

Allotment put in place to give their preference for alternative allotment in seven South Delhi colonies and if so, the details thereof and the reasons therefor;

(b) whether no alternative allotment has been placed for non-General Pool allottees in newly developed accommodations in East Kidwai Nagar and if so, the details thereof;

(c) whether Government has received any complaints from affected allottees who have not been provided alternative allotment; and

(d) if so, corrective steps taken in this regard?

THE MINISTER OF STATE OF THE MINISTRY OF HOUSING AND URBAN AFFAIRS (SHRI HARDEEP SINGH PURI): (a) The Directorate of Estates allots residential quarters to the officers entitled for allotment of General Pool Residential Accommodation (GPRA) as per provisions of Rule 3 of Central Government General Pool Residential Accommodation Rules, 2017. Only those officers eligible as per above can participate in the bidding process for allotment of alternative GPRA flats through the Automated System of Allotment (ASA).

(b) Alternative allotments to the allottees eligible for GPRA and non-General Pool is made as per availability of vacant accommodation. The main criteria of allotment for alternate accommodation through ASA is Date of Priority related to Date of entry in Government service. The eligible applicants with higher Date of Priority get the accommodation at prime locations such as East Kidwai Nagar through ASA. Once allotment through ASA or National Informatics Centre (NIC) computerised system for those who do not participate in ASA or do not get alternative as per choice is done, as per availability same type and same number of accommodations which non-General Pool officers in colonies under redevelopment occupy, are placed at the disposal of concerned Department/Organisation. Further allotment of alternative accommodation to their employees is done by the concerned Department/Organisation.

(c) and (d) Directorate of Estates has received representations regarding non-allotment of alternate flats. The requests are considered and alternate flats are allotted as per rules either through computerised draw or manually, depending upon the availability of alternate flats.

Change in fare by Delhi Metro

493. SHRI PARTAP SINGH BAJWA: Will the Minister of HOUSING AND URBAN AFFAIRS be pleased to state:

(a) the quarterly break-up of the ridership in the Delhi Metro during 2010 to 2018;

- (b) the details of all fare price changes during that period;
- (c) the details of all subsidies provided to the Delhi Metro;
- (d) whether the Ministry has taken any steps to help the Delhi Metro financially and avoid using increase in fare as revenue generating tool;
- (e) if so, the details thereof including a timeline for its implementation; and
- (f) if not, the reasons therefor?

THE MINISTER OF STATE OF THE MINISTRY OF HOUSING AND URBAN AFFAIRS (SHRI HARDEEP SINGH PURI): (a) The details of quarterly break-up of the ridership in the Delhi Metro during 2010-18, as received from Delhi Metro Rail Corporation Ltd. (DMRC), are given in the Statement-I (*See below*).

(b) The details of changes made in the fare price in Delhi Metro Rail network during 2010 to 2018, as received from DMRC, are given in Statement-II (*See below*).

(c) Government of India has not provided any subsidy to DMRC.

(d) to (f) Delhi Metro is a 50:50 Joint Venture Company of Government of India (GoI) and the Government of National Capital Territory of Delhi (GNCTD). For construction of the metro, funds are made available to the company under equity and subordinate debt heads as per established norms and approval by the two Governments. The balance fund is raised through loan from Japan International Cooperation Agency (JICA) and property development etc.

The two Governments have not provided any financial assistance in operations of the Delhi Metro. However, if there is a loss in operations, this has to be made good by the State Government as per Metro Policy, 2017 and established norms.

Volume of ridership in the metro does not totally depend on the fare but various other factors like (a) availability of other modes including Ola, Uber etc. (b) last mile connectivity (c) increase in lead *i.e.* average distance travelled due to improved radial and circular connectivity of metro which may result in decrease in ridership and *vice-versa*.

Delhi metro fare is fixed by Fare Fixation Committee (FFC) which is headed by a retired Judge of the Hon'ble High Court as chairperson and one representative each from Central and State Governments of the rank of Additional Secretary as per Section 34 of the Metro Railways (Operation and Maintenance), Act, 2002. The recommended fares by the FFC is binding on Delhi Metro under Section 37 of this Act.

Statement-I*Details of Quarterly Ridership of Delhi Metro network*

Sl. No.	Year	Months			
		January-March	April-June	July-September	October-December
1.	2010	81,073,077	92,678,190	109,826,101	128,384,175
2.	2011	128,735,676	135,374,931	155,460,328	157,680,940
3.	2012	159,146,945	164,479,059	179,569,697	179,007,608
4.	2013	179,892,627	186,658,154	207,490,249	205,214,252
5.	2014	205,428,820	205,728,502	230,877,156	223,564,675
6.	2015	216,869,939	226,276,246	245,576,382	242,642,385
7.	2016	242,613,460	246,467,175	262,227,955	255,890,838
8.	2017	257,703,255	247,064,113	254,853,799	225,086,536
9.	2018	217,252,101	219,295,724	241,964,628	241,278,256

Statement-II*Details of changes made in the fare price in DMRC*

3rd Fare Revision based on the recommendation of 3rd Fare Fixation Committee (FFC) (Since September, 2009)		4th Fare Revision based on the recommendation of 4th FFC)					
		Phase-I (Since 10.05.2017)			Phase-II (Since 10.10.2017)		
		On all working days (except Sundays and National Holiday (NH)*	Sundays and National Holidays (NH)		On all working days (except Sundays and National Holiday (NH)*	Sundays and National Holidays (NH)	
Distance Zones (Kms.)	Fare (₹)	Distance Zones (Kms.)	Fare (₹)	Fare (₹)	Distance Zones (Kms.)	Fare (₹)	Fare (₹)
1	2	3	4	5	6	7	8
0-2	8	0-2	10	10	0-2	10	10
2-4	10	2-5	15	10	2-5	20	10
4-6	12	5-12	20	10	5-12	30	20
6-9	15	12-21	30	20	12-21	40	30
9-12	16	21-32	40	30	21-32	50	40
12-15	18	>32	50	40	>32	60	50

1	2	3	4	5	6	7	8
15-18	19						
18-21	21						
21-24	22						
24-27	23						
27-31	25						
31-35	27						
35-39	28						
39-44	29						
>44	30						

* Excluding 10% peak hours discount.

Construction of houses under 'PMAY'

494. SHRI D. KUPENDRA REDDY: Will the Minister of HOUSING AND URBAN AFFAIRS be pleased to state:

(a) whether various States have submitted project proposals for construction of houses under PMAY to the Central Government;

(b) if so, the details thereof, State-wise;

(c) whether the Central Government has considered and granted approval for these projects; and

(d) if so, the details thereof and if not, the reasons therefor?

THE MINISTER OF STATE OF THE MINISTRY OF HOUSING AND URBAN AFFAIRS (SHRI HARDEEP SINGH PURI): (a) to (d) The Ministry of Housing and Urban Affairs (MoHUA) is implementing Pradhan Mantri Awas Yojana (Urban) [PMAY(U)] for providing assistance to States/Union Territories (UTs) in addressing the housing requirement of the people belonging to Economically Weaker Sections (EWS), Lower Income Group (LIG) and Middle Income Group (MIG) categories in urban areas. Under the PMAY(U), the States/UTs formulate project-proposals which are approved by the State Level Sanctioning and Monitoring Committee (SLSMC) of the concerned State. After approval from the SLSMC, the States/UTs submit the proposals to this Ministry for approval of Central Assistance by the Central Sanctioning and Monitoring Committee (CSMC).

Based on the project proposals received from States/UTs, Total 15,263 projects have so far been approved in this Ministry for construction of 72,80,851 houses