



Delhi Energy Development Agency

At a Glance

Functions

The Delhi government created the Delhi Energy Development Agency (DEDA) in February 1984 under the Societies' Registration Act, 1860. The objective of this Agency is to implement different energy schemes in rural as well as urban areas of Delhi.

Findings

- The 1997 Comptroller and Auditor General's Report pulled up DEDA for gross mismanagement and irregularities. Another report was sent to the Lieutenant Governor in April 1999 by the *Lokayukta*, pointing out the irregularities of DEDA, but still Delhi government took no action, and the agency is yet to be closed down completely.
- According to the Delhi Planning Department, even after incurring a total expenditure of Rs 1,197 lac since 1986, it had not been able to achieve any of its objectives.
- The battery bus service of DEDA incurred losses of approximately Rs 414 lac during 1992-97.
- Solar water heating (SWH) systems costing Rs 10.56 lac were installed on demonstration basis free of cost at the residences of ministers/senior government officials against the guidelines. The residences selected for demonstrations were not accessible to public, thereby defeating the entire purpose of installation and demonstration of SWH systems.
- The Agency distributed 164 solar lanterns costing Rs 4.50 lac to members of parliament, ministers, and government officials on demonstration basis.

Reforms

- While the Delhi government does acknowledge the need to wind up the Agency in light of the recommendations of the CAG Report, DEDA is not yet dead. The government must not waste taxpayers' money any further by delaying the closure of the Agency.

Three dozen battery-run buses rusting in depot

Nalini Ranjan
New Delhi, May 20

About three dozen battery-run buses, worth crores of rupees, parked for more than a decade at the bus depot of Delhi Energy Development Authority at School Block near Shakarpur area of East Delhi, have been reduced to junk, thanks to the apathy of the Delhi Transport Department.

About 80 odd employees of the depot, mostly drivers, conductors and mechanics, are now working as watchmen. However, the employees are getting their salaries. Rampal, a driver, said that though he does not like to sit idle, there is nothing he can do about it.

About 15 years back, the

Non-Conventional Energy Source Ministry, with the help of Delhi Energy Development Authority (DEDA), had jointly introduced these battery-operated buses to flight production caused by traffic. Five separate depot at Shivaji Stadium, Lal Rajapur Road, Seel and Shakarpur—w