

NEWS ITEMS ON CAG/ AUDIT REPORTS

1. CAG report reveals beneficiaries paid money for treatment under AB-PMJAY (*daijiworld.com, latestly.com, ianslive.in, ommcomnews.com*) Aug 17, 2023

In its performance audit report on the Ayushman Bharat-Pradhan Mantri Jan Arogya Yojana (AB-PMJAY), the Comptroller and Auditor General of India (CAG) revealed that beneficiaries paid money for treatment despite the scheme intending to provide cashless services.

The AB-PMJAY provides a health cover up to Rs 5 lakhs per family per year, for secondary and tertiary care hospitalisation services.

It provides cashless and paperless access to services for the beneficiaries at the point of service -- hospital.

The CAG's audit report on AB-PMJAY which was presented in Parliament recently, said: "The agreement signed by the SHA (State Health Agency) and the private EHCPs (Empanelled Health Care Providers) states that the treatment/interventions to PMJAY beneficiaries should be provided in a completely cashless manner.

"After admission of a patient in hospital, expenditure for all diagnostic tests, medicines, implants, etc is to be borne by the hospital since the costs for the same have been included in the cumulative package amount. However, audit noticed instances where patients had to pay as part of their treatment under the PMJAY.

"In Himachal Pradesh, 50 beneficiaries of five EHCPs had to manage their diagnostic tests from other hospital/diagnostic centre and cost of tests was borne by the beneficiaries. The amount of expenses was not available with the SHA."

The report further revealed that at 10 public EHCPs in Jammu and Kashmir, 459 patients paid Rs 43.27 lakhs initially out of their own pocket for which reimbursement was made to the patients after verifying the bills.

Reimbursement is yet to be made to 75 patients amounting to Rs 6.70 lakhs.

"In Jharkhand, the insurance company observed that 36 patients of Life Care Hospital, Godda paid varying amounts for purchase of medicines, injections, blood, etc. The details of expenses were not available with the SHA. On the basis of the insurance company's observation, SHA (on August 28, 2020) asked the hospital to submit its explanation within five days to avoid a penalty, failing which the hospital would be suspended. However, the hospital neither submitted any explanation, nor did the SHA initiate any action against the hospital," the CAG report said.

In Meghalaya, out of 19,459 beneficiaries who availed treatment in five private EHCPs from February 2019 to March 2021, 13,418 (69 per cent) had to pay an additional amount of Rs 12.34 crore at the time of discharge, it added.

"In August, 2022, NHA replied that the out-of-pocket expenditure may be due to non-availability of health facilities. Audit is of the opinion that the hospitals should collaborate with various interrelated service providers to provide free facilities to the beneficiaries." <https://www.daijiworld.com/news/newsDisplay?newsID=1110896>

2. Ayushman Bharat scam: Beneficiaries paid money for treatment, claims CAG report (*nationalheraldindia.com*) Aug 17, 2023

Unearthing corruption in the Ayushman Bharat-Pradhan Mantri Jan Arogya Yojana (AB-PMJAY) – one of the most ambitious social welfare schemes launched by the Modi government, the Comptroller and Auditor General of India (CAG) had said that beneficiaries paid money for treatment despite the scheme intending to provide cashless services.

In its performance audit report on PMJAY that was tabled during the Monsoon session of Parliament, the CAG said, "After admission of a patient in hospital, expenditure for all diagnostic tests, medicines, implants, etc is to be borne by the hospital since the costs for the same have been included in the cumulative package amount. However, audit noticed instances where patients had to pay as part of their treatment under the PMJAY."

Rolled out in 2018, the AB-PMJAY provides a health cover up to Rs 5 lakhs per family per year, for secondary and tertiary care hospitalisation services. The healthcare scheme, as per the government claim, covers 50 crore people.

It provides cashless and paperless access to services for the beneficiaries at the point of service -- hospital.

The CAG has included various instances where beneficiaries had to pay cash, despite being covered under the PMJAY. For example, the CAG reports says, "In Himachal Pradesh, 50 beneficiaries of five EHCPs had to manage their diagnostic tests from other hospital/diagnostic centre and cost of tests was borne by the beneficiaries. The amount of expenses was not available with the SHA."

Similarly, in Jammu and Kashmir, 459 patients paid Rs 43.27 lakhs initially out of their own pocket for which reimbursement was made to the patients after verifying the bills.

Reimbursement is yet to be made to 75 patients amounting to Rs 6.70 lakhs, found out the CAG during the audit.

Saying that in several cases details are not available, the CAG report stated, "In Jharkhand, the insurance company observed that 36 patients of Life Care Hospital, Godda paid varying amounts for purchase of medicines, injections, blood, etc. The details of expenses were not available with the SHA. On the basis of the insurance company's observation, SHA (on August 28, 2020) asked the hospital to submit its explanation within five days to avoid a penalty, failing which the hospital would be suspended. However, the hospital neither submitted any explanation, nor did the SHA initiate any action against the hospital".

In Meghalaya, out of 19,459 beneficiaries who availed treatment in five private EHCPs from February 2019 to March 2021, 13,418 (69 per cent) had to pay an additional amount of Rs 12.34 crore at the time of discharge, it added.

For the effective implementation of the scheme, the Modi government has set up National Health Authority (NHA) which signed MoUs with 33 States/UTs to implement PMJAY. Despite, beneficiaries paid cash.

About 1393 treatment packages are available for the beneficiaries under PMJAY, and any beneficiary of PMJAY can approach any empanelled hospital in the country under PMJAY to avail the benefits.

“It is an entitlement-based scheme and does not involve enrolment, or issue of plastic cards,” said the Central government while launching the scheme.

In a severe indictment of the Modi government, the Comptroller-Auditor General of India (CAG) has revealed that nearly 7.5 lakh beneficiaries registered under the Ayushman Bharat — Pradhan Mantri Jan Arogya Yojana (AB-PMJAY) were linked with a single mobile number — 9999999999. <https://www.nationalheraldindia.com/national/ayushman-bharat-scam-beneficiaries-paid-money-for-treatment-claims-cag-report>

3. CAG flags deficiencies in implementation of IEC plan in AB-PMJAY (*sentinelassam.com*) 17 Aug 2023

In its performance audit report on Ayushman Bharat-Pradhan Mantri Jan Arogya Yojana (AB-PMJAY), the Comptroller and Auditor General of India (CAG) highlighted deficiencies in implementation of the Information, Education and Communication (IEC) plan under the scheme. The AB-PMJAY provides a health cover up to Rs 5 lakh per family per year, for secondary and tertiary care hospitalization services. It provides cashless and paperless access to services for the beneficiaries at the point of service.

The CAG's audit report on AB-PMJAY which was presented in Parliament recently, revealed that in between 2018-21, the National Health Authority (NHA) had spent Rs 64.07 crore for IEC activities . "During 2018-19 to 2020-21, NHA has incurred an expenditure of 64.07 crore on IEC activities. However, NHA did not allot a specific budget for these activities, in the absence of which audit could not verify whether the expenditure was within the prescribed budget ceiling.

"The NHA did not provide any details and records about a comprehensive IEC plan and its implementation status at the Central level. In the absence of these details and records, audit could not verify whether IEC activities were carried out at the central level in a planned manner and how far the planned targets were achieved," the report added. It went on to say that "the NHA also did not provide any details of the mechanism for monitoring of IEC activities in various states all over India at the Central level". "The audit could not verify whether NHA has monitored the IEC activities being carried out in States for creating awareness regarding benefits of the scheme among beneficiaries in order to increase registration of beneficiaries and coverage of the scheme. "In seven states -- Chhattisgarh, Himachal Pradesh, Jammu and Kashmir, Maharashtra, Punjab,

Uttar Pradesh and Uttarakhand -- IEC cell was formed. In 12 states -- Andhra Pradesh, Assam, Bihar, Gujarat, Jharkhand, Karnataka, Mizoram, Nagaland, Puducherry, Rajasthan and Tripura -- IEC Cell was not formed, whereas no information was available about remaining states," the report added. It further revealed that in Andhra Pradesh, Bihar, Chandigarh, Gujarat, Haryana, Himachal Pradesh, Kerala, Madhya Pradesh, Maharashtra, Punjab, Rajasthan, Tamil Nadu, Tripura and Uttar Pradesh, expenditure on IEC activities ranged from zero to 20.24 per cent of the allotted budget against the prescribed benchmark of 25 per cent. "NHA needs to make special efforts and sensitise the entitled beneficiaries to generate awareness about the scheme. It needs to ensure that adequate expenditure is done by the SHAS (State Health Agencies) to generate awareness about the scheme," the CAG audit report said.

<https://www.sentinelassam.com/north-east-india-news/assam-news/cag-flags-deficiencies-in-implementation-of-iec-plan-in-ab-pmjay-662998>

4. CAG Audit Flags Multiple Frauds In PMJAY, Patients Shown Dead Are Still Beneficiaries (*statetimes.in*) Aug 17, 2023

SRINAGAR: PM-JAY was launched by the PM Narendra Modi on September 23, 2018, with aim to provide Rs 5 lakh per family as per the strict criteria defined in the scheme.

The funding of the scheme is shared between Centre and State in the 60:40 and NHA is responsible for scheme implementation.

During the recent Monsoon Session of Parliament the Comptroller and Auditor General (CAG) tabled audit report in Lok Sabha noted multiple cases of the Ayushman Bharat-Pradhan Mantri Jan Arogya Yojna PMJAY providing treatment for patients who had already been declared dead, as well as for thousands of people using same Aadhaar number or invalid mobile phone number.

CAG report says, almost 7.5 lakh people in the scheme's beneficiary database were linked with a single cell phone number 9999999999. Almost 1.4 lakh were linked to the number 8888888888, while another 96,000 were linked another obviously bogus number. There were some similar cases of multiple beneficiaries being linked to a single Aadhaar number as well.

Other key issue exposed by the CAG included private hospital performing procedures reserved for public hospital, hospitals with pending penalties amounting to multiple crores of rupees fraudulent database errors and spending on ineligible beneficiaries, and more systemic issues such as shortage of infrastructure, equipment and doctors at empanelled hospitals, as well as cases of medical malpractice .

According to the NHA database, 27,649 hospitals have been empanelled across India for providing services under this scheme. An Empanelled Healthcare Provider has to fulfill criteria like the presence of round the clock support system required for services like pharmacy, blood bank, laboratory, dialysis unit, post-operative services ICU care etc. However in Bihar, Andaman Nicobar Islands, Assam, Chandigarh, Gujrat, Himachal Pradesh, Jammu and Kashmir, Manipur, Nagaland, Puducherry, Tripura, and Utter Pradesh figured in this list of States where hospitals got empanelled and failed to serve the purpose.

The CAG report also said ,that patients earlier shown as “dead” continued to avail treatment under the scheme. The maximum number of such cases were in Chhattisgarh, Haryana, Jharkhand, Kerala, and Madhya Pradesh. While as the minimum number of such cases were observed in the Andaman and Nicobar Islands, Assam, Chandigarh, Manipur and Sikkim.

The CAG also noted that penalties amounting to Rs 12.32 crore from 100 hospitals were pending in nine states, and that in Andhra Pradesh and Punjab private hospitals were performing procedures reserved for public hospitals.

Meanwhile Health Ministry defended the scheme and saying that mobile number did not play any role in the verification of scheme beneficiaries.

In a statement, the Health Ministry said that the scheme only used numbers to reach out to the beneficiaries in case of any need.”AB-PMJAY identifies the beneficiary through Aadhaar Identification where the beneficiary undergoes the process of mandatory Aadhaar based e-KYC. The details fetched from the Aadhaar database are matched with the source database and accordingly ,the request for Ayushman card is approved or rejected based on the beneficiary details”, the Ministry said.

On the other side, opposition parties like Congress and AAP questioning the Centre over discrepancies in the database of the Ayushman Bharat Scheme, which were highlighted in an audit report prepared by the CAG. Will there be any investigation into these discrepancies, asked opposition leader to government. <https://statetimes.in/cag-audit-flags-multiple-frauds-in-pmjay-patients-shown-dead-are-still-beneficiaries/>

5. Irregularities (*dailypioneer.com*) Aug 17, 2023

CAG report points at lapses in Ayushman Bharat and expressway projects

In a democracy, transparency, accountability and effective governance are the cornerstones of a thriving society. However, recent revelations from the Comptroller and Auditor General (CAG) report have once again brought to the fore some glaring irregularities plaguing flagship government initiatives such as Ayushman Bharat and major infrastructure projects like expressways. These irregularities not only cast doubts on the efficient utilisation of public funds but also highlight the dire need for robust oversight mechanisms to ensure their successful implementation. The Ayushman Bharat scheme, launched with the noble intention of providing universal health care access to millions of Indians, has been marred by allegations of mismanagement and irregularities. The CAG report red flags inflated the project cost of the Dwarka Expressway, which went up 14 times from the sanctioned Rs18 crore/km to Rs 250 crore/km. A performance audit by the CAG also found several discrepancies in India’s public health assurance scheme Ayushman Bharat – Pradhan Mantri Jan Arogya Yojana (AB-PMJAY) that led to crores of rupees in expenditure on ineligible beneficiaries. The faults in the database of AB-PMJAY include invalid names, unrealistic dates of birth, duplicate health IDs and unrealistic family sizes. CAG has raised similar questions on irregularities in the Ayodhya Development Project and the diversion of old-age pension funds under the National Social Assistance Programme for publicity of the Modi government's schemes.

Similarly, the CAG report's scrutiny of expressway projects brings to light discrepancies in project execution and financial management. Expressways are critical arteries for economic growth, connecting remote regions and facilitating faster movement of goods and people. However, the report's revelations of cost overruns, delays and questionable contract awarding processes showcase a lack of due diligence in project planning and implementation. The implications of these irregularities are far-reaching. First and foremost, they erode public confidence in the government's commitment to its promises. The failure to ensure transparency and accountability not only threatens these initiatives' success but also perpetuates scepticism regarding the effectiveness of government policies. Secondly, financial mismanagement and irregularities result in wastage of taxpayer money, diverting resources away from more pressing needs. In a country where basic amenities and social services often remain inadequate, every rupee misspent on inflated claims or inefficient project execution represents a lost opportunity to uplift lives and enhance public welfare. Such financial missteps can have long-lasting repercussions, hindering the nation's progress. Furthermore, the media, civil society and citizens have a pivotal role to play in holding the government accountable for its actions. Public awareness, open discussions and informed debates can push authorities to rectify irregularities and instil a culture of responsiveness. <https://www.dailypioneer.com/2023/columnists/irregularities.html>

6. PMJAY: CAG reveals irregularities, ineligible beneficiaries in J&K (*thenewsnw.co.in*) Aug 17, 2023

The Comptroller and Auditor General of India (CAG) has raised concerns about the efficacy of the Ayushman Bharat – Pradhan Mantri Jan Arogya Yojana (PMJAY) health insurance scheme in Jammu and Kashmir.

Ayushman Bharat PMJAY is a national public health insurance scheme of the Government of India that aims to provide free access to health insurance coverage for low-income earners in the country.

According to CAG's audit, Rs 10.96 lacs were disbursed for the treatment of 48 patients who had previously been declared deceased in the scheme's database in Jammu and Kashmir. Launched on 1st December 2018 in Jammu and Kashmir, an audit of 6 districts and 21 hospitals was done by CAG.

According to CAG's audit, In Jammu & Kashmir and Ladakh, from 2018 to 2021, 16865 and 335 ineligible beneficiaries were identified by the SHA after cleaning the SECC data.

Under the CAG's performance audit, it was found that In Jammu and Kashmir, (459) beneficiaries were charged for their treatment in empanelled EHCPs resulting in an increase in out-of-pocket expenditure of beneficiaries.

Data analysis revealed that SHAs Jammu & Kashmir and Ladakh failed to levy penalties amounting to ₹20.93 crore and ₹ 39.66 lakh respectively on Insurer for non-performance of various activities.

Audit further noted that SHA, Jammu & Kashmir and Ladakh failed to levy penalties amounting to ₹ 20.93 crore and ₹ 39.66 lakh respectively on the Insurer for non-performance of various activities mentioned as Key Performance Indicators in Contract Agreements.

Since no penalties were levied by the SHAs, no such recoveries were made from the defaulting hospitals, thereby not deterring the hospitals from deviating from the performance indicators specified under the scheme. Further, due to a delay in payment of premium to the Insurance company up to 161 days under Contract Agreement (PS-4), SHA, Jammu & Kashmir failed to recover a penalty of ₹ 2.91 crore on account of delayed claim payments from the Insurance Company, CAG said in its Performance Audit of Ayushman Bharat - Pradhan Mantri Jan Arogya Yojana.

In Jammu & Kashmir and Ladakh, during the period 2018 to 2021, 16865 and 335 numbers of ineligible beneficiaries respectively were identified by SHA after cleaning the SECC data, thus, indicating the existence of ineligible beneficiaries in the SECC database, CAG said.

An additional concern was raised that in Jammu and Kashmir, 15 hospitals were empanelled with delay. The CAG report further stated that in Jammu and Kashmir, 4,97,358 cases were rejected and the maximum delay in days was 404.

The audit noted that in 12 States/UTs namely Andaman and Nicobar Islands, Assam, Bihar, Chandigarh, Gujarat, Himachal Pradesh, Jammu & Kashmir, Manipur, Nagaland, Puducherry, Tripura, and Uttar Pradesh, the minimum criteria of empanelment was not met by some of the EHCP.

The CAG report further stated that in Jammu and Kashmir, in 10 public EHCPs, 459 patients paid ₹ 43.27 lakh initially out of their pocket for which reimbursement was made to the patients after verifying the bills. Reimbursement is yet to be made to 75 patients amounting to ₹ 6.70 lakh.

Nearly no expenditure was incurred on Hospital up-gradation and Quality Improvement and no incentive was paid to medical staff in Jammu and Kashmir.

In Jammu and Kashmir, Rs 3.76 lakh amount was involved in incorrect household IDs. Rs 3.89 Cr was involved in treatment before disabling of card. As per the comment made, 17,458 card holders availed treatment before disabling of cards, and a claim amount of ₹ 388.98 lakh was approved against 12,633 disabled cards mainly due to the non-conducting of periodic review of verified cards in a time-bound manner by SHA J&K.

Rs 5.51 lakh were involved in the treatment of disabled cards. The comment read ₹ 5.51 lakh was approved against 241 disabled cards indicating a lack of auto rejection of claims in the system against disabled cards.

Ten SHAs in Andaman and Nicobar Island, Bihar, Chandigarh, Jammu & Kashmir, Jharkhand, Madhya Pradesh, Puducherry, Rajasthan, Tamil Nadu, and Uttarakhand did not remit interest of ₹ 22.17 crore earned by them on unspent grants to NHA, it said.

The audit noted that a refund of the premium of ₹ 16.85 crore was recoverable from the insurance companies in Jammu and Kashmir.

The audit further noted that SHA, Jammu & Kashmir, and Ladakh failed to levy penalties amounting to ₹ 20.93 crore and ₹ 39.66 lakh respectively on the Insurer for non-performance of various activities mentioned as Key Performance Indicators in Contract Agreements.

Since no penalties were levied by the SHAs, no such recoveries were made from the defaulting hospitals, thereby not deterring the hospitals from deviating from the performance indicators specified under the scheme. Further, due to a delay in payment of premium to the Insurance company up to 161 days under Contract Agreement (PS-4), SHA, Jammu & Kashmir failed to recover a penalty of ₹ 2.91 crore on account of delayed claim payments from the Insurance Company, it read. <https://www.thenewsnow.co.in/newsdet.aspx?q=153542>

7. Address problems in working of PM-JAY (*deccanherald.com*) Aug 17, 2023

The many irregularities and shortcomings pointed out by the Comptroller and Auditor General (CAG) in the working of the Ayushman Bharat-Pradhan Mantri Jan Arogya Yojana (PM-JAY) have given rise to concerns over the management and implementation of the programme. It is an important programme intended to provide medical insurance cover to people in the lower strata of society and thus serves a vital need. But the report, tabled in parliament last week, has noted many problems in the database, such as invalid names, duplicate health IDs, incorrect entries in gender fields, unrealistic family sizes, and improbable dates of birth. The CAG's scrutiny also found many cases of treatment for patients who had already been declared dead, and thousands of people using the same Aadhaar number or invalid mobile phone number. About 7.5 lakh people in the database were linked with a single mobile number, 1.4 lakh to another number, and about one lakh to yet another. Thousands of registrations were made against same Aadhaar numbers.

The authorities have claimed that these do not point to any irregularities as mobile numbers do not play any role in the verification of beneficiaries and often dummy numbers are used. But there are many other inconsistencies and oddities which are not easily explained. There are many cases of duplication of the alphanumeric ID of the beneficiaries. There are beneficiaries who were born in the 19th century, and dead patients have got the benefit. Each family gets an insurance cover of Rs 5 lakh. But the average cost of hospitalisation is just over Rs 13,000. This appears to be much below the normal expenditure incurred for hospitalisation. The report has also mentioned other problems like private hospitals performing procedures reserved for public hospitals and systemic issues like shortages of infrastructure, equipment and doctors at empanelled hospitals and cases of medical malpractice.

PM-JAY is the world's largest health insurance programme, which covers about 110 million families and about 40 per cent of the country's population. There are bound to be large numbers of lapses, slipups, errors, cases of fraud or corruption in such a big programme. But the CAG report does not point to the occurrence of such individual cases but of problems in the design and implementation of the programme. The report

also shows infrastructure needs to improve, especially in backwards states like Bihar, where the public health machinery and facilities are very inadequate. There may also be issues other than those uncovered by the CAG. The PM-JAY is five years old, and it has not had a proper scrutiny till now. The CAG report should prompt the government to address its shortcomings and to improve its working. <https://www.deccanherald.com/opinion/editorial/address-problems-in-working-of-pm-jay-2650261>

8. CAG report flags several projects by Centre: How true are allegations? (*indiatoday.in*) Aug 16, 2023

The latest report from the Comptroller and Auditor General of India (CAG) raised a red flag against several projects by the Centre, leading to a political uproar. Government initiatives including the Ayushman Bharat scheme and the construction of Dwarka Expressway were flagged by the CAG. Moreover, hearing a case on the coal scam, the Delhi High Court on Wednesday sought the response of the CBI on appeals by ex-coal secretary HC Gupta and former public servant K S Kropha challenging their conviction and three-year sentence.

Panelists including Congress Spokesperson Supriya Shrinete and BJP spokesperson Syed Zafar Islam discuss what the CAG report means for the centre and the country. While Shrinete sought answers to the alarming observations, Islam said the picture being painted is entirely different than reality. Watch on to find out more.

Video Link: <https://www.indiatoday.in/india/video/cag-report-flags-several-projects-by-centre-how-true-are-allegations-2422190-2023-08-16>

9. मृतकों के इलाज में करोड़ों खर्च, PM मोदी के ड्रीम प्रोजेक्ट आयुष्मान योजना में लूट का खुलासा! (*thelallantop.com*) Aug 16, 2023

भारत के नियंत्रक और महालेखा परीक्षक (CAG) ने कहा है कि आयुष्मान भारत योजना (Ayushman Yojna) में मृत घोषित किए जा चुके लोगों पर 6.97 करोड़ रुपये खर्च किए गए. CAG ने ऐसे 3,446 लोगों का जिक्र किया है. आयुष्मान भारत प्रधानमंत्री जन आरोग्य योजना (PMJAY) केंद्र सरकार की एक स्वास्थ्य बीमा योजना है.

Video Link: <https://www.thelallantop.com/news/post/irregularities-in-ayushman-bharat-cag-said-rs-697-crore-was-paid-for-3446-for-dead-patients>

10. आयुष्मान योजना के लाभार्थियों को इलाज के लिए करना पड़ा भुगतान - सीएजी (*punjabkesari.com*) Aug 17, 2023

भारत सरकार आयुष्मान भारत-प्रधानमंत्री जन आरोग्य योजना कार्यक्रम के माध्यम से लोगों को मुफ्त चिकित्सा उपचार देकर उनकी मदद करना चाहती थी। लेकिन एक रिपोर्ट में पाया गया कि कुछ लोगों को अभी भी अपने इलाज के लिए पैसे देने पड़ते हैं, भले ही कार्यक्रम में प्रति वर्ष 5 लाख रुपये तक की सभी लागतों को कवर किया जाना था। यह लाभार्थियों को सेवाओं के लिए कैशलेस और पेपरलेस सुविधा प्रदान करता है। एबी-पीएमजेवाई पर हाल ही में संसद में पेश सीएजी की ऑडिट रिपोर्ट ने कहा, एसएचए और निजी ईएचसीपीएस द्वारा हस्ताक्षरित समझौते में कहा

गया है कि पीएमजेएवाई लाभार्थियों को पूरी तरह से कैशलेस तरीके से सेवा प्रदान किया गया। अस्पताल में मरीज के प्रवेश के बाद, सभी नैदानिक परीक्षणों, दवाओं, प्रत्यारोपण आदि का खर्च अस्पताल द्वारा वहन किया जाना चाहिए, लेकिन लेखापरीक्षा में ऐसे उदाहरण सामने आया, जहां रोगियों को इलाज के लिए भुगतान करना पड़ा।

75 मरीजों को 6.70 लाख रुपये की प्रतिपूर्ति अभी बाकी

हिमाचल प्रदेश में, पांच ईएचसीपी के 50 लाभार्थियों को अपने नैदानिक परीक्षणों का प्रबंधन अन्य अस्पताल से करना पड़ा और परीक्षणों की लागत लाभार्थियों द्वारा वहन की गई। रिपोर्ट में खुलासा हुआ कि जम्मू-कश्मीर में 10 सार्वजनिक ईएचसीपी पर, 459 मरीजों ने शुरुआत में अपनी जेब से 43.27 लाख रुपये का भुगतान किया, बाद में मरीजों को प्रतिपूर्ति की गई। 75 मरीजों को 6.70 लाख रुपये की प्रतिपूर्ति अभी बाकी है।

उसके खिलाफ कोई कार्रवाई की गई

सीएजी रिपोर्ट में कहा गया है, झारखंड में, बीमा कंपनी ने पाया कि लाइफ केयर हॉस्पिटल, गोड्डा के 36 मरीजों ने दवाओं, इंजेक्शन, रक्त आदि की खरीद के लिए भुगतान किया। बीमा कंपनी के अवलोकन के आधार पर एसएचए ने 28 अगस्त, 2020 को अस्पताल को पांच दिनों के भीतर स्पष्टीकरण देने के लिए कहा। लेकिन अस्पताल ने न तो कोई स्पष्टीकरण प्रस्तुत किया, न ही उसके खिलाफ कोई कार्रवाई की गई। <https://punjabkesari.com/india-news/beneficiaries-of-ayushman-scheme-had-to-pay-for-treatment---cag/>

11. Congress questions PM's silence over CAG reports that flag irregularities (*thehindu.com*) Aug 16, 2023

A day after Prime Minister Narendra Modi targeted Opposition parties over corruption in his Independence Day speech, the Congress on Wednesday cited Comptroller and Auditor General (CAG) reports on various irregularities to question Mr. Modi's silence on the CAG findings.

At a press conference at the party headquarters, Supriya Shrinete, Congress chairperson for social media and digital platforms, listed seven instances in which the CAG had pointed out cost escalation of public projects and waste of public money. "I feel these scams should be probed and accountability should be fixed. We feel that Prime Minister Narendra Modi is clearly responsible for these scams and his accountability should be fixed," Ms. Shrinete said. In the Bharatmala project, the umbrella project for building national highways, the Congress spokesperson said the cost was escalated, the tendering process was flawed and safety consultants were not appointed.

In the case of Dwarka Expressway in the Delhi-Gurugram border, the construction cost went up from around ₹18 crore per kilometre to ₹250 crore per kilometre, to construct two kilometres of the expressway, she said.

She said that after a random audit of five toll plazas, the CAG had found that the National Highways Authority of India (NHAI) had erroneously collected ₹132 crore from road users due to non-implementation of revised fee. "This is when only five toll

plazas were audited. Imagine if every toll plaza in this country is audited, what would the tune of this scam be?" she asked.

Referring to the audit of the flagship scheme of Ayushman Bharat, the Congress spokesperson 7.5 lakh beneficiaries of the scheme were registered with a single mobile phone number and insurance claims for fresh treatment were paid in the names of 88,670 dead people.

Ms. Shrinate also cited CAG reports on flawed engine design that cost ₹159 crore in losses to the Hindustan Aeronautics Limited, irregularities in the Ayodhya Development project and diversion of pension funds under the Rural Development Ministry to put up hoardings for the Swachh Bharat Mission.

"...The reality is that today the media is quiet. There is not one, not two, but seven CAG scams that have been unearthed and the Prime Minister stays silent," Ms. Shrinate said. <https://www.thehindu.com/news/national/congress-questions-pms-silence-over-cag-reports-that-flag-irregularities/article67202581.ece>

12. Congress alleges corruption by Modi government in projects over CAG reports, holds PM accountable (*timesofindia.indiatimes.com*) Aug 16, 2023

Quoting Comptroller and Auditor General (CAG) reports, the principal opposition party Congress on Wednesday alleged corruption by the Narendra Modi government in several projects and schemes. It held the PM directly responsible for the alleged irregularities as they happened "under his nose".

Talking to media persons at the AICC headquarters in the national capital, Congress spokesperson Supriya Shrinate took a dig at the Modi government and said, "It is a big issue of scams. The CAG, which does the auditing of the government accounts, has highlighted seven scams. Now we feel that the prime minister and the government should carry out a raid on CAG, as they are questioning the government."

Taking a jibe at the prime minister, she said he does nothing wrong and has built an image of honesty, but the CAG report questions it, adding that it must be a big international conspiracy.

Citing the alleged irregularities in the Bharatmala Project and Dwarka Expressway, the party spokesperson said that the cost of both the projects have escalated.

She also highlighted the irregularities flagged by the CAG in the Ayushman Bharat scheme, Ayodhya project works and in schemes and projects of the Union Rural Development Ministry.

Firing salvos at the prime minister, Shrinate said: "All scams are happening under your nose. Will you break your silence? Will you take action? Will the government take action against Ministers of the said Ministries. Why was the amount of other schemes used for publicity?"

The CAG has highlighted irregularities in several Central government schemes and projects with the opposition parties alleging corruption. <https://timesofindia.indiatimes.com/india/congress-alleges-corruption-by-modi-government-in-projects-over-cag-reports-holds-pm-accountable/articleshow/102778943.cms?from=mdr>

13. ‘PM should shut down CAG’: Congress takes swipe at Narendra Modi government over ‘seven scams’ (*telegraphindia.com*) Aug 17, 2023

Shut down the Comptroller & Auditor General (CAG) of India, the Congress demanded on Wednesday.

Dripping sarcasm, the demand has been born out of frustration at the inability of the key institutions of democracy to enforce accountability upon the Narendra Modi government. Congress spokesperson Supriya Shrinete said: “There was a time when TV anchors started jumping in anger (when CAG reports came out). They asked uncomfortable questions and held discussions on

Shrinete added: “Not one, the CAG has exposed seven scams in different departments. This must be a part of an international conspiracy. Modi should send the ED, CBI and income tax to raid the CAG and put the officials in jail. How dare the CAG find irregularities of the Modi government? They think that India is still a democracy. Modi should shut down the CAG.”

The Congress has bitter memories of the political storm triggered by CAG reports that shook the Manmohan Singh government.

A report that escalated the backlash on the then UPA government was an imaginary estimate of possible loss put out by the then CAG, Vinod Rai, who was made the chairman of the Banks Board Bureau after Modi came to power at the Centre. The "presumptive loss" of over Rs 1.76 lakh crore in the 2G case, which could not be established later, had helped the BJP in painting the then government as corrupt.

Adhir Chowdhury, the Congress Lok Sabha leader who also heads the Public Accounts Committee (PAC) of the House, had some time ago written to the CAG about inordinate delays in filing audit reports over the past few years.

“Delay in reports ensure the burning issues are forgotten. By the time reports come, the governments have changed in states or events have overtaken the subject. We have summoned the CAG for an explanation for the delay in the next meeting,” Chowdhury had written.

CAG reports. In Rai's tenure, over 200 audit reports for Parliament and state legislatures were churned out every year. But the CAG produced only 73 reports in 2018-19 and 98 in 2017-18.

The Congress has been complaining about the conspiracy to weaken the legal framework designed to fight corruption. The party has ceaselessly accused the ED, CBI and other central agencies of working as the BJP's political tools.

The Congress has also charged the government with strangling the Right to Information (RTI) Act. While there was no investigation into the Rafale deal despite several unanswered questions, the Prime Minister has repeatedly called his opponents corrupt.

Shrinete contended that the CAG now is not talking about presumptive or notional losses, and the loot is well-documented and real. “The Bharatmala project, monitored by the CCEA (Cabinet Committee on Economic Affairs), saw a cost escalation from Rs 15.37 crore a kilometre to Rs 32.13 crore a km. The bidding process was a fraud and no safety consultant was appointed. All this happened under the Prime Minister’s watch.”

She added: “In the Dwarka Expressway, the CAG found that Rs 18 crore per km jumped to Rs 250 crore per km. What wonder was created? Was this a road? This should be turned into a monument!

And look at the corruption in the National Highways Authority of India (NHAI). The CAG examined only five toll plazas and illegal collection of Rs 132 crore. If all the toll plazas in the country are probed, the loot will be worth lakhs of crores.”

Asked about the government’s claim that the cost escalation cannot be construed as corruption, Shrinete said: “Please find one expert in the world who will justify this cost escalation — from Rs 18 crore to Rs 250 crore for one km of road. Are all seven reports of the CAG fake and misleading? Our money is being gobbled up. Jago media, jago! Don’t fall for their hollow boasts of integrity and honesty.”

She said: “In the Ayushman Bharat health scheme, the CAG found 75 lakh people were registered under one mobile number. Payments were released in the name of 88,000 dead persons. Undue payments were released to contractors in the Ayodhya development project. In the rural development department, money for widow and old-age pension was diverted for publicity. In HAL (Hindustan Aeronautics Ltd), the CAG found a loss of Rs 154 crore due to design defect.”

Asking whether the Prime Minister will punish the surface transport minister (Nitin Gadkari) for the alleged corruption in road construction, Shrinete said: “This is a government which does nothing without the Prime Minister’s knowledge. Even toilets and trains are inaugurated by Modi himself. The responsibility obviously lies with the Prime Minister.”

Asked if there would be a campaign to prove corruption in the government, she said: “We don’t have to prove anything. The entire country knows how the BJP defends Adani. It becomes difficult to decide whether the spokespersons belong to the BJP or Adani.” <https://www.telegraphindia.com/india/pm-should-shut-down-cag-congress-takes-swipe-at-narendra-modi-government-over-seven-scams/cid/1959433>

14. Dwarka Expressway: Government saved 12 per cent on cost in the project, claims road ministry sources (*financialexpress.com*)
Aug 17, 2023

Centre saved over 12 percent in construction cost of the country's first eight-lane, four-level Dwarka Expressway project from the initial estimates. According to the official auditor Comptroller and Auditor General (CAG), the project cost was exorbitant and misplaced as the auditor did not factor in the actual cost.

Top sources in the road transport ministry, in conversation with news agency PTI, revealed that the project cost was much higher than the established cost structure.

Rs 18 crore per km to Rs 250 crore per km

In its report tabled during the just concluded monsoon session of Parliament, the CAG had found that the National Highways Authority of India's (NHAI) decision to go for an elevated carriageway on the Haryana portion of the Dwarka Expressway increased the construction cost to Rs 251 crore per kilometre from Rs 18.2 crore per km estimated earlier.

The assessment findings on the implementation of Phase-I execution for the 'Bharatmala Pariyojana' highway initiatives sparked a political dispute, as the opposition parties contend that the project's awarding procedure was tainted by allegations of corruption.

CAG flags 'very high' project cost

The ministry sources explained that the tender process encompassed all four sections of the Dwarka Expressway, with an initial average civil cost of Rs 206.39 crore per kilometer. However, the contracts were finally awarded at a lower rate of Rs 181.94 crore per km. The average civil construction cost of the four packages of the expressway was 12 per cent lower than the estimates, they said.

The official also explained that the sharp difference in actual project cost and CAG estimates has come as the official auditor simply divided the total cost of construction of Rs 91,000 crore under the National Corridor Efficiency Programme with the project's entire length of 5,000 kilometres under development.

The officials further stated that the auditor's report did not take into account the cost of building bridges and tunnels, and the cost of land acquisition that form a major part of the 28.9 km Dwarka Expressway project.

They also highlighted that the CAG has itself noted that the cost of construction of Rs 18.2 per kilometre does not include the cost norms for flyovers, ring roads, etc. They are of the view that the expressway in question has elevated roads, underpasses, tunnels and other components which were not part of the project.

Meanwhile, the ministry sources said that they would try to convey their comments on the issue to the CAG and would submit their findings whenever it would come up for discussion in the Public Accounts Committee.
<https://www.financialexpress.com/business/roadways-dwarka-expressway->

[government-saved-12-per-cent-on-cost-in-the-project-claims-road-ministry-sources-3213094/](#)

15. Govt saved 12% in construction cost in awarding Dwarka E-way project: Road Ministry sources (*dailypioneer.com*) Aug 17, 2023

The government saved over 12 per cent in construction cost against estimates in awarding contracts of Urban Extension Road-II or Dwarka Expressway, and CAG findings that the cost was exorbitant are misplaced as the auditor did not factor in the actual cost, top sources in the road transport ministry said.

According to reports, the Comptroller and Auditor General (CAG) had found that the National Highways Authority of India's (NHAI) decision to go for an elevated carriageway on the Haryana portion of the Dwarka Expressway pushed up the construction cost to Rs 251 crore per kilometre from Rs 18.2 crore per km estimated earlier.

The audit report on the implementation of Phase-I of the 'Bharatmala Pariyojana' highway projects, triggered a political row with the opposition parties alleging corruption in the process of awarding the project.

The ministry sources explained that all four packages of Dwarka Expressway were put for tender at an average civil cost of Rs 206.39 crore per kilometre but the contracts were finally awarded at a lower rate of Rs 181.94 crore per km.

The average civil construction cost of the four packages of the expressway was 12 per cent lower than the estimates, they said.

The sources also explained that the CAG has simply divided the total cost of construction of Rs 91,000 crore under National Corridor Efficiency Programme with the project's entire length of 5,000 kilometres under development. <https://www.dailypioneer.com/2023/business/govt-saved-12--in-construction-cost-in-awarding-dwarka-e-way-project--road-ministry-sources.html>

16. CAG report on Dwarka Expressway 'erroneous', says Highways Ministry official (*thehindu.com*) Aug 17, 2023

The Comptroller and Auditor General's (CAG) findings of a 13-fold cost hike in the construction of the Dwarka Expressway is erroneous, said a senior official of the Ministry of Road Transport and Highways, adding that the project was awarded after a "transparent" bidding process.

The CAG report, made public on August 10, on Phase-1 of the Bharatmala Programme for building national highways in the country, stated that the Dwarka Expressway was being built at a cost of ₹250.77 crore per kilometre as against the Union Cabinet approved costing of ₹18.20 crore, which has now been refuted by the Road Ministry. The 14-lane expressway includes an eight-lane elevated road and is being developed as four different packages, and is expected to be fully completed by January, 2024.

A senior official of the Ministry said that the average cost of the 28.96 km stretch of the expressway was estimated at ₹5,269 crore or an average of ₹206 crore per kilometre before inviting bidders. The person added that the winning bidder quoted a cost of ₹184 crore per kilometre, resulting in savings of 12% over the government's estimates.

The four packages for developing Dwarka Expressway were awarded after a "transparent" tender process that attracted multiple bidders, said the official.

The figure of ₹18.20 crore for the National Corridors Efficiency Improvement approved by the Cabinet Committee on Economic Affairs in August 2016 which has been cited in the CAG report does not apply to flyovers and ring-roads for which the costing has to be decided at the stage of detailed project report, contended the Ministry official.

The CAG report has also questioned the existence of competing infrastructure such as the Delhi-Alwar Rapid Regional Transit System corridor. The viability of the two projects is inter-related as the source traffic for both is derived from the local traffic plying in NH-48. The Ministry, however, said that the project was deliberated in detail at the level of the Standing Cost Committee, Project Appraisal Committee and the Board of the National Highways Authority of India. <https://www.thehindu.com/news/national/cag-report-on-dwarka-expressway-erroneous-says-highways-ministry-official/article67201929.ece>

17. Highway ministry likely to respond to CAG concerns on Expressway costs (*business-standard.com*) Aug 16, 2023

Amid severe political backlash, the Ministry of Road Transport and Highways is likely to respond to the conclusions made by the Comptroller and Auditor General (CAG) and allay the auditor's concerns about unrealistic cost escalations in the Dwarka Expressway project, among other possible lapses, a top ministry official said on Wednesday.

The CAG, in its report on the implementation of Bharatmala Pariyojana, found that the National Highways Authority of India (NHAI) board approved the Dwarka Expressway with "civil cost of Rs 7,287.29 crore with per km Rs 250.77 crore as against per kilometre (km) civil cost of Rs 18.2 crore approved by the Cabinet Committee on Economic Affairs (CCEA)".

The source said that the auditor's calculations do not factor in increased costs of land acquisition, the complicated nature of the project and the additional costs incurred on account of that, as it simply takes a broad-based average.

The Dwarka expressway, features an eight-lane and a six-lane tunnel, along with some elevated service roads, which require higher construction costs than basic highways.

"The average cost of an elevated road even in the most conservative scenario is at least Rs 100 crore per km. Moreover, the plan head of greenfield expressways in the Bharatmala pipeline explicitly mentions that cost can be established after Detailed Project Report as there are no standard cost norms for these components," the official said.

According to the ministry's estimates, the actual civil cost of the project is actually much lower than the CAG's claim and even the initial estimate.

The average civil cost put to tender for all four packages of the Dwarka Expressway was Rs 206.4 crore, while the actual awarded civil cost was 12 per cent lower, at Rs 182 crore.

Another issue flagged by CAG was that executing agencies did not follow the appraisal and approval mechanism prescribed by the Union cabinet committee on economic affairs (CCEA) for Bharatmala Phase-1.

"Out of 50 sample projects of NHAI, in the case of eight projects, appraisal by Project Appraisal and Technical Scrutiny Committee was not done due to either these being appraised under the NHDP programme or they being balanced works/ one-time improvement works," the report said. https://www.business-standard.com/industry/news/highway-ministry-likely-to-respond-to-cag-concerns-on-expressway-costs-123081600765_1.html

18. Costlier land acquisition led to Bharatmala cost overrun: Official (*business-standard.com*) Aug 17, 2023

Due to expensive land acquisition and development of wider flyovers, tunnels, and highways, the cost of highway projects under the Bharatmala programme peaked significantly from the initial estimates, according to a report by The Economic Times (ET). The Bharatmala programme was okayed by the Cabinet Committee on Economic Affairs (CCEA) in July 2017.

An official was quoted as saying that the Comptroller and Auditor General (CAG) report on Bharatmala had failed to observe several intricacies when it concluded that there were cost overruns in the Rs 5.35 trillion programme.

According to the CAG report tabled in Parliament on August 10, only 75.62 per cent of the approved length has been awarded, whereas 158.24 per cent of outlay was sanctioned up to March 31, 2023. The CAG also pointed out irregularities in the award of highway projects by the National Highways Authority of India (NHAI) and the National Highways & Infrastructure Development Corporation Limited (NHIDCL).

The official stated that the CCEA approval for Bharatmala did not include the cost of ring roads and flyovers. The cost of land acquisition has risen by five times from the original estimates of Rs 30,000 crore. Inflation has also led to a rise in the cost of the building materials of roads. These points will be officially explained to the auditor, the official added.

The official also said any discrepancy brought before the government will be investigated. The CAG stated in his report that many cases of irregularities in the case of projects were observed in violation of the prescribed tendering process. The CAG recommended that discrepancies in the tendering process should be probed to fix responsibility on officials who failed to ensure compliance with prescribed rules and guidelines.

What is the Bharatmala project?

It is an umbrella program for the highways sector to improve connectivity, especially along the economic corridors, border regions and far-flung areas by constructing elevated corridors, flyovers, overpasses, interchanges, bypasses, and ring roads. The Cabinet Committee on Economic Affairs (CCEA) approved the Bharatmala Pariyojana Phase-I in 2017.

The project involves developing 24,800 km of national highways and a residual 10,000 km of highways pending under the erstwhile National Highway Development Programme at an estimated outlay of Rs 5.35 trillion. https://www.business-standard.com/economy/news/costlier-land-acquisition-led-to-bharatmala-cost-overrun-official-123081700257_1.html

19. Southern states hold nearly 30% of toll collected on national highways (*business-standard.com*) Aug 16, 2023

The five southern states of India contribute nearly a third of the toll revenue collected on national highways, despite accounting for just under a fifth of the total road length.

According to a recent report from the Comptroller and Auditor General (CAG) of India, these states have around 27,000 kilometres of roads. This figure represents 19.85 per cent of the total 136,000 kilometres across the country as of March 2021. The CAG, as an audit body, examines whether public funds are being collected and used appropriately. It conducted an audit of the southern highways and issued a note in August 2023. https://www.business-standard.com/economy/news/southern-states-hold-nearly-30-of-toll-collected-on-national-highways-123081600405_1.html

20. Dwarka Expressway: Slugfest over CAG Report Continues (*swarajyamag.com*) August 17, 2023

Senior Highway Ministry officials cited details of the cabinet proposal for the Bharatmala programme, amid the ongoing political slugfest over the high cost of Dwarka Expressway project flagged by the Comptroller and Auditor General (CAG) of India.

The Ministry maintained that the “cost of flyovers, ring roads can be established after detailed project reports (DPRs),” with the cost estimate approved in 2017.

The Congress has questioned the central government over the the inflated project cost of the Dwarka Expressway, which went up 14 times from the sanctioned Rs 18 crore/km to Rs 250 crore/km, as per the CAG report.

The details of the cost estimate for the highway development programme under the 'National Corridors Efficiency Improvement' also mentioned that there are no cost norms for flyovers, ring roads etc.

The 29-km Dwarka Expressway project was taken up under this component of Bharatmala programme considering the high congestion on Delhi-Manesar stretch of NH-48.

Officials said that while the average construction cost per km for roads under this segment was estimated at Rs 18 crore per km, it was meant for four-lane highways.

“Dwarka Expressway project has been designed and constructed to meet the current and future requirement and hence there are provisions for flyovers, underpasses, service roads and tunnels. How can any stretch with such structures and more lanes be built at Rs 18 crore. So, the estimates clearly mentioned that the exact costs would be known when we have DPRs,” said an official.

Sources claimed that, in fact, because of fierce bidding by private highway builders, the National Highways Development Authority (NHAI) bid out the project at a lesser price (-12 per cent) than what was approved.

While the average approved cost for civil construction was Rs 206 crore per km, they got lowest bids for an average of Rs 182 crore. This excludes the cost for land acquisition and shifting of utilities, the officials added.

"This a state-of-the-art project. While it's a 14-lane highway with six lanes of expressway at the centre, the total lane distance on this stretch is around 563 km," officials maintain.

They added that even a four-lane elevated stretch in any part of the country costs not less than Rs 130 crore per km.

Officials explained that the cost of highway projects under the Bharatmala programme has risen significantly from initial estimates due to the construction of wider highways, tunnels, elevated stretches, and high land acquisition costs.

“Only land acquisition cost alone has gone up by five times from original estimates of Rs 30,000 crore,” sources said, while adding that these points will soon be explained to the CAG.

As per the CAG report, the NHAI Board approved the expressway project with a civil cost of Rs 7,287.3 crore and that the Haryana government had handed over 90 m right-of-way to NHAI free of cost.

The report listed that to build a 14-lane highway at grade, 70-75 m of right-of-way was enough.

“However, for no reasons on record, the project highway in the Haryana region, where its length was 19 km, was planned with eight-lane elevated main carriage way and six-lane at grade road, when NHAI already had 90 m right-of-way and the same was sufficient for building 14-lane at grade national highway,” the report added.

The CAG report also pointed out that the construction cost increased due to such massive structures. <https://swarajyamag.com/news-brief/dwarka-expressway-slugfest-over-cag-report-continues>

21. **CAG flags irregularities!** (*hwnews.in*) 16 Aug 2023

In this editorial episode, Mr. Sujit Nair discusses the recent reports presented by the Comptroller and Auditor General (CAG) that highlight various instances of irregularities within the central government. The CAG's findings reveal discrepancies in the implementation of the Ayushman Bharat scheme, including the use of dummy numbers and Aadhaar-related issues. Notably, the CAG uncovered that in Madhya Pradesh, a sum of ₹1.1 crore was disbursed to 403 'deceased' patients under the scheme. Similar irregularities were found under the Pradhan Mantri Jan Arogya Yojana (PMJAY), with a total of Rs 6.9 crore paid for the treatment of patients who were already deceased. Furthermore, the CAG's scrutiny exposed irregularities in the construction of the Dwarka Expressway, with costs exceeding the estimated amount by 14 times. The Centre's Bharatmala Pariyojana also drew concern from the CAG, as it highlighted the selection of ineligible bidders for the highways project. The CAG's report also pointed out undue benefits provided to contractors in the Ayodhya development project. The CAG report raised red flags regarding the violation of toll rules, with the National Highways Authority of India (NHAI) reportedly collecting Rs 154 crore from commuters in violation of the established regulations. The report further criticized the Hindustan Aeronautics Limited (HAL) for significant design flaws in an engine, leading to a loss of ₹159 crore. Lastly, the CAG report unveiled that the central government diverted Rs 2.83 crore originally allocated for pension schemes to promote other initiatives. <https://hwnews.in/shows/editorial/editorial-with-sujit-nair-cag-flags-irregularities/>

22. **'No stipulated cost of elevated Dwarka expressway'** (*timesofindia.indiatimes.com*) Aug 17, 2023

Amid the political slugfest over the high cost of the Dwarka Expressway project flagged by the federal auditor, CAG, senior highway ministry officials cited details of the cabinet proposal for the Bharatmala programme, which mentioned that the "cost of flyovers, ring roads can be established after detailed project reports (DPRs)", when the cost estimate was approved in 2017.

The details of the cost estimate for the highway development programme under the 'National Corridors Efficiency Improvement' of the highway development programme also mentioned that "there are no cost norms for flyovers, ring roads etc". The 29-km Dwarka Expressway project was taken up under this component of Bharatmala programme considering the high congestion on Delhi-Manesar stretch of NH-48.

Officials said while the average construction cost per km for roads under this segment was estimated at Rs 18 crore per km, it was meant for four-lane highways. "Dwarka Expressway project has been constructed to meet the future requirement and hence there are provisions for flyovers, underpasses, service roads and tunnels. How can any stretch with such structures and more lanes be built at Rs 18 crore. So, the estimates clearly mentioned that the exact costs would be known when we have DPRs," said an official.

Sources claimed that because of fierce bidding by private highway builders, the NHAI bid out the project at a lower price (-12%) than what was approved. They said while the average approved cost for civil construction was Rs 206 crore per km, they got lowest

bids for an average of Rs 182 crore. This excludes the cost for land acquisition and shifting of utilities.

"This a state of the art project. While it's a 14-lane highway with six lanes of expressway at the centre, the total lane km on this stretch is around 563," said an official. He said that even a four-lane elevated stretch in any part of the country costs not less than Rs 130 crore per km.

Officials said the cost of highway projects under the Bharatmala programme has risen significantly from initial estimates due to the construction of wider highways, tunnels, elevated stretches, and high land acquisition costs. "Only land acquisition cost alone has gone up by five times from original estimates of Rs 30,000 crore," said one of them while adding that these points will soon be explained to the CAG.

As per the CAG report, the NHAI Board approved the expressway project with a civil cost of Rs 7,287.3 crore and that the Haryana government had handed over 90 meter right of way (RoW) to NHAI free of cost. It had said to build a 14-lane highway at grade, 70-75 meter of RoW was enough. The CAG has flagged that the per km cost of Dwarka Expressway was Rs 250 crore.

"However, for no reasons on record, the project highway in the Haryana region, where its length was 19 km, was planned with eight lane elevated main carriage way and six lane at grade road when NHAI already had 90 meter right of way and the same was sufficient for building 14 lane at grade national highway," it said. The CAG said the construction cost increased due to such massive structures. <https://timesofindia.indiatimes.com/city/delhi/no-stipulated-cost-of-elevated-expressway/articleshow/102785675.cms?from=mdr>

23. CAG Flags Exorbitant Project Cost Of Dwarka Expressway: Exposed Expenditure Discrepancies from INR 18 to INR 250 Crore per km (*inventiva.co.in*) 17 August, 2023

The Dwarka Expressway project, prompted as a solution to the traffic congestion between Delhi and Gurgaon, has been brought under intense scrutiny after the release of a revealing audit report by the Comptroller and Auditor General of India (CAG). The report, which emphasises on the 'Implementation of Phase-I of Bharatmala Pariyojana', has brought to light alarming cost discrepancies that bring into doubt the efficiency as well as transparency under the project.

In accordance to the CAG's findings, the National Highway Authority of India (NHAI) Board gave approval for the Dwarka Expressway with a whopping civil cost of INR 7,287.29 crore, which translates to an exorbitant INR 250.77 crore for every kilometer. This stands in a stark contradiction to the INR 18.20 crore per kilometer civil cost that the Cabinet Committee on Economic Affairs (CCEA) had approved. The staggering disparity prompts major questions about economic responsibility as well as management of public spending.

The fact that the Delhi-Vadodara Expressway was sanctioned at the NHAI Board level despite not originally being on the list of Bharatmala Pariyojana Phase-I projects that the CCEA had approved is substantially more alarming. The dearth of sound arguments

for these actions as well as the disdain for established approval systems are blatant signs of poor management and an absence of regard for basic protocol.

The CAG report also calls attention to the implementing agencies' failure to adhere to the CCEA-mandated appraisal and approval process. Out of 50 sample NHAI projects, 8 underwent no appraisal for a variety of reasons, and 35 had tenders floated without any technical or financial due diligence before, only to be assessed after the fact. Such a flagrant disrespect for accepted practices raises questions about the integrity of the project and the competence of those in charge of ensuring that it is carried out.

The research also reveals inconsistencies in the definitions of "project" as well as "package," which made it unclear what kind of building should be done. It seems that NHAI took advantage of this ambiguity, which led to exorbitant prices as well as a lack of responsibility. The Ministry of Road Transport and Highways (MoRTH) strenuously disputed the figures provided as a response to the CAG's findings. The CAG claimed that the civil cost per kilometer was INR 250.77 crore, whereas the MoRTH insisted that the sanctioned cost is INR 206.39 crore. This discrepancy merely compounds the ambiguity and casts doubt on the veracity of the data being made available to the public.

The CAG report's choice to build the Dwarka Expressway to serve as an elevated corridor serves as one of the most contentious topics it raises. According to the CAG study, there was enough space for a 14-lane grade-level road as well as choosing an elevated route was unnecessary and inefficient. In support of its decision, the MoRTH argued that elevated construction was required to guarantee efficient interstate traffic movement.

The CAG's counterargument, which asserts that underpasses and flyovers may accomplish the same level of traffic efficiency without the astronomical cost of building an elevated road, is a legitimate one. The fixation on an elevated route demonstrates a lack of planning, good judgment, as well as consideration for less expensive options.

In conclusion, serious concerns have been raised concerning financial irresponsibility, procedural breaches, as well as a lack of transparency in decision-making by the CAG's audit report on the Dwarka Expressway project. The project's exorbitant cost, together with the differences in approval processes, construction methods, and road type selection, call for urgent attention from the appropriate authorities. Given that it involves their hard-earned tax dollars and the overall development of essential infrastructure, the taxpayers deserve a complete as well as thorough examination into this situation.

AAP Protests Alleged Corruption in Dwarka Expressway Construction, Demands Accountability

Few days back, the Aam Admi Party (AAP), under the leadership of its national spokesperson Priyanka Kakkar, protested at the Dwarka Expressway construction site close to Nangli Sakrawati. The purpose of the protest was to call attention regarding what the party sees as obvious corruption in the creation of this crucial infrastructure project. In order to reduce traffic on NH-48 between Delhi and Gurugram, AAP leaders charged the Narendra Modi-led central government of organizing a major scam in the construction of the highway.

AAP leaders said that the project is being carried out at a cost that is roughly “14 times” the initial sum that was authorized by the Cabinet Committee on Economic Affairs (CCEA) earlier in 2017. They cited a recent audit report by the Comptroller and Auditor General (CAG). In accordance to the CAG report, the Dwarka Expressway, which forms part of the Bharatmala initiative and is being built by the National Highways Authority of India (NHAI), was approved by the NHAI board at a total cost of INR 7,287 crore, or nearly INR 250.77 crore per kilometer. This contrasts sharply with the CCEA-approved expenditure of INR 18 crore for each kilometer.

The AAP’s national spokesperson, Priyanka Kakkar, issued a strong denunciation in the following words:

The Dwarka Expressway project is a big scam by the Modi government. It was approved at a cost of INR 18 crore per kilometer, yet it is being built at an astonishing INR 251 crore per kilometer, all without any prior approval. The central government is drowning in corruption while the AAP government consistently delivers projects under the approved costs. We saved INR 100 crore on the Azadpur flyover and used it to provide amenities to the people.

The project was also given the name “Sone Ki Sadak” (Road of Gold) by AAP politicians, who additionally emphasized the allegedly excessively high cost of construction of INR 250 crore for each kilometer. The Kondli member Kuldeep Kumar poked fun at the excessive costs, saying, “The soil from this Rs. 250 crore per kilometer project should be put on display in museums as evidence of the central government’s corruption.”

Arvind Kejriwal, the chief minister of Delhi, had said, echoing the protestors’ concerns, that the CAG report’s findings showed that the Union government had broken every record it had set for corruption during the previous 75 years. The Delhi Bharatiya Janata Party (BJP), however, rejected the AAP’s claims and characterized them as an effort to deflect attention from the party’s own corruption concerns. The CAG report, according to the BJP, did not examine the factors that contributed to the cost increase, which included land acquisition cost escalation as well as additional constructions.

The Congress Party grabbed the opportunity to draw attention to Comptroller and Auditor General (CAG) findings that pointed out different instances of anomalies in reaction to Prime Minister Narendra Modi’s latest allegations against opposition parties for corruption during his Independence Day speech. During a news conference at the party headquarters, the Congress challenged the Prime Minister’s silence about these CAG findings.

The CAG detected cost inflation as well as money wastage in seven cases, according to Supriya Shrinete, the Congress chairwoman for social media and digital platforms. The perpetrators of these schemes ought to be held accountable after a thorough investigation. Prime Minister Narendra Modi should be held accountable for these crimes, and his involvement in them should be closely examined, according to Ms. Shrinete.

The Bharatmala project, a comprehensive endeavor to build national roadways, was one of the examples given by the Congress spokesperson. She drew attention to

problems like exorbitant prices, questionable tendering practices, as well as a lack of safety consultants.

She drew attention to the Dwarka highway, which connects Delhi and Gurgaon, and noted that the total expense of construction had increased from about 18 crore rupees per kilometer to an astounding 250 crore rupees per kilometer for merely two kilometers of the highway.

Ms. Shrinate drew attention to a random examination of five toll booths in which the CAG found that the National Highways Authority of India (NHAI) had wrongfully received 132 crores from motorists because revised tolls had not been put into effect. She underscored the potential scope of the problem by asking, “If every toll plaza in this country were audited, what magnitude would this scam attain?”

The Congress spokesperson also cited CAG reports, which revealed a number of defects and anomalies. Among these were a flawed engine design that resulted in a 159-crore loss for Hindustan Aeronautics Limited, flaws in the Ayodhya Development project, as well as the alleged diversion of pension funds intended for the Rural Development Ministry for the setting up of Swachh Bharat Mission hoardings.

Ms. Shrinate observed the media’s seeming silence on the issue: “...The reality is that today the media is quiet.” Not one, not two, however seven CAG scams have been exposed, while the Prime Minister has remained silent, she noted. As the political debate over these alleged irregularities as well as misappropriation of public funds heats up, the Congress Party’s insistence on responsibility raises serious concerns about openness, integrity, along with the correct use of the money provided by taxpayers.

Unearthing a Trail of Inefficiency and Corruption in National Projects

The recent disclosures that surround the Dwarka Expressway project, as pointed out by the CAG report and a succession of political replies, depict a bleak image of mismanagement, financial inconsistencies, as well as a lack of responsibility in the execution of critical national projects. This tale not only demonstrates a flagrant disdain for public funds, but it also puts doubt on the transparency and oversight processes that should protect taxpayer funds.

The CAG’s study on the Dwarka Expressway highlights a troubling tendency of projects ballooning into extravagant expenditures, allowing taxpayers to suffer the full brunt of financial miscalculation. The disparity between a permitted cost of INR 18.20 crore per kilometer as well as an alarming real cost of INR 250.77 crore per kilometer is both astonishing and intolerable. It prompts inquiries as to the reason and manner in which such a sharp increase took place, who is responsible for the oversight, and why remedial action wasn’t taken sooner.

The responses of various political parties to the aforementioned revelations additionally indicate a greater climate of political finger-pointing and a lack of a sincere desire to work together to solve these problems. The public’s hard-earned money, which is wasted in an intricate web of inefficiency as well as lack of transparency, remains the common denominator despite one party pointing fingers at the other.

The Congress's criticism of the Prime Minister's silence on the CAG findings along with the AAP's allegations of corruption highlight the increasing mistrust citizens have towards the government's commitment to fiscal prudence. The belief in the governing system is weakened by the notion that tax revenues are being utilized to encourage corruption rather than to promote development and advancement.

The systemic inefficiencies as well as murky decision-making that afflict our national initiatives are the real issue here, not just one particular project. The financial strain on taxpayers grows larger as a result of the lack of a clear system for monitoring and enforcing responsibility as well as the insufficient controls on cost inflation.

The fact that these findings are not representative of isolated events is depressing. Cost overruns, improper evaluation, and insufficient scrutiny are repeating themes that indicate a fundamental problem with our governance system. It emphasizes the necessity of changing how projects for the public are planned, carried out, and ultimately monitored. Transparency, responsible management, and strict control are what the taxpayers are entitled to in order to make sure that their money is used wisely.

The Dwarka Expressway saga, in the final analysis, serves as a clear reminder that national projects, financed with taxpayers' hard-earned money, must be carried out with the utmost care and openness. Political parties need to stop fighting among themselves and work together to solve these structural problems. The dream of a prosperous and developed country will remain elusive without sincere efforts to eliminate corruption and inefficiency from our national projects, leaving taxpayers to bear the heavy burden of not only financial costs but additionally dashed hopes and diminished trust in their elected representatives. <https://www.inventiva.co.in/trends/cag-flags-dwarka-expressway-cost/>

24. As AAP alleges scam in Dwarka Expressway, read how CAG report is gross misrepresentation of facts and actual cost is less than similar Delhi govt projects (opindia.com) 16 August, 2023

On 16th August, AAP held a protest at the under-construction Dwarka expressway site in Delhi alleging corruption in the project. The AAP protests came after a CAG report alleged that there was a massive cost overrun in the key infrastructure project.

In the protest led by AAP leader and national spokesperson Priyanka Kakkar, the party alleged that there is a huge scam in the elevated expressway project which is being developed to decongest the National Highway 48 between Delhi and Gurugram. The AAP cited a recent CAG report which claimed that the project is being developed at a cost that is nearly '14 times' the amount originally approved.

The Comptroller and Auditor General of India (CAG) said that the Cabinet Committee on Economic Affairs (CCEA) had approved an overall average construction cost of ₹18.2 crore per km while approving the Bharatmala programme, but the 14-lane Dwarka Expressway is being developed at a cost of ₹250.77 crore per km. The CAG report on the implementation of Phase-I of the Bharatmala Project stated that NHAI Board approved the Dwarka Expressway with a civil cost of ₹7,287.29 crore with per km ₹250.77 crore as against per km civil cost of Rs 18.2 crore approved by the CCEA.

Using this CAG report, AAP has chosen to attack the Modi government. Yesterday Delhi minister Atishi posted a report on the CAG report on Twitter, asking who 'pocketed ₹6,000 crore' asking if there will be ED/CBI inquiry into it. Today AAP held a press conference alleging corruption by the central government, where Sanjay Singh claimed that the Modi government has broken all records of scams.

"This is such as a big scam that the road, for which an approval of Rs 18 crore per km was given, was built at a cost of ₹251 crore without any approval," said AAP spokesperson Priyanka Kakkar at the protest site near Nangli Sakrawati in Najafgarh in Delhi.

The fact

The CAG report said that the cost went up from ₹18.2 crore per km to ₹250.77 crore per km for the 29 km project, which seems like a massive increase in cost. However, the report is heavily misleading, and the cost is similar to other projects of the same nature.

The reason is, the cost of ₹18.2 crore per km considered by the CAG is the overall cost for the Bharatmala project projected by the CCEA. But the Dwarka Expressway is very different from other roads in the Bharatmala Project. It is a 14-lane road, 8 of which are elevated, while the rest 6 lanes are on ground level. As such, the cost of an elevated road will be naturally much more, and no elevated road can be built at the cost of ₹18.2 crore per km, which was an average estimate for grade-level roads.

The Ministry of Road Transport and Highways of India (MoRTH) has responded to the CAG report by saying that it is a gross misrepresentation of facts. The ministry also contested the numbers mentioned by CAG. While the CAG claimed that the civil cost to construct the Dwarka Expressway project came in at ₹250 crore per km, the approved cost is ₹206.39 crore per kilometre and awarded civil cost is ₹181.94 crore/km for the project, as per the ministry.

CAG further claimed there was no need to build an elevated road, and there was enough land to build a 14-lane grade-level road. CAG noted that the cost has gone up because the govt decided to convert the road to an elevated road. The CAG report also mentions that the Highway Ministry had replied to its queries explaining why an elevated road was needed. The MoRTH said that Dwarka Expressway was decided to be developed as an eight-lane elevated corridor with minimal entry-exit arrangements to allow smooth movements of inter-state traffic.

Responding to this, the CAG said that smooth traffic could be obtained by constructing underpasses/flyovers at the intersection points, instead of constructing the whole road as elevated.

Alleged scam vs alleged cost overrun

The CAG report clearly mentioned that the cost increase is because of converting the grade-level road to an elevated road, and the report didn't hint or allege any scam. In effect, the government auditor has questioned the need for an elevated road, saying the same purpose could have been served by a grade-level road with a much lower cost.

Despite this being clear from the CAG report, AAP is alleging a scam in the project, which is a completely baseless allegation. Had AAP leaders compared the project cost with similar elevated roads or flyovers, they would have known that the cost of ₹250.77 crore per km is within the average cost of such projects. Moreover, as per the govt, the actual cost is ₹181.94 crore/km.

For example, Delhi's AAP govt is expanding the 1.3 km Punjabi Bagh flyover by adding 6 lanes to it at the cost of ₹352.3 crore, which is ₹271 crore per km. The flyover has 6 lanes compared to 8 of the Dwarka Expressway, but still, the cost is more. Similarly, the under-construction 6-lane Anand Vihar flyover is 1.2 km long and it is being built at the cost of ₹372.04 crore, a whopping ₹310 crore per km, and nowhere near ₹18 crore per km AAP claims the cost of the Dwarka Expressway should be.

Similarly, the 675-meter Signature bridge along with approach roads, with a total length of around 6 km, was built at the cost of ₹1,954 crore per km, which is ₹266 crore/km.

It is notable that the Dwarka Expressway includes an 8-lane elevated road and a 6-lane ground-level road, but still, the cost is less than the cost of 6-lane flyovers.

The fact of ₹18.2 crore per km cost

While the CAG report says that the project could have been built at the cost of ₹18.2 crore per km if it was built as a grade-level road, that assertion is incorrect. Because first, the cost is the average cost for Bharatmala project, and the roads under the project have 4 to 8 lanes, with a majority of 6-lane roads.

On the other hand, Dwarka Expressway is a 14-lane road. Even if this was built as a grade-level road, the cost would have been more because it has more lanes.

Another important point to note is that the average cost of Bharatmala Project does not include overpasses, underpasses etc, because the cost of such structures varies with every site and it is difficult to find an average cost. When CCEA approved the cost, it was decided that the cost of such additional structures will be determined after DPRs are prepared.

According to the MoRTH, the average cost of special projects including substantial lengths of bridges/via-ducts/tunnels under Phase-I of the Bharatmala Pariyojna stands at around ₹152 crore per km, not ₹18 crore per km.

If the Dwarka Expressway is built as a grade-level road, it will need an extremely high number of overpasses and underpasses as the entire road goes through metropolitan areas and there are a large number of traffic intersections. As a result, the cost will be much more than the average ₹18.2 crore per km cost or could be even more than ₹152 crore per km.

Why elevated road

Coming to the argument of CAG that the road could have been built at grade level with flyovers and underpasses wherever needed and an elevated road was not needed, the government has argued that it was studied and it was found that it was not a feasible option.

The Dwarka Expressway was planned way back in 2006 by the Haryana government to decongest the NH-48 between Delhi and Gurugram. As the entire region is heavily populated, there was no option of building a separate road, and the only option was to widen the HH-48. Initially, it was planned as an 8-lane road, and the state govt was going to build it. But for various reasons including land acquisition issues, the project could not take off. As a result, the project was taken over by the union government in 2016, and the Haryana govt handed over the land to the NHAI in 2018.

After taking over the project, NHAI considered both options for the project, ground level road and elevated road. They were discussed in detail by Standing Cost Committee, Project Appraisal Committee and NHAI Board, and the elevated road option was selected after the deliberations.

It was found that a ground-level road with flyovers and underpasses will not solve the issue of traffic congestion in the area. Because the existing NH-48 already have a large number of such structures with multiple entries and exits, but the traffic jams continue. As the area is seeing continuous developments along the entire stretch of the road, new flyovers and underpasses become necessary at regular intervals.

If such structures are added at every traffic intersection to ensure smooth traffic flow, a flyover will be needed at approximately every 2 km. This would mean that the expressway will turn into a roller coaster, it will be a continuous series of flyovers instead of a smooth road. Moreover, more intersections will need to be added as the region sees continuous development resulting in new major and minor roads.

It is also notable that a 14-lane ground-level road is possible only in the Haryana section of the expressway, it is not possible in the Delhi section. According to the govt, it would have resulted in the saving of around ₹1200 crore. But as this would have needed a large number of flyovers and underpasses, with the requirement of adding more in future, the elevated road option was chosen.

The Expressway with 8-lane elevated road and 6-lane ground level will effectively segregate local traffic from interstate traffic, and provide a seamless connectivity between Delhi and Gurugram.

In conclusion, it can be seen that CAG wrongly compared the average cost of only roads under Bharatmala Project with the Dwarka Expressway project. The average cost of a road with substantial lengths of flyovers is over ₹150 crore under the project, not ₹18 crore.

But if the Expressway was built on ground level, it would have become a roller coaster as it will need a large number of flyovers. Therefore, the elevated road was the better option. Plus, the actual cost as per the govt is around ₹182 crore, not ₹250 crore as claimed by CAG.

And, AAP is using this CAG report to attack the Modi government, when their own flyovers with fewer lanes cost more. <https://www.opindia.com/2023/08/read-how-cag-report-on-dwarka-expressway-is-gross-misrepresentation-of-facts/>

25. CAG: द्वारका एक्सप्रेसवे परियोजना में 12 फीसदी की हुई बचत, सड़क मंत्रालय ने कैग की रिपोर्ट को कहा गलत (amarujala.com) Aug 17, 2023

द्वारका एक्सप्रेसवे पर भारत के नियंत्रक और महालेखा परीक्षक (कैग) ने उसकी लागत को लेकर एक रिपोर्ट जारी की थी जिसमें सड़क निर्माण में अनुमान से ज्यादा लागत की बात कही गई थी। लेकिन अब सड़क मंत्रालय ने इस पर कहा कि द्वारका एक्सप्रेसवे के अनुबंध देने में अनुमान के मुकाबले निर्माण लागत में 12 फीसदी से अधिक की बचत की है। बयान में कहा कि कैग की रिपोर्ट में लागत अत्यधिक बताई गई है जो कि गलत है, क्योंकि ऑडिटर ने वास्तविक लागत को ध्यान में नहीं रखा।

कैग ने सड़क लागत तय राशि से ज्यादा बताई थी

कैग ने अपनी एक रिपोर्ट जारी कर कहा था कि भारतीय राष्ट्रीय राजमार्ग प्राधिकरण बोर्ड ने द्वारका एक्सप्रेसवे को प्रति किलोमीटर 250 करोड़ रुपये की सिविल लागत के साथ इसकी मंजूरी दी थी। जबकि संसद की आर्थिक मामलों की कैबिनेट समिति ने प्रति किलोमीटर लागत 18 करोड़ रुपये के हिसाब से इसे बनाने की स्वीकृति दी थी, यानी इस प्रोजेक्ट के तहत निर्माण कार्य तय राशि से 14 गुना ज्यादा कीमत की गई।

मंत्रालय के सूत्रों ने बताया कि द्वारका एक्सप्रेसवे के सभी चार पैकेजों को 206.39 करोड़ रुपये प्रति किलोमीटर की औसत नागरिक लागत पर निविदा के लिए रखा गया था, लेकिन अंततः अनुबंध 181.94 करोड़ रुपये प्रति किलोमीटर की कम दर पर दिए गए। उन्होंने कहा कि एक्सप्रेसवे के चार पैकेजों की औसत सिविल निर्माण लागत अनुमान से 12 फीसदी कम थी।

कैग ने अपनी रिपोर्ट में इन चीजों को शामिल नहीं किया

सूत्रों ने यह भी बताया कि सीएजी ने राष्ट्रीय कॉरिडोर दक्षता कार्यक्रम के तहत 91,000 करोड़ रुपये के निर्माण की कुल लागत को विकास के तहत परियोजना की पूरी लंबाई 5,000 किलोमीटर के साथ विभाजित किया है। उन्होंने कहा कि कैग ने स्वयं नोट किया है कि 18.2 रुपये प्रति किलोमीटर की निर्माण लागत में फ्लाईओवर, रिंग रोड आदि के लागत मानदंड शामिल नहीं हैं। उनका विचार है कि विचाराधीन एक्सप्रेसवे में ऊंची सड़कें, अंडरपास, सुरंगें और अन्य घटक हैं जो परियोजना का हिस्सा नहीं थे।

देश की पहली आठ लेन वाली एलिवेटेड सड़क

मंत्रालय के अनुसार, एक्सप्रेसवे चार स्तरीय इंटरचेंज सुविधा के साथ देश की पहली आठ लेन वाली एलिवेटेड सड़क है। इसे दिल्ली हवाई अड्डे से जोड़ने के लिए आठ लेन वाली 3.6 किलोमीटर लंबी सुरंग और छह लेन वाली 2.4 किलोमीटर लंबी सुरंग है। इसके अलावा, इसमें प्रमुख इंटरचेंजों पर ऊंची सर्विस सड़कें हैं। मंत्रालय के सूत्रों ने कहा कि वे इस मुद्दे पर अपनी टिप्पणियों से कैग को अवगत कराने का प्रयास करेंगे और जब भी यह मामला लोक लेखा समिति में चर्चा के लिए आएगा, तो अपने विचार प्रस्तुत करेंगे।

द्वारका एक्सप्रेसवे इन सुविधाओं से लैस

केंद्रीय सड़क परिवहन एवं राजमार्ग मंत्री नितिन गडकरी देश के पहले एलिवेटेड हाईवे द्वारका एक्सप्रेसवे का निरीक्षण करने के लिए गुरुग्राम पहुंचे थे। इस प्रोजेक्ट के निर्माण पर करीब नौ हजार करोड़ रुपये की अनुमानित लागत है। इस एक्सप्रेसवे पर यातायात की सुगमता और सफर करने वालों की सुरक्षा के लिए आईटीएस, एडवांस ट्रेफिक मैनेजमेंट सिस्टम, टोल मैनेजमेंट सिस्टम, सीसीटीवी कैमरा, सर्विलांस आदि अत्याधुनिक तकनीकों का इस्तेमाल होगा।

केजरीवाल ने साधा निशाना

आप संयोजक व मुख्यमंत्री अरविंद केजरीवाल ने सीएजी के हवाले से प्रकाशित एक रिपोर्ट के आधार पर कहा कि मोदी सरकार ने भ्रष्टाचार के 75 वर्ष के सारे रिकॉर्ड तोड़ दिए हैं। वहीं, आप के वरिष्ठ नेता संजय सिंह ने कहा कि द्वारका एक्सप्रेसवे 18 करोड़ रुपये प्रति किमी की लागत से बनना था, लेकिन मोदी सरकार ने इसकी लागत बढ़ाकर 250 करोड़ रुपये प्रति किमी कर दी।
<https://www.amarujala.com/india-news/road-ministry-said-government-saved-12-percent-in-construction-cost-in-awarding-dwarka-expressway-project-2023-08-16>

26. द्वारका एक्सप्रेसवे के निर्माण में 12 फीसद की बचत, परिवहन मंत्रालय ने CAG की रिपोर्ट को बताया निराधार (jansatta.com) Aug 17, 2023

द्वारका एक्सप्रेसवे की लागत को लेकर भारत के नियंत्रक एवं महालेखा परीक्षक कैंग ने कुछ दिन पहले एक रिपोर्ट जारी की थी, जिसमें सड़क निर्माण में अनुमान से अधिक व्यय करने की बात कही गई थी। लेकिन अब सड़क परिवहन मंत्रालय ने इस पर कहा है कि द्वारका एक्सप्रेसवे के अनुबंध देने में अनुमान के मुकाबले निर्माण लागत में 12 फीसद से अधिक की बचत की गई है। बयान में कहा गया है कि कैंग की रिपोर्ट में कई तकनीकी खामियां भी हैं। इसके साथ ही इसमें अन्य व्यय की लागत को जोड़ा ही नहीं गया है। ऐसे में लागत अधिक बताई गई है जो कि उचित नहीं है, क्योंकि ऑडिटर ने वास्तविक लागत को ध्यान में नहीं रखा।

खबरों के अनुसार, कैंग ने अपने लेखा परीक्षण में यह पाया है कि एनएचआई के द्वारका एक्सप्रेसवे के हरियाणा वाले हिस्से को एलिवेटेड बनाने के फैसले ने इसकी लागत को बढ़ाकर 251 करोड़ रुपये प्रति किलोमीटर कर दिया जबकि पुराना अनुमान 18.2 किलोमीटर प्रति किलोमीटर लागत का था।

भारतमाला परियोजना के तहत राजमार्गों के विकास के पहले चरण के क्रियान्वयण पर आई कैंग की आडिट रिपोर्ट ने विवाद को जन्म दे दिया है। विपक्षी इस रिपोर्ट को आधार बनाकर परियोजना में भ्रष्टाचार का आरोप लगा रहे हैं। इस बाबत सड़क परिवहन मंत्रालय के सूत्रों ने बताया कि एक्सप्रेसवे के सभी 4 खंडों के लिए 206.39 करोड़ रुपये प्रति किलोमीटर औसत वाली निविदा जारी की गई थी। पर ठेकों का अंतिम आवंटन 181.94 करोड़ रुपये प्रति किलोमीटर की कमी पर किया गया था।

सड़क परिवहन मंत्रालय के सूत्रों के अनुसार कैंग ने राष्ट्रीय गलियारा सक्षमता कार्यक्रम के तहत निर्माण पर आई 91000 करोड़ रुपये की कुल लागत को परियोजना के तहत विकसित होने

वाले 5000 किलोमीटर मार्ग से विभाजित कर अपना आकलन पेश किया है। कैंग ने स्वयं माना है कि पहले सड़क निर्माण में। फ्लाईओवर, रिंगरिं रोड, लागत मानदंड शामिल नहीं है। उनका मानना है कि विचाराधीन एक्सप्रेसवे में ऊंची सड़कें, अंडरअं पास, और अन्य घटक हैं जो परियोजना के हिस्सा नहीं थे।

भारतमाला परियोजना के तहत सड़क एवंपरिवहन मंत्रालय ने 10 अगस्त 2016 को इसे अंतिम रूप दिया था। मंत्रालय के अनुसार यह एलिवेटेड मार्ग के रूप में डेवडे लप होने वाली आठ लेन की पहली सड़क है। सूत्रों ने बताया कि इस मुद्दे पर वो कैंग को भी सूचित करने वाले हैं। लोक लेखा समितिके पास इस रिपोर्ट पर चर्चाहोने के दौरान अपनी राय रखेगा। <https://www.jansatta.com/national/twelve-percent-savings-construction-of-dwarka-expressway-transport-ministry-termed-cag-report-baseless/2964339/>

27. Dwarka Expressway Cost: द्वारका एक्सप्रेसवे पर कैंग रिपोर्ट से हंगामा, संसदीय समिति को जवाब देगा केंद्र; कांग्रेस ने की यह मांग (livehindustan.com) 17 Aug 2023

नियंत्रक एवं महालेखा परीक्षक (कैंग) की ओर से द्वारका एक्सप्रेसवे निर्माण में वित्तीय अनियमितता के आरोप का जवाब सड़क परिवहन और राजमार्ग मंत्रालय संसदीय समिति को देने की तैयारी कर रहा है। मंत्रालय का कहना है कि देश के पहले स्टेट ऑफ आर्ट द्वारका प्रोजेक्ट बनाने की मंजूरी आर्थिक मामलों की कैबिनेट समिति (सीसीईए) से ली गई, जिसमें 206.4 करोड़ रुपये प्रति किलोमीटर एक्सप्रेसवे बनाने का जिक्र है।

वहीं, कैंग ने रिपोर्ट में आरोप लगाया कि द्वारका एक्सप्रेसवे बनाने पर 18.20 करोड़ रुपये प्रति किलोमीटर खर्च की मंजूरी दी गई। जबकि प्रति किलोमीटर एक्सप्रेसवे बनाने पर 251 करोड़ खर्च हो रहे हैं। सड़क परिवहन व राजमार्गमंत्रालय के एक वरिष्ठ अधिकारी ने बताया कि 29 किलोमीटर लंबा एलिवेटेड द्वारका एक्सप्रेस-वेस्टेट ऑफ आर्ट प्रोजेक्ट है। मंत्रालय संपूर्ण भारतमाला प्रोजेक्ट की मंजूरी सीसीईए से ले चुका है। उन्होंने बताया कि द्वारका एक्सप्रेसवे का निर्माण 5985.6 करोड़ लागत से हो रहा है। यानी प्रति किलोमीटर 206.4 करोड़ खर्च किए जा रहे हैं। लेकिन, कैंग ने सीसीईए की मंजूरी की अनदेखी करते हुए गलती से द्वारका एक्सप्रेसवे की प्रति किलोमीटर लागत 18.20 करोड़ रुपये प्रति किलोमीटर निकाली है।

मंत्रालय ने जवाब नहीं दिया सड़क परिवहन मंत्रालय के सूत्रों ने बताया कि कैंग के बार-बार पूछने के बाद भी अधिकारियों ने द्वारका एक्सप्रेसवेपर प्रति किलोमीटर निर्माण की इतनी ऊंची लागत का जवाब नहीं दिया। कैंग ने अपनी रिपोर्ट में इस बात का उल्लेख किया है कि मंत्रालय की ओर से एक्सप्रेसवेके प्रति किलोमीटर 251 करोड़ रुपये खर्च होनेका जवाब नहीं दिया गया।

एक्सप्रेसवे निर्माण का भ्रष्टाचार उजागर

निर्माणाधीन द्वारका एक्सप्रेसवे को लेकर सीएजी की रिपोर्ट के बाद आम आदमी पार्टी लगातार सवाल उठा रही है। बुधवार को पार्टी ने विरोध-प्रदर्शन किया। पार्टी की राष्ट्रीय प्रवक्ता प्रियंका

कक्कड़ ने कहा कि हम जनता को दिखाना चाहते हैं कि जिस द्वारका एक्सप्रेसवेको 18 करोड़ रुपये प्रति किलोमीटर की लागत से बनाने की मंजूरी मिली थी, वो बिना मंजूरी के 251 करोड़ रुपये प्रति किलोमीटर की लागत से कैसे बना? सीएजी की रिपोर्ट से भ्रष्टाचार का उजागर हो गया।

कांग्रेस ने कैग रिपोर्ट पर सरकार से जवाब मांगा

कांग्रेस ने केंद्र सरकार से सीएजी के खिलाफ फौरन कार्रवाई करने की मांग की है। पार्टी ने तंज कसते हुए कहा है कि कैग एक देश विरोधी संस्था है। अंतरराष्ट्रीय साजिश का शिकार है। क्योंकि, इस संस्था ने पिछले दिनों में एक-दो नहीं बल्कि सात बड़े घोटालों का पर्दाफाश किया है। इसलिए, सीएजी पर फौरन ईडी का छापा पड़ना चाहिए। इस रिपोर्ट पर केंद्र सरकार को जवाब देना चाहिए। सुप्रिया श्रीनेत ने अलग-अलग मंत्रालय की सीएजी रिपोर्ट का हवाला देते हुए कहा है कि सरकार जिस ईमानदारी का दम भरती है, वह ध्वस्त हो चुकी है। सरकार में घोटाले ही घोटाले हैं। सरकार के घोटालों का सच अब लोगों के सामने आने लगा है। जनता केंद्र सरकार के भ्रष्टाचार के बारे में बात करने लगी है।

<https://www.livehindustan.com/ncr/story-cag-report-dwarka-expressway-center-parliamentary-committee-congress-aap-bjp-corruption-8584851.html>

28. Only 7% UDAN routes viable after 3-year concession: CAG report (news9live.com) 17 Aug 2023

The Comptroller and Auditor General of India (CAG) in its audit found that just 7 of the total routes started under the regional connectivity scheme-UDAN will remain viable beyond the three-year concession period under the scheme.

What is the concept of UDAN?

UDAN is a scheme launched by the Government of India to promote cheaper travel and better connectivity from underserved airports.

These flights are funded through concessions offered by the central and state governments.

Who launched UDAN?

The UDAN scheme was launched by the Ministry of Civil Aviation.

What is the full form of UDAN?

The full form of UDAN is Ude Desh ka Aam Naagrik.

How many routes are covered under UDAN?

The UDAN scheme covers 77 routes, according to the CAG's report on RCS-UDAN. These routes connect 139 airports, heliports and water aerodromes.

How many airports are operational under the UDAN scheme?

As of date, 371 routes are in operation across 71 airports, heliports, and water aerodromes.

How many routes were audited by the CAG?

The CAG audited 87 routes out of the total 320 routes operational in March 2021. This audit covered 27 airports, 5 heliports, and 3 water aerodromes, and reflected 26 per cent of total airports in operation.

What did the CAG report find?

-Only 403 out of 774 routes approved were not in operation up to UDAN-3.

-Only 112 out of 371 routes in operation were able to complete the entire three years under the concession scheme.

-Only 54 routes out of 112 were able to sustain beyond the three-year concession period. These routes connect 17 airports, according to the report.

-The auditor noted delays in the revival or development of airports, heliports and waterdromes with just 72 operational out of 116 that were granted budgetary support.

-Even after an expenditure of Rs 1,089 crore, 83 heliports, airports, and waterdromes were discontinued.

-The CAG also found discrepancies in the disbursement of viability gap funding as well as fares charged by airlines and helicopters under the scheme.

<https://www.news9live.com/business/only-7-udan-routes-viable-after-3-year-concession-cag-report-details-2252916>

29. उड़ान योजना 774 में से 54 रूट्स पर ही चली: CAG रिपोर्ट में हुआ खुलासा; छोटे शहरों को हवाई मार्ग से जोड़ना था लक्ष्य (bhaskar.com) Aug 17, 2023

सस्ते किराए में हवाई यात्रा करवाने का दावा करने वाली उड़ान योजना निराशाजनक रही है। देश के नियंत्रक एवं महालेखापरीक्षक (CAG) की ऑडिट रिपोर्ट में रीजनल कनेक्टिविटी स्कीम की तीन चरणों में जांच की गई।

इसमें सामने आया है कि उड़ान योजना के तहत देशभर में कुल 774 रूट्स चुने गए थे, लेकिन 403 रूट्स पर उड़ान शुरू नहीं हो पाई। जिन 371 रूट पर संचालन शुरू हुआ, उनमें से सिर्फ 112 रूट ही 3 साल ऑपरेशन जारी रख पाए। ज्यादातर रूट्स इससे पहले ही बंद हो गए। मार्च 2023 तक आते-आते सिर्फ 54 रूट्स पर संचालन टिका रहा।

उड़ान योजना 2017 में लॉन्च हुई थी। इसका उद्देश्य दूर दराज के इलाकों को हवाई मार्ग से जोड़ना और छोटे शहरों में कनेक्टिविटी बेहतर करना है।

116 में से 83 एयरपोर्ट पर संचालन शुरू नहीं हुआ

कैंग ने उड़ान योजना के सफल नहीं होने के कारण भी बताया है। उड़ान योजना के लिए चुने गए एयरपोर्ट व एयरस्ट्रिप का समय पर विकास या सुधार नहीं हो पाया। ऐसे कुल 116 एयरपोर्ट और एयरस्ट्रिप थे। इनमें से 83 पर संचालन शुरू नहीं हो पाया। सरकार ने इन एयरपोर्ट्स पर कुल 1089 करोड़ रु. खर्च किए हैं।

छोटे रूट फेल, लंबे रूट पर भी पूरे यात्री नहीं मिल रहे

दूरी	रूट	ऑक्यूपेंसी
200 किमी से कम	26	38%
200 से 400 किमी	97	51%
400 किमी से अधिक	208	67%

400 किमी से ज्यादा दूरी के रूट्स पर ही योजना टिकी रह पाई।

टिकट बुकिंग में भी धांधली, इससे यात्री ठगे गए
रीजनल कनेक्टिविटी योजना में प्रावधान था कि ऑपरेटर पहले रियायती किराए वाले टिकट बेचेंगे। बाद में गैर रियायती टिकट बेच पाएंगे। CAG ने स्पाइस जेट, इंडिगो आदि के टिकटिंग सिस्टम की पड़ताल की।

इससे पता चला कि रियायती दरों वाली सीटों की उपलब्धता नहीं बताई जा रही थी। लिहाजा यात्रियों को पता नहीं चल पाया कि रियायती सीटों की उपलब्धता कितनी है। टिकट बुकिंग में पारदर्शिता की कमी अभी बरकरार है।

उड़ान रूट्स पर यात्रियों की संख्या करीब 10 गुना बढ़ी, बाद में घटी

साल	उड़ान रूट यात्री
2017-18	2.63 लाख
2018-19	12.40 लाख
2019-20	29.91 लाख
2020-21	14.98 लाख
2021-22	32.99 लाख
2022-23	24.97 लाख

<https://www.bhaskar.com/national/news/udan-scheme-update-only-54-routes-out-of-774-continued-till-2023-131697022.html>

30. उड़ान' योजना पर CAG के सवाल, क्यों यह योजना ठीक से उड़ान नहीं भर पाई (ndtv.in) Aug 16, 2023

कैग ने बताया कि सरकार की आयुष्मान योजना में कुछ घपले हुए हैं. फिर बताया कि द्वारका एक्सप्रेसवे जितने पैसे पर शुरुआत में बनना था, उससे एक नहीं दो नहीं कई-कई गुना उसका दाम बढ़ गया. अब यही कैग सिविल एवीएशन की बहुत ही महत्वाकांक्षी उड़ान योजना को लेकर भी बहुत सारे सवाल उठा रहा है.

Video Link: <https://ndtv.in/videos/cag-questions-on-udaan-scheme-why-this-scheme-did-not-take-off-properly-717999>

31. Check illegal blending to protect Darjeeling tea: CAG to tea board (indianexpress.com) Aug 17, 2023

The Comptroller and Auditor General of India (CAG) has revealed that the practice of “mixing” Nepal tea with Darjeeling tea is “still continuing”.

In its audit report on the “Role of Tea Board of India in Development of Tea in India” tabled in the Lok Sabha last week, the CAG has asked the Board, which falls under the Ministry of Commerce and Industry, to take necessary steps to stop the “illegal blending” to protect the reputation of the Darjeeling tea.

The CAG noted: “High elevation tea areas in Nepal mostly produce orthodox tea and such tea bear some similarities with Darjeeling tea as both areas share the same topography, soil, environment, weather, climate, temperature and rainfall. The tea bushes of both the areas are of China clonal variety. During 2017-18 to 2020-21, Nepal exported nearly 96 per cent of its total export of tea to India. The main purposes of importing Nepal tea are re-exporting upon value addition and for blending.”

“There were complaints that Nepal tea was mixed with Darjeeling tea having GI (geographical indication) tag for blending and reselling as Indian tea, which was creating problem in maintaining the quality of Darjeeling tea,” it said.

According to the report, circulars were issued where the tea board told all importers to ensure that the origin of imported tea is mentioned in all sale invoices. The tea buyers were also directed not to blend imported tea with tea of Darjeeling/ Kangra/ Assam (orthodox)/ Nilgiri (orthodox).

The tea importers were also required to take licences from the tea board. However, it was found that 90 out of 127 importers were not licensed by the Tea Board.

“The Ministry stated (October 2022) that it requested (July 2022) FSSAI to allow the import of tea from Nepal from three land customs stations only — Jogbani, Panitanki and Raxaul — and FSSAI had also been requested to take up the matter with Central Board of Indirect Taxes and Customs for mandatory referral of all consignments of tea from Nepal for import clearance of FSSAI along with port restriction at these stations,” the report said. <https://indianexpress.com/article/india/check-illegal-blending-to-protect-darjeeling-tea-cag-to-tea-board-8895964/>

32. Water transport in river Jhelum: Investment of Rs 6 Crore goes in waste: CAG (thekashmirimages.com) Aug 17, 2023

Srinagar: The Comptroller and Auditor General of India has revealed that poor project planning and non-utilization of assets created for water transport in river Jhelum in Srinagar has led to an idle investment of Rs six crore.

In its report tabled in the Parliament on August 09, the CAG said the Jammu & Kashmir government went ahead with the project despite studies showing that the cruise could not pass under most of the bridges of Srinagar city.

“As per the initial studies conducted by M/s Hyderabad Boat Builders, the cruise could not pass under most of the bridges of the Srinagar city, thus making the project quite unviable. Despite this, the Implementing agency went ahead with the execution of the project,” reads the report accessed by news agency KNO.

According to the report, the Jammu & Kashmir Tourism Development Corporation had procured two cruise boats valuing Rs 1.40 crore in April 2017.

But these boats remained docked in the Jhelum River in Srinagar and could not be utilised for want of floating jetties, the report states.

The CAG further revealed that the cruise has been not made functional despite completion of the entire project.

“As the work of installation and commissioning of jetties was given to Irrigation & Flood Control Department only in April 2021, the cruise boats remained idle for more than five years. The entire project is now completed at a total cost of Rs 6 crore. However, the cruise has not been made functional and is lying idle, thus making the entire investment of Rs 6 crore unfruitful,” the report adds.

In its response to CAG, the J&K Government submitted that in February 2022 that they were trying to get the boats operational through Srinagar Smart City Limited.

“The reply is not tenable as these boats remained parked for more than five years in river Jhelum and as on date the cruise boats were still not operational. In the absence of being functional, deterioration of assets cannot be ruled out,” the report states. <https://thekashmirimages.com/2023/08/17/water-transport-in-river-jhelum-investment-of-rs-6-crore-goes-in-waste-cag/>

33. Jhelum River Transport: CAG Raps J&K for ‘Unfruitful’ Investment (kashmirobservers.net) August 16, 2023

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STATES NEWS ITEMS

34. एनफोर्समेंट सेल की नजर में रहेगी निर्माणाधीन इमारत:CAG की रिपोर्ट में 45 लाख वर्गमीटर पर अवैध कब्जा, इन्होंने बिना परमीशन कर लिया निर्माण (bhaskar.com) 17 Aug 2023

नोएडा 19 हजार 600 हेक्टेयर जमीन पर बसाया गया। इसके 45 लाख वर्गमीटर जमीन पर अवैध कब्जा है। इसकी कीमत लगभग 16 हजार करोड़ रुपए ज्यादा है। ये आकड़ें सीएजी की रिपोर्ट बता रही हैं। ये निर्माण बिना नक्शा पास कराए, बिना किसी प्रकार की एनओसी लिए और अनुमति लिए बनाए गए। अब ऐसा नहीं होगा , इसके लिए प्राधिकरण ने एनफोर्समेंट सेल बना दिया है। इस सेल में 20 जूनियर इंजीनियरों होंगे। इनकी नियुक्ति आउटसोर्सिंग से की जाएगी।

जिनका काम सिर्फ ये देखना होगा कि नोएडा में स्वीकृत नक्शे (ले आउट प्लान) के अनुसार निर्माण हो रहा है या नहीं। इनकी ड्यूटी होगी कि वे साइट पर जाए और निरीक्षण करें। इस कदम का

उद्देश्य स्वीकृत योजनाओं का उल्लंघन करके निवासियों और डेवलपर्स द्वारा किए गए अवैध निर्माण पर अंकुश लगाना है। ये काम पहले होता तो करीब 45 लाख वर्गमीटर जमीन पर अवैध निर्माण नहीं होता। हालांकि अवैध निर्माण रोकने की जिम्मेदारी प्राधिकरण के लैंड विभाग की है। आपसी तालमेल की कमी से ऐसा हुआ।

अवैध निर्माण और कब्जे (अधिसूचित जमीन) को लेकर क्या कहती है सीएजी की रिपोर्ट 2017 में शासन ने प्राधिकरण के कार्य का ऑडिट सीएजी से कराया था। सीएजी ने अपनी रिपोर्ट में स्पष्ट बताया कि नोएडा के दस वर्क सर्किल में करीब शहर की 45 लाख 26 हजार 464 वर्गमीटर जमीन पर अवैध कब्जा है। जिसकी कीमत करीब 16 हजार करोड़ रुपए है। जमीन की कीमत का आकलन 36 हजार 200 रुपए प्रति वर्गमीटर की दर यानी आवासीय दर से किया गया। ये रिपोर्ट सामने के बाद प्राधिकरण ने एनआईसी से एक सर्वे कराया। इस सर्वे में उसने अवैध निर्माण और लैंड की लोकेशन देखी, जिससे लैंड बनाया जा सके। सर्वे के आधार पर लैंड ऑडिट कराया जा सके। ये काम अभी प्राधिकरण के विभिन्न विभागों की ओर कराया जा रहा है।

सर्किल	अवैध कब्जा (वर्गमीटर) रुपए	
वर्क सर्किल-1	97,500	3529500000
वर्क सर्किल-2	71,808	2599449600
वर्क सर्किल-3	2,27,849	8248133800
वर्क सर्किल-4	43,950	1590990000
वर्क सर्किल-5	3,29,821	11939520200
वर्क सर्किल-6	3,46,466	12542069200
वर्क सर्किल-7	95,840	3469408000
वर्क सर्किल-8	4,61,169	166944317800
वर्क सर्किल-9	10,47,901	37934016200
वर्क सर्किल-10	18,04,160	65310592000

अवैध निर्माण (नक्शे के अनुरूप नहीं बनाना) को लेकर नोएडा सुर्खियों में रहा नोएडा में अवैध निर्माण को लेकर दो मामले बड़े सुर्खियों में रहे।

पहला सेक्टर-93ए में सुपरटेक की ट्विन टावर। जिनका निर्माण नक्शा के अनुसार नहीं किया गया। अवैध रूप से यहां फ्लोर बनाए गए। सुप्रीम कोर्ट के आदेश के बाद 28 अगस्त को इसे बम लगाकर ध्वस्त किया गया।

सेक्टर-93बी ग्रैंड ओमेक्स सोसाइटी का है। यहां श्री कांत त्यागी और सोसाइटी वासी अवैध निर्माण को लेकर आमने सामने आ गए थे। जिसके बाद प्राधिकरण ने यहां बड़ी कार्यवाही की। इस मामले में लॉ एंड आर्डर की नौबत आ गई थी।

अवैध निर्माण (प्राधिकरण निगरानी जमीन पर) यमुना और हिंडन का डूब क्षेत्र

नोएडा में करीब 5 हजार हेक्टेयर में यमुना का डूब क्षेत्र है। बाढ़ की वजह से यहां 1 हजार से ज्यादा बने अवैध फार्म हाउस डूब गए थे। इसी तरह हिंडन नदी के किनारे करीब 7 हजार मकान डूब गए थे। ये सभी अवैध हैं। ये जमीन तो सिंचाई विभाग की है लेकिन निगरानी का काम नोएडा प्राधिकरण का है। यहां दोबारा से बाढ़ का खतरा मंडराने लगा है। इसको लेकर प्रशासन अलर्ट है।

इन गांवों में हुए अवैध कब्जे

सरकारी जमीन पर , सर्फाबाद गढ़ी चौखंडी, छिजारसी, ममूरा, बरौला, भंगेल, सलारपुर, चौड़ा, गिझौड़, हरौला, नयाबांस, बख्तावरपुर, नंगली-वाजितपुर आदि गांवों में बड़ी संख्या में कब्जे हो रहे हैं। इसके अलावा 4 से 5 हजार हेक्टेयर में यमुना व हिंडन के डूब क्षेत्र की जमीन पर कब्जा है। तेजी से यहां कॉलोनियां काटी जा रही हैं। हिंडन नदी में छिजारसी से लेकर ग्रेटर नोएडा के सफीपुर तक डूब क्षेत्र की करीब 90% तक जमीन पर कब्जा हो चुका है।

<https://www.bhaskar.com/local/uttar-pradesh/gautambudh-nagar/news/under-construction-building-will-be-under-the-watch-of-enforcement-cell-131697252.html>

SELECTED NEWS ITEMS/ARTICLES FOR READING

35. After A Long Wait, Indian Navy To Finally Get Five Fleet Support Ships As Government Approves Contract Worth ₹20,000 Crore (swarajyamag.com) August 17, 2023

In a significant capability boost for the Indian Navy, the Central Government has given approval for the procurement of five fleet support ships (FSS) worth ₹20,000 crore, reported ANI.

These vessels will help in the replenishment of naval warships, at sea by supplying them essential items like fuel, food, and ammunition.

These five FSS will be manufactured by Visakhapatnam-based state-run Hindustan Shipyard Limited (HSL).

According to the ANI report, the Central government gave final clearance to this project during a high-level meeting held on Wednesday. The estimated cost of the project is around Rs 20,000 crore.

“Around Rs 20,000 crore project was given final clearance by the Central government in a high-level meeting on Wednesday. The five fleet support ships will be built by the HSL with the support of multiple Indian private sector small and medium enterprises,” the report quoted an official as saying.

This approval comes after repeated delays of more than 9 years. The FSS project was initially proposed in 2014.

However, the project encountered persistent delays.

Firstly, due to differences between HSL and the Korean design consultant Hyundai Heavy Industries, and secondly, with the Turkish shipyard TAIS due to Turkey's stance on Jammu and Kashmir after the amendment in Article 370.

The project is anticipated to generate thousands of new jobs over an extended period and enhance the capabilities of industries aligned with the project, the report stated.

Each of these ships will weigh approximately 45,000 tonnes, and will be delivered within eight years. <https://swarajyamag.com/defence/after-a-long-wait-indian-navy-to-finally-get-five-fleet-support-ships-as-government-approves-contract-worth-20000-crore>

36. India may well be on track to becoming world's third largest economy (*businesstoday.in*) August 16, 2023

India may well be on track to becoming the third largest economy in the world in the coming years, but a number of factors including the performance of other countries, skilling of our workforce as well as a sustained revival in domestic consumption demand would play a key role in achieving this. The Indian economy, however, has the potential to grow by a robust 6.5–7% per annum, according to economists.

“India is very much on target to becoming the third largest economy based on the IMF’s projections as well as domestic estimates. Our real rate of investment is about 33%, the current account deficit is lowering and our demographic dividend is coming into play,” said DK Srivastava, Chief Policy Adviser, EY, while noting that India has also managed to meet the challenges thrown up by the Russian-Ukraine war that has led to supply side bottlenecks for many countries.

He, however, stressed that creating productive jobs for the labour force while adopting new technologies such as AI to enhance the productivity must be taken up. “A large part of the government budget would have to be spent on training and reskilling the labour force,” he said.

Apart from GDP, India is also doing better on other parameters such as overall indebtedness of the economy, which is much lower at about 170% of the GDP. Japan has the largest debt to GDP ratio at over 400%, Srivastava said, while China’s is at close to 300% and Germany’s is about 190%.

Prime Minister Narendra Modi in his Independence Day speech said the country would be among the top three economies in five years if his government is re-elected for a third consecutive term.

“When we came in 2014, we were at number 10 in the global economy, and today the persistent efforts of 140 crore countrymen have finally paid off as we have reached the rank of number five in the world economy,” the Prime Minister said.

According to IMF projections, India overtook the UK to become the fifth largest economy last September, and was behind only the US, China, Japan and Germany.

The Indian economy grew at 7.2% in 2022-23 and is expected to grow at a slower 6–6.5% this fiscal. Many agencies are likely to review their GDP growth forecast for the fiscal after the first quarter GDP data is released on August 31.

“India can become the third largest economy in the world provided it grows at the current rate of growth or accelerates its growth further,” said Sunil Sinha, Senior Director & Principal Economist, India Ratings and Research but cautioned that for that to happen the third and fourth largest economies may have to continue growing at their current rate or at even slower rate.

However, external demand has been muted due to the slowdown in the global economy while internal consumption demand has also not fully recovered. These remain constraints to faster growth due to which a return to 7% to 8% growth may not be possible.

NR Bhanumurthy, Vice-Chancellor, Dr BR Ambedkar School of Economics University, Bengaluru said given the current level of savings and investments, the Indian economy has the potential to grow by 7% in the next few years provided that there are no further shocks. “For growth higher than this, we would require more structural changes,” he said, cautioning that the kind of shocks the Indian economy faces is much more severe.

As per various agencies, India could become the third largest economy by 2030, if not by 2027.

“India will be a \$ 3.7 trillion economy in 2023, maintaining its lead over the UK as the fifth largest economy of the world,” the State of the Economy article in the Reserve Bank of India’s January bulletin had noted. According to the IMF’s calculations, India will move into fourth place in 2025 and into the third place in 2027 as a US\$ 5.4 trillion economy.

More recently, a report by SBI Ecowrap said India is likely to get the tag of the third largest economy in 2027 (or FY28) based on actual GDP data as on March 2023, surpassing the economies of both Germany and Japan. “Behind this surge, India needs to grow by CAGR of 8.4% till 2027 (in dollar terms). This translates into 11 -11.5% nominal GDP growth per annum (in Rs terms), which is eminently achievable with a 6.5-7% growth rate,” the report had said.

The World Economic Outlook Update by the IMF in July 2023 has forecast that the German economy will contract by 0.3% in 2023 and grow by 1.3% in 2024. The Japanese economy is estimated to grow by 1.4% this year and by 1% in 2024. India is expected to grow by 6.1% this fiscal (6.6% in calendar year 2023) and by 6.3% next fiscal (5.8% in calendar year 2024).
<https://www.businesstoday.in/latest/economy/story/india-may-well-be-on-track-to-becoming-third-largest-economy-394327-2023-08-16>