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**STANDING COMMITTEE ON
URBAN DEVELOPMENT
(2014-2015)**

SIXTEENTH LOK SABHA

MINISTRY OF URBAN DEVELOPMENT

***DEMANDS FOR GRANTS
(2014-2015)***



**LOK SABHA SECRETARIAT
NEW DELHI**

December 2014, Agrahayana 1936 (Saka)

FIRST REPORT

**STANDING COMMITTEE ON
URBAN DEVELOPMENT
(2014-2015)**

(SIXTEENTH LOK SABHA)

MINISTRY OF URBAN DEVELOPMENT

**DEMANDS FOR GRANTS
(2014-2015)**

Presented to Lok Sabha on..... 18.12.2014

Laid in Rajya Sabha on..... 18.12.2014



**LOK SABHA SECRETARIAT
NEW DELHI**

December 2014, Agrahayana 1936 (Saka)

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**COMPOSITION OF THE STANDING COMMITTEE ON
URBAN DEVELOPMENT (2014-2015)**

Shri Pinaki Misra* - *Chairperson

MEMBERS

LOK SABHA

2. **Shri Rajendra Agrawal**
3. **Shri Ramesh Bidhuri**
4. **Shri Ram Charan Bohra**
5. **Shri Dushyant Chautala**
6. **Shri Ashok Chavan**
7. **Shri Dilip Kumar Gandhi**
8. **Shri Maheish Girri**
9. **Shri R.Gopalakrishnan**
10. **Shri Choudhury Mohan Jatua**
11. **Smt. Meenakashi Lekhi**
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13. **Shri P.C. Mohan**
14. **Shri Kesineni Nani**
15. **Shri K. Parasuraman**
16. **Shri C. R. Patil**
17. **Shri Kapil Moreshwar Patil**
18. **Shri Rahul Ramesh Shewale**
19. **Prof. K. V. Thomas**
20. **Shri Parvesh Sahib Singh Verma**
21. **Dr. Dharam Vira**

RAJYA SABHA

22. **Smt. Vandana Chavan**
23. **Shri Husain Dalwai**
24. **Shri Anil Desai**
25. **Shri Parvez Hashmi**
- *26. **Shri Mukul Roy**
27. **Shri Rangasayee Ramakrishna**
28. **Shri Satish Sharma**
29. **Shri C.P. Thakur**
30. **Shri S.Thangavelu**
31. **Shri Khekiho Zhimomi**

* Shri Mukul Roy has been nominated to this Committee by Hon'ble Chairman, Rajya Sabha w.e.f. 9th December, 2014 in place of Md. Nadimul Haque who has resigned from the Committee w.e.f. 4th December, 2014

SECRETARIAT

- | | | | |
|----|---------------------|---|---------------------|
| 1. | Shri R.K. Jain | - | Joint Secretary |
| 2. | Shri D.S Malha | - | Director |
| 3. | Smt. J.M. Sinha | - | Additional Director |
| 4. | Dr. Jagmohan Khatry | - | Executive Officer |

INTRODUCTION

I, the Chairperson of the Standing Committee on Urban Development (2014-15) (Sixteenth Lok Sabha) having been authorized by the Committee to submit the Report on their behalf, present the First Report on Demands for Grants (2014-15) of the Ministry of Urban Development.

2. The Demands for Grants of the Ministry of Urban Development were laid on the table of the House on 13th August, 2014. Under Rule 331E of the Rules of Procedure and Conduct of Business in Lok Sabha, the Standing Committee on Urban Development are required to consider the Demands for Grants of the Ministries under their jurisdiction and make Report on the same to both the Houses of Parliament. Thereafter, the Demands are considered by the House in the light of the Report of the Committee. However, during the current year, being election year, the demands were passed by both the Houses of Parliament without subjecting them to examination by the DRSCs. As per directions of the Hon'ble Speaker, the demands have been examined by the Committee and reported upon with the intention that the recommendations of the Committee can be utilised by the Ministry for future Demands for Grants.

3. The Committee took evidence of the representatives of the Ministry of Urban Development on 17th October, 2014. The Committee wish to express their thanks to the officials of the Ministry of Urban Development for placing before them the requisite material and their considered views in connection with the examination of the Demands for Grants (2014-15).

4. The Committee considered and adopted the Report at their sitting held on 12 December, 2014.

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

**New Delhi;
12 December, 2014
21 Agrahayana1936(Saka)**

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

REPORT
PART-I
CHAPTER – I

INTRODUCTORY

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

1.2 Urbanization is an index of transformation from traditional rural economies to modern industrial one. It is a long term process. Urbanization is taking place at a faster rate in India and it is an important and irreversible process, and an important determinant of national economic growth and poverty reduction. According to 1901 census, Population residing in urban areas in India was 11.4%. This count increased to 28.53% according to 2001 census, and crossing 30% as per 2011 census, standing at 31.16%. According to a survey by UN State of the World Population report in 2007, by 2030, 40.76% of country's population is expected to reside in urban areas. As per World Bank, India, along with China, Indonesia, Nigeria and the United States, will lead the world's urban population surge by 2050. Now, India has the second largest urban population in the world and there are significant variations among States. Tamil Nadu is the most urbanized State with 43.9 per of urban population followed by Maharashtra

with 42.4 per cent and Gujarat has 37.4 per cent. It is generally noticed that State with higher level of urbanization has higher per capita income.

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

1.4 The process of urbanization in India is characterized by a most dramatic increase in the number of large cities, although India may be said to be in the midst of transition from a predominantly rural to a quasi urban society. It has been acknowledged that this transition to a quasi- urban society, however, has not been accompanied by a commensurate increase in the supply of basic urban services like water supply, sewerage and drainage network, garbage disposal facilities, citywide roads, public transport, and public safety systems like street lighting and pedestrian pathways. The supply of land and housing has not kept pace with the increase in urban population. Rapid rise in urban population, in India, is leading to many problems like increasing slums, decrease in standard of living in urban areas, environmental damage, over crowded cities and forcing people to live in unsafe conditions which also includes illegal buildings. Water lines, roads and electricity are lacking which is causing fall of living standards. It is also adding to the problem of all types of pollution.

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

1.5 The Ministry of Urban Development in India has the responsibility of broad policy formulation and monitoring of programmes in the areas of urban development and urban water supply and sanitation. These are primarily State subjects but the Government of India plays a co-coordinating and monitoring role and also supports these programmes through Central and Centrally Sponsored Schemes. The Ministry

addresses various issues of urban sector through policy guidelines, legislative guidance and sectoral programmes.

1.6 The main functions of the Ministry of Urban Development are as under:-

- Formulation of broad policy guidelines in the area of Urban Development, including Urban Transport;
- Legislative support by way of Constitutional amendments, central legislations and model legislations;
- Urban transport schemes, including mass rapid transit system for metros and large cities;
- Institutional finance for urban infrastructure in NCR states through National Capital Region Planning Board;
- Co-ordination of multilateral/ bilateral assistance for projects in urban development;
- Technical assistance through Town and Country Planning Organization (TCPO), Central Public Health & Environmental Engineering Organization (CPHEEO) and National Institute of Urban Affairs (NIUA)
- Construction and maintenance of Central Government buildings through Central Public Works Department (CPWD)
- Management of land and built-up properties of Government of India through Land and Development Office (L&DO) and Directorate of Estates (DoE)
- Printing of Government documents and publications through Government Presses, Directorate of Printing
- Supply of Stationery to indenting Government Offices through Government of India Stationery Office (GISO)
- Administrative Ministry for activities of its Central Public Sector Undertaking (CPSU) viz National Building Construction Corporation Limited and joint venture companies like, Delhi Metro Rail Corporation (DMRC), Bangalore Metro Rail Corporation (BMRC), Chennai Metro Rail Limited (CMRL), Kolkata Metro Rail Corporation (KMRC), Delhi Development Authority

(DDA), National Capital Region Planning Board (NCRPB), Delhi Urban Arts Commission (DUAC), National Institute of Urban Affairs (NIUA), etc.

- Implementation of the Flagship programme, Jawaharlal Nehru National Urban Renewal Mission (**JNNURM**). The Sub-mission Urban Infrastructure & Governance (UIG) component is meant for integrated development of infrastructure in 65 select mission cities. Similarly, Sub-mission Urban Infrastructure Development Scheme for Small & Medium Towns (UIDSSMT) is directed at non-mission cities to improve infrastructure facilities, help create durable public assets and quality oriented services through enhanced public-private partnership, investments and integrated development of towns & cities in a planned manner by providing reforms linked central assistance.

1.7 The Ministry has proposed to address these objectives through suitably reorienting its policies and programs which include JNNURM having the major components of Urban Infrastructure and Governance(UIG) , UIDSSMT, funding for city buses, capacity building etc., North-East Region Urban Development Programme (NERUDP), investments in metro rail projects, scheme for development of official and residential complexes by the CPWD, the programmes of NCR Planning Board, schemes for capacity building under JNNURM, urban transport sector and overall urban development.

1.8 The Ministry is also giving greater attention to its attached and subordinate offices which include besides CPWD, Town and Country Planning Organization (TCPO), Directorates of Printing, Publication and Stationery and the Central Public Health and Environmental Engineering Organization. This Ministry is also the administrative Ministry for many metro rail companies where the Government is investing in the equity. Even otherwise this Ministry is the administrative Ministry for Metro Rail Projects.

1.9 The Ministry addresses various issues of urban sector by formulating broad policy guidelines, legislative guidance and monitoring centrally sponsored

schemes and programmes. The other set of responsibilities of Ministry of Urban Development pertains to construction and maintenance of Central Government Buildings, including residential accommodation, with the exception of those under the Ministry of Defence, Atomic Energy, Railways and Communications.

1.10 It is also responsible for management of Central Government land/property, most of which is confined to Delhi and some of the metropolitan cities. These functions are discharged through the Central Public Works Department (CPWD) and Land and Development Office (L & DO). Printing and stationery requirements of all the Central Government Ministries/Departments and stocking and selling of Government publications are also looked after by this Ministry.

CHAPTER-II

OVERALL AND DEMAND-WISE ANALYSIS OF THE DEMANDS FOR GRANTS OF THE MINISTRY OF URBAN DEVELOPMENT FOR THE YEAR 2014-15

The detailed Demands for Grants **2014-15** of the Ministry of Urban Development were laid in the Parliament on 13th August, 2014. There are three Demands for Grants pertaining to the Ministry of Urban Development. These are as follows:-

- (i) Demand No. 103- Urban Development
- (ii) Demand No.104- Public Works
- (iii) Demand No.105- Stationery and Printing

2.2 Demand No.101- UD pertains to various Schemes of Urban Development Viz.:-

- (i) Urban Transport Planning
- (ii) All Metro Rail Projects
- (iii) National Capital Region Planning Board(NCRPB)
- (iv) Research and Capacity Building in Urban Sector
- (v) Urban Infrastructure Development in Satellite/Counter Magnet Cities
- (vi) Administrative Expenses for JNNURM
- (vii) National Urban Information System (NUIS)
- (viii) Pooled Finance Development Fund
- (ix) North Eastern Region Urban Development Programme (NERUDP)
- (x) North Eastern Region
- (xi) General Pool Residential Accommodation

2.3 Demand No.104 pertains to Public Works with special reference to CPWD, which is a major construction and maintenance agency of Government of India in respect of both residential and non-residential accommodation.

2.4 Demand No. 105 relates to Directorate of Stationery and Printing.

2.5 The overall BE 2014-2015 is Rs. 20,255.75 Crore (Gross), Plan and Non-Plan, including allocation of other Ministries (Rs. 137.40 crore). After anticipated recoveries of Rs. 246.29 Crore, the net BE 2014-2015 is Rs. 20,009.46 Crore of which Rs.10,488.08 Crore is in Revenue Section and Rs.9,767.67 Crore in Capital Section. The relevant break-up of Plan and Non-Plan provision is Rs.16,984.40 Crore and Rs.3,271.35 Crore respectively.

2.6 The Net Budgetary Allocation under the (i) Demand No.103 – Deptt. of Urban Development (Plan and Non-Plan) is Rs.17,628.56 Crore, (ii) Demand No. 104 – Public Works Rs. 2,301.77 Crore (Plan and Non-Plan) and (iii) Demand No. 105 – Stationery and Printing Rs. 79.13 Crore.

2.7 The Plan figures include provision for Capital works of other ministries and Departments, which is Rs.127.05 Crore for the Non-residential works (Demand No. 104 – Public Works) and Rs. 10.35 Crore for Residential Works (Demand No. 103– Deptt. of Urban Development). Net Plan allocation of the Ministry is Rs.16, 984.40 Crore.

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

(Rs. in Crore)

Year	Total Central Govt. Outlay	Ministry's Budget Allocation	% of Central Govt. Budget	Against GDP at current prices*
2009-10	1020837.68	5245.78	0.514	0.086%
2010-11	1108749.24	7489.37	0.675	0.105%
2011-12	1257729.00	8541.46	0.679	0.103%
2012-13	1490925.00	7012.12	0.470	0.070%
2013-14	1665297.00	7566.90	0.454	-

* Source: Information provided by Economic Advisor in r/o GDP.

2.9 The Year-wise information on Projections made by the Ministry, BE, RE and Actual Expenditure in respect of **Demand No.103** from 2008-09 to 2014-15

Year	Projection	BE	RE	Actual Expenditure
2008-09	6111.22	3006.65	5165.85	5097.65
2009-10	12194.53	3665.75	6105.5	6077.31
2010-11	10858.30	5989.17	6546.64	6532.37
2011-12	11516.38	6855.23	6874.26	6006.24
2012-13	18016.55	7729.38	6562.77	6184.03
2013-14		8296.74	7547.83	7295.34
2014	-	17,628.56	-	-

The above table indicates that under Demand No. 103 pertaining to Department of Urban Development, there is a gap between the projections and allocations at the Budget Estimate stage from 2008-09 to 2013-14. During the year 2008-09, 2009-10, 2010-11 and 2011-12 the allocation at RE is more than the BE and the Ministry could spend more than the allocated amount at RE stage till 2010-11. During the year 2012-13 there is a gap between projections and BE and BE & RE and RE and actual expenditure. There is under utilization of the allocation during the year 2011-12 and 2012-13. For the year 2013-14, Ministry has not mentioned about the projections in respect of Demand No.101.

2.10 The Year-wise information on Projections made by the Ministry, BE, RE and Actual Expenditure in respect of **Demand No.104** from 2008-09 to 2014-15.

Year	Projection	BE	RE	Actual Expenditure
2008-09	1177.07	1072.1	1157.00	1164.47
2009-10	1565.24	1447.5	1450.99	1447.74
2010-11	1557.87	1414.43	1517.48	1534.8
2011-12	1958.18	1589.00	1679.17	1496.99
2012-13	4722.21	1854.27	1779.69	1739.00
2013-14	-	1973.12	1927.78	-
2014-15	-	2301.77	-	-

The above table indicates that under Demand No. 102 pertaining to public works although there is a gap between the projections and allocation at BE from the year

2008-09 to 2012-13 but the allocations have been increased from BE to RE and the utilizations thereof is more than the allocations provided at RE stage till the year 2011-12. However, during the year 2012-13 against the projected amount of Rs. 4772.21 crore, the BE is only Rs. 1854.27 crore and this allocation has been reduced to Rs. 1779.69 crore. The expenditure is only Rs. 1739.00 crore. The BE for 2014-15 is Rs. 17628.56 crore. The percentage increase of BE 2014-15 in comparison to BE 2013-14 is 125.75 % on the plan side and 13.84 % on the non-plan side. The percentage increase of BE 2014-15 in comparison to RE 2013-14 is 151.55 % on the plan side and 13.66 % in the non plan side. The huge jump is due to placing of the funds of the JuNNRM under the demand No.103 of Department of Urban Development. This was earlier an ACA scheme and funds were released by Ministry of Finance and Ministry of Home Affairs directly to the States and Union Territories.

2.11 When asked to furnish the reasons for differences in the projections made by the Ministry and actual allocations made, the Ministry in its written replies has stated as under:-

“The Ministry allocates the funds to programme implementing divisions out of the outlay provided by the Planning Commission/ Ministry of Finance keeping in view the progress and trend of expenditure during the last financial year of the ongoing projects/ schemes. The areas where the compromises have been made are Metro Rail Projects and General Pool Residential Accommodation (GPRA) which have been under funded”

2.12 When asked to justify the reasons for huge increase under revenue section and very marginal increase under capital section under Demand No. 103 of the D/o of Urban Development, because as such the percentage increase during year 2014-15 in comparison to year 2013-14 was 555.91% under revenue section while only 112.48% under capital section, the Ministry in its written replies has stated as under:-

“The increase of 555.91% under the Revenue Section is due to placing of the funds of the JNNURM under the Demand No. 103 of Department of Urban Development. This was earlier an ACA scheme and funds were released by Ministry of Finance and Ministry of Home Affairs directly to the States and Union Territories. The JNNURM component for the year 2014-15 is to the tune of Rs. 7060 Crore (approx)”

2.13 On being asked to justify the reasons for increasing the BE under Demand No.104 i.e. for Public Works for year 2014-15 to Rs. 2301.77 crore from Rs.1973.12 crore for the yr 2013-14, the Ministry in its written replies has stated as under:-

“The BE for 2014-15 is Rs: 2301.77 Cr, which is an increase of Rs 328.65 Cr over the allocation of BE for 2013-14. The increase is mainly on account of additional Rs: 206 Cr approximately for the various GPOA buildings, Rs: 70 Cr for the works of Department of Mines and balance on account of provisioning for the component of Dearness Allowance under the salary Head.”

Demand No.105
Stationery and Printing

2.14 Demand No.105 deals with stationery and printing. The BE and RE and Actual Expenditure under the Head stationery and printing since 2008-09 to 2014-15 is as under:

Year	Projection	BE	RE	Actual Expenditure
2008-09	103.57	50.00	97.88	70.00
2009-10	216.34	121.73	121.73	123.42
2010-11	163.34	85.77	90.62	84.77
2011-12	131.68	97.23	96.30	86.36
2012-13	125.10	102.34	81.18	79.72
2013-14	-	93.89	72.09	-
2014-15		79.13	-	-

From the above table it is clearly seen that there is differences between the projection and BE, between BE and RE and RE and Actual Expenditure. Former Secretary, Ministry of Urban Development Shri Sudhir Krishna in his letter dated 2 July, 2014 addressed to Cabinet Secretary has suggested restructuring of Ministry of Urban Development and Housing & Urban Poverty Alleviation on the basis of zero based budgeting. Among many suggestions, *inter-alia* has suggested to transfer Directorates of Printing to Department of Industries or Ministry of Micro, Small and Medium Enterprises (MSME). Controller of stationery may be attached with the Department of Commerce. Controller of Publication may be attached with the Department of Administrative Reforms and Training.

The M/o Urban Development in its O.M. dated 10th September, 2014 had informed the Directorate of Printing that Directorate of Printing be transferred to Ministry of Micro, Small and Medium Enterprises (MSME) or Department of Industries. Rather in the present context there is no justification for keeping this Directorate alive. This department may be wound up and staff may be declared surplus. Now, most of the printing is being done by Ministries/Departments outside except for the Gazette notifications which are of confidential nature. Hence, most of the set up of Directorate of Printing may be wound up in and only a small set up which could take care of the Gazette notifications may be left out under this Ministry or could be transferred to MSME.

Directorate of Printing and Controller of Stationery and Directorate of Publication asked to submit their observations justifying the retention of present set up. In this regard two representations have been received by the Committee. It has been stated that it is a fact that the capacity utilisation of these presses have rapidly fallen. The reasons behind this are:

- (a) Regular supply of papers was least since some good 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 form outside.

Despite all these constraints, this press is rendering services to the nation, with its available resource and manpower by executing orders of Postal, Defence, RGI(Census) and others. Recently this press printed and supplied Text books of Odisha Education Department before it scheduled time.

The printing industry is very sensitive to economic trends. Data reveals that the pace of growth has acclerated and the printing industry will grow accordingly.

CHAPTER III

SCHEME WISE/PROJECT WISE/ISSUE WISE ANALYSIS OF DEMANDS FOR GRANTS (2013-2014)

The Ministry of Urban Development is implementing a number of Central and centrally sponsored schemes for assisting the States in meeting the challenges of rapid urbanization. The details of Centrally Sponsored Schemes and Central Sector Schemes are as follows:

Centrally Sponsored Schemes

- i) National Urban Information System (NUIS)
- ii) Pooled Finance Development Fund (PFDF)

Central Sector Schemes

- i. Research and Capacity Building in Urban and Regional Planning
- ii. National Capital Region Planning Board
- iii. Urban Transport including Equity, Pass Through Assistance(PTA) of JBIC loan for all Metro Rail Corporation under Ministry of Urban Development
- iv. Urban Transport Planning and Capacity Building in Urban Transport
- v. General Pool Office Accommodation
- vi. General Pool Residential Accommodation
- vii. CPWD Training Institute
- viii. Modernization / Computerization of CPWD
- ix. Lump -sum Provision for projects/ schemes for the benefit of the N.E. Region & Sikkim
- x. Global Environment Facility
- xi. U.I. Development of Satellite Cities/ Counter Magnet Cities
- xii. North Eastern Region Urban Development Project-Externally aided project
- xiii. Equity for National Capital Region Transport Corporation (NCRTC)
- xiv. Capacity Building for Urban Transport –Assistance from World Bank
- xv. Capacity Building for Urban Development –Assistance from World Bank
- xvi. Administrative Expenses for JNNURM
- xvii. National Mission on Sustainable Habitat
- xviii. Scheme for promoting innovative research & development of indigenous technology and Pilot Project including Immediate Public Transport (IPT) & Non- Motorized Transport (NMT).
- xix. Scheme for support to mainstreaming service level benchmarking

A. National Capital Regional Planning Board (NCRPB)

3.1 It is stated in the Preliminary material that the NCRPB has provided loan assistance for 291 projects till March, 2014 involving total outlay of Rs. 19738 Cr. Total loan amounting to Rs.9257 Crore has been sanctioned for these projects and out of which, loans to the tune of Rs. 6819 Crore has been disbursed up to March, 2014. During the 12th Plan the proposed budgetary allocation during the last three years is Rs. 300 crore. Against this the sanctioned BE is Rs. 200 crore. Till now, the Government of India has released Rs. 115 crore. Out of the 291 projects for which loan have been sanctioned, only 214 projects have been completed till March, 2014. When asked to state the reasons for such low physical and financial target, the Ministry in its written replies has stated as under:-

“As per the provisions of the NCRPB Act, 1985, the Board provides long term soft loan up to 75% of the project cost for implementing social and physical infrastructure development projects to the State governments and their implementing agencies. DPRs are prepared by Participating States & their implementing agencies and submitted to NCRPB for loan assistance. The sectors financed by Board include Water, Sewerage, Solid Waste Management, Power (transmission & distribution), Roads, RoB's, Medical College, Irrigation canal, Technical Institutions & Land Development projects, etc. The projects financed by the board have different implementation period ranging from 2 to 4 years and large number of projects, are non-remunerative in nature with a long gestation period. During the first two years and the current year of 12th Plan (up to Sept. 2014), Board has approved 30 physical infrastructure development projects having cost of Rs.2323.00 crores and are at various stages of implementation. Board has also released loan amount of Rs.900 crore for various ongoing and new infrastructure development projects during the said period. The loan disbursement over and above the budgetary release of Rs.115 crore was met out the borrowings from multilateral agency i.e. Asian Development Bank, bi-lateral agency i.e. KfW and internal accruals of the Board. As such there is no shortfall in achieving physical and financial target.”

3.2 It is observed from the preliminary material 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 related to Contract Carriage was signed on 14.10.2008 and has been notified by all the participating States of NCR which will help in the movement of Auto-rickshaws and Taxis within NCR without any additional passenger tax. As a result of this Agreement, more than 12,000 NCR taxis and 7500 NCR buses have started plying in NCR without hindrance. But it has been observed by the Committee that no auto rickshaw is plying within NCR. When the Committee asked the Ministry to state about the status of implementation of “Reciprocal Common Transport Agreement” for ‘Contract Carriage’ and ‘Stage & Goods Carriage’ for unrestricted/ seamless travel in NCR to facilitate general public, the Ministry in its written replies has stated as under:

“Board facilitated the signing of “Reciprocal Common Transport Agreement” for “Contract Carriage” (in 2008) and “Stage Carriage” (in 2010) vehicles for Unrestricted/ Seamless travel in NCR. However, its implementation is to be done by the NCR participating States as per the agreements as well as under the provisions of Motor Vehicle Act, 1988. NCR Planning Board had requested Ministry of Road Transport and Highways vide letter dated 05.09.2013, 27.12.2013 and 23.07.2014 that all the “Contract Carriage” vehicles registered in any district of NCR be allowed to ply in whole of NCR and all be issued permits for NCR without paying any additional passenger tax. It was also requested that necessary amendments, if any, that need to be made may be incorporated in the Motor Vehicle Act, 1988. Secretary, Ministry of Urban Development vide his DO dated 02.01.2014 has also requested Secretary, Ministry of Road Transport and Highways in this regard. There was a cap on the issue of permits for auto-rickshaws in NCT-Delhi by the Supreme Court of India. After lifting of restriction of number of auto-rickshaws by the Supreme Court of India, Government of NCT-Delhi has initiated action in this regard. As per the information provided by Government of NCT-Delhi, they have issued a public notice to invite applications for 5500 NCR Auto-permits (U.P.-2750, Haryana-2750) and is taking further action in the matter to issue the NCR Permits in respect of U.P. and Haryana Sub-regions of NCR.”

3.3 The Committee in their 24th Report had recommended for waving up of guarantee fee so as to enable NCRPB to raise the requisite loan from Multilateral Aid Agencies. The Ministry in its Action Taken Replies has informed the Committee that the matter has been taken up with the Department of Economic Affairs and with the budget division of Ministry of Finance. When the Committee asked about the comments of the Ministry of Finance and the obstacles being faced by the Ministry of Finance, the Ministry in its written replies has stated as under:-

“The matter for waving up of guarantee fee was taken up by Ministry of Urban Development with DEA, Ministry of Finance. In their reply, Ministry of Finance informed that the Budget Division of Ministry of Finance has made following comments:-

1. Guarantee fee levied is partially utilized for funding Guarantee redemption fund;
2. In the past Budget Division has been agreeing for reduction/ waiver off guarantee fee, provided the PSU is sick, cabinet approval is obtained/ the reduction of guarantee fee is passed on to end consumer ; &
3. A proposal keeping the above two points in view may be sent to Budget Division by MoUD.

The matter is being taken up with Ministry of Finance.”

B. Urban Transport Planning & Capacity Building in Urban Transport

3.4 The Ministry of Urban Development provides financial assistance up to 80% for taking up Traffic and Transportation studies, feasibility studies, Comprehensive Mobility Plan (CPM), preparation of DPR (limited to 50% in case of MRTS) under the scheme of Urban Transport Planning launched w.e.f. August, 2008. Prior to year 2008, these studies were carried out under the scheme Capacity Building for Urban Transport. The total outlay for this scheme in the 12th Five Year Plan was 99 crore for the current financial Year i.e. year 2014-15. The BE for 2012-13, 2013-14 and 2014-15 is Rs.63.25 crore. The BE for 2014-15 is Rs. 22 crore. When the Committee asked the Ministry to explain the reasons for less allocation and how the Ministry is going to achieve its said objective, the Ministry in its written replies has stated as under:-

“This Ministry appreciates the concern expressed by the Committee regarding less allocation for Urban Transport Planning and Capacity Building in Urban Transport. The reason for the same is as follows:

- (i) In the financial year 2013-14, funds were not released as per the schedule due to absence of the correct Object Head under the Scheme.
- (ii) UT Division considers the proposals for taking up Traffic and Transportation studies, feasibility studies, Comprehensive Mobility Plan (CMP), preparation of DPR for Mass Rapid Transport System (MRTS)/ Light Rail Transit (LRTS) which are originated by the State Governments/ Union Territories/ Urban Local Bodies. The lukewarm response of the State Government is also responsible for less utilization of funds.

The UT Division in consultation with the Budget Division has made effort for creation of correct Object Head “Grant-in-Aid” and it came into existence in the financial year 2014-15. With a view to bring awareness among the States for the said scheme, the Ministry has written letters to the Chief Secretaries of all the States about these schemes from time to time. Apart from this, it has also conducted several workshops. As a result of these efforts, States like Madhya Pradesh has come forward for CMP preparation for all the cities of Madhya Pradesh in phased manner, Itanagar and Pasighat Township of Arunachal Pradesh and 18 cities of Andhra Pradesh. Similarly for preparation of DPR for MRTS/ LRT, the Ministry has received the proposals from Guwahati, Bhubaneswar-Cuttack, Vishakhapatnam, Vijayawada-Guntur-Tenali (VGT MUDA), Kanpur, Agra, Varanasi and Meerut etc”

- 3.5 As per the preliminary material furnished by the Ministry, the following three Regional Rapid Transit System (RRTS) corridor have prioritized for implementation in Phase I:

(Rs. in crore)

S. No.	RRTS Corridor	Length (km)	Estimated cost (Sept. 2011)
1	Delhi – Sonipat -Panipat	111.2	18755
2	Delhi-Gurgaon -Rewari -Alwar	180.0	32141
3	Delhi-Ghaziabad-Meerut	90.2	21274
	Total	381.4	72170

The Cabinet in its meeting held on 11.07.2013 approved the proposal of formation of National Capital Region Transport Corporation Limited (NCRTC) which is pre-requisite for taking up the RRTS projects for providing a reliable and efficient Mass Commuter System in the NCR. NCRTC has been incorporated on 21.08.2013. The seed capital of Rs. 100 crore shall be contributed as follows:

Central Government

Ministry of Urban Development	:	22.5%
Ministry of Railways	:	22.5%
National Capital Region Planning Board (NCRPB)	:	5.0%

State Government

Govt. of NCT Delhi	:	12.5%
Govt. of Haryana	:	12.5%
Govt. of Rajasthan	:	12.5%
Govt. of UP	:	12.5%

In this regard, when asked to explain the status of contribution from all the above agencies/ State Governments and as well as the present status of land acquisition, environmental and legal clearances, the Ministry in its written reply stated as under:-

As per information available with the NCR Planning Board, status of equity contributions received by NCRTC from the stakeholders:

Stakeholders	% holding	Equity Amount (cr.)	Equity Amount released till date (cr.)	Amount due (cr.)
Central Government				
MoUD	22.5	22.50	17.50	5.00
MoR	22.5	22.50	0	22.50
NCRPB	5.0	5.00	5.00	0
State Government				
GNCT-Delhi	12.50	12.50	12.5	0
GoH	12.50	12.50	12.50	0
GoR	12.50	12.50	12.50	0
Govt. of UP	12.50	12.50	12.50	0

Reply from MRTS – I:

The status of equity contributions received by National Capital Region Transport Corporation Ltd. (NCRTC) from the various stakeholders are as under:-

Stakeholders	% holding	Equity Amount (cr.)	Equity Amount released till date (cr.)
Ministry of Urban Development (MoUD)	22.5	22.50	17.50
Ministry of Railways (MoR)	22.5	22.50	0.00
National Capital Region Planning Board (NCRPB)	5.0	5.00	5.00
Government of National Capital Territory of Delhi (GNCTD)	12.50	12.50	12.50
Government of Haryana (GoH)	12.50	12.50	12.50
Government of Rajasthan (GoR)	12.50	12.50	12.50
Government of Uttar Pradesh (GoUP)	12.50	12.50	12.50

The legal cover for the RRTS projects to be taken up by NCRTC shall be under the Metro Railways (Construction of Works) Act 1978, the Railways Act, 1989 and the Delhi Metro Railways (Operation and Maintenance) Act, 2002, as amended through Metro Railways (Amendment) Act, 2009. The RRTS projects have still not been sanctioned.

3.6 It is observed that the huge population from the neighbourhood commutes to the national capital as a part of everything migration for work. Confused by the mushrooming urbanization in their respective rural, semi rural areas and compelled by stagnation of their agrarian economy, they find Delhi offering them work opportunities but not a place to stay. When the Committee asked the Ministry of Urban Development (UD) to explain about the policy/ guidelines/ action plans formulated by them for migrant population who comes into big and metropolitan cities for their survival-hood, the Ministry in its written replies have stated as below:-

“NCR Planning Board has prepared a Regional Plan-2021 for the harmonised and balanced development of National Capital Region. NCR Planning Board has also prepared Functional Plan on Transport for NCR in 2009 based on a detailed Study on Integrated Transportation Plan for NCR which provides for Regional Rapid Transit System (RRTS) and Bus Based Public Transport System for Commuters in NCR apart from other proposals such as Expressways, upgradation of National Highways, etc. Both Regional Plan and Functional Plan on Transport for NCR are to be implemented by the NCR participating States and other concerned agencies.”

3.7 When asked about status of policy/ projects/ action plan to start *corridors of High Capacity Bus System (HCBS) and Electric Trolley Bus System (ETBS) in Delhi and other big/ metropolitan cities* and information about Budgetary allocation and expenditure details in last 5 yrs, the Ministry in its written replies have stated as below:-

“No, Sir. There is no proposal under consideration in the Ministry regarding High Capacity Bus System and Electric Trolley Bus System in Delhi and other big metropolitan cities. Further, Urban Transport is intertwined with Urban Development which is a State Subject. The proposals for any Mode of Transport are forwarded by State Government for funding from Govt. of India. However, as per National Urban Transport Policy (2006), all modes of Transport including High Capacity Bus System ETBS etc. are promoted by the Government of India, MoUD”

3.8 It is observed 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. Therefore, there is a need for setting up monorail both as a means of feeder system with the bigger metro rail and as independent means of transport in Tier II cities. When the Committee asked the Ministry of Urban development about status of Monorail pilot project in big metropolitan city in India and as well as about the status of policies of the State Government to construct monorail, the Ministry in its written replies have stated as below:-

“Since urban transport is completely intertwined with urban development, the project proposals of Metro Rail / Monorail are not originated by the Central Government as a matter of policy and have to be proposed by the State Government concerned. This Ministry has formulated National Urban Transport Policy (NUTP) in April 2006. The NUTP gives the broad guidelines on the vision, objectives, integrating land use and transport planning, priority to the use of public transport, technologies of public transport, financing, etc. for an overall development of safe, affordable, quick, comfortable, reliable and sustainable urban transport including Metro rail projects in the country.

NUTP, 2006 stipulates that a good public transport system is one that is perceived by the user as a single system and allows seamless travel between one mode and the other as also between systems managed by different operators.

Metro Rail / Monorail projects are to be initiated by the State Governments according to the needs of their cities and not by the Central Government. For this purpose the cities have to prepare the Comprehensive Mobility Plan (CMP) with alternative analysis for promoting sustainable transport”

First Monorail in India is planned in Mumbai from Sant Gadge Maharaj Chowk – Wadala – Chembur (20 Kms). Out of which, Phase-1 i.e. Chembur to Wadala (around 9 Kms) consisting 7 Stations was inaugurated on 1st February 2014 and started commercial operation from 2nd February 2014. Phase -2 Sant Gadge Maharaj Chowk to Wadala (11Kms) consisting of 10 stations will be in operation by the next year end. This is a totally State owned Project.

There has been no budgetary allocation and expenditure on Monorail from the Union Budget for Monorail Projects. However, as per the information received from Mumbai Metropolitan Region Development Authority (MMRDA), the total

budgetary allocation is Rs. 2716 crore and the total expenditure incurred during the last 5 years is Rs. 1896.06 crore for the Monorail Project.

3.9 On being asked about status and steps being taken to enhance foreign collaboration in this sector, the Ministry in its written replies have stated as below:-

“As of now, there is no foreign collaboration into this sector. At present there is no proposal with Central Government for funding of Monorail Projects from foreign countries. However, MMRDA informed that the State Government has already been working with World Bank and other Multilateral Agencies for funding in Transport Infrastructure”

CENTRAL PUBLIC WORKS DEPARTMENT (CPWD)

3.10 The Lok Sabha Pool was separated from General Pool of Accommodation in the year 1974. As per the recommendation of Parliamentary Pay Committee of September, 1974, Directorate of Estates is supposed to hand over at least fifty quarters per year. After 1988 not a single unit and from 1975 not a single unit of Type-IV and above have been placed in LSS Pool by the Directorate of Estates as a result of which the problems of the employees have increased manifold. At present only 898 residential units are available with Lok Sabha Secretariat Pool for approximately for 3000 employees. The satisfaction level is only 29.93%. When the Committee asked the Ministry of Urban development to explain about the measures being taken by the Ministry to increase the number of residential units to increase the satisfaction level, the Ministry in its written replies have stated as below:-

“Presently construction of 184 Nos. residential units for Lok Sabha Secretariat are nearing completion at R.K Puram, Delhi. The target date of completion is 31.09.2014. The construction of residential units for Lok Sabha Secretariat will be taken up by CPWD on specific request and sanction from Lok Sabha Secretariat; hence the requirement of residential accommodation as well as the target level of satisfaction shall be the matter of subject for Lok Sabha Secretariat”.

JNNURM – URBAN INFRASTRUCTURE GOVERNANCE (UIG)

3.11 When asked to explain about the Performance Audit Report No.15 of 2012-13 on the JNNURM covering the period 2005-06 to 2010-11, which indicated that no Urban Infrastructure projects have been completed in the Seven Mission cities of Uttar Pradesh and only 33 out of 71 projects in Gujarat, 16 out of 46 projects in Karnataka and 17 out of 50 projects in Andhra Pradesh have been completed. (*Press Information Bureau dated 20-March-2013.*)

As per the information furnished by the Ministry there are certain Constraints in implementation of projects due to various reasons such as utility shifting, delay in receipt of permission/clearances from various authorities, lack of capacity of Urban Local Bodies, land acquisition issues, high tender premium, cost escalation, lack of response to tender & re-tender, etc. In view of the above, when asked to explain measures being taken to resolve the problem, the Ministry in its written replies have stated as below:

Year	Outlay Proposed	Outlay allocated
2009-10	5960.13	3921.97
2010-11	6556.12	5291.63
2011-12	6443.80	4259.41
2012-13	6340.00	3670.00
2013-14	5500.00	3503.61
2014-15		7060.00

“The updated status of completion of projects sanctioned under Urban Infrastructure & Governance (UIG) sub-mission of JnNURM till 31.03.2012 in the State of Andhra Pradesh, Gujarat, Karnataka and Uttar Pradesh are as under:-

S. No.	Name of the State	No. of project sanctioned	No. of project completed
1	Andhra Pradesh (inclusive of Telengana)	52	26
2	Gujarat	71	56
3	Karnataka	47	26
4	Uttar Pradesh	33	04

The projects sanctioned under JnNURM are implemented by the States through their Urban Local Bodies (ULBs)/ parastatals. The Ministry has no role

in the implementation of the projects. The major constraints which have been identified in general in speedy and timely implementation of projects are : capacity constraints by the implementing agencies, land acquisition, contract management issues, environmental and other clearances, litigations, shifting of existing utilities, coordination between Agencies and Departments at field level, fund flow which hampers smooth implementation of the projects and results in delay in completion. The JnNURM has ended on 31.03.2014. The States have been asked to expedite implementation of the projects and complete all the ongoing projects sanctioned under JnNURM till 31.03.2012 and which were not completed till the extended period up to 31.03.2014 from their own resources and to furnish completion certificates to the Ministry”.

NATIONAL MISSION ON SUSTAINABLE HABITAT (NMSH)

3.12 The Ministry has informed that there is no approved scheme of NMSH and the activities proposed under NMSH are undertaken through programmes under UT Division, JNNURM, CPWD & TCPO. In view of the above, when asked to explain the reasons for not having a separate scheme NMSH, the Ministry in its written replies have stated as below:

The decision of the EFC meeting on NMSH is as under:-

“Most of the activities proposed under the schemes could be funded under JNNURM and in case, any of the proposed activity is covered by the scheme/ programme of other Ministries/Deptt. the same could be funded by them in coordination with MoUD. For sanctioning various projects for accomplishment of the NMSH objectives it was suggested that a suitable Working Group consisting of members from various Ministries should be constituted. Also that the UDPFI guidelines may be kept in mind while formulating /sanctioning the project under NMSH”. In view of above decision of EFC, there is no scheme for NMSH in existence. In the meanwhile under the NMSH, Sustainable Habitat Standards have been developed and forwarded to all States in February, 2014 to mainstream the Standards in Legal/ Regulatory framework of States/ ULBs so as to assimilate the same in developmental activities.

3.13 As per the written information furnished by the Ministry the budgetary out lay for the NMSH scheme during 2013-14 was Rs.10 crore. During the year 2014-15 the BE is Rs.15 crore. It is stated that no expenditure has been incurred under the project so far. In view of the above, when asked to explain the reasons for nil expenditure under the scheme, the Ministry in its written replies have stated as below:

“There is no approved scheme of NMSH and the activities proposed under NMSH are undertaken through programmes under various Divisions of MoUD through existing programmes/ schemes. As such, no expenditure has been incurred under NMSH. **Note:** It is proposed to conduct a fresh EFC and launch a new scheme under NMSH considering the renewed interest & vision of new government on Sanitation and Environment protection. It is, therefore, expected that MoUD will have a new scheme in place in next two months to utilize this budget”

LONG-TERM POLICY TO CHECK WATER-LOGGING AND IMPROVING CITY'S DRAINAGE

3.14 On being asked to explain whether there is any long term policy, long-term mechanism to check water-logging in Delhi so as to have a permanent solution to water-logging to solve the recurring problem every year, the Ministry in its written replies have stated as below:

“The South Delhi Municipal Corporation prepares Action Plan for carrying out the de-silting of drains under its jurisdiction throughout the year. Its implementation is monitored by the Senior Officers and it is ensured that all the drains are de-silted well before the onset of monsoon. Further, South Delhi Municipal Corporation has already provided the data in regard to the drains under its jurisdiction to IIT, Delhi, which is in process of preparing a complete and comprehensive Master Plan for storm water drains to cater the long term solution for problem of water logging in Delhi”.

3.15 When asked to explain whether they have conducted any comprehensive study for improving the city's drainage and water logging problems in metropolitan cities of India, the Ministry in its written replies have stated as below:

“Storm water drainage management is a State subject and moreover every city shall have its peculiar drainage pattern. Ministry of Urban Development is in process of preparation of a new Manual on storm water drainage. While preparation of manual, drainage pattern of the cities and water logging problems in certain metropolitan cities of India shall be studied and brought out with corrective measures in the Manual.”

Ministry is in agreement that the waterlogging areas are the result of unplanned development activities which results from large scale structural intervention such as rail-road and embankments etc. The existing Manual on Sewerage and Sewage Treatment Systems, 2013 provides the brief guidelines about the planning and design of storm water drainage systems which may be referred by the concerned agency to overcome the problems of water logging in the cities.

GREEN BUILDING

3.16 When asked to explain about the number of buildings which are declared as green building in Delhi and other metropolitan cities across India, the Ministry in its written replies have stated as below:

"In the Master Plan of Delhi-2021, the provisions are made for “Green Buildings”. The regulations for incentivizing green buildings and formulation of a regulatory mechanism to monitor construction, operations etc. are under preparation. Once these are finalised, the declaration of Green Buildings in Delhi can be initiated after the builders get the necessary certification from the respective agencies required to do so. At present the Rain Water Harvesting System, which is one of the component of green building concept is being implemented. The Building Department of DDA after the promulgation of the Notification No. SO 730 dated 28.07.2001 made mandatory for physical construction of Rain Water Harvesting System in the new buildings of plot of 100sqm and above. It is also ensured while issuing permits; the Rain Water Harvesting System is functional. As per available information during the last one year 41 numbers of Completion Certificates have been issued to different type of buildings where Rain Water Harvesting System has been provided. Further, all the buildings now being constructed by CPWD under GPRA & GPOA are confirming to 3 star rated buildings." (LOP no 77)

ELIMINATE HAZARDOUS MANUAL CLEANING OF SEWERS

3.17 The Ministry of Urban Development (MoUD) has initiated a proposal to formulate a “Scheme of Assistance for Mechanical Cleaning of Sewers and Septic Tanks (SAMCSS)” to assist cities/towns through the State Governments for procurement of suction and suction-cum-jetting machines with the objective to eliminate the hazardous manual cleaning. The Ministry has issued an Advisory Note on Septage Management in January, 2013 for adoption by the States. The Advisory includes guidelines for frequency of de-sludging of septic tanks, transportation and methods of treatment and safe disposal of treated sludge. The facilities for treatment and disposal of septage have yet to be set up by the State Governments and cities from their own resources. When asked to provide the status of implementation of Scheme of Assistance for Mechanical Cleaning of Sewers and Septic Tanks (SAMCSS), the Ministry in its written replies have stated as below:

“The Ministry propose to include the mechanical cleaning of sewers and septic tanks and septage management as admissible components in the New Urban Development Mission (NUDM) which is being formulated by the Ministry”

SOLID WASTE MANAGEMENT

3.18 Three garbage dumps at Ghazipur, Okhla and Bhalswa landfills are far from reality. These are monstrous trash mountains, including hazardous waste, leaching out toxic liquids and emanating noxious fumes. Thousands of scavenging birds swarm over them as they grow larger every day. When asked to explain about what action has been contemplated in this regard to ameliorate the problems of local residents in the vicinity of these garbage landfill sites, the Ministry in its written replies have stated as below:

"From DDA:

Since, the DDA/ GNCTD has not provided alternative land due to which this site is being operated for disposal of MSW. At present, the existing dumping site at Bhaslwa has exceeded its capacity. Therefore, a concept was taken into consideration for landfill reclamation and construction of integrated municipal

solid waste processing complex at site available for fresh MSW in near future, so that a goal near to zero land fill site may be achieved, because in a city like Delhi where land is a scarce and highly priced commodity, finding a new site for development of another landfill is not an easy task. Moreover, the expenditure required for closure, post closure maintenance of exhausted site and development of a new site would be very high. The department has appointed the consultant M/s IRG Systems South Asia Pvt. Ltd. has been appointed to prepare the DPR and Bid document, the tender will be called for reclamation of Landfill site at SLF Bhalswa.

Reply from PHE-II:

Ministry of Urban Development published a Manual on Municipal Solid Waste Management in May, 2000 to assist ULBs in management of municipal solid waste in a hygienic and scientific manner. The Manual provides detailed guidelines/ methodology for State Govt./ ULB for planning, designing, executing and operation & maintenance of solid waste management schemes. It also provides comprehensive guidelines and suggests various technological options for processing, treatment and disposal and resource recovery (compost/ energy) from municipal waste. The Manual is currently under revision. Pursuant to the recommendations of the Committee on Solid Waste Management for Class-I cities constituted by the Hon'ble Supreme Court of India, the Government of India, Ministry of Urban Development brought out a Report on Technology Advisory Group on Solid Waste Management in May, 2005 and circulated to all the State Governments for adoption. The report principally covers the details of various technologies available within and outside the country for the treatment of municipal solid waste and deriving compost, RDF, power, etc. from the waste, their merits, demerits, their limitations, etc."

3.19 In all the dump yard sites, construction and demolition waste (C and D) like bricks, concrete, wood & rubble are not segregated before being dumped in the landfill sites. Most C and D waste should be recycled. These are the heaviest waste which once mixed cannot be recycled. In New York, C and D waste is taxed. UK recycles over 70% of its malba and Singapore over 90%. As of now, 3000 metric tonnes of C and D waste is going to the landfills in Delhi. When asked to explain why construction and demolition waste is reaching the landfill and not segregated before dumping in the landfill sites and as well as about the action plan contemplated for segregating the solid waste from construction and demolition waste before being dumped, the Ministry in its written replies have stated as below:

“Municipal Solid Waste Management Rules, 2000 deals with process and management of Construction and Demolition waste wherein the concerned agency has been suggested to segregate the C & D waste for transportation and recycling and reuse. The matter of awareness and enforcement dwells upon the local authority, being a state subject.

2. As per MSW (Management & Handling) Rules 2000, the daily fresh MSW dumped at SLF site has to be covered with about 10 cm of each/ malba. At present, about 100 MT of malba/ C&D waste is being utilized at SLF Bhalswa daily to cover the dumped MSW. And about 2000 MT of C&D Waste daily is being processed/ recycled at C&D waste plant, Burari. In future, there is a proposal to set up a C&D waste Plant at site No. 1-4, Industrial Area, near Rani Khera, Rohini Phase-IV for processing/ recycling of 500 MT per day of C&D Waste, for which feasibility study will be done by the Consultant to be engaged in this project”

POLICY FOR BUILDING BARRACKS AND HUTMENTS FOR MIGRANT LABOURS

3.20 On being asked the Ministry of Urban Development to explain about the steps/ projects initiated by DDA for earning revenues and whether DDA have started building barracks and hutments for migrated labours in Delhi so that urban slums are not created, the Ministry in its written replies have stated as below:

“As regard this para it is stated that DDA is a self sustaining organization. It works on ‘no profit no loss’ basis concept. Main revenue of DDA comes from disposal of houses, disposal of residential, industrial and commercial plots. Revenue generated from these activities is ploughed back for acquisition of land,

construction of houses, development of residential, industrial, commercial, institutional plots and development and maintenance of green areas and beautification of parks, constructing/ developing and maintenance of sports complexes/ sports fields/ swimming pools etc. As on date, there is no policy for building barracks and hutments for migrant labour in Delhi. However, DDA has taken up *in-situ* development of existing JJ Clusters on DDA land. The details of 3 such projects where *in-situ* development already had started are given in Para 90 above.”

SWACHCH BHARAT MISSION

3.21 During the oral evidence of the Ministry of Urban Development, Secretary of the Ministry of Urban Development deliberated upon Swachch Bharat Mission. He has apprised that Ministry of Urban Development have taken a pledge to make India open defecation free by 2019. The Ministry has formulated a Swachh Bharat Mission to address the issues of sanitation in all 4041 statutory towns in the country to achieve Swachh 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. He apprised the committee that this Mission has got basically two parts. One part is creation of physical infrastructure. That means toilets, solid waste management etc. On the other hand, it pays requirements for change in the mindset; and unless we bring in a change in behaviour and conduct, this is not going to be sustainable. That is why we are paying a lot of attention to the first part, which is a soft part. The total tentative cost of the mission is about Rs. 62,000 crore out of which the Central assistance is Rs. 14,623 crore.

During the study tour of the Standing Committee on Urban Development (2014-15) to Pune, they had informal discussion with the SWACH (**SOLID WASTE COLLECTION AND HANDLING**) Pune. This is India’s first wholly-owned cooperative of self-employed waste pickers or waste collectors and other urban poor. It is an autonomous enterpreses that provides front end waste management services to the citizens of Pune. SWACH offers products and services that go beyond door-to-door collection (DTDC) and other allied waste management service. The scope of SWACH

include collection resource recovery, trade and waste processing. It seeks to provide decent livelihood in the recycling industry. Through its 2300 members, SWACH services over 40,000 households across 75 prabhags in 15 municipal administrative wards of the Pune Municipal Corporation at an average fee of Rs. 30 per month. SWaCH members collect, segregate (dry and wet) waste, right from citizens's doorsteps and deposit it at the designated collection point. The wet waste is either processed in the housing complex or is given to the PMC ghanta gadi (Pick up truck). The dry waste is further sorted out into several categories and recycled. SWACH enables waste pickers, waste collectors to upgrade their livelihood and trains them to carry out their work professionally. The Committee were very impressed with the innovative working style of the organisation. They wanted that the Swachh Bharat Abhiyan launched by the Prime Minister would be benefited from the contribution made by SWACH model at Pune. They also want to implement this model in all over India.

NATIONAL URBAN MISSION

3.22 During the oral evidence of the Ministry of Urban Development, Secretary of the Ministry of Urban Development deliberated upon National Urban Mission. He apprised the Committee that the JNNURM, which was started in 2005 came to an end on 31st March, 2014; and now, Ministry of Urban development are in the process of creating another Mission to take care of urbanisation and i.e., known as the National Urban Mission.

“The Urban Mission, which was started in 2005, has given urban development a kick-start. We are now required to take it to the next level. We have ambitiously planned to include 500 habitations in the new National Urban Mission. Sir, in the JNNURM, we had taken basically 65 towns. On the other hand, in the new Mission, we are going to take up about 500 towns. That means, all towns having a population of more than 100,000 plus. We have also noted some of the key inadequacies during the implementation of the earlier programme -- failure to mainstream urban planning, incomplete reforms of governance and financial systems and slow progress in project implementation. Delay in securing land for projects and obtaining approval from various regulatory authorities also led to delays in the implementation of the earlier mission. In terms of promoting the PPP, the previous mission has had limited successes in urban infrastructure. Financing from the private partners has not come forth,

mainly because the ULBs have not been able to undertake reforms, and demonstrate financial and institutional sustainability of initiatives in a convincing manner. In the light of above, a new strategy is being formulated under the new National Urban Mission, which is to be launched very, very soon.”

SMART CITIES

3.23 During the oral evidence of the Ministry of Urban Development, Secretary of the Ministry of Urban Development deliberated upon the vision to promote 100 smart cities.

“We are working on the framework for smart cities and the contours of implementing the project for 100 smart cities. The smart cities would be engines of growth as they would increasingly compete for investments nationally and internationally too. Cities must provide world class infrastructure and services at affordable costs to give a competitive edge to the economic activities they host. As an overriding principle, ‘people’ would be brought to the heart of the urban agenda. Sir, in all earlier initiatives, there was no serious attempt to have the engagement of citizens. So, what we are saying is that as an overriding principle, ‘people’ would be brought to the heart of the urban agenda, for both deciding the vision of their city and for choosing the process of reaching that goal. What we are proposing is that citizen engagement in terms of taking decision for the vision of the city as well as for the implementation. Smart cities would be developed on four pillars, that is, social infrastructure, physical infrastructure, institutional infrastructure and economic infrastructure upon which the quality of life would depend. The smart cities would also enhance the interface between the service providers and citizen and enable them to participate more actively in terms of providing feedback on the quality of service delivery, condition of infrastructure, social activities. That means, what we are proposing is that all information would be in public domain like whether an STP is running or not on a real time basis, how many hours it has run, what kind of an input, what kind of an output is being given by a particular STP—all such information has to be in public domain. The Ministry is developing the framework for selection and development of smart cities”

3.24. During the oral evidence of the Ministry of Urban Development, the Members of the Committee raised the issue of criteria of selecting cities for the development smart cities. There are certain cities which are semi-urban or which are not highly populated. These cities can also be taken up for development. As per the Secretary, Urban Development these 500 cities will be those cities which have population of more than one lakh. The Cities which have more than 30 to 40 lakhs population will be covered under this project. Cities which are covered under smart city mission are generally brown field projects.

3.25 The members of the Committee during the oral evidence of the Ministry of Urban Development raised the issue of scarcity of basic amenities (like water logging, road conditions, flyovers) in mega cities arising out of influx of population from rural to urban areas. In response to this, Secretary of Ministry of Urban Development stated as under:

“Firstly, migration from rural area to urban area is a continuous process and we cannot stop it. People migrate from smaller towns to bigger towns or from rural area to urban area in search of employment. A few people migrate because of better quality of life. Wherever there is a disparity, people will migrate and we cannot stop it; the idea is to make our cities livable and to ensure that enough employment opportunities are available. How do you do it? Unless we are intelligent enough to look into the constraints and find out new and innovative solutions, we will not be able to take care of the problems. We have to go in for vertical development because there is scarcity of land. Wherever possible, we have to develop more and more land, when we go for horizontal development. As you know, the entire subject of urban development has been assigned to the State; the call has to be taken by the State Governments and the urban local bodies; the role of the Government of India is very limited, but in spite of that, the Government of India is taking huge initiatives in terms of development of 100 smart cities; in terms of urban renewal of 500 cities, there were shortcomings in the previous JNNURM; so, we will take the learning from the failures; we are improving in the new Mission which we are going to launch shortly”.

3.26 During the oral evidence, Members raised the issue of town planning. There are municipalities of ‘C’ category which can be planned. The problem lies with the town planners. There are officers who are promoted from clerical services do not have clear-cut thought and clear picture in their mind. Therefore, there should be a town planner in each city and CEO should be an I.A.S officer. Then only town can be developed in a systematic manner. And secondly they raised issue of water in each urban town / municipality. Then only Swachh Bharat Mission can be implemented. More grant should be given to ‘C’ class municipalities which population is 75,000 to 1,00,000 population. If we develop ‘C’ class municipalities, migration of population from will be restricted. In response to the observations made by the Members, the submission of Ministry of Urban Development is given as under:

“Sir, we have received a very good suggestion. As we have told you everybody should cooperate in cleaning of Ganga and Swachh Bharat Mission, then only we can achieve success. You have told us a crucial point that unless and until we do total town planning and appoint good quality town planners till then nothing can be achieved. That is why we are trying for capacity building programme for five thousand people in the field of town planning and related matters. Therefore, we are giving full thrust on capacity building programme. Secondly, as you said bigger allocation should be given to small cities. There no second opinion in this regard. We have noted down the points and we will take care of it”.

Sir, you have told about the migration problem. If we develop more cities, there is no doubt that we can stop migration. In fact, people migrate from rural areas to urban areas just to have employment opportunities. In the past people of Eastern U.P and Bihar came to Mumbai. They could have gone to any other place also but they did not because of employment opportunities in Mumbai. Whether it may be of rickshaw pulling, taxi driving or selling Bhelpuri. This is a continuous process. We can not stop it. How so ever small cities can be development unless and until economic activities are generated there is no question of development. For example, Lavasa city was developed in Maharashtra which is a very beautiful city. Lot of investment was there. But nobody stays there because there are no economic activities. Therefore, small cities should be developed augmented with employment opportunities and economic activities.

ISSUE OF LUTYEN'S BUNGALOW ZONE

3. 27 The President (Shri Jai Prakash Agarwal, Ex. M.P., 15th Lok Sabha) and Secretary (Shri Navin Jindal, Ex. M.P., 14th and 15th Lok Sabha) of Lutyen's Bunglow Zone Residents Welfare Association in their representation to the Committee with regard to request for increase Floor Area Ration(FAR) in Lutyen's Bunglow Zone(LBZ) have made several valid points interalia stated as below:

"LBZ area in New Delhi contains about 90% of land vested with the Government, and only about 10% vested with private owners. The present houses in Lutyen's Bungalow Zone were built in the pre-independence era and vary greatly in size and facilities. Some private properties have large built up areas and even have the full Floor Area Ratio (FAR) such as those at Amrita Shergill Marg, etc. and other have only servants quarters and outhouses as these houses were built at that time as per one's requirement and finances available with him. Moreover, at the time of construction of these houses, families were very small. Today families have grown and require more accommodation. Delhi being in seismic zone, most of these houses are not earthquake proof and are in dilapidated conditions. Also, they have outlived their lives. Even CPWD has identified about 800 buildings as most hazardous in LBZ area. The Government keeps increasing

the built-up area of Government bungalows from time to time by changing the norms and the guidelines through MoUD notifications and orders whereas 10% privately owned area in this zone have not been allowed to increase their built up area so far. This seems to be unfair, and against the principles of natural justice. Different development guidelines for “bungalow” and “non-bungalow” properties defeat the purpose of conserving Lutyens Zone character and ambience. It is also of significance that the LBZ has not been recognized in the Master Plan-2021 as a conservation zone. In this connection, a report was prepared for NDMC by IL&FS Ecosmart, called the Subcity Development Plan of Delhi for NDMC Area in 2007 (Report). The material contained in this report established the unfairness of continuing the application of the LBZ Rules. Different development guidelines for “bungalow” and “non-bungalow properties defeat the purpose of conserving Lutyens’ Zone character and ambience. 31.25% of the entire LBZ area is supposed to be residential. The Report recognizes that a large number of anomalies associated with the existing demarcated boundary of the LBZ have been identified and this needs to be resolved in a participatory manner. Under the Zonal Plan (paragraph 6.4.2.), restriction has been imposed on a new construction limiting it to the same existing area of the old bungalow and of a height not exceeding the height of the existing bungalow. There is absolutely no nexus between this limitation imposed, denying the facility of the Unified Bye Laws to the plot owners of these colonies, and the object of conserving the Lutyen imprint. The LBZ guidelines of 1988 were probably relevant at that point of time when the rampant unplanned development of plots into large group housing needed to be stopped. That objective of the LBZ guidelines has been achieved over the last 26 years, and the large scale conversion into housing has been arrested. As per Development Control Regulations for Lutyen's Conservation Precincts in NDBP in sub-zones D-11, B-12 & D-8, the Delhi Urban Art Commission has, in its draft Zonal Development Plan for NDMC area of zone D of Master Plan for Delhi – 2021, recommended that for each of the precincts as defined in the Zonal Development Plan, special development plan regulations are required at Local Area Plan (LAP) level. A comparative statement of FAR/Ground Coverage/Height in respect of Residential Plots measuring 3750 sq. mtr. and above in delhi :-

Description	As recommended in the Master Plan 2021 for rest of Delhi	Believed to be recommended by NDMC in Draft Zonal Development	Proposed by DUAC	Requestged by LBZ Association

		Plan-2021		
Maximum FAR	200**	20%*	20%	33% (to allow the first floor to be constructed as many of the old private buildings have two floors)
Maximum ground coverage % of net plot	50**	12.5%	12.5%	20%
Max. height in Mtr.	15 mtrs	8 mtr	8 mtr	12 mtr (this would not adversely affect the skyline, or the three line)
Basement	Yes	Yes	Yes	Basement required

** On 26th November, 2014, Central Government has enhanced Floor Area Ratio(FAR) from 120 to 200 percent and Ground Coverage from 40% to 50%.

* Basement would be allowed free of FAR, but only under the footprint of the building for the purpose of Services, House-hold storage, parking, Air-conditioned, Library/Book Store. The approach to the basement shall be through a ramp of slope not more than 1:12.

Request

- That the height of a building remains within the height of two floors (Ground Plus First) with a basement below for services etc.
- That we may be allowed ground coverage – atleast 20% of the individual plot area, against the present coverage of about 10%. Even with 20% coverage, the land area around available for greenery would be 80% - such a coverage would not affect the green cover advantage and asset which the LBZ has in New Delhi.
- That the FAR may also be increased to 33% to allow the first floor to be constructed as many of the old private buildings having two floors. Hence, permitting two floors would not adversely affect the skyline, or the tree line.
- That exact zoning plans be made for the LBZ area so that the urban form of the LBZ is not disturbed – we want to follow the urban form which was planned originally by Sir Edwin Lutyens. The LBZ notification did not prohibit basements outright – it restricted their construction until such time as a final decision was taken. No decision has been taken during almost two and a half decades. The issue of the permissibility of a basement in the LBZ has been pending consideration since 1988. It is indisputable that

basements do not, in any way, affect the façade of the building and there is no logical reason why a basement may not be allowed in these bungalows. Therefore, the Development Control Regulations for these precincts be framed to have basements as they are generally required by the family for use as GARAGE, utility room and for storage and fitness centre etc., because FAR in the LBZ is very limited compared to rest of the city. In case of any eventuality, it can also be used as bomb shelter. It appears that on 26.11.14, the Central Government has enhanced Floor Area Ratio (FAR) and Ground Coverage for residential plots measuring 1000 Sq Mtr and above in Delhi except for Zone D whose plan is still at a draft stage. D-Plan has been under consideration of the Government for a considerable period of time."

When asked to furnish factual position on the above mentioned issue, the Ministry of Urban Development in its written reply has stated as under:

"A number of representations have been received in this Ministry regarding issues pertaining to Lutyen Bungalow Zone. The same are under examination. Since it is a complex issue it requires in depth consultation with all/concerned"

CAP ON HEIGHT INCREASE FOR BUILDING IN DELHI

3.28 As per a press information, 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 Corporation 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. 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, No Objection Certificate from the fire department is required. 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 mandatory pre-requisite for new constructions. The result of not getting Delhi Fire Service (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.

When asked to furnish factual position on the above mentioned issue and to explain why new constructions above 17.5 meter building height be exempted from fire clearance from DFS, the Ministry of Urban Development in its written reply has stated as under:

"In this regard, it is submitted that the matter is under consideration in consultation with the with concerned organisations namely, Government of National Capital Territory of Delhi, Delhi Devvelopment Authority and Delhi Fire Services Department."

HERITAGE CITY DEVELOPMENT

3.29 During the oral evidence of the representatives Ministry of Urban Development, Secretary of the Ministry of Urban Development deliberated upon heritage city development:

"India is endowed with rich and diverse natural, historic and cultural resources. However, it is yet to explore the full potential of such resources to its full advantages. In order to make these cities vibrant and competitive, a planned approach is necessary for tapping the potential underlying in tourism and heritage sector and unleashing the power of skilful artisans. This will also enable smooth dovetailing of modern concepts of local economic development through locally available knowledge, resources and skills. We are planning to propose a scheme that would offer tremendous opportunity towards an inclusive and sustainable development of heritage in India. The scheme would offer a new approach to city development, bringing together urban planning/economic growth and heritage conservation in an inclusive manner with focus on livelihoods, skills, cleanliness, security, accessibility and service delivery. The scheme will support infrastructure projects that would link heritage facilities with trunk infrastructure of the city."

Sir, for the current financial year, the Ministry has been allocated Rs.16,847 crore for implementation of various Plan schemes against last year's allocation of Rs.7,856 crore. This increase is mainly due to transfer of ACA scheme into the Centrally-sponsored schemes."

PART-II

OBSERVATIONS/RECOMMENDATIONS

1. SUITABLE ENHANCEMENT OF PLAN OUTLAY FOR URBAN DEVELOPMENT OF THE COUNTRY

The Committee observe that under Demand No,101, there has been a gap between projects and budget **estimates from** 2008-09 to 2013-14. Also there has been gap between allocations at BE and RE stage during the year 2011-12 to 2013-14. The BE for the year 2013-14 (both plan and non-plan) was Rs. 8296.74 crore. At RE stage the allocation was reduced to 7548.33 crore. The BE for 2014-15 is Rs. 17628.56 crore. The percentage increase of BE 2014-15 in comparison to BE 2013-14 is 125.75 % on the plan side and 13.84 % on the non-plan side. The percentage increase of BE 2014-15 in comparison to RE 2013-14 is 151.55 % on the plan side and 13.66 % in the non plan side. The huge jump is due to placing of the funds of the JuNNRM under the demand No.103 of Department of Urban Development. This was earlier an ACA scheme and funds were released by Ministry of Finance and Ministry of Home Affairs directly to the States and Union Territories. Keeping aside the growth in the allocation at BE of 2014-15, the allocation is not adequate. This has had an adverse effect on metro rail projects and General Pool Residential Accommodation. The Ministry has further submitted that the process of urbanisation has not been accompanied by a commensurate increase in the supply of basic urban services. The supply of land and housing has not kept pace with the increase in urban population. Moreover, the Government is going to create 100 smart cities and 500 counter magnetic cities. Keeping in view above facts, the Committee call upon the Ministry to continue its efforts to persuade the Ministry of Finance and Planning Commission for higher allocation during the next budget.

2. DEMAND NO.105, STATIONERY AND PRINTING

The Committee are distressed to note that there have been huge difference of allocation between projection and BE stage, BE and RE and between RE and Actual Expenditure since 2008-09, under Demand No.105 which deals with stationery and printing. The Committee further observe that recently the Government has proposed winding up Directorate of Printing, Government of India's Stationery Office and Department of Publications office. In this regard meeting /discussions are being held to discuss the pros and cons. The Committee are given to understand that capacity utilisation 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.
- (e) The old and defunct machineries are neither updated/repared nor replaced.
- (f) Permission to fill up essential posts has not been given. Shortage of skilled workers hampered the work seriously
- (g) NOCs are given to Government Departments to get the printing from outside.

In the event, the above four lacunae are made good. 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. Recently this press printed and supplied Text books of Odisha Education Department before its scheduled time. Therefore, it is absolute vital that the above four lacunae and other handicaps that the Press may be facing must be eradicated at the earliest and this department be given the chance to reach its full potential. This is the considered view of the Committee.

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, WAS, IS and WILL be there. So, there is a lot of scope of its utilisation and this industry need to be developed.

In view of the above, the Committee desire the Ministry to 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 endeavour to take into account, the difficulties being faced by the Government of India Press and ameliorate them for 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 labour and perseverance of thousands of workers who are working there. The Government should not take recourse to the easy path of closure but instead endeavour 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.

3. NATIONAL CAPITAL REGIONAL PLANNING BOARD (NCRPB)

The Committee note that NCRPB has provided loan assistance for 291 projects till March, 2014 involving total outlay of Rs. 19738 Cr. They have sanctioned total loan amount of Rs.9257 Crore for these projects and out of which Rs 6819 Crore loans *have* been disbursed up to March, 2014. During the 12th Plan the proposed budgetary allocation during the last three years was Rs. 300 crore. Against this the sanctioned BE was Rs. 200 crore. Till now, the Government of India has released Rs.115 crore. The Committee *are* anguished to *learn* that out of 291 projects for which loan have been sanctioned, only 214 projects have been completed till March, 2014. When the Committee asked the Ministry to state the reasons for such low physical and financial targets, the Ministry negated it in its written replies stating that there was no shortfall in achieving physical and financial targets. The Committee are well conversant with the fact that the NCRPB provides long term soft loan up to 75% of the project cost for implementing social and physical infrastructure development projects to the State governments and their implementing agencies. The Committee agree with the fact that the projects financed by the board have different implementation period ranging from 2 to 4 years and large number of projects, are non-remunerative in nature with a long gestation period. Still, the Committee are not satisfied with the reply of the Ministry that there is no shortfall in achieving physical and financial targets as NCRPB has not achieved its stated target of 291 projects. Therefore, the Committee strongly recommend NCRPB to make concerted efforts to complete its targets in a time bound manner.

4. NATIONAL CAPITAL REGION AS A UNIFIED AREA IN ECONOMIC TERMS: NEED TO REMOVE FISCAL BARRIERS.

The Committee in their earlier Reports had recommended for a need to remove the fiscal barriers and make NCR a unified area in economic terms. The Committee had felt that uniformity in VAT rates in the NCR region would encourage business establishments to shift out of NCT, Delhi to set up business in NCR region without suffering financial losses.

The Committee also find that the policy related to uniformity in VAT rates falls under the domain of Ministry of Finance. The Committee are surprised to note that NCRPB do not have any information about the outcome. Since NCRPB's mandate is to decongest the capital city of Delhi, the Committee wish that it should take up this matter at the highest level i.e., Ministry of Finance.

The Committee in their earlier Reports had recommended for waiving guarantee fee to enable NCRPB to raise the requisite loan from Multilateral Aid Agencies. The Committee have been informed that the matter was taken up by the Ministry of Urban Development with the Department of Economic Affairs of the Ministry of Finance. The matter is still being discussed by the two Ministries. The Committee reiterate their earlier recommendation and want the Ministry of Urban Development to keep on pursuing this matter vigourously till its logical conclusion.

5. SMOOTH TRAVEL IN NATIONAL CAPITAL REGION

The Committee came to know 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. When the Committee asked the Ministry of Urban Development regarding the delay in implementation of this agreement it was found out that its implementation is to be done by the NCR participating States as per the agreements as well as under the provisions of Motor Vehicles Act, 1988. NCR Planning Board had requested Ministry of Road Transport and Highways vide letters dated 05.09.2013, 27.12.2013 and 23.07.2014 that all the “Contract Carriage” vehicles registered in any district of NCR be allowed to ply in whole of NCR and all be issued permits for NCR without paying any additional passenger tax. The Committee feel that smooth and seamless movement of interstate traffic in the National Capital Region is the dire need and efforts should be made to make it unrestricted and commuter friendly. The Committee also observed that the NCR Planning Board has been making efforts to convince the State Governments for reciprocal agreement to achieve this objective. Implementation of this policy is important to facilitate general public to commute between Delhi and the rest of NCR especially those commuters who board/deboard at the airport, railway stations and inter-state bus *terminals* in Delhi and have to take either taxi/auto rickshaw or bus to reach their *desired destination* in NCR. The National Urban Transport Policy approved by the Government of India also envisages seamless travel for the passengers. The Committee appreciate that NCRPB has requested for necessary amendments, if any, in the Motor Vehicles Act, 1988. The Committee came to know that there was a cap on the issue of permits for auto-rickshaws in NCT-Delhi by the Supreme Court of India. After lifting of restriction of number of auto-rickshaws by the Supreme Court of India, Government of NCT-Delhi has initiated action in this regard. The Ministry of Urban Development also conveyed to the Committee that Government of NCT-

Delhi have issued a public notice to invite applications for 5500 NCR Auto-permits (U.P.-2750, Haryana-2750) and are taking further action in the matter to issue the NCR Permits in respect of U.P. and Haryana Sub-regions of NCR. 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 recommend to the NCRPB and Govt. of Delhi and other adjoining States to 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.

6. STRENGTHENING CAPACITY BUILDING IN URBAN TRANSPORT FOR SMALLER STATES

The Committee have learnt that Ministry of Urban Development provides financial assistance up to 80% for taking up Traffic and Transportation studies, feasibility studies, Comprehensive Mobility Plan (CPM), preparation of DPR (limited to 50% in case of MRTS) under the scheme of Urban Transport Planning launched w.e.f. August, 2008. The total outlay for this scheme in the 12th Five Year Plan was 99 crore. The BE for 2012-13, 2013-14 and 2014-15 was Rs.63.25 crore. The Committee are surprised to find that the BE for year 2014-15 was only Rs. 22 crore. When enquired by the Committee for the reasons for less allocation of budget, the Committee came to know that in the financial year 2013-14, funds were not released as per the schedule due to absence of the correct object Head under the Scheme. The Committee also came to know that the lukewarm response of the State Governments is also responsible for less utilization of funds. The UT Division in consultation with the Budget Division has made effort for creation of correct Object Head “Grant-in-Aid” and it came into existence in the financial year 2014-15. With a view to bring awareness among the States for the said scheme, the Ministry has written letters to the Chief Secretaries of all the States about these schemes from time to time. Apart from this, it has also conducted several workshops. UT Division considers the proposals for taking up Traffic and Transportation studies, feasibility studies, Comprehensive Mobility Plan (CMP), preparation of DPR for Mass Rapid Transport System (MRTS)/ Light Rail Transit (LRTS) which are originated by the State Governments/ Union Territories/ Urban Local Bodies. The Committee are happy to note that States like Madhya Pradesh(all cities), Itanagar and Pasighat Township of Arunachal Pradesh and 18 cities of Andhra Pradesh have come forward for CMP preparation in a phased manner. Similarly for preparation of DPR for MRTS/LRT, the Ministry has received the proposals from Guwahati, Bhubaneswar-Cuttack, Vishakhapatnam, Vijayawada-Guntur-Tenali (VGT MUDA), Kanpur, Agra, Varanasi, Meerut, etc.

The Committee feel that a piecemeal approach to deal with urban mobility is not the correct way to move. The approach has to be more comprehensive, and multi-modal, encompassing on measures both supply side and demand side. Therefore, the Committee wish to emphasize upon the need to strengthen the capacity building of the States vigorously in a hand holding manner especially for the smaller States for which adequate budget should be released in a time bound manner.

7. THE REGIONAL RAPID TRANSIT SYSTEM PROJECTS

The Committee have been apprised that the three Regional Rapid Transit System (RRTS) corridor 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 72170 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 Cabinet in its meeting held on 11.07.2013 has approved the proposal of formation of National Capital Region Transport Corporation Limited (NCRTC) which is a pre-requisite for taking up the RRTS projects for providing a reliable and efficient Mass Commuter System in the NCR. NCRTC has been incorporated on 21.08.2013. With a seed capital of Rs. 100 crore to be contributed *by the* Central Govt. and State Govts. When enquired about the present status of implementation of RRTS projects, the Committee learnt that the RRTS projects have not still been sanctioned till now. The Committee also came to know from the replies given by the Ministry of Urban Development that Ministry of Railway has not released its due amount i.e Rs 22.5 Crore.

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. The Committee feel that the high-speed corridors are the need of the hour as this will facilitate better commuting in the National Capital Region. The Committee call upon the Ministry of Urban development to impress upon Ministry of Railway to release its share of amount.

8. MAKING INDIAN CITIES MORE LIVEABLE

The Committee came to know that NCR Planning Board has prepared a Regional Plan-2021 for the harmonized and balanced development of National Capital Region. NCR Planning Board has also prepared Functional Plan on Transport for NCR in 2009 based on a detailed Study on Integrated Transportation Plan for NCR which provides for Regional Rapid Transit System (RRTS) and Bus Based Public Transport System for Commuters in NCR apart from other proposals such as Expressways, upgradation of National Highways, etc. Both Regional Plan and Functional Plan on Transport for NCR are to be implemented by the NCR participating States and other concerned agencies. The Committee are not satisfied with reply of the Ministry because they have not given comprehensive reply for the management of migrant population from semi urban to urban cities. During the oral evidence, the Ministry informed that basic problem in large cities is due to huge migration of population. The Committee feel that Indian cities cannot be compared with cities of US or Europe. If we compare these cities with European cities or US, the basic problem is of population. The implementation part needs real engineering. Ministry should have given practical solutions. The Committee agree with the fact that migration from rural area to urban area is a continuous process and we cannot stop it. The Committee recommend that our cities should be made liveable and at the same time *ensuring* that enough employment opportunities are available in such cities. The Committee recommend for vertical development in Delhi and other cities because there is scarcity of land.

The Committee observe that all major cities of the India have been creating "Master Plans" every 10-20 years that are supposed to anticipate how the city's population and boundaries might grow, and what the city needs to do to absorb this growth, function effectively and remain liveable . But the Committee are distressed to note that there is no example of large Indian cities that have managed to stay ahead of the urbanization curve and cope with the growth over the past two decades. More so, despite these Master Plans, there is a sharp

decline in the quality of life of urban residents over the last few decades. This is manifested in terms of lack of amenities, inadequate infrastructure, high population density, the inability to maintain cultural heritage, as well as degradation in environmental aspects such as green cover and air and water quality.

The Committee *are aware* that the subject of urban development has been assigned to the States; the call has to be taken by the State Governments and the urban local bodies; the role of the Government of India is limited, but in spite of that, the Government of India is taking huge initiatives in terms of development of 100 smart cities; in terms of urban renewal of 500 cities. Therefore, the Committee recommend the Ministry of Urban Development to expedite the Mission and help the States in a hand holding manner so as make all the cities liveable in a sustainable manner and as well as to achieve its stated objectives.

9. MODERN TRANSPORTATION SYSTEM IN DELHI AND OTHER METROPOLITAN CITIES.

The Committee observe that with rapid urbanization, the pressure on transportation systems has increased in most cities in India. The inadequate transport system of cities, accompanied by lack of comprehensive urban transport management strategies is promoting the use of private individual transport. For example, Delhi alone has experienced a nine-fold increase in its motor vehicle population over the last three decades, with public transport contributing little to this increase. Most cities continue to face the problems of environment pollution, ever slowing vehicular speed, and traffic congestion accompanied by unacceptable accident rates. Keeping this situation in view, the Committee enquired from the Ministry of Urban development about the action plan to start corridors of High Capacity Bus System (HCBS) and Electric Trolley Bus System (ETBS) in Delhi and other big metropolitan cities, but were surprised to note that there was no proposal under consideration in the Ministry. Further, Ministry stated that Urban Transport is intertwined with Urban Development which is a State Subject. The proposals for any Mode of Transport are forwarded by State Government for funding from Govt. of India. However, as per National Urban Transport Policy (2006), all modes of Transport including High Capacity Bus System ETBS etc. are promoted by the Union Ministry of Urban Development. The Committee feel that there should be a preferential right of way for buses along with priority for pedestrians and cyclists. Therefore, intelligent transport systems, cleaner fuels and vehicle technologies could be the way forward for meeting the transport needs of our cities in future. Massive traffic congestion and environmental degradation call for innovative, cost effective, safe and reliable transport strategies. Modern High Capacity Bus Systems (HCBS) integrated with information and communication technologies provide such an option for decongesting and improving urban transport situations. In most cities, buses are still the most widely used mode of conveyance and will continue to remain so. Therefore, the Committee strongly advocate that Ministry of Urban

Development should start looking at innovative ways by which the efficiency of the bus transport can be improved to cater to the growing urban population and at the same time strongly recommend for High Capacity Bus System (HCBS) and Electric Trolley Bus System (ETBS) in Delhi and other big/ metropolitan cities because these systems utilize modern technologies for optimizing flow of passenger movement, ticketing, bus scheduling, etc. Such systems increase the capacity of existing bus systems significantly and can be implemented in a relatively short time span of 1-2 years. The absence of adequate number of buses which hampers an alternate transport culture is the principal handicap in the success for instance of the BRTS system. The Committee have noted with grave concern about the abysmal management of the BRTS system in a small section of Delhi. The introduction of the BRTS system appears to have been done in a random, thoughtless and impetuous manner rather than any vision with detailed planning and execution. This has caused untold misery to lakhs of commuters on the short stretch of BRTS in Delhi. The Committee feel that BRTS system is ideally advisable in green field cities with detailed advance planning rather than to forcefully muscle them into existing cities in a haphazard manner. The Committee have received numerous complaints from the average citizens on their study tour to Pune where the BRTS system is proposed to be introduced. The Committee did not receive any satisfactory answers from the Government agencies to the problems envisaged by the commuters in Pune. Instead it appears that the administration feels it has been saddled with a fait-accompli by way of the BRTS proposal and now does not know how to disengage from it without loss of face. The Committee, therefore, strongly recommend that any BRTS proposal in existing cities must be enforced only with the greatest caution and after detailed planning and consideration and keeping in view the public opinion of the commuters who are the main stake holders in this system. The Committee are also of firm opinion that the BRTS system plan for Pune as well as Pimpri Chinchwad which is still at the planning stage must be immediately put on hold and a further course of action should only be taken after detailed consultation with the important stake-holders such as the commuters of the city.

10. MONORAIL IN METROPOLITAN SUBURBS

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. On being enquired about the status of Monorail pilot project in big metropolitan city in India, the Committee learnt to know that there has been no budgetary allocation and expenditure from the Union Budget for Monorail Projects till now. As per the statement of Ministry of Urban development, since urban transport is completely intertwined with urban development, the project proposals of Metro Rail/Monorail are not originated by the Central Government as a matter of policy and have to be proposed by the State Government concerned. Ministry of Urban Development has formulated National Urban Transport Policy (NUTP) in April 2006. The NUTP gives the broad guidelines on the vision, objectives, integrating land use and transport planning, priority to the use of public transport, technologies of public transport, financing, etc. for an overall development of safe, affordable, quick, comfortable, reliable and sustainable urban transport including Metro rail projects in the country. The Committee agree that Metro Rail / 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 are happy to note that first Monorail in India is planned in Mumbai from Sant Gadge Maharaj Chowk – Wadala – Chembur (20 Kms) which is a totally State owned Project. Its Phase-1 i.e. Chembur to Wadala (around 9 Kms) consisting of 7 Stations was inaugurated on 1st February 2014 and started commercial operation from

2nd February 2014. Phase -2 Sant Gadge Maharaj Chowk to Wadala (11Kms) consisting of 10 stations will be in operation by the next year end. The Committee also came to know that as of now, there is no foreign collaboration into Monorail sector. There is no proposal with Central Government for funding of Monorail Projects from foreign countries. Therefore, keeping in view all the advantages of Monorail, the Committee strongly recommend 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 with in the bigger metros and as well as independent means of transport in Tier II cities.

11. JNNURM – URBAN INFRASTRUCTURE GOVERNANCE (UIG)

The Committee have been apprised that no Urban Infrastructure projects have been completed in the Seven Mission cities of Uttar Pradesh while only 33 out of 71 projects in Gujarat, 16 out of 46 projects in Karnataka and 17 out of 50 projects in Andhra Pradesh have been completed. Similarly, the JNNURM projects in all cities in the country are lying in the state of incompleteness. As per the Statement of Ministry of Urban Development, the projects sanctioned under JnNURM are implemented by the States through their Urban Local Bodies (ULBs)/ parastatals. The Ministry has no role in the implementation of the projects. The major constraints which have been identified in general in speedy and timely implementation of projects are:

- ✓ Capacity constraints by the implementing agencies,
- ✓ Land acquisition, contract management issues,
- ✓ Environmental and other clearances,
- ✓ Litigations,
- ✓ Shifting of existing utilities,
- ✓ Coordination between Agencies and Departments at field level,
- ✓ Fund flow which hampers smooth implementation of the projects and results in delay in completion.

The Committee came to know that the JnNURM has ended on 31.03.2014. The Ministry of Urban Development asked the states to expedite implementation of the projects and complete all the ongoing projects sanctioned under JnNURM till 31.03.2012 and which were not completed till the extended period up to 31.03.2014 from their own resources and to furnish completion certificates to the Ministry. The Committee *have learnt* that Ministry has no role to play in implementation of Projects. This statement is not acceptable to the Committee. They desire that the Ministry should act as a facilitator in expeditious implementation of projects by promoting capacity building and smooth coordination between Agencies and Departments at field level. The Committee strongly recommend the implementation of at least all remaining projects of

JNNURM within a time bound manner and to be funded by the Central Government and the intimation thereof may be furnished to the Committee. In the absence of this, the feed back coming from all the Members of Parliament from all the States, as also the feed back from the study tour of the Committee to Maharashtra and Orissa is that all these projects will remain incomplete after thousands of crores having been spent on these projects. It would be a monumental waste of public money to have expended thousands of crores on incomplete projects only due to the lack of coordination and flexibility between Central and State governments. This would be a most undesirable state of affairs. Therefore, the Committee strongly recommend that the incomplete projects should be completed so that these incomplete projects see the light of day and the public money should not go to waste completely and unnecessarily.

12. NATIONAL MISSION ON SUSTAINABLE HABITAT (NMSH)

National Mission on Sustainable Habitat is one of the eight missions under national climate change action plan and aims to make cities sustainable through improvement in energy efficiency in buildings, management of solid waste & shift to public transport. The Committee have learnt that the budgetary outlay for the NMSH scheme during 2013-14 was Rs.10 crore. During the year 2014-15 the BE is Rs.15 crore. Ministry of Urban Development stated that no expenditure has been incurred under the project so far. The Committee were apprised by the Ministry of Urban Development that there is no approved scheme of NMSH and the activities proposed under NMSH are undertaken through programmes under UT Division, JNNURM, CPWD & TCPO. The Committee find that most of the activities proposed under the schemes could be funded under JNNURM and in case, any of the proposed activity is covered by the scheme/ programme of other Ministries/Deptt, the same could be funded by them in coordination with the Ministry of Urban Development. Also that the Urban Development Plan Formulation and Implementation(UDPFI) guidelines may be kept in mind while formulating /sanctioning the project under NMSH. Meanwhile, under the NMSH, Sustainable Habitat Standards have been developed and forwarded to all States in February, 2014 to mainstream the Standards in Legal/ Regulatory framework of States/ ULBs so as to assimilate the same in developmental activities. Ministry has also proposed to conduct a fresh EFC and launch a new scheme under NMSH considering the renewed interest & vision of new government on Sanitation and Environment protection. It is, therefore, expected from the Ministry of Urban Development to have a new scheme in place in next two months to utilize the budget. The Committee are also in agreement with the Ministry of Urban Development for launching National mission on sustainable habitat keeping in view the renewed interest & vision of new government on Sanitation and Environment protection.

13. DEVISE LONG-TERM POLICY AND MANUAL TO CHECK WATER-LOGGING

During the monsoon season rain usually wreak havoc across Delhi, Mumbai and other cities across India. The Committee asked the Ministry of Urban Development to explain about long term policy and mechanism to check water-logging in Delhi and other cities so as to have a permanent solution to water-logging to solve the recurring problem every year. The Committee were apprised that the South Delhi Municipal Corporation has prepared an Action Plan for carrying out the de-silting of drains under its jurisdiction throughout the year. Its implementation is being monitored by the senior officers and it is ensured that all the drains are de-silted well before the onset of monsoon. Further, South Delhi Municipal Corporation has already provided the data in regard to the drains under its jurisdiction to IIT, Delhi, which is in process of preparing a complete and comprehensive Master Plan for storm water drains as a long term solution for problem of water logging in Delhi. The Committee strongly recommend the Ministry of Urban Development for preparation of comprehensive Master Plan for storm water drains as well as *the* manual on storm water drainage, expeditiously. The Committee are also of the view that there should be an audit of water logging control measures, all flood control measures and the city's drainage system every year. The Committee also strongly recommend that the audit of water logging preventive measures should cover the following aspects:

- ✓ The survey conducted by the government to identify vulnerable areas and corrective action taken.
- ✓ Response mechanism devised by the government to meet unforeseen situations arising out of water logging.
- ✓ The steps taken for coordination among various departments such as the municipal corporations, flood control department, the New Delhi Municipal Council, Public Works Department and the Delhi Jal Board.

- ✓ **Examine the city response to the warnings of the meteorological department.**
- ✓ **Standard operating procedures adopted by the government and the mechanism for informing/alerting the public about any impending flood or water logging challenges.**

14. GREEN BUILDING: REDUCING ENVIRONMENTAL IMPACT

The Master Plan of Delhi-2021 contains the provision for “Green Buildings”. The regulations for incentivizing green buildings and formulation of a regulatory mechanism to monitor construction, operations, etc. are under preparation. Once these are finalized, the declaration of Green Buildings in Delhi can be initiated after the builders get the necessary certification from the respective agencies required to do so. At present the Rain Water Harvesting System, which is one of the component of green building concept is being implemented. The Building Department of DDA after the promulgation of the Notification No. SO 730 dated 28.07.2001 made mandatory the physical construction of Rain Water Harvesting System in the new buildings in a plot of 100sqm and above. It is also ensured while issuing permits than the Rain Water Harvesting System is functional. As per available information during the last one year, 41 numbers of Completion Certificates have been issued to different type of buildings where Rain Water Harvesting System has been provided. Further, all the buildings now being constructed by CPWD under GPRA & GPOA are confirming to 3 star rated buildings. The Committee strongly recommend the Ministry of Urban Development to expeditiously complete the regulations for incentivizing green buildings and formulation of a regulatory mechanism to monitor construction, operations etc. The Committee also wish to recommend that the Rain Water Harvesting system should also be enforced in all the existing office and residential buildings and the enforcement should be by way of rain water harvesting being made a pre-requisite for getting plans sanctioned as well as obtaining completion certificates.

The Committee Members were given detailed presentation by the NBCC on the Kidwai Nagar Redevelopment Project which has been entrusted to it and which promises to be the most environment friendly and green compatible colony in the country. The Members were very impressed with the presentation

circulated by NBCC and felt that it should be replicated in many more congested areas of our major cities which are groaning under the pressure of antiquated and dilapidated constructions.

15. ELIMINATION OF HAZARDOUS MANUAL CLEANING OF SEWERS

It has been learnt that many sewerage workers have overcome by noxious fumes and drowned in sewage. Even if they survive these working conditions, most sewer workers suffer debilitating diseases caused by their working conditions like typhoid, hepatitis and severe skin rashes. These workers are not given any protective equipment, and effectively lack insurance or medical benefits. The Committee were apprised that 80 per cent of these workers die before retirement. Increasingly, this work is contracted out from the municipal authorities to private contractors, who are barely regulated. This is despite an existing Safety Code, which the MCD spells out in the terms and conditions on which they hire contractors. A cluster of municipal authorities (Municipal Corporation of Delhi, Government of NCT of Delhi, Delhi Development Authority, Union of India, Delhi Jal Board, and New Delhi Municipal Council) are responsible for the safety of sewage workers in New Delhi. The Committee are anguished that while there is a law to ban manual scavenging, it has failed to stop the authorities from continuing with hazardous manual cleaning of septic tanks. The Committee also learnt that Ministry of Urban Development (MoUD) has initiated a proposal to formulate a “Scheme of Assistance for Mechanical Cleaning of Sewers and Septic Tanks (SAMCSS)” to assist cities/towns through the State Governments for procurement of suction and suction-cum-jetting machines with the objective of eliminating the hazardous manual cleaning. The Ministry has issued an Advisory Note on Septage Management in January, 2013 for adoption by the States. The Advisory includes guidelines for frequency of de-sludging of septic tanks, transportation and methods of treatment and safe disposal of treated sludge. The facilities for treatment and disposal of septage have yet to be set up by the State Governments and cities from their own resources. The Committee came to know that the Ministry of Urban Development proposes to include the mechanical cleaning of sewers and septic tanks and septage management as admissible components in the New Urban Development Mission (NUDM) which is being formulated by the Ministry. The Committee call upon the Ministry of Urban

Development to do the needful at the earliest and implement the “Scheme of Assistance for Mechanical Cleaning of Sewers and Septic Tanks (SAMCSS)” by municipal authorities with full vigour and at the same time the Committee proposes to include following clauses in the scheme:

- **Municipal authorities should provide these workers with machines immediately to clean the sewers so that they do not have to do so manually**
- **Give full compensation to the families of those workers who have died**
- **Provide workers with proper and modern safety equipment and training.**
- **Create mechanisms that encourage workers to speak out about safety problems.**
- **Evolve a system to investigate all work-related accidents and hold those responsible accountable.**
- **Improve safety through Infrastructure improvements and regular maintenance.**
- **Comprehensive Safety training must be given**
- **Educate the masses about how they can help maintain sewers**
- **Strict Laws should be enforced against the public for illegal dumping of waste into the sewers.**

16. SUSTAINABLE SOLID WASTE MANAGEMENT

Urban India generates 188,500 tonnes of MSW (or 68.8 million tones per year) and the waste generation increases by 50% every decade. Some of this waste will be recovered by an army of informal recyclers (20% in large cities, lesser in smaller cities) leaving more than 80% to reach open dumpsites where it damages public health, deteriorates the environment and causes climate change. Twenty three Indian cities will generate more than 1,000 metric tonnes each of municipal solid waste per day in the next five years. They will cumulatively generate 93,000 tonnes of MSW every day. In this background, the Committee also came to know that three garbage dumps at Ghazipur, Okhla and Bhalswa landfills are far from reality. These are monstrous trash mountains, including hazardous waste, leaching out toxic liquids and emanating noxious fumes. Thousands of scavenging birds swarm over them as they grow larger every day. The Committee were informed by the Ministry of Urban development that DDA/ GNCTD have not provided alternative land due to which this site is being operated for disposal of MSW. The Committee were apprised that at present, the existing dumping site at Bhalswa has exceeded its capacity. The Committee were also apprised that Ministry have evolved a concept to consider landfill reclamation and construction of integrated municipal solid waste processing complex at site available for fresh MSW in near future, so that a goal near to zero landfill site may be achieved, because in a city like Delhi where land is a scarce and highly priced commodity, finding a new site for development of another landfill is not an easy task. Moreover, the expenditure required for closure, post closure maintenance of exhausted site and development of a new site would be very high. The Committee came to know that the department has appointed the consultant M/s IRG Systems South Asia Pvt. Ltd. to prepare the DPR and Bid document, the tender will be called for reclamation of Landfill site at SLF Bhalswa. In addition to this, the Committee were apprised that Ministry of Urban Development had published a Manual on Municipal Solid Waste Management in May, 2000 to assist ULBs in management of municipal solid waste in a hygienic

and scientific manner. The Manual provides detailed guidelines/ methodology for State Govt./ ULB for planning, designing, executing and operation & maintenance of solid waste management schemes. It also provides comprehensive guidelines and suggests various technological options for processing, treatment and disposal and resource recovery (compost/ energy) from municipal waste. The Manual is currently under revision. Pursuant to the recommendations of the Committee on Solid Waste Management for Class-I cities constituted by the Hon'ble Supreme Court of India, the Union Ministry of Urban Development brought out a Report on Technology Advisory Group on Solid Waste Management in May, 2005 and circulated to all the State Governments for adoption. The report principally covers the details of various technologies available within and outside the country for the treatment of municipal solid waste and deriving compost, RDF, power, etc. from the waste, their merits, demerits, their limitations, etc. In view of the gravity of situation, the Committee strongly recommend that the Ministry of Urban Development must design reasonable and strong regulatory framework for emissions monitoring, and policy for integrating the informal recycling sector and simultaneously the Committee reemphasizes upon the DDA/ GNCTD to provide land to Municipal Corporation of Delhi so as to complete landfill reclamation and construction of integrated municipal solid waste processing complex at the earliest. The Committee noted with grave concern the complete lack of solid waste management in large and small cities in all over India. The lack of planning is manifest in the fact that while a site of MSW plant is identified by one agency, an other agency simultaneously gives permission for construction of colonies in the neighborhood. This leads to protests from the public and stalling of the MSW plants. This is a serious problem and happens only because of complete lack of planning and coordination among various urban agencies all over India.

17. SEGREGATION OF CONSTRUCTION AND DEMOLITION WASTE BEFORE REACHING LANDFILL SITE:

The Committee were Informed that in all the dump yard sites, construction and demolition waste (C and D) like bricks, concrete, wood & rubble are not segregated before being dumped in the landfill sites. Most C and D waste should be recycled. These are the heaviest waste which once mixed cannot be recycled. In New York, C and D waste is taxed. UK recycles over 70% of its malba and Singapore over 90%. The Committee came to know that as of now, 3000 metric tonnes of C and D waste are going to the landfills in Delhi. When the Committee asked the Ministry of Urban Development to explain the reasons for non segregation, the Committee were apprised that Municipal Solid Waste Management Rules, 2000 deal with process and management of Construction and Demolition waste wherein the concerned agency has been suggested to segregate the C & D waste for transportation and recycling and reuse. The Committee were apprised by the Ministry that the matter of awareness and enforcement dwells upon the local authority, being a state subject. As per MSW (Management & Handling) Rules 2000, the daily fresh MSW dumped at SLF site has to be covered with about 10 cm of malba. At present, about 100 MT of malba/ C&D waste is being utilized at SLF Bhalswa daily to cover the dumped MSW and about 2000 MT of C&D Waste daily is being processed/ recycled at C&D waste plant, Burari. The Ministry has proposed to set up a C&D waste Plant at site No. 1-4, Industrial Area, near Rani Khera, Rohini Phase-IV for processing/ recycling of 500 MT per day of C&D Waste, for which feasibility study will be done by the Consultant to be engaged in this project. The Committee are happy to note that Ministry of Urban development has taken interest in this matter. Therefore the Committee reemphasizes the need for awareness and enforcement with regard to segregation of construction and demolition waste before reaching landfill site and speedy operationalization of C&D waste Plant in a time bound manner under intimation to the Committee.

18. POLICY FOR BUILDING BARRACKS AND HUTMENTS FOR MIGRANT LABOURS

The Committee were apprised about the steps/ projects initiated by DDA for earning revenues and building barracks and hutments for migrated labour in Delhi so as to prevent urban slums. The Committee came to know that DDA is a self sustaining organization. It works on 'no profit no loss' concept. The main revenue of DDA comes from disposal of houses, disposal of residential, industrial and commercial plots. Revenue generated from these activities is ploughed back for acquisition of land, construction of houses, development of residential, industrial, commercial, institutional plots and development and maintenance of green areas and beautification of parks, constructing/ developing and maintenance of sports complexes/ sports fields/ swimming pools etc. The Committee are dismayed that as on date, there is no policy for building barracks and hutments for migrant labour in Delhi. However, DDA has taken up *in-situ* development of existing JJ Clusters on DDA land. Hence, the Committee strongly recommend the Ministry of Urban development to formulate the policy/guidelines about building barracks and hutments for migrant labours, so as to discourage urban slums, in a time bound manner under intimation to the Committee.

19. SWACHH BHARAT MISSION

The Committee have been apprised about the components of Swachh 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 Swachh 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. 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 Swachh Bharat Mission and has good chance of success as has happened in Pune municipality.

20. NATIONAL URBAN MISSION

According to the Ministry, the JNNURM, which was started in 2005 came to an end on 31st March 2014. Now, the Ministry is in the process of creating another Mission to take care of urbanisation and this is known as the National Urban Mission. The Urban Mission, which was started in 2005, has given urban development a kick-start. Now it is required to take it to the next level. 500 habitations are included in the new National Urban Mission. In the JNNURM, there were basically 65 towns. On the other hand, in the new Mission, there are 500 towns. i.e., all towns having a population of more than 100,000. The Committee were apprised of the key inadequacies during the implementation of the earlier programme i.e. failure to mainstream urban planning, incomplete reforms of governance and financial systems and slow progress in project implementation. Delay in securing land for projects besides obtaining approval from various regulatory authorities also led to delays in the implementation of the earlier mission. In terms of promoting the PPP, the previous mission has had limited successes in urban infrastructure. Financing from the private partners has not come forth, mainly because the ULBs have not been able to undertake reforms, and demonstrate financial and institutional sustainability of initiatives in a convincing manner. In the light of above, a new strategy is being formulated under the new National Urban Mission, which is to be launched soon. The Committee are happy to note that new National Urban Mission will be launched soon but at the same time it strongly recommend for operationalization of National Urban Mission with full vigour. The lesson learned from the previous mission, should be taken care of in the new Mission and keep the Committee apprised on a regular basis.

21. SMART CITIES

The Committee have been apprised by the Ministry of Urban Development of the vision to promote 100 smart cities. The smart cities would be engines of growth as they would increasingly compete for investments nationally and internationally too. Cities must provide world class infrastructure and services at affordable costs to give a competitive edge to the economic activities they host. As an overriding principle, 'people' would be brought to the heart of the urban agenda. The Committee were apprised that in all earlier initiatives, there was no serious attempt to have the engagement of citizens. So, as an overriding principle, 'people' would be brought to the heart of the urban agenda, for both deciding the vision of their city and for choosing the process of reaching that goal. The Committee are happy to note about the citizen engagement in terms of taking decision for the vision of the city as well as for its implementation. Smart cities would be developed on four pillars, that is, social infrastructure, physical infrastructure, institutional infrastructure and economic infrastructure upon which the quality of life would depend collectively. The smart cities would also enhance the interface between the service providers and citizen and enable them to participate actively in terms of providing feedback on the quality of service delivery, condition of infrastructure and social activities. The Ministry is developing the framework for selection and development of smart cities. The Committee are strongly in favour of citizen participation in terms of taking decision for the vision of the city as well as for the implementation. Hence, the Committee strongly recommend for implementation of this mission in a time bound manner under intimation to them.

22. ISSUE OF LUTYEN'S BUNGALOW ZONE

The Committee have received a representation from Shri Jai Prakash Agarwal (Ex-MP 15th Lok Sabha) and Shri Naveen Jindal (Ex-MP 14th and 15th Lok Sabha) the President and Secretary of Lutyen's Bungalow Zone Residents Welfare Association respectively, regarding the request for increase in FAR in Lutyen Bungalows. In their representation, they have made several valid points inter-alia stated as below :-

- The LBZ area in New Delhi contains about 90% of land vested with the Government, and only about 10% vested with private owners.
- That the present houses in Lutyen's Bungalow Zone were built in the pre-independence era and vary greatly in size and facilities. Some private properties have large built up areas and even have the full FAR such as those at Amrita Shergill Marg, etc. and other have only servants quarters and outhouses as these houses were built at that time as per one's requirement and finances available with him. Moreover, at the time of construction of these houses, families were very small. Today families have grown and require more accommodation.
- Delhi being in seismic zone, most of these houses are not earthquake proof and are in dilapidated conditions. Also, they have outlived their lives. Even CPWD has identified about 800 buildings as most hazardous in LBZ area.
- The Government keeps increasing the built-up area of Government bungalows from time to time by changing the norms and the guidelines through MOUD notifications and orders whereas 10% privately owned area in this zone have not been allowed to increase their built up area so far.
- This seems to be unfair, and against the principles of natural justice. Different development guidelines for "bungalow" and "non-bungalow" properties defeats the purpose of conserving Lutyens Zone character and ambience.

- It is also of significance that the LBZ has not been recognized in the Master Plan-2021 has a conservation zone. In this connection, a report was prepared for NDMC by IL&FS Ecosmart, called the Subcity Development Plan of Delhi for NDMC Area in 2007 (Report). The material contained in this report established the unfairness of continuing the application of the LBZ Rules. Different development guidelines for “bungalow” and “non-bungalow properties defeats the purpose of conserving Lutyens’ Zone character and ambience.
- 31.25% of the entire LBZ area is supposed to be residential. The Report recognizes that a large number of anomalies associated with the existing demarcated boundary of the LBZ have been identified and this needs to be resolved in a participatory manner.
- Under the Zonal Plan (paragraph 6.4.2.), restriction has been imposed on a new construction limiting it to the same existing area of the old bungalow and of a height not exceeding the height of the existing bungalow. There is absolutely no nexus between this limitation imposed, denying the facility of the Unified Bye Laws to the plot owners of these colonies, and the object of conserving the Lutyen imprint.
- The LBZ guidelines of 1988 were probably relevant at that point of time when the rampant unplanned development of plots into large group housing needed to be stopped. That objective of the LBZ guidelines has been achieved over the last 26 years, and the large scale conversion into housing has been arrested.
- As per Development Control Regulations for Lutyen's Conservation Precincts in NDBP in sub-zones D-11, B-12 & D-8, the Delhi Urban Art Commission has, in its draft Zonal Development Plan for NDMC area of zone D of Master Plan for Delhi – 2021, recommended that for each of the precincts as defined in the Zonal Development Plan, special development plan regulations are required at Local Area Plan (LAP) level.

- A comparative statement of FAR/Ground Coverage/Height in respect of Residential Plots measuring 3750 sq. mtr. and above in delhi :-

Description	As recommended in the Master Plan 2021 for rest of Delhi	Believed to be recommended by NDMC in Draft Zonal Development Plan-2021	Proposed by DUAC	Requested by LBZ Association
Maximum FAR	200**	20%*	20%	33% (to allow the first floor to be constructed as many of the old private buildings have two floors)
Maximum ground coverage % of net plot	50**	12.5%	12.5%	20%
Max. height in Mtr.	15 mtrs	8 mtr	8 mtr	12 mtr (this would not adversely affect the skyline, or the three line)
Basement	Yes	Yes	Yes	Basement required

** On 26th November, 2014, Central Government has enhanced Floor Area Ratio(FAR) from 120 to 200 percent and Ground Coverage from 40% to 50%.

* Basement would be allowed free of FAR, but only under the footprint of the building for the purpose of Services, House-hold storage, parking, Air-conditioned, Library/Book Store. The approach to the basement shall be through a ramp of slope not more than 1:12.

Request

- That the height of a building remains within the height of two floors (Ground Plus First) with a basement below for services etc.

- That we may be allowed ground coverage – atleast 20% of the individual plot area, against the present coverage of about 10%. Even with 20% coverage, the land area around available for greenery would be 80% - such a coverage would not affect the green cover advantage and asset which the LBZ has in New Delhi.
- That the FAR may also be increased to 33% to allow the first floor to be constructed as many of the old private buildings having two floors. Hence, permitting two floors would not adversely affect the skyline, or the tree line.
- That exact zoning plans be made for the LBZ area so that the urban form of the LBZ is not disturbed – we want to follow the urban form which was planned originally by Sir Edwin Lutyens.
- The LBZ notification did not prohibit basements outright – it restricted their construction until such time as a final decision was taken. No decision has been taken during almost two and a half decades. The issue of the permissibility of a basement in the LBZ has been pending consideration since 1988. It is indisputable that basements do not, in any way, affect the façade of the building and there is no logical reason why a basement may not be allowed in these bungalows. Therefore, the Development Control Regulations for these precincts be framed to have basements as they are generally required by the family for use as GARAGE, utility room and for storage and fitness centre etc., because FAR in the LBZ is very limited compared to rest of the city. In case of any eventuality, it can also be used as bomb shelter.

It appears that on 26.11.14, the Central Government has enhanced Floor Area Ratio (FAR) and Ground Coverage for residential plots measuring 1000 Sq Mtr and above in Delhi, except for Zone D whose plan is still at a draft stage. D-Plan has been under consideration of the Government for a considerable period of time. The Committee, therefore, strongly recommend that the plan for the Zone-D may be finalized at the earliest and the suggestions made by the Lutyen's Bungalow Zone Residents Welfare Association for Zone-D, as stated in their representation, set out hereinabove, be considered favourably.

23. CAP ON HEIGHT INCREASE FOR BUILDING IN DELHI

The Committee have been 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 Corporation 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, for 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 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 constructions seek to avail 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 feel 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 recommend that the DDA and the Urban Development Ministry should reconsider the Fire NOC policy and make necessary amendments so that the people of Delhi can avail the benefits of increased height of 17.5 metres. The Committee recommend that the 6 metre set back clause should be applicable for buildings higher than 17.5 metres. The Committee strongly feel that

in any case with the acute shortage of land in urban areas in India and the vast increase in demand for urban housing the vertical growth of urban India is the need of the hour. Low rise horizontally spread out tenements are a criminal waste of valuable land in urban areas and, therefore, the Committee strongly believe that all urban cities in India must look at the progress of vertical development in cities like Dubai and Shanghai, which are comparable to cities in India, and take a leaf out of the phenomenal growth of high rise buildings in those cities which has greatly benefited the public and gone a long way in conserving valuable urban land from wastage.

24. HERITAGE CITY DEVELOPMENT

The Committee note that India is endowed with rich and diverse natural, historic and cultural resources. However, it is yet to explore the full potential of such resources. In order to make these cities vibrant and competitive, a planned approach is necessary for tapping the potential underlying in tourism and heritage sector and unleashing the power of skilled artisans. This will also lead to local economic development through locally available knowledge, resources and skills. Therefore, the Committee strongly recommend for planning a scheme that would offer tremendous opportunity towards an inclusive and sustainable development of heritage in India. The scheme should offer a new approach to city development by bringing together urban planning/economic growth and heritage conservation in an inclusive manner with focus on livelihood, skills, cleanliness, security, accessibility and service delivery.

New Delhi;
12 December, 2014
21 Agrahayana 1936(Saka)

Pinaki Misra,
Chairperson
Standing Committee
on Urban Development

APPENDIX-I

STANDING COMMITTEE ON URBAN DEVELOPMENT (2014-2015)

**MINUTES OF THE THIRD SITTING OF THE COMMITTEE HELD ON FRIDAY,
17TH OCTOBER, 2014**

The Committee sat on Friday, the 17th October, 2014 from 1100 hrs. to 1430 hrs. in Room No.'53', Parliament House, New Delhi.

PRESENT

***Shri Pinaki Misra* - Chairperson**

MEMBERS

LOK SABHA

2. **Shri Rajendra Agrawal**
3. **Shri Ram Charan Bohra**
4. **Shri Dilip Kumar Gandhi**
5. **Shri Mahesh Girri**
6. **Smt. Meenakshi Lekhi**
7. **Smt. Poonam Mahajan**
8. **Shri P.C. Mohan**
9. **Shri Kesineni Nani**
10. **Shri C.R. Patil**
11. **Shri Kapil Moreshwar Patil**
12. **Shri Rahul Ramesh Shewale**
13. **Shri Parvesh Sahib Singh Verma**
14. **Dr. Dharam Vira**

RAJYA SABHA

15. **Smt. Vandana Chavan**
16. **Shri Husain Dalwai**
17. **Shri Anil Desai**
18. **Shri Parvez Hashmi**
19. **Shri Rangasayee Ramakrishna**

SECRETARIAT

- | | | | |
|----|-----------------------------|---|------------------------|
| 1. | Shri R.K. Jain | - | Joint Secretary |
| 2. | Shri D.S. Malha | - | Director |
| 3. | Smt. K. Rangamani N. | - | Under Secretary |

LIST OF WITNESSES

1.	Shri Shankar Aggarwal	Secretary (UD)
2.	Shri Durga Shanker Mishra	Addl. Secretary (UD)
3.	Smt. Jhanja Tripathy	Joint Secretary & Financial Advisor
4.	Shri Neeraj Mandloi	Joint Secretary (UD & MD)
5.	Shri Praveen Prakash	Joint Secretary (W)
6.	Shri C. K. Khaitan	Joint Secretary (UT)
7.	Shri Dharmendra	Joint Secretary (L&E)
8.	Shri Mukund Kumar Sinha	OSD (UT)
9.	Shri A. S. Bhal	Economic Advisor
10.	Shri R. K. Singhal	Director General, CPWD
11.	Shri D. M. Spolia	Chief Secretary, GNCTD
12.	Shri Balvinder Kumar	Vice-Chairman, DDA
13.	Smt. Naini Jaisilan	Member Secretary, NCRPB
14.	Shri Pradeep K. Berwah	Chief Controller of Accounts
15.	Shri Gyanesh Bharti	Secretary – cum – Commissioner (Transport)
16.	Shri Jalaj Shrivastava	Chairman, NDMC
17.	Shri P. K. Gupta	Commissioner, MCD (North)
18.	Shri Manish Gupta	Commissioner, MCD (South)
19.	Shri S. Kumarswamy	Commissioner, MCD (East)
20.	Shri Vijay Kumar	CEO, Delhi Jal Board
21.	Shri A. K. Mittal	CMD, NBCC
22.	Shri Mangu Singh	MD, DMRC
23.	Shri Anand Singh	Director of Estates
24.	Shri A. K. Sinha	Director (Printing)
25.	Shri Mahmood Ahmed	L&DO
26.	Shri J. B. Kshirsagar	Chief Planner, TCPO
27.	Shri M. Dhinadhayalan	Jt. Advisor (CPHEEO)
28.	Shri Sudhir Kumar Mandal	Controller of Stationery
29.	Shri R. S. Meena	Controller of Publication
30.	Shri S. K. Ram	Dy. Financial Advisor

2. At the outset, the Hon'ble Chairperson welcomed all the Members to the third sitting of the Committee. Then Hon'ble Chairperson welcomed the representatives of the Ministry of Urban Development and drew their attention towards Direction 59(1) of the Directions by the Speaker.

3. The Secretary of the Ministry then made a presentation on overall demands of the Ministry, various on-going projects and explained in detail on the status of the projects and the budgetary allocation made towards implementation of various schemes and projects, viz. National Urban Renewal Mission (NURM), projected requirement of funds for renewal of 500 cities, 100 smart cities, Swachh Bharat Mission, Urban Mobility projects, NCR Planning Board, Regional Rapid Transit system for NCR, CPWD, NBCC, DDA, etc. Members of the Committee expressed their views on the components/issues concerning Demands for Grants (2014-15) of the Ministry of Urban Development and funding of various Centrally Sponsored Schemes. The main concerns raised by the Members and Chairperson were development of Smart Cities, Town Planning, solid waste management, Swachh Bharat Mission, drainage system in urban villages, greenery in and around the cities, construction of eco-friendly toilets, people's participation in all schemes, prevention of multiplicity of authorities in providing civic amenities to the public etc.

4. The Secretary of the Ministry of Urban Development responded to the issues raised by the Members one by one. The Committee directed the representatives of the Ministry to furnish written replies to the queries of the Members to the Lok Sabha Secretariat on which they could not respond during the meeting.

The witnesses then withdrew.

A verbatim record of the proceedings of the Sitting has been kept.

The Committee then adjourned.

APPENDIX-II

STANDING COMMITTEE ON URBAN DEVELOPMENT (2014-2015)

**MINUTES OF THE FOURTH SITTING OF THE COMMITTEE HELD ON FRIDAY,12
DECEMBER, 2014**

The Committee sat from 1530 hrs. to 1630 hrs. in Committee Room 'C'
Parliament House Annexe, New Delhi.

PRESENT

Shri Pinaki Misra - *Chairperson*

MEMBERS

LOK SABHA

2. Shri Rajendra Agrawal
3. Shri Ram Charan Bohra
4. Shri Dushyant Chautala
5. Shri Maheish Girri
6. Smt. Meenakshi Lekhi
7. Shri Kapil Moreshwar Patil
8. Shri Rahul Ramesh Shewale
9. Shri Parvesh Sahib Singh Verma
10. Dr. Dharam Vira

RAJYA SABHA

11. Shri Rangasayee Ramakrishna
12. Shri Khekiho Zhimomi

SECRETARIAT

1. Shri R.K. Jain - Joint Secretary
2. Shri D.S. Malha - Director
3. Smt. J. M. Sinha - Additional Director
4. Smt. K. Rangamani N. - Under Secretary

2. At the outset, the Chairperson welcomed the Members to the sitting of the Committee. The Committee then took up for consideration the draft Reports on (i) Demands for Grants (2014-15) of the Ministry of Urban Development (ii) Demands for Grants (2014-15) of the Ministry of Housing & Urban Poverty Alleviation; and (iii) Action Taken Report on the observations/ recommendations contained in the Thirty-First Report of the Standing Committee on Urban Development (Fifteenth Lok Sabha) on "Functioning of Delhi Development Authority (DDA) particularly with reference to affordable houses in Delhi and its role in regularization of unauthorized colonies in Delhi and matters connected thereto" one by one. After deliberations, the Committee adopted all the reports unanimously without any change.

3. *****

4. The Committee then authorised the Chairperson to present the reports to both the Houses of Parliament.

The Committee then adjourned.

***** This portion of the Minutes does not relate to the Report.