The Committee are apprised that Ministry of Urban Development vide letter number K-14011/47/2013-MRTS-I dated 08.04.2015 has advised NCRPB to finalize the Detailed Project Reports (DPRs) of the following three RRTS corridor Projects expeditiously till such time a regular Managing Director of NCRTC is appointed. The Committee are surprised that implementation of projects are delayed just because of non-appointment of regular M.D(NCRTC). This is not acceptable to the Committee. The Committee, therefore reiterate their earlier recommendation and emphasize on time bound selection of Managing Director of NCRTC and implementation of RRTS expeditiously in a time bound manner under intimation to the Committee so as to make travel in the National Capital Region faster and easier.

Further, the Ministry's reply is silent with regard to recommendation of the Committee for consideration of professionals from all walks of life while selecting the MD, for RRTS, instead of focusing on serving officers only. The Committee desire the Ministry to intimate them about the action taken in this regard.

Recommendation (Serial No.11)

MONORAIL IN METROPOLITAN SUBURBS AND TIER-II CITIES:

1.19 The Committee had recommended as under:

"The Committee have been apprised that Monorail is a safe, reliable, economical, quick, comfortable and effective mass public transit system. The high-speed rail-based Regional Rapid Transit Systems (RRTS) would allow people living in metropolitan suburbs within a radius of 100 km to commute to work, thereby easing pressure on the infrastructure services within the city. The Committee came to know that there has been no budgetary allocation and expenditure from the Union Budget for Monorail Projects till now. Therefore, keeping in view all the advantages of Monorail, the Committee in their earlier reports had strongly recommended for Ministry of Urban Development to act as facilitator, provide budgetary allocation from the Union Budget for Monorail Projects and facilitate foreign collaboration, if need be, into Monorail sector so as to set up monorail both as a means of feeder system within the bigger metros and as an independent mode of transport in Tier II cities. The Committee were apprised about the National Urban Transport Policy (NUTP), 2006, in which Ministry supports all modes of public transport including Mono Rail systems. Ministry submitted that proposals for monorail projects have to be initiated by the State Governments as Urban Transport is a state subject. Ministry of Urban Development will consider proposal of monorail projects after following due appraisal process, depending upon the feasibility of the project and availability of funds. Government of India has accorded in-principle approval for one monorail project in Chennai on PPP mode with no financial commitment from Govt. of India. Further, one more proposal for Chennai Monorail Project (Phase-2) has been received in this Ministry which is under appraisal. The Committee agree that Monorail projects are to be initiated by the State Governments according to the needs of their cities and not by the Central Government. The cities have to prepare the Comprehensive Mobility Plan (CMP) with alternative analysis for promoting sustainable transport. But still the Committee strongly recommend the Nodal Ministry to help the States in formulating their Comprehensive Mobility Plan (CMP) and help them in formulating sustainable urban transport. The Committee also came to know that as of now, there is no foreign collaboration in the Monorail sector. There is no proposal with Central Government for attracting funding of Monorail Projects from foreign countries. The Committee are aware that monorail is easier and cheaper to lay in comparison to metro lines. The monorail can also take sharp curves in contrast to the Metro and thus run in densely populated localities as it takes lesser area to manoeuvre. Monorail seems a perfect mode for mass transit in congested areas where metro cannot be constructed and roads are too crowded for frequent movement of buses. Therefore, keeping in view all the advantages of

Monorail, the Committee strongly recommend Ministry of the Urban Development to act as facilitator, provide budgetary allocation from the Union Budget for Monorail Projects and facilitate foreign collaboration, if need be, into the Monorail sector so as to set up monorail both as a means of feeder system within the bigger metros and as well as independent means of transport in Tier II cities."

1.20 In their Action Taken Reply, the Ministry have stated as follows:

"As per National Urban Transport Policy (NUTP) 2006, the Government of India (Gol) supports all kinds of public transport systems which include Mono Rail also. However, as urban transport is intertwined with urban development, which is a state subject, all urban transport projects are initiated by the State Government. Gol would consider Mono Rail projects, as per extant policy, as and when such projects are posed to Gol by the State Government."

1.21 Keeping in view all the advantages of Monorail, the Committee had desired the Ministry of Urban Development to act as facilitator, provide budgetary allocation from the union Budget for Monorail project and facilitate foreign collaboration, if need be into the Monorail sector. However, the reply of the Ministry is silent about the steps taken by the Ministry as per the recommendation. The Committee note the stereotyped casual reply that the Government of India supports all kinds of public transport system including monorail as per National Urban Transport Policy(NUTP) 2006. The Committee accept that the Urban Transport is intertwined with urban development which is a State subject and all urban transport projects are to be initiated by the State Government. However, they desire the Ministry of Urban Development that being the nodal Central Ministry it should pursue and motivate all the State Governments to come forward with proposals for monorail system and intimate them about the concrete steps being initiated/proposed to be initiated in this direction .

Recommendation (Serial No.12)
STRENGTHENING AND PROVIDING EXTRA BUDGETARY SUPPORT FOR
FEEDER BUS SYSTEM

1.22 The Committee had recommended as under:

"The Committee knew that Delhi Metro may have provided a quick, reliable and comfortable public transport to travel around the city and NCR but reaching the Metro station from offices and homes and back continues to be a challenge. With a poor para-transit and feeder bus system in place, the last mile connectivity is one of the biggest issues that metro commuters face. On being enquired about the details

of allocation/ expenditure of funds in last 5 years and the steps being taken to strengthen the feeder bus system, pedestrian pathways and cycling tracks with metro rail system in the States, Ministry of Urban Development stated that feeder Service and Non-motorized transport have been made as a part of Condition of Sanction and the provisions of feeder services, Last Mile Connectivity and Non-Motorized Transport (NMT) are covered in DPRs, which is funded by this Ministry. For Delhi Metro Rail Corporation, Ministry has sanctioned 228 buses under the JnNURM Scheme for feeder services at an estimated cost of Rs. 45 crores, in which Government of India share is Rs.15.96 crore and till date Rs.6.23 crores have been released." The Committee are anguished to note that Ministry has sanctioned only 228 buses under JNNURM for feeder services. Since the year 2013-14, the no. of feeder buses has remained the same. The Committee are not happy with the state of affairs of feeder bus service in Delhi because of which commuters are left at the mercy of over-charging auto and cycle rickshaws to reach their final destinations. The Committee are of the considered opinion that time has come for the agencies concerned to join hands and come up with an effective feeder system connecting Metro stations with residential and commercial places. Keeping all these factors in view, the Committee recommend for allocating separate funds for feeder bus services to increase the no. of feeder buses adequately to the make public transport more comfortable. "

1.23 In their Action Taken Reply, the Ministry have stated as follows:

"This is to inform that the transition phase of Bus Funding Scheme under Jawaharlal National Urban Renewal Mission (JnNURM) has come to an end on 31st March, 2014.

Ministry of Urban Development has recently launched a new scheme namely Atal Mission for Rejuvenation and Urban Transformation (AMRUT) wherein Urban Transport is an eligible component for funding from Govt. of India, However, as per the guidelines, it is up to the State / Urban Local Bodies (ULBs) to decide and prioritize their projects among all the eligible components such as water supply, sewerage, septage, storm water drainage, Urban Transport, Green space and parks, reforms management & support, capacity building etc. as per their requirement and submit their State Annual Action Plan (SAAP) to MoUD.

Further Ministry of Urban Development vide its letter No. K-14011/1/2007-UT-IV dated 30th August, 2013, issued an advisory/circular stating that all the ToR as well as DPR of the MRTS Projects/proposal shall include feeder buses, public bike sharing and pedestrianisation in the influence zone of the stations in the project's cost in the DPR. Even the existing DPRs should be revised to provide for the feeder systems, wherever these have not been provided for."

1.24 According to the Ministry, the transition phase of Bus Funding Scheme under Jawaharlal National Urban Renewal Mission (JnNURM) has come to an end on 31st March, 2014 and Atal Mission for Rejuvenation and Urban Transformation (AMRUT) scheme has been launched wherein Urban Transport is an eligible component for funding from Govt. of India. The Committee also note that Ministry of Urban Development vide its letter No. K-14011/1/2007-UT-IV dated 30th August, 2013, issued an advisory/circular stating that all the Terms of Reference (ToR) as well as DPR of the MRTS Projects/proposal shall include feeder buses, public bike sharing and pedestrianisation in the influence zone of the stations in the project's cost in the DPR. But the Committee are constrained to note that under Delhi Metro Rail Corporation, Ministry has sanctioned 228 buses under the JnNURM Scheme for feeder services at an estimated cost of Rs. 45 crores, in which share of Government of India is Rs.15.96 crore of which till date only Rs.6.23 crores have been released. The Committee are anguished to note that Ministry has sanctioned only 228 buses under JNNURM for feeder services and the no. of feeder buses has remained the same since the year 2013-14. The Committee, therefore reiterated their earlier recommendation that time has come for the agencies concerned to join hands and come up with an effective feeder system connecting Metro stations with residential and commercial places and allocate sufficient funds and increase the number of feeder buses adequately to make public transport more comfortable.

Recommendation (Serial No.18)

**ADEQUATE ALLOCATION OF FUNDS FOR EXPANSION OF PARLIAMENT
HOUSE ANNEXE BUILDING**

1.25 The Committee had recommended as under:

"During the scrutiny of Detailed Demand for Grants(UD) 2015-16, the Committee observed that the estimated cost of work of Parliament Civil Work Zone(PCWZ) is Rs. 163.06 crore and actual expenditure during the year 2013-14 and 2014-15 is Rs. 99.75 crore. During the current financial year 2015-16, BE for PCWZ is Rs. 17.68 crore. The Committee found that the estimated cost of Parliamentary Electric Work Zone(PEWZ) is Rs. 80.13 crore. The expenditure during financial year 2013-14 and 2014-15 is Rs. 30.53 crore. The Budget estimate for current financial year for PEWZ is Rs. 20.13 crore. The Committee came to know that the building is

expected to be completed in 2015. The Committee feel that with the huge pendency of work and the short span of time left for completion of work, the amount allocated for civil and electric work of extension of Parliament House Annexe Building is meagre. With this allocation, the entire building work cannot be completed. Therefore, the Committee strongly recommend that adequate budgetary allocation should be provided for completion of the Parliament House Annexe Building at the earliest, so as to adhere to the expected timelines of delivery. "

1.26 In their Action Taken Reply, the Ministry have stated as follows:

"The budget allotment for Parliament House Annexe Building for the financial year 2015-16 under the relevant head of account is ₹ 41.10 crore. The total requirement of budget under this head of account is ₹ 90 crore. The Ministry of Finance will be requested to provide adequate budgetary allocation for the work by way of supplementary grant. "

1.27 The Committee are apprised that Ministry of Urban Development will request Ministry of Finance to provide adequate budgetary allocation by way of supplementary grant for completion of extension of Parliament House Annexe Building. Since, this project has been over-delayed, the Committee while reiterating emphasize upon the Ministry to take up this matter at the Ministerial level to provide the required budgetary allocations at the supplementary grant positively under intimation to them.

Recommendation (Serial No.29)

NEED TO ENSURE BALANCED URBANIZATION OF THE CITY OF CHANDIGARH

1.28 The Committee had recommended as under:

"It has been observed by the Committee that State Government of Punjab had sanctioned 50 acres of land right behind the Capital Complex i.e. zero kilometer from the periphery of Chandigarh. Initially this area was given to the MLAs of the Punjab legislature for construction of "Punjab MLAs Society" wherein these MLAs were allotted the said land for construction of their residential houses/dwelling units. Under dubious circumstances the land of the Society spreading over 52 acres has been transferred/sold to the Tata Housing Camelot Company on an understanding between them that each member of the legislative assembly who was a member of the Punjab MLAs Society would be given some incentives. This Company will build buildings as high as 35 stories which are to come up in the entire area of 52 acres thereby completely obstructing the view of the Shivalik Hills with a unnatural and concrete barrier between the Capital Complex and the hills, and in complete defiance of the original planning as conceived by Le Corbusier. This area falls in the eco-fragile northern part of Chandigarh. The Project allegedly falls in the catchment

areas of Sukhna Lake in union territory of Chandigarh and is in close proximity of wild life sanctuary declared as a reserve forest area. If the land and its surrounding areas are allowed to be urbanized, it will result in the degradation of the habitat and disturb thousands of migratory birds which come every year to the Sukhna Lake.

2. The Committee came to know that in the year 1972 a Committee was set up by the Government of India, Ministry of Works and Housing to guide and co-ordinate the growth of Chandigarh and the urban centers coming up in the neighborhood of Chandigarh for the balanced development of the region falling within the influence zone of Chandigarh. The Secretary of the then Ministry of works and Housing, Government of India was the Chairman of that Committee. In this connection on being asked to state whether the Ministry of Urban Development have been consulted by the Punjab Government/Haryana Government or the Advisor of Union Territory of Chandigarh, the type of monitoring mechanism available with the Ministry of Urban Development with regard to balanced urbanization of the city of Chandigarh, to study its developmental plan, to assess the impact of the development programmes already implemented and those being implemented in the township and preparing an outline of the regional plan for Chandigarh and the urban areas falling within its zone of influence, the Ministry has submitted that the matter of allotment of land is a State subject. This Ministry was not required to be consulted in this matter and therefore, no such consultation was done. They further stated that allotment of land do not fall under the purview of the co-ordination Committee.

3. The Committee are apprised that the role of the Co-Ordination of the Committee is to attempt amicably resolve the issues of Co-Ordination in urban planning between the two States of Haryana, Punjab and Union Territory of Chandigarh. The Constitution of the Committee was through an executive order and the role of the Committee are advisory in nature. Because of this despite 26 meetings of the Committee held so far there has not been any tangible outcome. In the last meeting held on 27th March, 2015, the State Government of Haryana had raised the issue that Co-Ordination Committee has no statutory mandate for the preparation of Inter State regional plan for Chandigarh. In view of the above the Committee are pained to note that the Ministry of Urban Development has not taken up this issue at the Cabinet level to examine such issues. The Committee are of the view that because of absence of statutory power of the Co-Ordination Committee the State Government/UTs are ducking the issues and violating the master plan and Inter-State regional plan, thereby such type of instances have occurred. Therefore, the Committee strongly desire the Ministry of Urban Development to take up such matters with the Cabinet to explore the ways and means to strengthen the power and functions of the Co-Ordination Committee. The Committee further desire that such Co-Ordination Committee should have the power to monitor and oversee the balanced urbanization of the City of the Chandigarh and its nearby areas and to assess the impact of development programmes already implemented and those being implemented in the township on the surrounding eco-system."

1.29 In their Action Taken Reply, the Ministry have stated as follows:

"Land is a State subject. The Coordination Committee was constituted through an executive order and terms of references of the Coordination Committee are advisory in nature. The role of the Coordination Committee is to attempt to amicably resolve issues of coordination in urban planning between the two States of Haryana

and Punjab and the Union Territory of Chandigarh. The Coordination Committee has only an advisory role in the matter of preparation of Master Plan or the Inter State Regional Plan. It is for the respective State Governments and Union Territory administration to take necessary action for the planned development under the relevant State Statutes."

1.30 The Committee were apprised that in the year 1972 a Committee was set up by the Government of India, Ministry of Works and Housing to guide and co-ordinate the growth of Chandigarh and the urban centers coming up in the neighborhood of Chandigarh for the balanced development of the region falling within the influence zone of Chandigarh. The Committee were of the opinion that State Governments/UTs were ducking the issues because of absence of statutory powers with the coordination Committee. The Committee had desired that Co-Ordination Committee should have the power to monitor and oversee the balanced urbanization of the City of the Chandigarh and its nearby areas and to assess the impact of development programmes already implemented and those being implemented in the township on the surrounding eco-system. The Committee do not buy the argument of the Ministry that land is a State subject. The Coordination Committee was constituted through an executive order and terms of references of the Coordination Committee are advisory in nature. The role of the Coordination Committee is to attempt to amicably resolve issues of coordination in urban planning between the two States of Haryana and Punjab and the Union Territory of Chandigarh. The Coordination Committee has only an advisory role in the matter of preparation of Master Plan or the Inter State Regional Plan. It is for the respective State Governments and Union Territory administration to take necessary action for the planned development under the relevant State Statutes.

The Ministry's reply is silent with regard to the recommendation of the Committee for taking up this matter with the Cabinet to explore the ways and means to strengthen the Co-ordination Committee. Therefore, the Committee emphatically reiterate its earlier recommendation and desire to furnish action taken in this regard at the earliest.

CHAPTER II

RECOMMENDATIONS THAT HAVE BEEN ACCEPTED BY THE GOVERNMENT

Recommendation (Serial No.1)

UNDER UTILISATION OF PLAN OUTLAY FOR THE D/O URBAN DEVELOPMENT UNDER DEMAND NO.101:

2.1 The Committee observe that Demand No. 104 pertains to the Department of Urban Development. During the year 2014-15, the allocation at BE for the plan side is Rs. 16508.09 crore. This has been reduced to Rs. 10,000 crore at RE stage. The difference between BE and RE is Rs. 6508.09 crore. The Actual expenditure is Rs. 7913. 91 crore. The Committee note that Rs. 2086.09 core has remained unutilized. The allocation at BE during the year 2015-16 is Rs. 16832.20 crore. There is an increase of only Rs 324.11 crore. The Committee are concerned to note that lowering of the RE provision attributes to slow progress of the work pertaining to other Ministries whose allocations has been included in the Demands for Grants of the Ministry of Urban Development. The concern of adverse effects on various metro project as well as other ongoing schemes due to reduction has been taken up with the Ministry of Finance at appropriate level.

As per the Mckinsey Global Institute report (2010) on India's Urban Awakening, building inclusive cities, sustaining economic growth, 1.2 trillion dollars is required as capital investment for meeting the projected demand in Indian Cities. The Committee learned that Ministry of Urban Development provided financial assistance to the States /UTs, ULBs towards urban infrastructure development in selected 65 mission cities during the period 2010-15. The funding was only for permissible sectors and for selected cities. Urban development is a State subject and State Governments and ULBs will also generate resources through other means like State budgetary support, loan and external funding etc. Therefore, the gap between demand and service can be fulfilled through State resources, private sector funding and external borrowing/assistance etc. However, the Committee observe that all the State

All State Governments are not equally progressive. The State Governments could avail the benefits of the schemes where there were robust urban local bodies

and where there was better implementation of urban reforms. The Committee are distressed to note that in many States the important schemes of the Ministry like JNNURM, Urban mobility and Urban Development in North Eastern States are not successful because of lack of capacity building of the ULBs. Many projects remained incomplete even after spending of thousands of crores. It was a monumental wastage of public money.

The Mckinsey Global Institute report (2010) was also of the view that a country should have futuristic planning, anticipate demand and invest sufficient resources to build service for citizens. However, in India investment in urban development is based on constant catch-up rather than a futuristic planning. There is adhocism in the planning process and funding pattern. In countries around the world Governments have devised mechanism to ensure cities to have reliable access to funds, internally generated and externally supported. Developing countries have used land monetization and debt quite extensively to fund their urban infrastructure. China has monetized its land assets and converted many of its big projects into Special-Purpose-Vehicle (SPV). The Committee are informed by the Ministry that in addition to Government Grants, the Smart Cities Mission and National Urban Rejuvenation Mission will incentivize States and ULBs to expand internally generated revenues, access external sources, such as bonds, private sector funds (e.g., PPPs) and rely on other innovative financial tools. Importantly, larger devolution of funds due to acceptance of the recommendations of the 14th Finance Commission are likely to increase the availability of funds with the ULBs and make the allocations more transparent and formula based. Finally, the Mission design is also considering establishment of SPVs, financial intermediaries and to make State Finance Commissions more effective.

The Committee are constrained to note that the JNNURM has finally come to an end w.e.f., 15 March, 2015. The mission components of Smart City and National Urban Rejuvenation Mission are yet to be finalized by the Central Government. At this pace the Committee are of the opinion that long term futuristic plans for urban development is still a distant dream. Therefore, they wish to recommend the Government to finalize the mission component in a time bound manner to stop adhocism. The Committee are of the view that the need of the hour is to strengthen the ULBs by (i) enhancing the budgetary allocation of the Ministry of Urban

Development at RE stage (ii) providing 100% grants to the financially weaker ULBs for their capacity development,(iii) imparting training to the personnel working in the ULBs (iv) sharing the success stories of strong ULBs like Mumbai and Hyderabad(v) monetizing land assets and (vi) proper implementation of Urban Reforms. The Committee strongly feel that these measures will definitely go a long way to generate more funds for urban development programmes. These measures will also help the Ministry, State Governments and UTs to implement the schemes in a true spirit and thereby stop reduction of allocations at RE stage.

REPLY OF THE GOVERNMENT

2.2 (i) The Actual Plan expenditure in financial year 2014-15 under Demand No. 104-Urban Development is ₹ 9980.11 crore against RE of ₹ 10,000 crore which is 99.8 % of RE. In respect of Smart Cities a Token provision was made during 2014-15 for the Mission for Development of 100 Smart Cities and no expenditure could be incurred as the Mission for Development of 100 Smart Cities was approved on 29th April, 2015. The Mission has been launched by the Prime Minister on 25.06.2015 and its guidelines have also been issued.

(ii) The Atal Mission for Rejuvenation and Urban Transformation (AMRUT) has also been approved on 29.04.2015 by the Government. For the year 2015-16 budget provision of ₹ 3966.49 crore has been made. The Mission has been launched by the Prime Minister on 25.06.2015 and its guidelines have also been issued.

(iii) In the AMUT Mission Capacity Building will be fully (100%) funded by the Government of India as given in para 5.1 of Guidelines. Moreover, a Capacity Building strategy has been set out in Guidelines (para-13) and the States/ Cities have to prepare Annual Capacity Building Plan (Annexure-7of the Guidelines).

(iv) The MoUD will upload the success stories on the website and inform States.

(v) Land monetization is a tool for generating revenues in Smart Cities Mission (para 11.3(i) of the Guidelines)

(vi) The AMRUT Mission contains a set of Urban Reforms (para 12 of the Guidelines) and incentivising them by setting aside 10% of fund for incentive.

Moreover, Reforms are also part of State Annual Action Plans (Annexure-2 of the Guidelines).

As regards Capacities Development, the valuable suggestions of the Hon'ble Committee have been noted and made part of the guidelines of Capacity Development Plan.

Recommendation (Serial No.2)

NATIONAL CAPITAL REGIONAL PLANNING BOARD (NCRPB):WAVING OF GUARANTEE FEE

2.3 During the FY 2012-13, an amount of Rs.55.00 crore had been approved and released by Government of India against which Rs. 637.05 crore has been incurred which includes loan of Rs. 418.51 crore disbursed to the State Govt./ their implementing agencies. During the FY 2013-14, an amount of Rs.60.00 crore had been approved and released by Government of India against which Rs. 643.76 crore has been incurred which includes loan of Rs. 355.44 crore disbursed to the State Govt./ their implementing agencies. During the FY 2014-15, an amount of Rs.80.00 crore had been approved as BE against which Rs.62.00 crore have been released by Government of India against which Rs. 383.73 crore has been incurred which includes loan of Rs. 206.22 crore disbursed to the State Govt./ their implementing agencies upto December,2014. The expenditure incurred in excess of the budgetary support was met out of the Internal and Extra Budgetary (I&EBR) sources of the Board. As on 31.12.2014, total debt outstanding on account of domestic market borrowing is Rs.1100 crore and Rs. 494.72 crore loan from multilateral and bi-lateral agencies. Keeping in view huge dependency of NCRPB on the Internal and extra Budgetary sources of the Board and huge outstanding debt on account of domestic borrowing of Rs. 1100 crore and Rs. 494.7 crore loan from multilateral and bilateral agencies, the Committee in their earlier reports have been recommending to waive of the guarantee fee to enable NCRPB to raise the requisite loan from the multilateral aid agencies. The Committee are informed that this matter was taken up with D/o Economic affairs and Budget Division of the M/o Finance. The Committee are informed by the Ministry that in the past, Budget Division had agreed for reduction/ waiver of guarantee fee provided the PSU is sick, Cabinet approval has been obtained that the reduction of Guarantee fee is passed

onto the end consumer. In view of the above, the Ministry of Urban Development again took up the matter with the Ministry of Finance. NCRPB has submitted that the loan from ADB and KFW is a direct loan to NCRPB and not pass through assistance. All risks i.e. interest rate and currency rate fluctuation attached to these loans are being borne by NCRPB. It further submitted that if the Government is not in a position to waive the entire guarantee fee, they may fix the guarantee fee to minimum extent to fund the guarantee redemption fund. Further NCRPB is an autonomous body created under an act of Parliament i.e. NCRPB Act 1985 with a mandate to provide financial assistance to the participating State Government departments, Urban Local Bodies, Development Authorities and other parastatals for physical and social infrastructure development projects. Board is charging low interest on these long tenure loans so as to provide assistance for large number of physical & social infrastructure development projects. As such the benefits of reduction of guarantee fee is passed on to end consumers by providing soft loans to the participating State Governments and their implementing agencies for basic civic amenities. In view of the above clarifications, the Ministry of Urban Development has requested the Ministry of Finance to waive the guarantee fee on loan availed by NCRPB from bilateral/Multilateral agencies. Keeping in view all these facts provided by the Ministry of Urban Development, the Committee strongly recommend for waving of guarantee fee so as to enable NCRPB to raise the requisite loan from Multilateral Aid Agencies.

Reply of the Government

2.4 Regarding waiving of guarantee fee, the proposal was sent by Ministry of Urban Development to Ministry of Finance for their consideration who had raised certain queries. Detailed clarifications/ justifications on these queries have been forwarded to the Ministry of Finance for consideration/ approval by them for waiving of guarantee fees. The decision to waive guarantee fee is to be taken by Ministry of Finance.

2.5 For comments see para no. 1.7 of Chapter I.

Recommendation (Serial No.4)

CAPACITY DEVELOPMENT OF NATIONAL CAPITAL REGION PLANNING BOARD

2.6 The Committee note that the National Capital Region Planning Board (NCRPB) has modest project development and appraisal capacities. Though NCRPB prepares the regional plan and financial projects but it suffers from lack of in-house capacity for project appraisal, monitoring and evaluation. The Committee are surprised that there is only one man window system for promoting project formulation and development, project evaluation, monitoring of project implementation due to which feedback become insufficient. This led to outsourcing of some of the project appraisal to the National level Institutions. The process of the project appraisal is time consuming. Moreover perusal of few reports revealed gaps in projects appraisal. The Committee has taken note of the submission by the Ministry that the Asian Development Bank (ADB) had approved an advisory Technical Assistance (TA) for Capacity Development for the NCRPB in the area of planning and financing of urban infrastructure and to impart necessary skills to conceive, design, develop, appraise and implement good quality infrastructure projects for planned development of the NCR. As a part of capacity building programmes, the ADB Technical Assistance Consultants have prepared Master Plans for a few selected towns of NCR in areas of water supply, waste water, drainage and solid waste management which have been uploaded on NCRPB website for use by the stakeholders. In addition to the existing staff of NCRPB i.e. Finance and Project Wings, the services of Project Management Consultancy under ADB and KfW Technical Assistance Programmes are being availed to appraise, monitor and evaluate the various projects under the financial assistance of NCRPB. The services of National Institutions are also being availed on need basis. The Committee are of the considered view that NCRPB should train and enhance the capacities of staff so as to impart them necessary skills to conceive, develop, praise and implement good quality infrastructure projects for planned development of the NCR.

Reply of the Government

2.7 NCRPB has informed that it is regularly conducting training programmes to improve the capacity of staff under the Technical Assistance of Asian Development Bank and KfW. Officers/ Staff of NCRPB are being deputed to training programmes on Procurement, Environmental and Social Safeguards, DPR preparation etc. Officers are also being nominated for training programmes/ study tours for a comprehensive understanding of national and international best practices from time to time under the Technical Assistance programmes. All efforts are being made to train and enhance the capacity of NCRPB staff, so as to impart them necessary skills to conceive, develop, appraise and implement good quality infrastructure projects for planned development of the National Capital Region.

Recommendation (Serial No.5)

CREATE ADDITIONAL POSTS IN NCRPB

2.8 The Committee are also apprised that NCRPB has huge work load on its existing staff. Ministry of Urban Development has also accepted that NCRPB has a meagre staff strength of only 51 posts. Over a period of time, the Board's activities have increased manifold in respect of financing and monitoring of project implementation. Although, the responsibility of implementation of the projects financed by the NCRPB lies with the concerned agencies of the State Governments, closer monitoring and follow up of such projects by NCRPB is very essential for timely utilization of funds and completion of projects. In 2011, Ministry of Urban Development has approved the creation of five temporary posts to function as Project Management Unit (PMU) of NCRPB after the due approval of Ministry of Finance. Two Posts were revived by Ministry of Urban Development in 2013 after the due approval of Ministry of Finance. A proposal for creation of additional posts has already been forwarded to Ministry of Urban Development in 2012. Therefore, the Committee strongly recommend that Ministry of Urban Development should provide strategic methods for addressing present and anticipated workforce issues and at the same time should create additional posts in NCRPB with immediate effect.

Reply of the Government

2.9 NCRPB submitted a proposal for creation of 39 additional posts to the Ministry in 2012. Subsequently, the proposal was forwarded to Ministry of Finance who raised certain queries. NCRPB forwarded detailed clarifications/ justifications on the queries raised by the Ministry of Finance, and the same have been forwarded to the Ministry of Finance for seeking their approval in the matter.

2.10 For comments see para no. 1.13 of Chapter I.

Recommendation (Serial No.6)

SOLID WASTE MANAGEMENT

2.11 The Committee become anguished with the status of Solid Waste Management in most of Urban Cities and Metropolitan cities. The Committee came to know that Ministry of Urban Development has a target of 4041 statutory towns in which there are ambitious plans of Solid Waste Management. There are two components of Solid Waste Management first are collection and transportation and second is scientific disposal. As of now most of the Solid Waste are going into land fill sites without any treatment. The Committee are happy to note that Ministry of Urban Development is working on a policy, "Waste to Health" which will be part of Swach Bharat Mission. Deliberations with the stakeholders which produces compost and generate power from Solid Waste has been completed. The Committee came to know that there is no tariff fixed for the power generated from waste by Central Electricity Regulatory Mission. In Madhya Pradesh and Uttar Pradesh there is a tariff fixed on Bio-Gas. Ministry of Urban Development has already taken up matter of determining the generic tariff for the Waste to power. The Committee are of the considered opinion that Ministry of Urban Development should take special interest in case of Solid Waste Management and expediting determination of generic tariff in the case of generation of power from Waste.

Reply of the Government

2.12 As regard to Solid Waste Management, Ministry is working on policy interventions for compost and Waste to Energy as under:

"As regard to compost, a meeting of the Committee of Secretaries (CoS) with the concerned Ministries was held in the Cabinet Secretariat, Rashtrapati Bhawan on 13th May, 2015, for promotion of city compost. Ministry of Chemicals and Fertilizers has agreed that market development assistance in the form of fixed subsidy of ₹1500 per MT will be given to promote selling city compost and that this subsidy will be absorbed in the existing budget of the Ministry of Chemicals and Fertilizers. It has also been agreed that Fertilizer Marketing Companies will be encouraged to market the Compost along with Chemical Fertilizers.

As regard to Waste to Energy, Solid Waste Association has recently applied to Central Electricity Regulatory Commission (CERC) for fixing Generic Tariff for solid waste to electricity. Ministry has also pursued the matter with CERC vide letter D.O. No.Q-15014/2/2009-CPHEEO dated 27.03.2015 to expedite the fixation of generic tariff for Waste to Energy. CERC has started the process for determination of generic tariff for Waste to Energy plants and requested Ministry of Urban Development for further information and the process is likely to be completed soon."

Recommendation (Serial No.7)

SMOOTH TRAVEL IN NATIONAL CAPITAL REGION

2.13 The Committee feel that smooth and seamless movement of Inter-state traffic in the National Capital Region is dire need of the hour and efforts is required to make it unrestricted and commuters friendly. The Committee note that NCRPB pursued with its constituent States for signing of "Reciprocal Common Transport Agreement" for 'Contract Carriage' and 'Stage & Goods Carriage' for unrestricted/seamless travel in NCR to facilitate general public. The "Reciprocal Common Transport Agreement" for "Contract Carriage" among the NCR States was signed on 14.10.08. Under this Agreement, all the participating States of NCR agreed to abolish passenger tax from Autos and Taxis. Only Govt. of NCT-Delhi is yet to abolish the MCD Entry Tax of NCR Registered Contract Carriage Vehicles. The Committee became appraised that National Capital Region Planning

Board(NCRPB) requested the NCR participating States to provide the status of implementation of the Reciprocal Common Transport Agreement among Governments of NCT-Delhi, Haryana, Rajasthan and Uttar Pradesh for unrestricted movement of vehicles in NCR for “Contract Carriage” and “Stage Carriage” vide letters dated 22.09.2014, 23.09.2014, 05.01.2015, 19.01.2015. GNCT-Delhi has informed vide their letter dated 29.01.2015 that they are regularly issuing NCT permits as well as counter signing the permits to taxis/radio taxis who intend to ply their vehicle in NCR. GNCT-Delhi has also informed that they are in the process to issue the NCR Auto Rickshaw Permits for Haryana and UP. However, the Committee are dismayed with the hollowness in the official claims of working out a transport plan for smooth connectivity between Delhi and its neighbours – Gautam Budh Nagar (Noida), Ghaziabad and Gurgaon. Buses may have been plying between these cities but auto-rickshaws, the preferred mode for many commuters and taxis (except for radio taxis) stay away because of jurisdictional issues and harsh penalties. Therefore, the Committee strongly reiterate their earlier recommendation that the NCRPB and Govt. of Delhi and other adjoining States should take quick decisions relating to critical activities and resolve inter-state issues/matters for early implementation of this agreement i.e., Reciprocal Common Transport Agreement” for ‘Contract Carriage’ and ‘Stage & Goods Carriage’ for unrestricted travel in NCR to facilitate general public. The Ministry of Urban Development may also pursue the matter vigorously.

Reply of the Government

2.14 Inter-state movement of vehicles is governed by Motor Vehicle Act, 1988. NCR Planning Board facilitated signing of the ‘Reciprocal Common Transport Agreement’ for ‘Contract Carriage’ & ‘Stage Carriage’. Board has been pursuing with the participating States to expedite the implementation of both the Agreements. As per the information available with the Board received from the participating States, about 12,000 NCR Taxis are operational.

Subsequent to Board’s earlier letters, Board vide letter dated 14.05.2015, again requested the NCR participating States to provides the status of implementation of the said Agreement. Govt. of NCT Delhi vide letter dated 11.06.2015, has intimated that GNCT Delhi has started issuing Auto rickshaw/TSR permits for NCR-Haryana State as well as NCR – UP State as per Reciprocal Common Transport Agreement

dated 14.08.2008. It has further been informed that 1257 applicants have been found eligible for NCR Haryana permits and 1068 vehicles have been registered as on date. Similarly 2418 applicants have been found eligible for NCR UP permits and 339 vehicles have been registered as on date.

GNCT Delhi has also informed vide the said letter dated 11.06.2015 that only 177 TSR (Auto-rickshaw) owners registered in Uttar Pradesh have approached this office for endorsement of permit for Delhi. As regards, Haryana, since the state has not imposed the conditions of mandatory installation of GPS and Electronic Fare devices in the TSRs no applications for endorsement by the TSR owners registered in Haryana have been received till date. Incidentally in Delhi integrated fare meters are installed in Auto rickshaws.

Govt. of U.P., vide letter dated 02.06.2015, informed that 42 permits on 14 routes between Uttar Pradesh and NCT Delhi have been obtained by Uttar Pradesh State Road Transport Corporation (UPSRTC), as against 575 permits on 90 routes between Uttar Pradesh and NCT Delhi, 135 permits on 30 routes between Uttar Pradesh and Haryana, 09 permits on 03 routes between Uttar Pradesh and Rajasthan as per the Reciprocal Common Transport Agreement among NCR participating State Governments for Unrestricted Movement of Vehicle in the NCR (Stage Carriage), 2010.

Recommendation (Serial No.10)

CITY- LEVEL UNIFIED METROPOLITAN TRANSPORT AUTHORITY FOR ALL ONE MILLION PLUS CITIES

2.15 The Committee are apprised that as per thereport of Planning Commission's Working Group on Urban Transport for 12th Five Year Plan, there is no legislation at present that covers the requirements of urban transport comprehensively. The Committee became aware that the Motor Vehicles Act deals with the licensing of vehicles, Railway Act covers inter-city traffic, Metro Construction Act deals with the specific issues related to construction of the metro rail, Tramways Act deals with tramways within the road surface with free access across it. Other modes of mass rapid transit such as the bus rapid transit, the light rail transit, the mono rail and several other guided modes of transport and issues of transport planning, multi-

modal integration, safety, tariff and financing are not covered under any Act. UT plans have to be implemented over a period of time and hence require continuity. The Committee are of the considered opinion that an agency needs to be made responsible for providing legislative support to take care of these and several other aspects. A comprehensive UT Act to cover all aspects of urban transport is essential. The Committee were enlightened by the Ministry of Urban Development that they are promoting setting up of a city-level Unified Metropolitan Transport Authority (UMTA) for all one million plus cities, duly backed by a legislation, to facilitate coordinated planning and implementation of projects relating to urban transport and their integrated management. Further, under the World Bank-Global Environment Facility (GEF)-UNDP assisted, Sustainable Urban Transport Project (SUTP), Ministry has awarded consultancy to the Joint Venture of Deloitte Touche Tohmatsu India Private Limited and Voyants Solutions Private Limited for developing operations documents for Urban Metropolitan Transport Authority (UMTA) with the following objectives:

- Recommend design and structure an appropriate UMTA relevant to the Indian context and existing governance system. The UMTA shall be set up by way of model legislation and would replace existing multiple authorities that are involved in administering the public transport.
- Help develop comprehensive operations manual for the UMTA in English & later in the official language of the States/UTs, if required.

The consultant will develop Generic Operation Documents & Draft Legislation for establishing UMTA and City specific UMTA document for 8 selected cities namely Bhopal, Kochi, Ahmedabad-Gandhi Nagar, Hyderabad, Vijaywada, Tiruchirapalli, Jaipur and Lucknow.

The Committee are happy to note that Ministry of Urban Development has started working to set up city-level Unified Metropolitan Transport Authority (UMTA) for all one million plus cities. Hence the Committee strongly recommend that Ministry of Urban Development should expedite constitution of all city level unified metropolitan transport authority(UMTA) so as to facilitate co-ordinate planning and implementation of projects relating to urban transport and their integrated management within a time bound manner under intimation to the Committee.

Reply of the Government

2.16 Ministry of Urban Development, while sanctioning the bus funding projects during transition phase of JnNURM, has made mandatory to set up a Unified Metropolitan Transport Authority for all Million plus cities.

Further, under Sustainable Urban Transport Project (SUTP), following steps have been taken for constitution of city level Unified Metropolitan Transport Authority (UMTA) so as to facilitate co-ordinate planning and implementation of projects relating to urban transport and their integrated management within a time bound:

- (i) The work is in advance stage for finalization of Draft Operation & Process Manual and Legislation of UMTA.
- (ii) Ministry has empaneled 7 consultants for assisting the Cities/States for setting up of UMTA, if required.
- (iii) Draft legislation of UMTA for the city of Bhopal and Kochi has been prepared and shared with respective State Govt. /City Authorities. For other cities continuous follow up is being done.

It may be mentioned that Urban Transport is intertwined with Urban Development which is a State Subject, therefore, the onus is on the State/cities to set up the UMTA at city level.

Recommendation (Serial No.13)

STANDARDIZATION AND INDIGENIZATION OF METRO RAIL SYSTEM.

2.17 The Committee observe with satisfaction that for manufacturing of metro rail system, Bombardier a Canadian Company, Alstom, a French Company have set up their firms in Vadodara and Sri City respectively. These Companies are providing jobs to Indian citizens. The Committee welcome the setting up of such companies. However, they understand that due to adversarial tax methods adopted on the Nokia India in Chennai, the Company was compelled to close its manufacturing hub, and as a result 15000 people lost their jobs. Keeping in view the above instance, the Committee desire the Ministry to take up the matter with the Ministry of Finance to ensure these companies work in India in a harmonious tax regime which is not adversarial and conducive to attracting more such players.

Reply of the Government

2.18 Noted. However, this Ministry has not received any adversarial tax method related issue from the Metro systems manufacturing companies. Appropriate action in the matter will be taken as and when any such issues are received in the Ministry.

Recommendation (Serial No.14)

STRENGTHENING OF BUS TRANSPORT SYSTEM

2.19 Regarding the Bus transport system in Delhi the Committee are apprised that the Urban Transport matter comes under the purview of State/UTs. The initiatives therefore has to be taken by the Government of NCT of Delhi. Ministry of Urban Development through funding can assist to the State Government. The Committee note that for improving the bus transport system in NCT of Delhi, Ministry sanctioned 1728 modern intelligent enabled buses (1500 to Delhi and 228 to DMRC as feeder services) with the estimated project cost of Rs. 810.00 crore during 2008-09 and 2009-10 under the bus funding scheme which was introduced under JnNURM as a stimulus package. Further, Ministry got mandate of sanctioning another 10000 buses to cities/cluster of cities in India during the transition phase of JnNURM i.e. 2013-14. Delhi could not get any share in 10000 as they submitted their proposal after 31.03.2014 while the scheme was meant only for 2013-14. Regarding the procurement of buses in Delhi the Committee came to know that there is a complete break down on the procurement process of new buses. Regarding the status of Bus Transport system in Delhi the Committee were apprised that there are cluster buses and DTC buses. DTC currently have 4705 buses. The proposal of 1380 buses, that is semi-low floor, is under process. But the problem here is that the matter is still under negotiation because they had received a single bid. In terms of cluster, they have 1402 buses currently and can induct 1038 buses immediately provided they get land for the cluster bus depots. For that, they have been requesting DDA for the land. Once land are given, it will take 15 months to induct 1038 buses from the cluster scheme. Regarding the bidding

process of procurement of buses and the reasons why they are getting a single bid and whether they are tailoring the bid in such a way that only one company can bid, then Ministry of Urban Development stated that the problem in India in general has been that urban bus specifications were not evolved in the past. It is only very recently in the last few years that the urban bus modern specifications have been evolved. The Committee are very unhappy to note that there are not actually too many bus makers in the country which can provide quality low floor or semi-low floor buses that are specified in the Government of India specifications. Most of the cities across India have been facing this kind of problem with buses. The Committee are very distressed to note that Tatas and Ashok Leyland are the only bus makers. Lack of response from vehicle manufacturers has thus played spoilsport.

The Committee are of the considered opinion that expansion of buses in the Transport Department of Delhi are required immediately and at the same time strongly recommend that the Ministry of Urban Development should facilitate for multiple biddings and comparative rates from the different Buses Manufacturing Companies. The Committee also strongly recommend that DDA should release land immediately for cluster bus depots.

The Committee have been informed that there is lamentable underutilization of Low floor buses. In Faridabad more than 50% of Low floor buses are currently standing idle and not being used. It appears that State Government is unable to divert them to a suitable city because of lack of flexibility in norms. The Committee feel that there should be ample space in the joints for the norm/rules to allow them to utilize those buses which are excess in numbers in other cities under the same project.

Reply of the Government

2.20 There are three issues raised in the above recommendation of the Standing Committee. Comments/reply of the Ministry vis-à-vis recommendation are as under:

- I) **To facilitate Transport Department, Govt. of NCT of Delhi for multiple bidding and comparative rates from the different bus manufacturing companies:**

As the officers from the Transport Department, Govt. of NCT of Delhi also attended the Standing Committee meeting, they were requested to convey the measures taken so far for multiple bidding and competitive rates from the different Bus Manufacturing Companies. However, no reply has been received from Transport Department so far.

Further, it is to state that Urban transport is intertwined with the urban development which is a State subject. MoUD does not have any mandate to facilitate the city in procurement of buses from their own resources. Govt. MoUD is mainly for making policies, guidelines and issuing advisories in consultation with stakeholders for quality bus services in cities. Ministry has taken certain steps to improve the urban transport system in this regard. It may also be added that DTC does not come under the purview of MoUD.

II) **To take up with DDA for release of land for cluster bus depots:**

As informed by Delhi Development Authority (DDA), the position regarding allotment of land for cluster bus depots is as under:

i) **Vasant Kunj:** A land measuring 3.89 ha. has already been allotted to Transport Department, GNCTD and part of this land is under encroachment. Further, as per decision taken by the Hon'ble LG on November 11, 2014 an alternative site equivalent in area of the litigation portion may be considered in this regard. The alternative site identified at Vasant Square local shopping centre is also under litigation. The land free from encroachment at Vasant Kunj shall be considered for setting up of bus depot.

ii) Bus depot site at Sector A-7, Narela measuring 1.99 ha. is being considered for the allotment for which the change of land use from PSP to Transportation approved in the Authority meeting on 24-4-15.

iii) Recently 8 ha of land has been allotted to Transport Department, GNCTD, near Industrial Area, Rani Khera, Rohini, Ph.V. The land is already handed over to DTC, the change of land use for the site has also been notified by MoUD on 16th March, 2015.

iv) About 4 ha of land has been provisionally allotted to the Transport Department for a bus depot in Sector-32, Rohini. The change of land use has been approved in the Authority meeting held on 24-4-2015. In addition to

above sites referred in Rohini Project, about 17.12 ha of land has already been allotted to Transport Department for bus depot in this project.

v) 5.0 acres of land for bus depot in Sector 22 Dwarka has been earmarked. The same may be considered for setting up of bus depot at Dwarka.

vi) **Allotment of land by DDA to DTC for development of cluster bus depot at Karkari More, Zone 'E'.** Land measuring 6.458 ha (54860 + 9400 sqm) for construction of integrated passengers' terminal (IPT) cum bus depot with bus terminal facility and mandatory parking of IPT modes (i.e. auto/TSR/taxi/cycle/rickshaw/parking for two wheelers etc.) at Karkari More near Karkardooma has already been allotted on 12-2-2015.

vii) **Cluster Bus Depot at Service Centre No.16, Vikas Puri :** In this service centre, one plot for cluster bus depot of area measuring around 16000 sqm (4 acres approx.) is being identified and further action is being taken for modification of lay out plan of Service Centre-16, subject to vacation of land by PWD which is now being used by PWD for pre-casting yard.

viii) **Bus Depot at Vinod Nagar:** An area measuring 1.84 ha. has been earmarked for bus depot after processing the change of land use under Section 11-A of DD Act from 'Recreational' to 'Transportation'(bus depot). Part of land is sub-judice which forms part of land for bus depot & DMRC depot. MoUD has raised certain queries before final notification of the change of land use which is under process.

ix) **Cluster Bus Depot at Vasant Kunj :** There is litigation on the land measuring 38900 sqm already allotted to Transport Department, GNCTD at Vasant Kunj. In the meeting of Hon'ble LG held on 11-11-2014, Hon'ble LG directed that alternative land of equal area at the same price be immediately allotted to Transport Department in the vicinity at Planning Zone-J.

x) **Cluster Bus Depot at Okhla (hot mix plant):** Land measuring 5 acres proposed to be allotted to Transport Department, GNCTD for construction of cluster bus depot at Okhla Industrial Area Phase-II is a part of hot mix plant of PWD.

Hot mix plant of PWD was under operation and the same was closed following the orders of Hon'ble Supreme Court of India dated 10-5-1996 in the

matter of M.C. Mehta Vs. Govt. of India and ors. which was regarding closure of H(a) and H(b) category of industries as specified in MPD-2001.

Hon'ble Supreme Court of India vide order dated 8-7-1996 and subsequent orders in 1A no.22, had identified 1328 'H' category industries. These also included 43 hot mix plants, 21 arc. and induction furnace, 246 brick kilns, besides hazardous and noxious industries operating in Delhi.

Therefore, the matter needs to be examined in detail in light of the Hon'ble Supreme Court's order dated 10-5-1996 & 8-7-1996.

Chief Secretary, Govt. of NCT of Delhi vide DO letter dated 24-4-15 addressed to Vice Chairman DDA regarding allotment of additional land of around 300 acres apart from 200 acres already allotted to Transport Department for bus terminal/bus depots has annexed a note wherein the details of land matters pending with DDA for decision. As per the note regarding Karkari More land allotment, it is mentioned that a portion of the land is under encroachment which is to be removed.

Encroachments from the site proposed to be allotted to Delhi Transport Corporation, land measuring 100 bigha, 19 biswa of village Mandawali Fazalpur & Karkardooma near Karkari More behind Deepak Memorial Hospital has been got vacated. However, 10 temporary chhappars, tin shed rooms and unauthorized construction could not be removed from the land falling in Khasra No.5057/5281 measuring 03 bigha 06 biswa of village Karkardooma because of status quo order passed by the Hon'ble High Court in the matter Jagmal v/s UoI & Ors in WPC No.3190/2015 & CM No.5693/2015. Next date of hearing is fixed for 28-7-2015.

The list of pending requests for allotment of land to Transport Department, GNCTD is as under:

List of Pending Requests (Part-1)

Sl No	File No.	Subject	Allotment status	Date of allotment	Amount (Rs.)	Payment status	Possession status
1.	F.24(2) 14/IL	A/O land 20 acres for bus depot in Rohini, Ph-V in lieu of Millennium bus depot (Rani Khera)	Allotted	16.7.14	₹4,94,58,545/-	Not received	Possession handed over on 23.07.14 and date for handing over of remaining land is fixed on 29.5.2015.

2.	F.24(06) 14/IL	A/O land 6.426 Ha. for IPT cum bus depot with bus terminal facility & mandatory parking of IPT modes (i.e. auto/TSR/taxi/cycle/ricksha w/ parking for two wheeler etc.) Anand Vihar near Karkardooma (Karkari More).	Allotted	12.2.15	□67,44,26,677/-	Not received	Possession not handed over due to non-payment & unauthorized encroachment at site. However, encroachment has recently been removed on 22.5.15, but some part of land is still under encroachment which could not be removed due to litigation.
3.	F.24(7) 08/IL	A/O addl. land measuring 12000 sqm addl. land for cluster bus depot at Sec-22, Phase-II, Dwarka.	Allotted	22.1.15	□12,59,43,394/-	Not received	Possession not handed over due to non-payment.
4.	F.24(8) 14/IL	Working permission for land measuring 18396.96 sqm for bus cluster depot at East Vinod Nagar.	Working permission granted	15.1.15	□19,30,81,274/-	Not received	Possession not handed over due to non-demarcation of site.
5.	F.24(9) 14/IL	A/O land 40000 Sqm for cluster bus depot at Rohini Sector-32, Phase-4	Allotted	22.1.15	□41,98,11,208/-	Not received	Possession not handed over due to non-receipt of payment.
6.	F.24(8) 83/IL/Pt.	A/O land for construction of bus terminal at Vikaspuri opposite H-3, Block, land measuring 7650 sqm	Allotted	17.6.13	□8,02,88,929/-	Payment received	Possession not handed over as land in question stands allotted on temporary basis and handed over to PWD vide file No. F.32 (44)2012/IL/1905 dt. 8.8.13 for 2.5 yrs.
7.	F.24(15) /08/IL	A/O land for bus terminal in Sector-37, Rohini, land measuring 4.9 Ha.	Allotted	19.3.12	□29,12,58,320/-	Payment received □ 284567146/-	Possession not handed over due to area has been stalled by the local residents.

List of Pending Requests (Part-2)

SI No	File No.	Subject	Allotment status	Date of allotment	Amount	Payment status	Possession status
1.	F.24(04) 14/IL	A/O land for 2 nd ISBT at Sarai Kale Khan	Not allotted due to non-identification of land	Nil	Nil	Nil	Not handed over.

2.	F.24(05)/14/L	A/O land for bus depot near Okhla/Tehkand in Zone F	Not allotted as proposed site is meant for commercial use as per report by Area Planning-1.	Nil	Nil	Nil	Not handed over
3.	F.24(10)/14/L	A/O land 19980 sqm for cluster bus depot in Narela	Not allotted due to Court Case No. WPC 4114/2003 & CM No. 18141/2014	Nil	Nil	Nil	Not handed over
4.	F.24(07)/14/IL	A/O land for bus terminal at Mayur Vihar Phase-III	Not allotted due non availability of land.	NIL	Nil	Nil	Not handed over

III) **Underutilization of buses sanctioned to Faridabad under JnNURM**

As far as under-utilization of buses in Faridabad is concerned, Transport Department Govt. of Haryana, was requested to furnish a status report. However despite a reminder dated 13.07.2015 no reply has been received so far.

Recommendation (Serial No.15)

RAIN WATER HARVESTING SYSTEM

2.21 The Committee are perturbed to note that India is moving towards being environmental basket-case marked by dead rivers and falling water tables. This situation has arisen due to continuous extraction of ground water in ever growing urban areas of the country. The simple and effective solution to this problem is rain water harvesting. However, it is very disheartening to note that though the Central Ministry is providing huge funds to States through its Centrally Sponsored Schemes but has not made it mandatory to all State Governments to comply with the provisions of the model building bye- laws especially with regard to rain water harvesting systems. The advisory issued by the Ministry has not found favour with the States and ULBs.

The Committee found that Rain Water Harvesting system has not been implemented till now despite Ministry of Urban Development's instruction on mandatory rain Water Harvesting in all Govt. buildings and Colonies. The

Committee were apprised that CPWD has provided Rain Water Harvesting for recharging the Ground water in 116 non residential complexes and 144 residential colonies till Sep, 2014.

The Committee are constrained to note that CPWD has implemented Rain Water Harvesting system in majority of complexes but could not implement this system in all the buildings because RWH system is not technological feasible due to high level of ground water table and in adequate catchment area to make the system feasible. As per the various study reports the ground water is depleting. However, the Committee were perturbed to note that in response to a question from the Committee as to why rain water harvesting was not being improved, the reply was rendered by the Ministry, which reads as under:

“Rain water harvesting system is not technically feasible due to high level of ground water table.”

The Committee note with regret that such a reply in the light of the well-known problem of shrinking of water level exhibits a lackadaisical approach and non-application of mind on the part of the Ministry in replying to the queries of the Committee. The Committee, therefore, strongly recommend that in all the future projects to be financed by Central Ministry or to be taken up for construction by the attached offices and P.S.Us of Ministry of Urban Development like DDA, NBCC, CPWD along with HUDCO (the PSU attached to Ministry of Housing and Urban Poverty Alleviation) Rain Water Harvesting System should be made mandatory. The Committee further desire that the possibility of incorporating Rain- Water Harvesting System in the existing Central and State Government Offices and Residential areas should be explored and implemented in a time bound manner. The Committee further recommend that the Research and Development (R&D) in this regard should be stressed upon and Central Data Base should be maintained by the Central Ministry regarding Government and corporate buildings which have implemented Rain Water Harvesting System.

Reply of the Government

2.22 CPWD is obliged to the committee for valuable suggestion on conservation of rainwater. Accordingly, instructions have been issued to all the field units in CPWD making the rain water harvesting system mandatory in all the projects to be taken up for the construction by CPWD, as well as all the existing buildings.

CPWD is maintaining the data base of government buildings under its maintenance where rain water harvesting system has been implemented. Ministry of Water Resources/Central Ground Water Board (CGWB), is responsible for research and development in regard to rain water harvesting accordingly, it is submitted that the job of maintaining data base may be assigned to it.

Recommendation (Serial No.16)

REMOVAL OF JHUGGI CLUSTERS NEAR ALL GOVT. RESIDENTIAL COLONIES

2.23 The Committee are aware that in all governmental residential colonies across Delhi there is a large sprawl of jhuggi clusters and residents of these colonies have voter identity cards and ration cards issued on their names. Mushrooming growth of Jhuggie clusters in Delhi is a well-known phenomenon. The growth of slums has resulted in environmental degradation as well as creating social tension and other related law and order problems. The Committee observe that sprawl of jhuggi clusters are still persisting and no action appears to have been taken by local authorities till now. It has been informed by the Ministry that CPWD has consistently taken steps to prevent the sprawl of jhuggis and to clear the slums. Payment of ₹ 376.17 lakhs is being made to DUSIB for relocation of JJ clusters at DDU Marg, Press Road, Aram Bagh, and Havlock Square in New Delhi. The Committee are of the considered opinion that the time has come when it is essential to have an integrated approach for taking care of the existing slum dwellers and also work out ways and means to curb the growth of slums as neither the city has got physical capacity nor financial resources. Therefore, there is a need to have a detailed study for preparing a perspective plan for an integrated approach for development of Slums by taking recourse to various approaches followed in other cities as well as other countries. Hence the Committee strongly recommend that CPWD and other agencies of Ministry of Urban Development should take consistent and coordinated steps for removal and as well as prevention of setting of Jhuggi Clusters in and around Govt. Colonies.

Reply of the Government

2.24 CPWD has been pursuing with Delhi Urban Slum Improvement Board (DUSIB), an agency of Govt. Of NCT of Delhi, for removal of jhuggi clusters from government land and rehabilitation of slum dwellers. Steps such as erection of boundary wall or fencing, engagement of security guard and regular inspection by field officers have been taken to prevent fresh encroachment on government land. It is stated that in respect of Delhi, a large number of agencies besides CPWD are involved. It is therefore suggested to form a committee of all such agencies for preparing a perspective plan and then follow an integrated approach.

Recommendation (Serial No.17)

STRENGTHENING OF MONITORING MECHANISM BY CPWD

2.25 The Committee knew that inspection of site by senior officers improves the quality of work. However, it was noticed that senior officers are not issuing any inspection notes as a record of their inspection. This is mainly due to the fact that senior officers are not keen on taking any responsibility for quality of work. The inspection of senior officers is not to be confined only to issues concerning progress, coordination etc. Senior officers are required to inspect the site to check quality of work etc. Works manual of the organization should specify such matters. Inspection note is to be issued invariably for each inspection carried out by senior officers. An inspection register is to be maintained at site and inspection notes are to be entered in these registers.

Regarding the monitoring of construction sites by the CPWD, the Committee are apprised that inspection of site by senior officers is being done regularly by all senior officers in CPWD. An inspection register is also maintained at site of work where the inspecting officer records their observations. Section 53.17 of CPWD Works Manual, 2014, clearly prescribes the responsibility of each officer towards quality. Hence adequate institutional mechanism is available. The Committee are of the considered opinion that senior officers must review the inspection notes on

subsequent visit to ensure its compliance. In the absence of the above procedure, there is a tendency for the subordinate officials to allow bad quality work for giving undue benefit to the contractor. The Committee also recommend that senior officers should take their responsibilities for the quality of the work. Only junior level officers like JE/AE should not be held responsible for the poor quality of work or corruption. If any malafide practices has been found, responsibility of senior officers at the level of Chief Engineer should be fixed. The inspection of senior officers should not be confined only to issue progress and coordination etc. Hence the Committee strongly recommend that a strong institutional mechanism be created in CPWD to monitor the construction sites so as to prevent corruption and curb malafied practices at grass root level.

Reply of the Government

2.26 Provision has been made to review the inspection notes of the senior officers on previous visits as per para 5.2.2 of CPWD Works Manual 2014. To ensure quality of work, third party quality assurance by reputed institutions like IITs, NITs, CRRI, CBRI, has also been established. The system of online payment to the contractors and vendors has been created to eliminate possibility of corruption. Despite these mechanisms, the JE, AE, EE and SE all are primarily held responsible for poor quality of work or corruption. Still, if any malafide practices are found, responsibility is fixed on the officers concerned.

Recommendation (Serial No.18)

ADEQUATE ALLOCATION OF FUNDS FOR EXPANSION OF PARLIAMENT HOUSE ANNEXE BUILDING

2.27 During the scrutiny of Detailed Demand for Grants(UD) 2015-16, the Committee observed that the estimated cost of work of Parliament Civil Work Zone(PCWZ) is Rs. 163.06 crore and actual expenditure during the year 2013-14 and 2014-15 is Rs. 99.75 crore. During the current financial year 2015-16, BE for PCWZ is Rs. 17.68 crore. The Committee found that the estimated cost of Parliamentary Electric Work Zone(PEWZ) is Rs. 80.13 crore. The expenditure during financial year 2013-14 and 2014-15 is Rs. 30.53 crore. The Budget estimate for current financial year for PEWZ is Rs. 20.13 crore. The Committee came to know that the building is expected to be completed in 2015. The Committee feel

that with the huge pendency of work and the short span of time left for completion of work, the amount allocated for civil and electric work of extension of Parliament House Annexe Building is meagre. With this allocation, the entire building work cannot be completed. Therefore, the Committee strongly recommend that adequate budgetary allocation should be provided for completion of the Parliament House Annexe Building at the earliest, so as to adhere to the expected timelines of delivery.

Reply of the Government

2.28 The budget allotment for Parliament House Annexe Building for the financial year 2015-16 under the relevant head of account is ₹ 41.10 crore. The total requirement of budget under this head of account is ₹ 90 crore. The Ministry of Finance will be requested to provide adequate budgetary allocation for the work by way of supplementary grant.

2.29 For comments please see para no. 1.27 of Chapter I.

Recommendation (Serial No.19)

MODERNIZATION OF DIRECTORATE OF PRINTING, STATIONARY AND PUBLICATION OFFICE

2.30 The Committee are given to understand that capacity utilization of the Government of India Press have rapidly fallen because of:

- a) Regular supply of paper was lesser for the number of years for which indenters have withdrawn their orders.
- b) The old and defunct machineries are neither updated/repared nor replaced.
- c) Permission to fill up essential posts has not been given. Shortage of skilled workers hampered the work seriously
- d) NOCs are given to Government Departments to get the printing from outside.

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. Moreover, the

Press is a reliable source for printing documents of sensitive and confidential nature. The printing industry is very sensitive to economic trends. Data reveals that the pace of growth has accelerated and the printing industry will grow accordingly. With the advancement of technology the need of forms will diminish, but the need of Text books will remain forever. So, there is a lot of scope of its utilization and this industry need to be developed. The Committee are happy to note that there is no proposal by the Ministry of Urban Development to wind up the Directorate of Printing Office or Govt. of India Presses. At present Government is exploring the modernization of the presses by deliberating three pronged approach which includes the following:

- (i) Leveraging of land resources to generate revenue for financing modernization.
- (ii) To undertake modernization on pilot basis on PPP model and replicate it, if found successful.
- (iii) Financing the modernization through budgetary support.

The Committee came to know that a proposal in this regard was placed before the Committee of Secretaries (CoS) in its meeting dated 01.04.2014. The Committee recommended that MoUD may either redesign the project in PPP mode as per laid down procedures in consultation with M/o Finance/DEA and Planning Commission or submit a proposal to M/o Finance for Budget allocation as per extant practices. The recommendation of CoS is under consideration in MoUD and a final view in this regard is yet to be taken.

The Committee are distressed to know that BE for year 2015-16 regarding demand no. 106 of Stationary and Printing is only Rs. 57.69 crore. It is again and again reiterated by the Standing Committee of Urban Development to modernize department of stationary and publication and Govt. of India Printing press. The Committee were surprised with allocation of meager amount of Rs. 57.69 crore for the modernization. In its submission the Ministry stated that Budget estimate of Rs.57.69 crores indicates the allocation for non-plan expenditure. This amount is exclusively used for meeting the operational expenditure including salaries etc. of

the printing presses. Modernization of printing presses is under consideration of the ministry. This allocation does not reflect resources available for modernization. Some of the options explored by the ministry for mobilizing the financial resources for modernization include land leveraging, Public Private Partnership, additional budgetary support. However, a final decision in this regard is yet to be taken. In view of the above, the Committee desire the Ministry to urgently examine the matter in minute details and consider the concerns of all stakeholders before taking a final decision in the matter. Till then, the Ministry should endeavor to take into account, the difficulties being faced by the Government of India Press and ameliorate them for the smooth functioning of the press. The Committee are of the view that it is very easy to shut down any institution which has grown over the decades by the dint of the hard work and labor and perseverance of thousands of workers who are working there. The Government should not take recourse to the easy path of closure but instead endeavor to make all out efforts to modernize the equipments and machines and also to ensure that Government Departments are instructed to use this directorate rather than using an outside agency, at much higher costs, which entails grave losses to this Government department and massive out flow of the Government money which is entirely unnecessary.

Reply of the Government

2.31.

- a) **Supply of Paper:** Full efforts are made to process the proposals for requirement of paper for Govt. of India Presses and sanctioned on priority basis.
- b) **Steps taken for modernization to replace the old and defunct machineries are as follows:**
 - Partial modernization of Govt. of India Presses was undertaken between 2004 and 2008 in which Offset Technology which includes Pre-Printing, Printing and Post-Printing of Indian make machines & equipments have been installed to replace the Letter Press technology.
 - For further up-gradation / modernization, a comprehensive proposal regarding selection of approach for resource mobilisation for modernization was discussed with Ministry of Finance. Ministry of Finance has advised to modernize the presses with budgetary support from the Government. The proposal in this regard is accordingly being prepared.

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

Group 'C' post of Govt. of India Presses have been lying unfilled since, 2007-08, after the cancellation of recruitment process in 2008. The direct recruitment were initiated once again in the year 2013. But the same has to be put under abeyance. The reason being that since these posts have been lying vacant for more than one year (many years), they need to be first revived with the approval of Ministry of Finance. M/o Finance has agreed to revive 700 posts in Group 'C' category. Further action is being taken by Directorate of Printing.

Modernization:

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

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

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

Efforts to utilise the services of Govt. of India Presses

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

Recommendation (Serial No.20)

URBAN REJUVENATION MISSION

2.32 The Committee observe that JNNURM has come to an end on 31st March, 2014. No new projects can be sanctioned under it. The Ministry of Urban Development had asked the States to expedite the implementation of the projects and complete all the ongoing projects sanctioned under it till 31 March, 2012 and which were not completed till the extended period upto 31 March, 2014 from their

own resources and to furnish completion certificates to the Ministry. The Ministry has no role to play in implementation of the projects. The committee further observe that during the year 2015-16, JNNURM will be replaced by Urban Rejuvenation Mission covering 500 cities. The Budget allocation during the current year is Rs.398 crore. The Cabinet has approved the new Mission, however, detailed guidelines are being finalized. This is expected to launch in the month April, 2015. The Committee note that through this mission the Government of India will incentivize the States and ULBS to expand internally generated revenues, access external sources such as bonds, private sector funding and rely on other innovative financial tools. This will help the ULBs to strengthen their infrastructure. Keeping in view the lessons learnt during the implementation of JNNURM and the goal envisaged in the new mission, the Committee desire the Ministry to finalizethe guidelines at the earliest and launch the scheme from the month of April, 2015 as assured to the Committee. The Committee desire the Ministry to subsume the incomplete projects of the JNNURM in the new mission so that the allocations already spent and other resources already put into the projects do not go waste.

The Committee understand that under the new mission, the Ministry, State Governments, ULBs and other agencies may require temporary acquisition of land for redevelopment of cities. The Committee are concerned to note that redevelopment is not a part of the Urban Rejuvenation Mission. Therefore, they desire the Ministry of Urban Development to consider redevelopment of cities under the new Mission and send their suggestions to the Ministry of Rural Development for suitable incorporation in the Land Acquisition Bill.

Reply of the Government

2.33 The Cabinet has approved the Atal Mission for Rejuvenation and Urban Transformation (AMRUT) on 29.4.2015. The objectives of the Mission is to develop the basic urban infrastructure for water supply, sewerage, septage, drainage and urban transport. The guidelines of the Mission have been issued.

Recommendation (Serial No.21)

SETTING UP OF VIGILANCE COMMITTEE UNDER THE CHAIRMANSHIP OF LOCAL MEMBERS OF PARLIAMENT TO MONITOR THE PROGRESS OF VARIOUS ONGOING SCHEMES OF THE MINISTRY

2.34 The Committee in their earlier reports on Demands for Grant and Action Taken Report thereof have been recommending for involving elected representatives in social auditing and monitoring of schemes and setting up of Vigilance Committee under the Chairmanship of local Members of Parliament to monitor the progress of various ongoing schemes supported by the Ministry as is done in the Rural Development Ministry Programmes. It is regrettable that despite a passage of 7 years, the State Governments have chosen not to act in this matter. This seriously impedes the role and functions of the MPs in their constituency. The Committee recommend that the Urban Development Ministry must be firm in dealing with those States which continue to be recalcitrant in following the Ministry's policy decisions. The Committee recommend that the States must be issued firm directives that non-implementation may result in harsh penalties in some form of penal action by the Urban Development Ministry since this is fracturing the basic tenets of our Parliamentary and constitutional system of Government. In this regard, the Committee also desire the Ministry to explore suitable means for discontinuance of release of funds to the centrally sponsored schemes in such cases where State Governments choose not to pay heed to the lawful and reasonable directives of the Central Ministries.

Reply of the Government

2.35 The position under various Schemes being implemented by the Ministry is given below:-

Smart Cities

As far as Mission for development of 100 Smart Cities is concerned, it is proposed to establish a Smart City Advisory Forum at the city level for all 100 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, and members from the local areas.

AMRUT

Under AMRUT there is a provision to constitute a District Level Review and Monitoring Committee (DLMRC). The DLMRC will monitor and review the implementation of the projects.

JnNURM

As recommended by the Standing committee, on the similar lines, a District Level Review and Monitoring Committee(DLRMC) having membership of elected representatives was envisaged under JnNURM .An Order dated 28.11.2011 was issued to all State/UT Govts detailing guidelines regarding constitution, objectives and functions of DLRMC. 23 States/UTs (Arunachal Pradesh, Assam, Bihar, Chandigarh, Chhattisgarh, Dadra & Nagar Haveli, Goa, Haryana, Himachal Pradesh, Jharkhand, Karnataka, Madhya Pradesh, Maharashtra, Manipur, Meghalaya, Mizoram, Nagaland, Odisha, Punjab, Rajasthan, Tripura, Uttar Pradesh and West Bengal) have so far notified the constitution of DLRMCs. However, it is informed that JnNURM has already ended on 31.03.2014.

SBM

The composition of District Level Review and Monitoring Committee (DLRMC) under the chairmanship of local Member of Lok Sabha, its key tasks, responsibilities and functions has already been recommended and State Govts. have been requested to take action for formation of DLRMC.

Recommendation (Serial No.22)

STRENGTHENING AND CAPACITY BUILDING OF URBAN LOCAL BODIES REGARDING SEWAGE TREATMENT PLANTS

2.36 The Committee came to know that almost one-fifth of the centrally-funded sewage treatment plants in the country are “non-operational”, leading to millions of liters of untreated water either seeping into the ground as potential pollutant of ground water or being discharged into natural drainage systems and rivers every day. Besides, performance of another nearly one-fifth of the 152 sewage

treatment plants (STPs) was found to be unsatisfactory. The findings are part of a report of the Central Pollution Control Board (CPCB) which conducted performance evaluation of sewage treatments plants. The report said, “Out of the 152 STPs, nine plants are under construction, 30 are nonoperational and performance of 28 plants are not satisfactory. According to the Ministry of Urban Development, the referred report of the CPCB is the outcome of the study (2013) on Performance Evaluation of STPs funded under National River Conservation Plan of Ministry of Environment and Forests, Government of India. The report envisages performance evaluation of 152 STPs spread over 15 states in the country and having a total treatment capacity of 4716 MLD. The study revealed that the actual treatment capacity utilization is only 3126 MLD (66 %). It was reported that out of 152 STPs, 30 STPs are not functional. It was observed by the CPCB that these STPs are under repair due to poor operation and maintenance. The Committee observe that poor operation and maintenance of sewage treatment plant is because of lack of financial resources with the ULB, inadequate trained personnel, absence of collection system and lack of last mile connectivity with the existing sewerage system. The specific reasons for non-functioning of these plants are primarily due to non-removal of silt and sludge in the bottom of the oxidation ponds / waste stabilization ponds over a period of time leading to loss of treatment capacity, non-repairing of screens leading to carryover of solid waste, thus affecting the treatment system. Some of the STP’s were not functional due to inadequate flow in the absence of collection system and also mixing of industrial wastewater with sewage affecting the treatment process. The Committee were apprised that the Ministry of Urban Development has issued an Advisory on “Recent Trends and Technologies in Sewerage systems” in March 2012 and published a revised and updated Manual on Sewerage and Sewage Treatment Systems (2013) in three parts, (Part A: Engineering, Part B: Operation and Maintenance, Part C: Management). In order to ensure effective capacity utilization of the STPs, Swachh Bharat Mission envisages the last mile connectivity of households with the sewer system wherever feasible. Keeping in view the lack of financial resources with the ULBs, the proposed New Urban Development Mission and the Mission for Smart Cities envisage to provide funding for O & M of the assets to be created under the Missions. Hence, the Committee strongly recommend the Ministry of Urban

Development for allocating adequate funds to the State Govt. /Urban Local Bodies so as to enhance their capacity building for operation and maintenance of centrally funded sewage treatment plant and monitoring mechanism should be established.

Reply of the Government

2.37 Operation and maintenance of sewage treatment plants lies with respective Urban Local Bodies. Due to lack of resources with ULBs, the maintenance and operation of STPs have been poor. Also, under earlier programmes like JNNURM, there was no provision for operation and maintenance of assets under the Mission.

Govt. of India has already approved new Atal Mission for Rejuvenation and Urban Transformation (AMRUT) of 500 cities and Development of 100 Smart Cities. The guidelines for these schemes have been issued on 25.06.2015. AMRUT Mission Guidelines (para 13) gives the Capacity Building Strategy and Annexure 7 gives detailed instructions to prepare Annual Capacity Building Plan.

Recommendation (Serial No.23)

PUBLIC TOILET IN CITIES

2.38 According to National Urban Sanitation Policy, the State Governments have to formulate State Sanitation Strategies and Urban Local Bodies (ULBs) Have to prepare City Sanitation Plans, focusing on 100% sanitation across the cities including construction of public toilets with emphasis on preventing open defecation. But the Committee are distressed to note that the Indian cities have not shown any urgency to improve the situation. For example, Chennai, which needs about 6000 public toilets has only 714 and Nagpur which needs more than 3000 toilets has 318 only. Even the existing ones are poorly maintained, badly located and hardly used. This persisting neglect has led to woeful sanitary conditions. The situation in other cities is no more encouraging. Regarding the percentage of Urban Population using toilets and percentage of Urban Population defecating in the open, the Committee are apprised that as per 2011 Census, the percentage of urban population having toilets within their premise is 81.4.

The percentage of urban population using public toilets is 6. The remaining 12.6% resort to open defecation. Out of the aforesaid figure of 81.4%, 32.7% population are connected with piped sewerage system, 38.2% are having septic tanks, 8.8% households are having pit latrines (single & double, etc.) and 1.7% of households are having insanitary latrines (connected to open drains, night soil removed by human etc. The Committee became very distressed after knowing that only 6% of urban population uses public toilets. The Committee are well aware of the fact that the Ministry of Urban Development is the nodal Ministry for formulation of broad policy programmes and guidelines for water supply and sanitation including the norms for public toilets. But the Committee fail to understand the callous attitude of the Ministry in monitoring the proper implementation of National Urban Sanitation Policy (NUSP), or for that matter any other policy that has been formulated by Central Ministry, by passing on the buck to the State Governments under the pretext of it being a state subject. The Committee would like to recommend in unequivocal terms that the Central Ministry should closely monitor the implementation of NUSP by States and should also make it a pre-requisite for ULBs to provide or promise to provide public toilets in whole of their area before financing any Centrally-sponsored scheme like JnNURM-II and NMSH in future.

Reply of the Government

2.39 In order to implementation of National Urban Sanitation Policy by States, Ministry has launched Swachh Bharat Mission (SBM) on 2nd October, 2014. The specific objectives of SBM are:

- Eliminate open defecation.
- Conversion of insanitary toilets to pour flush toilets
- Eradication of manual scavenging.
- 100% collection and scientific processing /disposal /reuse / recycle of Municipal Solid Waste.
- To bring about a behavioural change in people regarding healthy sanitation practices.
- Generate awareness among the citizens about sanitation and its linkages with public health.
- Strengthening of urban local bodies to design, execute and operate systems.
- To create enabling environment for private sector participation in CAPEX and OPEX.

For implementation of SBM, the State Govts. need to prepare State Sanitation Strategy and City Sanitation Plans for respective cities. Funds will be released after submission of State Sanitation Strategy and City Sanitation Plan by the cities. City Sanitation Plan includes construction of toilet at households/ community as well as public toilets, solid waste management and storm water drainage facilities. Under SBM, public toilets is also one of the components which is to be built by private agency on PPP mode.

Govt. of India has approved a new Atal Mission for Rejuvenation and Urban Transformation (AMRUT) of 500 cities and also smart cities scheme.

Recommendation (Serial No.24)

KOLKATA EAST-WEST METRO CORRIDORS

2.40 The Committee become aware that this project was sanctioned by Govt. of India on 30th July, 2008 at an estimated cost of Rs. 4676 crore. The Committee are distressed to note that physical and financial progress of this project is only 36.5%. The Committee are apprised about the reasons of slow progress that in Phase-I of the Project from Salt Lake Sector-V to Sealdah, a small stretch of elevated viaduct of 365m in Duttabad where work is stopped due to settlements in the form of shanties on Govt. land. The matter has been referred to State Govt. in Sept., 2014 but the problem persists even today. Government of West Bengal has initiated a realignment proposal in Phase-II in between Howrah & Sealdah in 2012 for which tunneling in this section could not proceed. The Committee are informed that Government of WB has been requested by Ministry of Railways to prepare a DPR for realignment route considering detailed technically feasibility, financial implication, land issues on realigned route and detailed utility and building condition study. Govt. of WB has awarded the work of DPR to RITES Ltd. on 30-7-2014, the reports have been submitted by RITES recently. Ministry of Railways, having the administrative control over the project being the major stake-holder (74%), is taking action on the DPR. Keeping in view of all these facts the Committee strongly recommend the Ministry of Urban Development and State Government of West Bengal sit together to resolve all the issues connected with this project and

expeditiously implement Kolkata East-West Metro Corridors with in a time bound manner under intimation to the Committee.

Reply of the Government

2.41 Kolkata East West Metro Corridor Project, covering 13.77 km at an estimated cost of ₹ 4676 crore from Salt Lake Sector V to Howrah, was sanctioned by GoI on 30.7.2008. The project cost was revised on 19.2.2009 to ₹ 4874.58 crore by extension of alignment by about 900 m (total length 14.67 km).

The Union Cabinet, in its meeting held on 23.8.2012, approved the transfer of 74% equity of the project to Ministry of Railways (MoR). Ministry of Urban Development (MoUD) issued the order for transfer of the project to MoR vide Office Order dated 15.11.2012. Now the administrative control of KMRCL lies with MoR. All matters of KMRCL are now dealt with by MoR. The draft MoU prepared by MoR and to be signed between MoUD, GoWB, MoR and KMRCL has been approved and conveyed to MoR vide letter dated 27.1.2015. This will supersede existing MoU.

Phase-I

The Rehabilitation Committee formed by GoWB has negotiated with the PAPs in Duttabad (365 m incomplete Viaduct) on 11.5.2015 and persuaded them to move into temporary resettlement units already constructed by KMRCL, the possession of those units handed over to the PAPs on 14.5.2015 and the shifting of the PAPs has been completed within 20-5-2015.

Phase-II

RTES has submitted final DPR for realigned route to Government of West Bengal (GoWB). The same has been approved by GoWB and given to KMRCL on 24-4-2015. Ministry of Railways being the administrative control on the project is taking action on it.

Recommendation (Serial No.25)

SWACHCH BHARAT MISSION

2.42 The Committee have been apprised about the components of Swachch Bharat Mission in which Govt. of India is committed to make India open defecation

free by 2019. This Mission addresses the issues of sanitation in all 4041 statutory towns in the country to achieve Swach Bharat by 2019 to mark 150th Birthday of Mahatma Gandhiji. The sanitation component proposed in this Mission includes individual household toilets, community toilets, public toilets, solid waste management, public awareness and capacity building. This Mission has got basically two parts. One part is creation of physical infrastructure, namely toilets, solid waste management etc. On the other hand, need for change in the mindset; unless we bring in a change in behaviour and conduct, this is not going to be sustainable. The total tentative cost of the mission is about Rs. 62,000 crore out of which the Central assistance is Rs. 14,623 crore. The Committee are happy to note that the Ministry has taken a concerted effort in this regard. The Committee are apprised that Rs. 1000 crore has been allocated for the scheme under the Ministry of Water Supply and Sanitation. The Ministry of Urban Development is the administrative Ministry to implement the scheme. The Committee wish to mention here that before the year 2014-15 the fund for JNNURM scheme was from the Ministry of Urban Development, Ministry of Finance and Ministry of Home Affairs. Later on the Government could realise that funding pattern for a single scheme from different sources posed a hindrance in successful implementation and resulted into delays. Therefore, during the year 2014-15 the allocations were made under the administrative Ministry i.e. Ministry of Urban Development. The Committee feel that under the Swach Bharat Mission, as a result of the funding pattern from the Ministry of Water Supply and Sanitation, this mission may also face the same fate of JNNURM. Therefore, they desire the Ministry to take up this matter with the Ministry of Finance to transfer the entire allocation under the Ministry of Urban Development. The Committee also desire to fix responsibility on the officers responsible for non-implementation of projects under JNNURM and as well as for delay in the operationalisation of projects. This should not happen in the new Mission.

The Committee were apprised that regarding successor scheme of JNNURM there is a scheme of 500 cities which have more than 1 lakh population. Ministry of Urban Development are likely to finalize the scheme soon in April. Simultaneously, there is a scheme of 100 smart cities in which conceptualization have been completed but final approval still lacking. Therefore, the Committee re-emphasize the operationalization and implementation of this mission with full vigour in a time-

bound manner under intimation to the Committee. The Committee during their study tour to Pune were given a presentation by SWACH Organisation with regard to the large-scale initiative undertaken by them for door to door collection and disposal of domestic garbage in the city. The Committee were vastly impressed with this initiative and seriously feel that it has merit and strongly recommend that this system should be adopted by other small and large cities all over India. The Citizen-Government partnership model as seen in Pune is a very good scheme for furthering the laudable idea of the Swach Bharat Mission and has good chance of success as has happened in Pune municipality.

Reply of the Government

2.43 SWACH organization, Pune (Seva Sahakari Sanstha Maryadit) is an autonomous enterprise that provides front-end waste management services to the citizens of Pune. It avers that it is India's first wholly-owned cooperative of self-employed waste pickers or waste collectors and other urban poor. The organization has an MoU with Pune Municipal Corporation for 5 years. The SWACH waste collection model is user fee-based, usually ₹ 10 to 30 per household per month.

The process of Solid Waste Management (SWM) by SWACH organization is being highlighted as a worthy "good practice" on SBM website www.swachhbharaturban.gov.in Also States and ULBs are being advised to interact with SWACH organization to design their own SWM programmes.

Recommendation (Serial No.26) **CAP ON HEIGHT INCREASE FOR BUILDING IN DELHI**

2.44 During examination of Demands for Grants(2014-15), the Committee were informed that almost a year after Delhi Development Authority increased the cap on height of residential buildings from 15 metres to 17.5 metres, no one in Delhi has been benefited from this new policy. The Municipal Corporations in the city are unable to sanction building plans with 17.5 metre height as it would require clearance from Delhi Fire Service (DFS) which insists on leaving a six-metre setback around the building. It appears that under the DFS rules, any structure which is more than 15 metres in height is considered a high-rise and for such high-rises, it is mandatory to leave a setback of six metres so that there is adequate

space for fire tenders to move around in case of an emergency. Therefore, any structure above 15 metres in height, an NOC from the fire department is required. The Committee have been further informed that with a majority of plots in Delhi being less than 250 square metres in size, it is impossible for residents to leave a setback of six metres around the building since there will be no space left on the plot to build. The height of residential buildings was revised with a view to accommodate stilt parking which has become a mandatory pre-requisite for new constructions. The result of not getting DFS clearance means that new constructions with stilt parking have to confine themselves to 15 m height which entails vast reduction in the height of each floor (since the third floor is permissible and all new construction seek to avail of the same). The decision to increase the height from 15 metre to 17.5 metre was taken so that owners would not have to compromise on the height of each floor. The Committee felt that this anomaly must be corrected at the earliest and new constructions with 17.5 metres height must be exempted from fire clearance from DFS. The Committee learnt the matter is being examined in consultation with DDA keeping in view the safety requirements of the building. The Committee desire the Ministry for expediting the examination process.

Reply of the Government

2.45 The matter was examined in this Ministry and it was concluded that the provisions of Master Plan for Delhi (MPD) - 2021, Building Bye-Laws (BBLs) and National Building Code (NBC), 2005, as applicable in Delhi, do not exempt residential buildings up to 17.5 m with stilt, from the mandatory fire protection requirements related to the setbacks, access, alternate stairs etc. In fact, MPD-2021 mandates the individual plot owner to obtain clearance of Fire Department for the purpose of fire and life safety requirement.

BBL 17.1 requires buildings to comply with Part IV Fire Protection of NBC which stipulates mandatory requirements of setbacks, access etc.

As per MPD-2021, in all the categories of residential plots, the maximum FAR is between 3 and 4 times the maximum Ground Coverage. If all the floors are constructed as per NBC, 2005, that is, with height of rooms as 2.75 m, then the entire available FAR in each category of residential plot size can be achieved within the height of 15 m without sacrificing either the stilt or any floor.

As regards Fire Safety requirements, Delhi Fire Services (DFS) is the competent body to attend exigencies in case of fire. DFS filed an affidavit in 2014 on this issue in a writ petition before Hon'ble High Court, from which it is clear that the requirement of fire clearance for buildings taller than 15 m is an operational requirement for ensuring safety of human life.

The safety of human life is paramount and all the provisions regarding development control norms, fire protection requirements (including those for buildings taller than 15 m) and other requirements for buildings should be followed invariably.

This issue is also being considered by Hon'ble High Court of Delhi in a writ petition No. 1476/2014 titled Vikas Singh vs. LG & Others, in which this Ministry has filed a detailed affidavit stating the position as above. Hon'ble Court, after considering the reply of this Ministry, has reserved its judgement which is yet to be pronounced.

Recommendation (Serial No.28)

SMART CITY MISSION

2.46 The Committee note that to handle the large scale urbanization in India and finding new ways to manage complexity, increase efficiency reduce expenses and improve quality of life, Government of India during the year 2014-15 had initiated a new schemes to promote 100 smart cities. The Committee in their first Report on the Demands for Grants(2014-15) had recommended for implementation of this mission in a time bound manner. However, the Committee are distressed to note that even after passing of seven months of announcement of this mission i.e. August, 2014, the mission components and the list of smart cities are yet to be finalized. The Committee are of the view that this is a futuristic programme of the Ministry so far as urban development planning is concerned. Therefore, delay in finalizing this mission will give way to adhocism in the urban planning process. Therefore, they urge upon the Ministry to finalize the components and list of 100 smart cities within three months of the presentation of this report.

Reply of the Government

2.47 The Cabinet on 29th April, 2015 has already approved a Smart City Mission and the Mission has been launched by the Prime Minister on 25.06.2015. The guidelines of the Mission have also been issued.

Recommendation (Serial No.30)

THE HERITAGE CITY DEVELOPMENT AND AUGUMENTATION YOJANA(HRIDAY):

2.48 The Committee note that the Ministry of Urban Development has launched the Heritage City Development and Augmentation Yojana(Hriday) on 21 January, 2014. Initially 12 cities namely:

1. Varanasi 2. Amritsar 3. Ajmer, 4. Mathrura 5. Gaya 6. Kancipuram 7. Vellankani 8. Badami 9. Amravati 10. Warangal 11. Puri and 12. Dwaraka have been identified for development under the scheme. The scheme aims at restoring, reviving and strengthening the soul and heritage of the city. for this purpose, the Scheme shall support development of core heritage infrastructure projects which shall include revitalisation of tangible assets such as monuments, ghats, temples etc. along with reviving intangible assets such as local art and craft, dance forms, literature etc.

In addition, the scheme shall also develop linked city infrastructure which shall link heritage facilities with trunk infrastructure of the city. These shall include development of sanitation facilities, roads public transportation and parking, citizen services, information kiosks etc.

An outlay of Rs.200 crore has been earmarked under HRIDAY for the year 2014-15, out of which Rs.87 lakhs has been released till 28.2.2015. For the current financial year Rs. 200 crore has been allocated. The Committee welcome the steps initiated in this direction. However, they felt that it is a very small beginning and there should be at least 200 cities which merit at par with the 12 cities. Therefore,

they wish to recommend the Ministry to extend to another 200 cities in the next financial year.

Reply of the Government

2.49 Since the first phase of identification of cities is now over, the recommendation of standing committee regarding inclusion of cities, would be kept in mind when scheme is expanded.

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.3)

MONITORING AND VIGILANCE BY NCRPB: AMENDMENT IN THE NCRPB ACT, 1985

4.1 The Committee came to know that monitoring the preparation of sub-regional plans by the respective NCR participating States is being monitored by NCR planning board regularly. It also extends financial assistance for preparation of the sub-regional plan on the request of the participating State Governments. Ministry of Urban Development submitted that the preparation of Master/development plans are being prepared and finalized by the respective State Government under the prevailing Act/statutes in the States. There is no provision in the NCRPB Act with respect to Master plan of the towns falling in the NCR. However NCRPB has been pursuing for preparation of master/Development plans for all the towns in the NCR in conformity of the regional plans. The Committee become anguished to know that there is no provision in NCRPB Act, 1985 for monitoring and keeping vigilance over the development at site in the National Capital Region due to which NCRPB does not have any role in monitoring and keeping vigilance over the developments at site in the NCR. The Committee are apprised that regarding violations of the Regional Plan by the States, each participating State is responsible for the implementation of the Sub-Regional Plan as per the NCRPB Act, 1985. Coordinating and monitoring the enforcement and implementation of the Regional Plan is done through participating State Governments. Further, NCR Board has created NCR Planning & Monitoring Cell in each participating States. The Ministry has submitted that no cases of violations has been reported to NCRPB by the NCR planning and monitoring cells. However, NCR board has carried out land use change analysis of the Natural Conservation Zone with the help of National Remote Sensing Centre (NRSC) Hyderabad and found variations in the NCZ. The Committee are apprised about the comparative analysis which indicated that there is shrinkage of NCZ as 15.43% in NCT-Delhi,

25.97% in Haryana sub-region, 43.88% in UP sub-region and 11.18% in Rajasthan sub-region. Keeping in view of all these facts the Committee strongly recommend carrying out necessary amendments in the NCRPB Act so as to insert a key provision in the Act which will empower NCRPB for direct monitoring and keeping a vigilance eye over the development at sites in the NCR so that there is no violation of the regional plans. It will also help in coordinating and monitoring the enforcement and implementation of the regional plans in conformity with the sub-regional plans.

Reply of the Government

4.2 NCRPB has been constituted, among other things, for the preparation of plans for development of National Capital Region (NCR) and hence it is primarily a planning body. To achieve the objectives, NCRPB prepares Regional and Functional Plans, arranges for preparation of Sub-Regional Plans by the participating States and coordinates the enforcement and implementation of these plans only through the participating States. This mandate of NCRPB is clearly in consonance with the subject matters assigned to the States in the Constitution of India. Therefore, it would be appropriate to continue with the existing provisions which provide for harmonized development of NCR without compromising the powers and jurisdiction of the participating States.

4.3 For comments see para no. 1.10 of Chapter I.

Recommendation (Serial No.8)

EXPEDITIOUS IMPLEMENTATION OF THE REGIONAL RAPID TRANSIT SYSTEM PROJECTS

4.4 The Committee feel that high speed corridors are need of the hour as this will facilitate better commuting in the National Capital Region. The Committee has been apprised that the three Rapid Regional Transit System corridors have been prioritized by the Ministry of Urban Development for implementation in phase I i. e., Delhi - Sonipat -Panipat, Delhi - Gurgaon - Rewari - Alwar, Delhi-Ghaziabad-Meerut for which estimated cost till Sept 2011 was Rs. 72,170 crore. These routes have been identified for the RRTS because these towns and cities have a large number of people travelling daily for economic reasons. The Committee note that Ministry of

Railways has informed Ministry of Urban Development vide letter dated 10.12.2014 that Ministry of Railways is committed towards the participation in NCRTC, but as contribution to equity participation needs approval of Parliament, funds shall be made available in February, 2015 only after seeking approval of Parliament in the Supplementary Demands for grants. However, Ministry of Railways has sanctioned the release of Rs. 1.25 lakhs to National Capital Region Transport Corporation (NCRTC) towards subscription amount for participation of Ministry of Railways in NCRTC. Ministry of Urban Development is pursuing with the Ministry of Railways for further release of funds. The Committee are happy with the release share of funds by the Ministry of Railways. Now NCRTC has got shares from each stakeholders, hence, they should work toward expeditious implementation of RRTC corridors. In view of the above, the Committee strongly recommend to implement this RRTS project expeditiously in a time bound manner so as to make travel in the National Capital Region faster and easier.

Reply of the Government

4.5 National Capital Region Planning Board (NCRPB) was involved in the Rapid Regional Transit System (RRTS) corridors since their conceptualization like selection of the prioritized RRTS corridors and appointment of consultant, etc. As the appointment of regular Managing Director of National Capital Region Transport Corporation (NCRTC) is under process as of now. Ministry of Urban Development (MoUD) vide letter number K-14011/47/2013-MRTS-I dated 08.04.2015 has advised NCRPB to finalize the Detailed Project Reports (DPRs) of the following three RRTS corridor Projects expeditiously till such time a regular Managing Director of NCRTC is appointed:

- (iv) Delhi – Sonipat - Panipat;
- (v) Delhi – Ghaziabad - Meerut; and
- (vi) Delhi – Gurgaon – Rewari – Alwar

4.6 For Comments please see para no. 1.18 of Chapter I.

Recommendation (Serial No.9)

EXPEDITIOUS APPOINTMENT OF MANAGING DIRECTOR (NATIONAL CAPITAL REGION TRANSPORT CORPORATION).

4.7 The Committee learnt that there is delay in implementation of Meerut-Delhi Express highway and as well as Regional Rapid Transit system because of delaying in search-cum-selection of Managing Director of NCRTC. In its submission, Ministry of Urban Development stated that they are corresponding with Department of personal and training to expedite search-cum-selection of managing Director of NCRTC. In its submission Ministry of Urban Development stated that National Capital Region Transport Corporation Ltd. (NCRTC) has been constituted as a company under the Companies Act, 1956 on 21.8.2013. As the full time Managing Director (MD) of NCRTC could not be appointed due to non-availability of guidelines on the procedure for appointment of MD in such a company where 50% Equity is with the Government of India (GoI) and the MD has to be a nominee of the Govt. of India. After detailed interaction, Department of Personnel & Training (DoPT) has now advised the procedure to be adopted for selection of MD, NCRTC. The process for appointment of MD, NCRTC as per advice of the DoPT has now been initiated and accordingly, MD, NCRTC will be appointed shortly. The work of RRTS is expected to speed up with the appointment of regular MD, NCRTC. The Committee became aware that it is general instruction of Government of India that whosoever the MD of corporation if he is serving Officer then he has to resign from his parent Organization then only he can be taken on absorption basis. For getting the exemption, Communication has to go to the department of the Public enterprises. After this procedure MD will be selected. The Committee was told that once the appointment of MD of NCRTC has been completed then work of three corridors of Panipat, Meerut and Alwar will be expedited. Feasibility study of this three corridors and Detailed Project Report have been completed. The Committee while expressing their displeasure over the delay in implementation of Regional Rapid Transit System because of delay in search-cum selection of Managing Director of NCRTC, strongly recommend that instead of focusing on only the serving officer, the Ministry should select professionals from all walks of life for this important post. This will facilitate to use his professional expertise.

Reply of the Government

4.8 The comments have been received from Department of Public Enterprises (DPE) vide their O.M. dated 23.04.2015. On the basis of comments received from DPE, following has been issued:

- (i) Order for constitution of Search cum Selection Committee for selection of Managing Director, NCRTC.
- (ii) Advertisement for the post of Managing Director, NCRTC along with details of eligibility, qualification and experience, etc. Which includes both Government officers (on absorption basis) and Professionals from Public Sector / Private Sector Companies.

The applications have been received and the process of selection is underway.

4.9 For Comments please see para no.1.18 of Chapter I.

Recommendation (Serial No.11)

MONORAIL IN METROPOLITAN SUBURBS AND TIER-II CITIES:

4.10 The Committee have been apprised that Monorail is a safe, reliable, economical, quick, comfortable and effective mass public transit system. The high-speed rail-based Regional Rapid Transit Systems (RRTS) would allow people living in metropolitan suburbs within a radius of 100 km to commute to work, thereby easing pressure on the infrastructure services within the city. The Committee came to know that there has been no budgetary allocation and expenditure from the Union Budget for Monorail Projects till now. Therefore, keeping in view all the advantages of Monorail, the Committee in their earlier reports had strongly recommend for Ministry of Urban Development to act as facilitator, provide budgetary allocation from the Union Budget for Monorail Projects and facilitate foreign collaboration, if need be, into Monorail sector so as to set up monorail both as a means of feeder system within the bigger metros and as an independent mode of transport in Tier II cities. The Committee were apprised about the National Urban Transport Policy (NUTP), 2006, in which Ministry supports all modes of public transport including Mono Rail systems. Ministry submitted that proposals for monorail projects have to be initiated by the State Governments as Urban Transport is a state subject. Ministry of Urban Development will consider proposal of monorail

projects after following due appraisal process, depending upon the feasibility of the project and availability of funds. Government of India has accorded in-principle approval for one monorail project in Chennai on PPP mode with no financial commitment from Govt. of India. Further, one more proposal for Chennai Monorail Project (Phase-2) has been received in this Ministry which is under appraisal. The Committee agree that Monorail projects are to be initiated by the State Governments according to the needs of their cities and not by the Central Government. The cities have to prepare the Comprehensive Mobility Plan (CMP) with alternative analysis for promoting sustainable transport. But still the Committee strongly recommend the Nodal Ministry to help the States in formulating their Comprehensive Mobility Plan (CMP) and help them in formulating sustainable urban transport. The Committee also came to know that as of now, there is no foreign collaboration in the Monorail sector. There is no proposal with Central Government for attracting funding of Monorail Projects from foreign countries. The Committee are aware that monorail is easier and cheaper to lay in comparison to metro lines. The monorail can also take sharp curves in contrast to the Metro and thus run in densely populated localities as it takes lesser area to manoeuvre. Monorail seems a perfect mode for mass transit in congested areas where metro cannot be constructed and roads are too crowded for frequent movement of buses. Therefore, keeping in view all the advantages of Monorail, the Committee strongly recommend Ministry of the Urban Development to act as facilitator, provide budgetary allocation from the Union Budget for Monorail Projects and facilitate foreign collaboration, if need be, into the Monorail sector so as to set up monorail both as a means of feeder system within the bigger metros and as well as independent means of transport in Tier II cities.

Reply of the Government

4.11 As per National Urban Transport Policy (NUTP) 2006, the Government of India (GoI) supports all kinds of public transport systems which include Mono Rail also. However, as urban transport is intertwined with urban development, which is a state subject, all urban transport projects are initiated by the State Government. GoI would consider Mono Rail projects, as per extant policy, as and when such projects are posed to GoI by the State Government.

4.12 For Comments please see para no. 1.21 of Chapter I.

Recommendation (Serial No.12)

STRENGTHENING AND PROVIDING EXTRA BUDGETARY SUPPORT FOR FEEDER BUS SYSTEM

4.13 The Committee knew that Delhi Metro may have provided a quick, reliable and comfortable public transport to travel around the city and NCR but reaching the Metro station from offices and homes and back continues to be a challenge. With a poor para-transit and feeder bus system in place, the last mile connectivity is one of the biggest issues that metro commuters face. On being enquired about the details of allocation/ expenditure of funds in last 5 years and the steps being taken to strengthen the feeder bus system, pedestrian pathways and cycling tracks with metro rail system in the States, Ministry of Urban Development stated that feeder Service and Non-motorized transport have been made as a part of Condition of Sanction and the provisions of feeder services, Last Mile Connectivity and Non-Motorized Transport (NMT) are covered in DPRs, which is funded by this Ministry. For Delhi Metro Rail Corporation, Ministry has sanctioned 228 buses under the JnNURM Scheme for feeder services at an estimated cost of Rs. 45 crores, in which Government of India share is Rs.15.96 crore and till date Rs.6.23 crores have been released." The Committee are anguished to note that Ministry has sanctioned only 228 buses under JNNURM for feeder services. Since the year 2013-14, the no. of feeder buses has remained the same. The Committee are not happy with the state of affairs of feeder bus service in Delhi because of which commuters are left at the mercy of over-charging auto and cycle rickshaws to reach their final destinations. The Committee are of the considered opinion that time has come for the agencies concerned to join hands and come up with an effective feeder system connecting Metro stations with residential and commercial places. Keeping all these factors in view, the Committee recommend for allocating separate funds for feeder bus services to increase the no. of feeder buses adequately to the make public transport more comfortable.

Reply of the Government

4.14 This is to inform that the transition phase of Bus Funding Scheme under Jawaharlal National Urban Renewal Mission (JnNURM) has come to an end on 31st March, 2014.

Ministry of Urban Development has recently launched a new scheme namely Atal Mission for Rejuvenation and Urban Transformation (AMRUT) wherein Urban Transport is an eligible component for funding from Govt. of India, However, as per the guidelines, it is up to the State / Urban Local Bodies (ULBs) to decide and prioritize their projects among all the eligible components such as water supply, sewerage, septage, storm water drainage, Urban Transport, Green space and parks, reforms management & support, capacity building etc. as per their requirement and submit their State Annual Action Plan (SAAP) to MoUD.

Further Ministry of Urban Development vide its letter No. K-14011/1/2007-UT-IV dated 30th August, 2013, issued an advisory/circular stating that all the ToR as well as DPR of the MRTS Projects/proposal shall include feeder buses, public bike sharing and pedestrianisation in the influence zone of the stations in the project's cost in the DPR. Even the existing DPRs should be revised to provide for the feeder systems, wherever these have not been provided for.

4.15 For Comments please see para no. 1.24 of Chapter I.

Recommendation (Serial No.29)

NEED TO ENSURE BALANCED URBANIZATION OF THE CITY OF CHANDIGARH

4.16 It has been observed by the Committee that State Government of Punjab had sanctioned 50 acres of land right behind the Capital Complex i.e. zero kilometer from the periphery of Chandigarh. Initially this area was given to the MLAs of the Punjab legislature for construction of "Punjab MLAs Society" wherein these MLAs were allotted the said land for construction of their residential houses/dwelling units. Under dubious circumstances the land of the Society spreading over 52 acres has

been transferred/sold to the Tata Housing Camelot Company on an understanding between them that each member of the legislative assembly who was a member of the Punjab MLAs Society would be given some incentives. This Company will build buildings as high as 35 stories which are to come up in the entire area of 52 acres thereby completely obstructing the view of the Shivalik Hills with a unnatural and concrete barrier between the Capital Complex and the hills, and in complete defiance of the original planning as conceived by Le Corbusier. This area falls in the eco-fragile northern part of Chandigarh. The Project allegedly falls in the catchment areas of Sukhna Lake in union territory of Chandigarh and is in close proximity of wild life sanctuary declared as a reserve forest area. If the land and its surrounding areas are allowed to be urbanized, it will result in the degradation of the habitat and disturb thousands of migratory birds which come every year to the Sukhna Lake.

2. The Committee came to know that in the year 1972 a Committee was set up by the Government of India, Ministry of Works and Housing to guide and co-ordinate the growth of Chandigarh and the urban centers coming up in the neighborhood of Chandigarh for the balanced development of the region falling within the influence zone of Chandigarh. The Secretary of the then Ministry of works and Housing, Government of India was the Chairman of that Committee. In this connection on being asked to state whether the Ministry of Urban Development have been consulted by the Punjab Government/Haryana Government or the Advisor of Union Territory of Chandigarh, the type of monitoring mechanism available with the Ministry of Urban Development with regard to balanced urbanization of the city of Chandigarh, to study its developmental plan, to assess the impact of the development programmes already implemented and those being implemented in the township and preparing an outline of the regional plan for Chandigarh and the urban areas falling within its zone of influence, the Ministry has submitted that the matter of allotment of land is a State subject. This Ministry was not required to be consulted in this matter and therefore, no such consultation was done. They further stated that allotment of land do not fall under the purview of the co-ordination Committee.

3. The Committee are apprised that the role of the Co-Ordination of the Committee is to attempt amicably resolve the issues of Co-Ordination in urban planning between the two States of Haryana, Punjab and Union Territory of

Chandigarh. The Constitution of the Committee was through an executive order and the role of the Committee are advisory in nature. Because of this despite 26 meetings of the Committee held so far there has not been any tangible outcome. In the last meeting held on 27th March, 2015, the State Government of Haryana had raised the issue that Co-Ordination Committee has no statutory mandate for the preparation of Inter State regional plan for Chandigarh. In view of the above the Committee are pained to note that the Ministry of Urban Development has not taken up this issue at the Cabinet level to examine such issues. The Committee are of the view that because of absence of statutory power of the Co-Ordination Committee the State Government/UTs are ducking the issues and violating the master plan and Inter-State regional plan, thereby such type of instances have occurred. Therefore, the Committee strongly desire the Ministry of Urban Development to take up such matters with the Cabinet to explore the ways and means to strengthen the power and functions of the Co-Ordination Committee. The Committee further desire that such Co-Ordination Committee should have the power to monitor and oversee the balanced urbanization of the City of the Chandigarh and its nearby areas and to assess the impact of development programmes already implemented and those being implemented in the township on the surrounding eco-system.

Reply of the Government

4.17 Land is a State subject. The Coordination Committee was constituted through an executive order and terms of references of the Coordination Committee are advisory in nature. The role of the Coordination Committee is to attempt to amicably resolve issues of coordination in urban planning between the two States of Haryana and Punjab and the Union Territory of Chandigarh. The Coordination Committee has only an advisory role in the matter of preparation of Master Plan or the Inter State Regional Plan. It is for the respective State Governments and Union Territory administration to take necessary action for the planned development under the relevant State Statutes.

4.18 For Comments please see para no. 1.30 of Chapter I.

CHAPTER V

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

Recommendation (Serial No.27)

UNDER UTILIZATION OF FUNDS AND UNDER ACHIEVEMENT OF PHYSICAL TARGETS BY CPWD:

5.1 The head 4216 is pertaining to residential units constructed by CPWD. The Committee observe that during the 12th Plan period from 2012-13 to 2015-16, the allocation is Rs. 2082.72 crores. The expenditure upto February, 2015 is only Rs. 1105.56 crore. Against the target for completion of 2274 units, the actual completion is only 1239 units. There is a shortage of 1035 units. The head 4059 is related to non-residential units constructed by CPWD. The Committee observe that from the year 2012-13 to 2015-16, against the allocation of Rs. 850.71 crore, the expenditure is only Rs.372.6 crore. Against the target completion of 104045 no. of units the achievement is only 44636 units. There is a gap of 59409 units. The reasons for delay in completion of works and consequential underutilization of allocation are as under:

- (i) Major construction works takes two-three years for completion
- (ii) Bills of contractors are finalized about 4-6 months after the completion of the projects.

To overcome the problems the CPWD has taken the following measures:

- i) Periodical review of the expenditure is conducted by the Ministry of Urban Development with a view to fully utilizing the budget.
- ii) Periodical meetings are conducted by DG, CPWD to review the progress of works and expenditure.
- iii) Improvement in the contract management system by way of modification to the existing clauses of the contract form. Modifications like introduction of incentive clause and mile stone for physical and financial progress of the project have brought about significant reduction in time over-run in project completion.
- iv) A scheme of e-governance for seamless integration of all its operations is under process which will enable close monitoring of progress by all levels of management.

The Committee have been apprised the following suggestions for expeditious completion of the projects:

The layout plan along with detail drawings are prepared by the Senior Architects duly scrutinized by the Chief Architect and ADG (Arch). The officials are fully conversant with the Municipal / Local Bodies / Development Authorities bye-laws and guidelines. Thus it is proposed, that the local authorities should be advised that the plans prepared by the Central Government architects should be considered as approved, and only formal letter can be issued. This would cut down delays considerably. Recently Hon'ble Urban Development Minister has taken up the matter with the State Governments to examine this matter and to amend the local bye laws to this effect.

The Committee are in agreement with the CPWD and welcome the steps taken by the Urban Development Minister. They hope that positive outcome will flow from this noble initiative. The Committee desire the Ministry to apprise them the outcome thereof.

Reply of the Government

5.2 The response of the state governments on the issue of approval of building plans is awaited.

NEW DELHI;

12 October, 2015

21 Asvina, 1936 (Saka)

Pinaki Misra

Chairperson,

Standing Committee on Urban Development

[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 URBAN DEVELOPMENT (SIXTEENTH LOK SABHA)

I.	Total number of recommendations	30
II.	Recommendations/Observations which have been accepted by the Government:	
	Recommendation Nos.	23
	Percentage to total recommendations	(76.66%)
III.	Recommendations/Observations which the Committee do not desire to pursue in view of Government's replies:	
	Recommendation Nos.	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.	6
	Percentage to total recommendations	(20%)
V.	Recommendations/Observations in respect of which final replies of the Government are still awaited:	1
	Percentage to total recommendations	(3.33%)