

AGENDA ITEMS FOR THE 17TH MEETING OF THE
NATIONAL CAPITAL REGION PLANNING BOARD
TO BE HELD AT 10.30 A.M. ON MARCH 21, 1994
IN THE PARLIAMENT HOUSE ANNEXE, NEW DELHI.

- AGENDA ITEM NO. 1: CONFIRMATION OF THE MINUTES OF THE 16TH MEETING OF THE NCR PLANNING BOARD HELD ON 28.6.1993.
- AGENDA ITEM NO. 2: REVIEW OF THE ACTION TAKEN ON THE DECISIONS OF THE 16TH MEETING HELD ON 28.6.1993.
- AGENDA ITEM NO. 3: APPROVAL OF DRAFT SUB-REGIONAL PLAN FOR RAJASTHAN
- AGENDA ITEM NO. 4: ALTERNATIVES FOR RESOURCE MOBILISATION TO MEET ADDITIONAL FINANCIAL REQUIREMENTS OF THE VIII PLAN INVESTMENT PROGRAMME.
- AGENDA ITEM NO. 5: CONSTITUTION AND FUNCTIONS OF PROPOSED UNIFIED TRANSPORT PLANNING GROUP (FORMERLY UNIFIED TRANSPORT AUTHORITY) ~~FOR~~ ~~BY~~ NCR.
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**AGENDA NOTES FOR THE 17TH MEETING OF
THE NATIONAL CAPITAL REGION PLANNING BOARD
TO BE HELD AT 10.30 A.M. ON MARCH 21, 1994
IN THE PARLIAMENT HOUSE ANNEXE, NEW DELHI.**

**AGENDA ITEM NO. 1. CONFIRMATION OF THE MINUTES OF THE 16TH
MEETING OF THE NCR PLANNING BOARD HELD ON
28.6.1993**

The minutes of the 16th meeting of the NCR Planning Board held on the 28.6.1993 (a copy of the Minutes is enclosed for ready reference at Annexure I) were circulated vide letter No. K-14011/75(DD)/92-NCRPB dated 20.8.1993. The Board may kindly confirm the Minutes.

AGENDA ITEM NO. 2: REVIEW OF THE ACTION TAKEN ON THE DECISIONS
OF THE 16TH MEETING OF THE NCR PLANNING BOARD
HELD ON 28-6-'93

Points of Action on the decisions taken in the 16th meeting of the National Capital Region Planning Board held on 28.6.1993.

The status in respect of requisite follow-up is as follows:

Ministry of Urban Development:

1. To take steps to amend NCR Planning Board Act, 1985 so as to facilitate the floating of NCR Development & Finance Corporation within 3 months (i.e. by September, 1993).

1. As a prelude to amending NCR Planning Board Act, 1985 to facilitate the floating of NCRDFC, MOUD had decided to obtain the views of the Finance Ministry, Law Ministry and Planning Commission on the proposal for setting up the Corporation. Accordingly, the matter was taken up with the Finance Ministry who did not agree to the proposal. The matter is separately placed before the Board vide agenda item no. 4.

2. To revise the Delhi Master Plan so as to bring its planned population target for 2001 A.D., viz. 128 lakhs, in line with the assigned population for Delhi in Regional Plan - 2001 i.e. 112 lakhs.

3. To prepare and monitor an action programme for shifting of the Government offices within a definite time-frame, with the co-operation of various Central Ministries.

3. The proposal to set up an Inter-State Committee under the Secretary, Urban Development, to prepare and monitor a time-bound programme for shifting of offices as per approved list, is under active consideration of MOUD.

4. To provide requisite budgetary support of at least Rs.50 crore per annum commencing 1993-94 to NCR made jointly with the Planning Commission, if need be.

4. MOUD has released a mere Rs. 20 crores to NCR Planning Board for the year 1993-94. Furthermore, Ministry has allocated only Rs. 25 crores for NCR Planning Board in 1994-95. Thus, the actual budgetary support for NCR Planning Board in these two crucial years of the VIII Plan period works out to less than Rs. 25 crore per annum on an average.

5. To provide for full integration of Delhi MRTS with the transport network approved for DMA/NCR as a whole.

- 2,5&6. Details of action taken by the Ministry in respect of remaining items 2, 5 and 6 are not available and may be elicited from Secretary, MOUD at the meeting itself.

6. To provide an additional budget allocation of Rs. 219 crore towards GNCT-Delhi's share of cost for Tehri, Kishau and Renuka Dams and Conveyance systems, in the VIII Plan period.

Ministry of Surface Transport:-

1. To sponsor feasibility studies in respect of Delhi-Ghaziabad-Meerut and Sonapat-Panipat Expressways on the lines similar to the proposed study for F-N-G Expressways.

2. To provide for funds to the extent of Rs. 125 crore for land acquisition of all the three Expressways (i.e. Faridabad - NOIDA - Ghaziabad; Delhi-Ghaziabad-Meerut and the Sonapat-Panipat Expressway) and, to utilise the C.R.F. to the extent necessary for the purpose, with the concurrence of the Ministry of Finance.

Ministry of Railways:-

1. To allocate an amount of Rs. 60 crore for the construction of Rewari-Bhiwadi, B.G. Rail Link & complete and commission the project within VIII Plan period.
2. (a) To allocate requisite funds for the augmentation and electrification for Muradnagar-Meerut, Delhi-Khurja and Delhi-Palwal railway lines, in a phased manner, over the VIII Plan period.
2. (b) To move Northern Railway to carry out a separate feasibility study of these 3 study review of rail traffic in NCR and beyond.

Ministry of Communications:-

To ensure that by 1996-97, telephones are available on demand, commensurate with the assigned populations of the Priority and DMA Towns as per the provisions of the Regional Plan - 2001 while at the same time keeping the demand-supply time gap in Delhi at around 2 years.

- 1&2. MOST has reported that it will take requisite further action on additional funds being made available to it through augmentation of CRF. These issues will be placed on agenda of pending inter-departmental meeting to be taken by Prime Minister on NCR.

1. Railway Ministry has reported that a final decision will be taken on the implementation of this Rs. 60 crore proposal on completion of the final location survey of Khurja-Palwal Rohtak section in the current financial year.

- 2a. Railway Ministry have reported that the land assembly component would also have to be included in the project estimates and that the requisite funds would need to be provided outside the Railway Budget. This issue will be included in agenda of pending inter-departmental meeting to be taken by Prime Minister on NCR.

- 2b. This has been agreed to by Railway Ministry and Northern railway has been advised accordingly. The draft report of the said on-going Northern Railway Study is expected shortly.

The telephone demand projections for all the counter-magnet towns outside Delhi in DMA/NCR have been revised in accordance with this decision. The details will be gone into by the Study Group on Telecommunications set up by Member Secretary, NCR Planning Board on which DOT is represented.

Ministry of Power:-

1. To make available 400 MW of additional power exclusively for the DMA and Priority Towns of NCR out of the reserve capacity to be created for the Northern region in VIII Plan.
2. To provide details of the various concomitant works which the State Governments would need to carry out to adequately strengthen the power transmission and distribution systems in their respective sub-regions of NCR.

Ministry of Finance:-

To augment the Central Road Fund so as to facilitate release of adequate revenues thereof to finance the land component of the 3 approved NCR Expressway schemes.

Ministry of Water Resources:-

1. To finalise the draft water-sharing agreements between Delhi and neighbouring States.
2. To expedite the construction of Tehri, Kishau and Renuka Dams as well as the corresponding conveyance systems in order to meet Delhi's full requirements by way of raw water as per Regional Plan provisions.

All Central Ministries/Planning Commission:-

1. To finalise the requisite sectoral sub-component plans for development of NCR in the light of the revised VIII Plan investment programme approved by the Board.
2. To see that specific budgetary provisions are made as per the requirements of the respective sub-component plans of Central Ministries as well as State Sector.
3. To ensure that specific budget provisions are made by the identified Government Departments/PSUs to purchase available sites in DMA/Priority and counter-magnet areas within one year and assemble the alternative office and staff housing spaces required so as to complete the process of shifting out of Delhi within the next 2 years.

1. Ministry of Power have confirmed decision to allocate 457 MW out of Central Reserve in Northern Grid exclusively for meeting the power deficits in NCR. Requisite Sub-Regional allocations are being worked out by Study Group on Power set up by Member Secretary, NCR Planning Board.

2. The details have not been made available by MOP. However, the matter is being pursued by the Study Group on Power set up by Member Secretary, NCR Planning Board on which both MOP and CEA are represented.

Matter is still pending with Ministry of Finance. This will be placed before the pending inter-departmental meeting to be convened by Prime Minister on NCR.

1&2. The matter is still pending with Ministry of Water Resources. The issue will be placed before pending inter-departmental meeting to be convened by Prime Minister on NCR.

These matters are still pending with Planning Commission/Finance Ministry. The issues involved will also be placed before the pending inter-departmental meeting to be convened by Prime Minister on NCR.

NCR Planning Board:

1. To finalise a detailed note to the Government of India on the financial viability of the proposed financial company for the purpose of obtaining Cabinet approval for the requisite amendment to the NCR Planning Board Act.
1. A study regarding the financial viability of the proposed NCRDFC was conducted by the Board through M/s. JPS Associates. Based on their feasibility report which was received in July '93, a detailed note was put up before the Project Sanctioning & Monitoring Group in its 21st meeting. However, PSMG deferred detailed consideration of the options up of the NCRDFC. Accordingly, a proposal for the Board to directly raise the finances for implementation of the NCR VIII Plan Investment Programme was submitted to the NCR November/December 1993. (The matter is separately placed before the Board vide agenda item No. 4).
2. To move the Government of India to set up a high-level official committee for dispersal of Government and other public sector offices, include:
 - a) the review of all pending cases in the light of the criteria prescribed in Regional Plan - 2001, with the assistance of the NCR Planning Board, if need be;
 - b) to draw up and monitor an overall time-bound programme providing for the shifting, within the next 1 to 2 years, of all identified units through a process of acquisition of alternative sites and or built-up spaces within DMA/Priority Towns (and other counter-magnet areas) where land is immediately available.
- To request all Central Ministries to give due priority to the identified counter-magnet areas falling outside NCR i.e. Gwalior, Bareilly, Kota, Hissar and Patiala, while deciding the location of major industrial/commercial projects or any public sector activities planned for the Northern Region.
4. To prepare a status paper on the development of the Counter Magnet areas for discussion at the next NCR Planning Board Meeting.
5. To refer the issue of the divergent population Plan - 2001, for expert advice, as part of the on-going mid-term review of Regional Plan - 2001.
2. A proposal has been sent to the MOUD to constitute an inter-State official committee under the Secretary, Urban Development, to coordinate the preparation and monitoring of an overall time-bound programme for shifting the identified Central Government and PSU offices from Delhi.
4. The note is appended at Annexure - II.
5. The matter has been referred to the Task Force on Demography. Its final report on the issue involved is awaited.

6. To convene a high-level, official meeting at Delhi within a month to resolve all pending issues, relating to the constitution and functioning of the proposed NCRDFC.

6. Follow-up meetings were held by Member Secretary, NCR Planning Board with the Chief Secretary, Haryana at Chandigarh, Secretary, Town & Country Planning Department, Haryana; Principal Secretary, Housing Department, Uttar Pradesh and Lt. Governor of NCT-Delhi, in October/November, 1993, to clear all pending doubts and reservations on the issue, in the light of the JPS Associates' feasibility report on NCRDFC. Meanwhile, a formal communication was received from MOUD that MOF had not agreed to the proposal for associate financial institution by NCR Planning Board. Thus, action has been taken to move MOUD to evolve an alternative resource mobilisation plan to fund the approved VIII Plan investment programme in toto. The subject is also placed before the Board separately vide agenda item No. 14

Government of NCT-Delhi:

1. To finalise the draft Sub-regional Plan proposed for Delhi, duly incorporating the requisite time-bound programme for identifying and shifting the various industrial and trading activities to be decentralised and dispersed from Delhi.
2. To make its NCR Coordination Cell duly functional by filling up the requisite posts recently cleared by the MOUD.
3. To raise sales tax rates on the remaining identified commodities to the prescribed minimum floor levels in NCR.
4. To raise its central sales tax sale from 2 to 4 per cent.
5. To raise the road tax and goods tax levies so as to bring the effective combined burden of tax on goods vehicles up to the floor-level obtaining in the rest of NCR.
6. To raise power tariffs to the floor level obtaining the rest of NCR and adopt more stringent measures on par with those of neighbouring States so as to make the penal provisions for theft and misuse a more effective deterrent than at present.
7. To provide for an equity contribution of Rs. 50 crore for the NCRDFC during the VIII Plan period.
8. To prepare a detailed feasibility report and financial plan for the integration of RITES' concept plan of NCR Planning Board.

Details of action taken have not been made available. The same may be elicited from the Chief Secretary, Delhi at the meeting.

All State Governments:

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Details of follow-up action taken have been sought vide Member Secretary, NCR Planning Board's D.O. letter to Chief Secretaries of Haryana, Rajasthan & Uttar Pradesh, dated 23-12-1993. As the requisite information has not been made available in advance, the same may be elicited from the respective Chief Secretaries at the meeting.

1. To prepare an outline development plan for each of the identified new townships and formulate a detailed project report for the development with the time-frame of the same initiated in the 29th meeting of the Planning Committee held on 20.3.1993.
2. To strengthen the power transmission and distribution systems in the respective sub-regions in order to ensure availability of full energy requirements of Priority/DMA towns (inclusive of their allocated shares of the 400 MW of additional power to be supplied by Centre exclusively for NCR).
3. To create a Sub-regional Development Authority to oversee implementation of the Sub-regional Plan.
4. To set up joint-stock company/development corporation/local development authority to develop and manage each new township.
5. To prepare a detailed project report and investment programme for each of the identified sub-regional centres.
6. To make requisite provision in their respective VIII Plans/Annual Plans for funding regional roads forming part of the Inner Grid & Outer Grid and strengthening of the Sub-regional power transmissions and distribution systems.
7. To take up the construction and management of viable, identified regional road sections and by-passes in NCR, as pilot projects, on 'B.O.T.' basis, after suitably amending their respective State Highway Acts to facilitate private sector investments in the construction and management of such roadways as well as recovery of cost through collection of tolls.

All State Governments and Government of NCT-Delhi:

8. To see that their respective plan allocations and/or other dedicated funding resources are raised to the level of their proposed shares in the aggregate matching contribution of Rs. 200 crore to be provided for NCR Planning Board.

9. To each prepare a NCR sub-component plan as part of their 8th plan and corresponding Annual plans.

10. To interact with the Planning Commission and obtain additional allocations to meet the specific requirements of the NCR development programmes, as and where necessary.

Government of Haryana :

1. To provide for Rs. 64.5 crore as its share of equity contribution in the NCRDFC for the VIII Plan period.
2. To take up the construction of the Faridabad-Gurgaon Regional Road Project (Inner Grid) on a priority basis.

Government of Uttar Pradesh :

1. To provide for Rs. 67.5 crore as its share of equity contribution in the NCRDFC for the VIII Plan period.
2. To take up the construction of the identified by passes at Meerut and Hapur respectively, forming part of the NCR Regional Road Project (Outer Grid), on a priority basis.

Government of Rajasthan :

To provide for Rs. 18 crore as its share of equity contribution to the NCRDFC for the VIII Plan period.

Ref: Agenda Notes - 17th meeting of the NCR Planning Board
to be held on March, 21st, 1994.

**AGENDA ITEM No. 2: REVIEW OF THE ACTION TAKEN
ON THE DECISIONS OF THE 16th
MEETING HELD ON 28.6.1993.**

The replies received from the Government of NCT-Delhi
in respect of the above are placed below:

ACTION TAKEN NOTES ON THE DECISIONS OF THE 16TH MEETING
OF THE NCR PLANNING BOARD HELD ON 28.6.1993.

POINTS

1. To finalise the draft Sub-Regional Plan proposed for Delhi, duly incorporating the requisite time-bound programme for identifying and shifting the various industrial and trading activities to be decentralised and dispersed from Delhi.

2. To make its NCR Coordination Cell duly functional by filling up the requisite posts recently cleared by the Ministry of Urban Development.

3. To raise sales tax rate on the remaining identified commodities to the prescribed minimum floor levels in NCR.

COMMENTS

The draft Sub-Regional Plan for Delhi has been prepared by the DDA and circulated to all departments. Comments of various departments have been received and are being considered. Draft Sub-Regional Plan of Delhi is likely to be finalised shortly, by Delhi Development Authority.

The Ministry of Urban Development has not issued sanction for the creation of posts for the NCR Coordination Cell in this Government inspite of repeated reminders. As soon as the Ministry of Urban Development issues sanction of posts, posts will be filled up immediately to make the Cell functional.

The NCR Planning Board had identified 29 commodities for minimum floor level rates of Sales Tax. In Delhi, the rates of Sales Tax on most of these commodities were already the same as recommended by the NCR Planning Board. The present position is that leaving aside only one item viz: Aeroplanes and their spare parts and accessories, etc. the rate of sales tax in Delhi on all the 29 items are either the same or higher.

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In the meeting held by the Warbur Secretary, NCR Planning Board on 20-9-53, 34 commodities were identified for minimum floor level rates of sales tax. It may be pointed out that in respect of the 12 commodities the existing rates in 1951 are either the same or higher than those recommended by the NCR Planning Board.

For Oilseeds, raw wool & wool tops and knitting wool, the Government of NCR of India had earlier on 1-1-53 recommended appropriate rates of Sales Tax to the Ministry of Home Affairs and these were either at par or higher than recommended by the NCR Planning Board. As no Communication was received from the Ministry of Home Affairs, a view will now have to be taken on this matter by this Government in the Finance Department.

4. To raise its central sales tax from 2 to 4 percent.

5. To raise the road tax and goods tax levies so as to bring the effective combined burden of tax on goods vehicles upto the floor-level obtaining in the rest of NCR.

6. To raise power tariffs to the floor level obtaining the rest of NCR and adopt more stringent measures on par with those of neighbouring States so as to make the penal provisions for theft and misuse a more effective deterrent than at present.

The Govt. of NCT of Delhi has earlier requested the Union Home Minister for withdrawal of notifications dated 21-10-75 and 21-7-76. These notifications provide concessional rate of CST as against the normal rate of 4%. The matter has been reviewed by the Delhi Govt. and it has now been decided to retain the present concessional rate of CST at 2%.

Scheme for levy of Passenger Tax on passenger vehicles and goods tax on goods vehicles is under consideration of this Government. For this purpose a study has been assigned to NIPFP. The report is expected shortly. Further action will be taken on the receipt of this report. So far as road tax is concerned, a proposal for increase of road tax by 10% is under consideration of this Government.

A Committee has been formed in DESU to finalise the tariff proposals for the year 1994-95. The suggestions received from various quarters and difficulties being encountered in implementing the tariff for the year 1993-94 effective from 1-10-93 have been placed before the tariff Committee for consideration and approval of the competent authority thereafter. It may also be mentioned here that while finalising the tariff proposals the rate prevalent in various other State Electricity Boards are also taken into consideration so as to keep a balance with the rates prevailing in neighbouring States.

Contd....

As regards adopting more stringent measures at par with those of neighbouring States so as to make the penal provisions for theft and misuse a more effective deterrent than at present, the issue is already under consideration in DESU and necessary remedial measures are being taken. The penal tariff for misuse of connections is already twice the normal tariff whereas thefts are three times the normal rates in cases of theft/pilferage of electricity.

A comparative statement indicating the prevailing tariff in electricity in Delhi & other adjoining states within the NCR is enclosed at Annexure - 10.

For the 8th Five Year Plan outlay, Rs.11 crore is approved for the scheme of contribution to NCR development. In the Annual Plan 1993-94, a budget provision of Rs.350.90 lakh is approved. In 1994-95 Delhi Government has proposed an amount of Rs.17.50 crores in the Draft Annual Plan 1994-95. The Working Group of Planning Commission approved only Rs.5.00 crore on the ground that the proposal for setting up of NCRDFC has been dropped and no contribution in this regard is to be made by this Government.

To provide for an equity contribution of Rs.50 crore for the NCRDFC during the 8th Plan period.

To prepare a detailed feasibility report and financial plan for the integration of RTES, IMRTES-Delhi proposal with the transport network required for the DMA

The extension of RTES corridors to all DMA towns was not taken up in Delhi scheme primarily because Delhi Government ~~Considers~~ that Delhi Plan Funds could not be utilised in extra territorial regions. ~~The~~ States in whose jurisdiction a particular DMA town

as a whole, as per approved concept Plan of
NCR Planning Board.

falls should, under the guidance and co-ordination of NCR,
Planning Board, work out a strategy for extending the MRTS
to their respective regions. The Delhi Government has no
objection to the integration of proposed MRTS with the
DMA funds on this basis.

1. The cost of Delhi MRTS is estimated to be around Rs. 7000/- ^{crores} per km.

price level of 1992-93. The estimated cost including the literature
involved on developing Delhi Ring Rail and spur for option
use of MRTS. This provision was made on the understanding
that the Railway Ministry is not willing to make available
the ring rail and spurs for implementation of MRTS Scheme.
In the event of such concession being granted there would be
a saving of Rs. 3500 crores approximately. There are two ways
of making use of the savings:-

- i) To reduce the project cost of Delhi MRTS or
- ii) To conduct feasibility study in territories falling
outside the Union Territory of Delhi for purposes
of completing survey required for preparing techno
feasibility report and spending the amount on
execution of work in the DMA by the M.R.A. Authority
to be set up for execute of project.

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The Delhi Government prefer the first option, as they would make execution of NR's project easier on the reduced requirement for funds. However, this is possible only when Railways agree to make available Ring Rail and spurs for use of NR's.

U.S. GOVERNMENT PRINTING OFFICE: 1964
 EST. NO. 113-100-100

COMPARATIVE STATEMENT OF POWER TESTS FOR FERTILIZER
(Including Yields and Soil Reaction Values)

Soil: Cecil, 1964, 21-10-93
 Date: 1-10-93
 D. 1964
 1-10-93
 1-5-93
 10-9-93
 1-5-93

1. Fertilizer	2. Rate	3. Yield	4. Soil Reaction	5. Yield	6. Soil Reaction	7. Yield	8. Soil Reaction	9. Yield	10. Soil Reaction
a) 1500 25 Units	1500/25	6.2/25	6.2/25	6.2/25	7.2/25	11.2/25	11.2/25	5.7/25	5.7/25
b) 1500 75 Units	1150/75	11.5/75	11.5/75	11.5/75	12.5/75	12.5/75	12.5/75	6.7/75	6.7/75
c) 1500 250 Units	1400/250	14.0/250	14.0/250	14.0/250	15.0/250	15.0/250	15.0/250	7.7/250	7.7/250
d) 1500 300 Units	1500/300	15.0/300	15.0/300	15.0/300	16.0/300	16.0/300	16.0/300	8.7/300	8.7/300

2. Fertilizer	3. Rate	4. Yield	5. Soil Reaction	6. Yield	7. Soil Reaction	8. Yield	9. Soil Reaction	10. Yield	11. Soil Reaction
a) 1500 25 Units	1700/25	17.0/25	17.0/25	17.0/25	18.0/25	18.0/25	18.0/25	19.0/25	19.0/25
b) 1500 75 Units	1850/75	18.5/75	18.5/75	18.5/75	19.5/75	19.5/75	19.5/75	20.5/75	20.5/75
c) 1500 250 Units	2000/250	20.0/250	20.0/250	20.0/250	21.0/250	21.0/250	21.0/250	22.0/250	22.0/250
d) 1500 300 Units	2100/300	21.0/300	21.0/300	21.0/300	22.0/300	22.0/300	22.0/300	23.0/300	23.0/300

3. Fertilizer	4. Rate	5. Yield	6. Soil Reaction	7. Yield	8. Soil Reaction	9. Yield	10. Soil Reaction	11. Yield	12. Soil Reaction
a) 1500 25 Units	1980/25	19.8/25	19.8/25	19.8/25	20.8/25	20.8/25	20.8/25	21.8/25	21.8/25
b) 1500 75 Units	2130/75	21.3/75	21.3/75	21.3/75	22.3/75	22.3/75	22.3/75	23.3/75	23.3/75
c) 1500 250 Units	2280/250	22.8/250	22.8/250	22.8/250	23.8/250	23.8/250	23.8/250	24.8/250	24.8/250
d) 1500 300 Units	2380/300	23.8/300	23.8/300	23.8/300	24.8/300	24.8/300	24.8/300	25.8/300	25.8/300

4. Fertilizer	5. Rate	6. Yield	7. Soil Reaction	8. Yield	9. Soil Reaction	10. Yield	11. Soil Reaction	12. Yield	13. Soil Reaction
a) 1500 25 Units	2430/25	24.3/25	24.3/25	24.3/25	25.3/25	25.3/25	25.3/25	26.3/25	26.3/25
b) 1500 75 Units	2580/75	25.8/75	25.8/75	25.8/75	26.8/75	26.8/75	26.8/75	27.8/75	27.8/75
c) 1500 250 Units	2730/250	27.3/250	27.3/250	27.3/250	28.3/250	28.3/250	28.3/250	29.3/250	29.3/250
d) 1500 300 Units	2830/300	28.3/300	28.3/300	28.3/300	29.3/300	29.3/300	29.3/300	30.3/300	30.3/300

5. Fertilizer	6. Rate	7. Yield	8. Soil Reaction	9. Yield	10. Soil Reaction	11. Yield	12. Soil Reaction	13. Yield	14. Soil Reaction
a) 1500 25 Units	2980/25	29.8/25	29.8/25	29.8/25	30.8/25	30.8/25	30.8/25	31.8/25	31.8/25
b) 1500 75 Units	3130/75	31.3/75	31.3/75	31.3/75	32.3/75	32.3/75	32.3/75	33.3/75	33.3/75
c) 1500 250 Units	3280/250	32.8/250	32.8/250	32.8/250	33.8/250	33.8/250	33.8/250	34.8/250	34.8/250
d) 1500 300 Units	3380/300	33.8/300	33.8/300	33.8/300	34.8/300	34.8/300	34.8/300	35.8/300	35.8/300

6. Fertilizer	7. Rate	8. Yield	9. Soil Reaction	10. Yield	11. Soil Reaction	12. Yield	13. Soil Reaction	14. Yield	15. Soil Reaction
a) 1500 25 Units	3430/25	34.3/25	34.3/25	34.3/25	35.3/25	35.3/25	35.3/25	36.3/25	36.3/25
b) 1500 75 Units	3580/75	35.8/75	35.8/75	35.8/75	36.8/75	36.8/75	36.8/75	37.8/75	37.8/75
c) 1500 250 Units	3730/250	37.3/250	37.3/250	37.3/250	38.3/250	38.3/250	38.3/250	39.3/250	39.3/250
d) 1500 300 Units	3830/300	38.3/300	38.3/300	38.3/300	39.3/300	39.3/300	39.3/300	40.3/300	40.3/300

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AGENDA ITEM NO. 3 : APPROVAL OF SUB-REGIONAL PLAN FOR RAJASTHAN SUB-REGION

Under section 17(i) of the NCR Planning Board Act, 1985, each participating State of NCR viz. NCT-Delhi, Haryana, Rajasthan and Uttar Pradesh, is required to prepare a detailed sub-regional plan for the geographical areas forming part of their respective constitutional fiefdoms within NCR. Accordingly, the sub-regional plan for U.P. was finalised and formal approval accorded thereto by the Board in June, 1992.

2. The Government of Rajasthan has since prepared its own required sub-plan viz. Rajasthan sub-regional Plan-2001, providing for the balanced, integrated development of the Rajasthan sub-region of NCR within the overall framework of Regional Plan-2001. A copy of the draft Rajasthan sub-regional Plan-2001 is enclosed (Annexure-II). The same has been examined by a sub-group of experts specifically constituted for this purpose on 6.1.93, and cleared by the Planning Committee (subject to various additions & changes all of which have been duly incorporated therein).

As may be seen, the draft plan document is generally in accordance with the detailed provisions of Regional Plan-2001. However, it appears prima facie that the population of 14 lakhs assigned to Rajasthan Sub-region as a whole in RP-2001 was ab-initio incorrect in that the actual population, as revealed by 1991 census reports, has already reached 13.96 lakhs. Accordingly, appropriate changes have been made in the overall demographic projections and consequent population assignments for 2001 A.D., after taking into consideration both the trend-based increase by way of natural growth and the mandatory induced component, as per details given below:

REVISED POPULATION ASSIGNMENTS BY 2001 A.D.

(Population in lacs)

	Population		Assigned population in the Regional Plan-2001	Revised assignments in the Sub-regional Plan
	1981	1991		
Total	10.65	13.96	14	20.50
Rural	8.91	11.16	7	11.85
Urban	1.74	2.80	7	8.65

3. These projections/assignments will once again be examined and adjusted in the light of the overall demographic scenario for NCR which emanates from the ongoing mid-term review of Regional Plan-2001.

4. Subject to the above, Rajasthan Sub-regional Plan-2001 is placed before the Board for consideration and approval.

**AGENDA ITEM NO.4 : ALTERNATIVES FOR RESOURCE MOBILISATION
TO MEET ADDITIONAL FINANCIAL
REQUIREMENTS OF THE VIII PLAN
INVESTMENT PROGRAMME.**

In the 15th meeting of the NCRPB held in September 1992, a decision was taken to set-up a dedicated financial institution, to be called 'NCRDFC', as the main financing mechanism for implementation of the shared investment programme in the State Sector. The corresponding investment outlay approved by the Board for the 8th Plan period is as under:-

1.	Land Acquisition & Development in Priority & Two DMA towns.	1024
2.	Development of Sub-regional centres	136
3.	Development of Counter-magnet areas	100

		1260

The intention, therefore, was for the Board to subscribe the entire Rs.400 crore expected to be received by it and credited to the statutory NCRPB Fund during the 8th Plan Period by way of

- Central budgetary support of Rs.200.00 crore
- combined matching contribution of Rs.200 crore from the participating State Govts. and the GNCT Delhi

in the equity capital of a company to be registered by it under the Indian Companies Act, 1956, (i.e. NCRDFC) NCRDFC, in turn, as a subsidiary/associate company of the Board, would proceed to raise additional equity as well as debt from financial institutions and also the capital market, both at home and abroad, finance the entire shared State-Sector programme of Rs.1260 crore, in the first instance.

The aforesaid proposal has, however, not been agreed to by the Central Government vide Ministry of Finance O.M. No. F.No.30 (4)PF.II/93 dated 4.10.93 (copy at appendix I). The Ministry of Finance have, instead indicated that a tax-subsidy solution is being pursued as per a pending budget proposal of the Central Board of Direct Taxes.

It may be observed that no reasons whatsoever have been assigned for this summary rejection of the NCRDFC concept even though the feasibility report of M/s. JPS Associates, which was submitted recently in July, 1993, clearly establishes the viability of the proposed corporation on a

been taken into confidence with regard to the details of the tax-subsidy scheme which Finance Ministry is ostensibly mooting as an alternative instrument for channalising private sector investment into large scale urban development either exclusively in NCR or the country as a whole.

As things stand, there appear to be only two basic alternative approaches to financing the said VIII Plan investment programme in terms of the overall investment strategies approved by NCR Planning Board in September, 1992 viz.

Alternative Approach - I (At the Apex Level Model)

(A) NCR Planning Board to raise the required additional investment funds either directly or through an associate financial institution i.e. NCRDFC, which may be either wholly owned by NCR Planning Board or set up as a joint sector company in conjunction with the private corporate sector and whose day to day management would be carried out by the latter. These three options are all found to be financially viable as per the feasibility report of M/s. JPS Associates.

Option I of JPS Associates Report of July, 1993.

Option-I of the said feasibility report, envisages direct borrowing by NCR Planning Board from both indigenous and foreign funding agencies, for investment in the NCR accelerated development, vide the following overall pattern viz.

a) Resource Mobilisation

Budgetary support from Central and the State Governments (including GNCT-Delhi)	Rs.400 crore
---	--------------

Loans and Bonds	Rs.950 crore

	Rs.1350 crore

b) Resource Utilisation

Loans to implementing Agencies @ 15% p.a.	Rs.1620 crore
Seed money for land acquisition (interest-free)	Rs. 150 crore

	Rs.1770 crore

On further examination, it is found that in addition to the collective contribution to be received by way of the stipulated budgetary support from Central and State Governments, NCR Planning Board would be earning Rs.60 crore

as part of internal resources generated from the loans advanced to the State Government/Implementing Agencies from April, 1985 onwards. Thus armed with this additionality of funds, the total investible resources with the Board for VIII Plan period could be proportionately increased, on the pattern recommended by JPS Associates, so as to enable the Board to fund the entire, State Sector Shared programme and partly uncovered segment of exclusive State sector programme and Central Sector programmes of the VIII Plan investment programme, totalling to Rs.1900 crore.

A comprehensive statement indicating the fund flows as per JPS Report vis-a-vis that the corresponding projections made by the Board vis.a.vis this option is given in Appendix II.

The said investible resources of Rs.1500 crore and Rs.400 crore (Rs.1900 crore) can be utilised for meeting the various components of the VIII Plan investment programme for NCR as follows:-

<u>State Sector</u>	
- Shared programme for land assembly for new township, sub-regional centres and counter magnet areas	1260 crore ..
 <u>b) Exclusive State Sector Programmes</u>	
- Power T & D	475 crore
 <u>c) Central Sector</u>	
- Railways	165 crore

	1900 crore

In order to enable the NCR Planning Board to mobilise the expected additional resources by way of issuing bonds and raising loans, Government of India would need to accord its immediate approval in principle to the following:-

- a) providing requisite Government guarantee for floating bonds and treating its bonds on par with Government securities;
- b) allocating the requisite order of funds to the NCRPB under IEFR in respect of loans to be raised by financial institutions;
- c) permitting the NCR Planning Board to raise funds from the international agencies on the same terms and conditions as has been allowed to public sector undertakings vide Ministry of Finance O.M. No.F.1 26-B (AC)/93 dated 2.4.93.

- d) suitably strengthening the NCR Planning Board to enable it to discharge its consequential financial and related administrative functions on sound professional lines;

Incidentally, as per the legal advice tendered by Solicitor General of India, the Board has the requisite powers to borrow funds. Hence no specific enabling amendment is required to be made in NCR Planning Board Act, 1985 for the purpose.

As a concomitant to the above concept proposal, special revolving funds for the development of integrated townships/Sub-regional Centres/Counter-magnet areas, would need to be created in the Sub-regions of Haryana, Rajasthan and Uttar Pradesh respectively, with an aggregate capital of Rs.1260 crore, to be allocated State-wise, as under:-

Haryana Sub-region	520.00
Rajasthan Sub-region	137.00
Uttar Pradesh Sub-region	563.00
Madhya Pradesh	20.00
Punjab	20.00

	1260.00

To make this possible, the Board has separately moved Ministry of Urban Development as well as the Planning Commission to see that the respective State Plan allocations for NCRPB Fund are suitably enhanced as per following table:-

	Plan outlays approved by the Board	Plan provision already made by the Planning Commission	Additio al provision required for VIII Plan.
	-----	-----	-----
Uttar Pradesh	67.50	45.00	22.50
Haryana	64.50	0.01	64.49
RAJASTHAN	18.00	17.50	0.50
DELHI	50.00	11.00	39.00
	-----	-----	-----
	200.00	73.51	126.49
	-----	-----	-----

It is imperative, however, that the State Governments/and GNCT-Delhi themselves ensure that (a) the necessary Plan provisions are made in accordance with the said matching-contribution proviso prescribed by the

GOI/Planning Commission and approved by the National Development Council (NDC) for the VIII Plan period; and (b) these funds are released in a phased manner in accordance with the annual budgetary proportionate year-wise requirements of NCR Planning Board Fund.

Incidentally, sub-revolving funds could be created in due course, at the integrated township level, as part of the overall strategy approved by the Board. However, it is obvious that in the interests of greater efficiency and flexibility in utilising these resources for the optimum development of the various Sub-regional Priority Towns and Sub-Regional Centres, it would be most advantageous for a Sub-regional Revolving Fund to be set up by each of the three participating States, in the first instance.

The concept of the revolving fund and the guidelines for its operation have already been considered and approved by the Planning Committee in its 29th meeting held on 20.3.1993.

B) The NCR Planning Board may float and undertake the formation of a joint sector company under private sector management at the apex level as per option IV of JPS Associates Report.

According to the recommendations of the consultants namely JPS Associates, a joint sector company under private sector management would be the best and the most preferred option for raising financial resources and ensuring their optimum utilisation for the development of NCR. According to cash flow statement drawn by the JPS Associates, the following would be the overall pattern of both resource mobilisation and resource utilisation under this alternative option at the apex level:

a) Resource Mobilisation

i)	Equity by NCR Planning Board financial institution, private sector and public subscription	1000 crore
ii)	Loans, bonds, deposits etc.	990 crore

		1990 crore

b) Resource Utilisation

Loans to implementing agencies at 15%	2070 crore
Seed money for the land acquisition	200 crore

	2270 crore

As stated under item no.(A) above, NCR Planning Board would be earning Rs.60 crore by way of internal resources and thus the total investible funds available with the Board would be Rs.460 crore. Based on this assumption, the Board has made detailed projections for resource mobilisation and its utilisation (see Appendix III).

Thus, after fully financing the State sector share programme of Rs.1260 crore, this Joint Sector Company would have surplus funds to the extent of Rs.775 crore, which could be invested to cover part of the uncovered segments of the exclusive State Sector and Central Sector programmes as under:

a) State Sector (Power T & D)	475 crore
b) Central Sector (Railways)	300 crore

	775 crore

Incidentally under this mechanism of resource mobilisation, the Government of India would need to amend the NCR Planning Board Act to provide specific enabling powers to the Board to float a joint sector company under the Companies Act, 1956 and also to utilise the NCR Planning Board Fund vide section 22 of the NCR Planning Board Act, 1985 for the purpose of subscribing to the equity of the proposed company and also meeting the expenditures on the formation of such a company.

Alternative Approach (Decentralised Model)

Participating State Governments to set up their own joint-stock companies, to implement the shared State-Sector programmes at Sub-regional levels.

The newly-approved VIII Plan scheme for development of infrastructure for the other 5 megacities of Bombay, Calcutta, Madras, Hyderabad and Bangalore (Appendix IV), envisages the following pattern of funding for the VIII and IX Plan periods.

Budgetary support of Central Government	25%
Budgetary support of State Government	25%
Loans from financial institutions	50%

In the meantime, in order to help implement the megacity project for Bangalore, Government of Karnataka has floated a joint-stock company called Karnataka Urban Infrastructure Development Finance Corporation under Indian Companies Act.

In a parallel effort, a joint-stock company has been set up to implement the proposed mass rapid transit scheme for Hyderabad City with participation of Government of India, Government of Andhra Pradesh and others in the following pattern:-

Ministry of Urban Development	15%
Govt. of Andhra Pradesh	10%
APSRTC	5%
BHEL	15%
IL&FS	15%
SCICI	15%
OTHER AGENCIES	25%

	100%

Recent newspaper reports indicate (Appendix V) that a similar joint sector company is being set up for implementation of the RITES Plan for Delhi i.e. IMMRTS.

We also have before us the shining example of CIDCO, a wholly-owned company of Government of Maharashtra, which is developing the new city of Bombay across Thane Creek on 6000 h.a. of land with which the State Government had the good sense to endow it over 20 years ago.

Keeping all these pioneering examples in mind, the participating State Governments of Haryana, Rajasthan and U.P. could themselves float similar joint-stock, infrastructure development companies, for accelerated development of their respective Sub-regions as per VIII Plan investment programme approved by NCR Planning Board. Accordingly, the broad pattern of funding for the proposed joint stock companies at sub-regional level have been worked out as follows:

PATTERN OF RESOURCE MOBILISATION

AS PROPOSED BY THE NCRPB AS APPROVED BY THE GOVT. REMARKS
FOR MEGA CITIES
 (Rs. in crore)

1) Equity Contributions

a) Central Govt. 200 25%
 (through NCRPB Fund)

b) State Govts 200* 25%
 (Direct)

*
 UP - 0
 Haryana - 86
 Rajasthan - 4

 20

c) Private Sector 100

Sub-total 500

2. LOANS:

i) Financial Institutions 400 50%

ii) International Agencies 400 --

iii) NCRPB Fund:
 Internal Accruals) 60 --

iv) GNCT Delhi 50 --

Sub-total 910

3. Bonds & Deposits 190 --

Grand Total 1600 100%

The main advantage of the concept scheme at Alternative II is that it gives scope for participation of the private corporate sector in the ownership and/or management structure of the proposed sub-regional/ development companies in order to increase their overall financial viability and improve the operational efficiency of project management, on the lines envisaged vide option (IV) of the JPS Associates report. In this way private sector involvement in development of NCR, which is not only an important ingredient of the new strategies and financial mechanisms approved by NCR Planning Board in September, 1992 but also forms a keystone of the National Housing Policy Resolution of 1992, can be secured in a concrete and meaningful way, as and when required.

On the other hand, the drawback of resorting to a decentralised pattern of financing the NCR development programme vide above, is that it would virtually rule out the possibility of raising additional resources at the apex level for meeting essential seed money requirements of various regional-level Central/State investment programmes such as

- construction of Expressways & augmenting of rail commuter facilities in the Central Sector
- execution of planned Inner & Outer (Road) Grids & Power T&D Strengthening Systems which are easily provided for under Alternative I above.

To help solve this problem, all major projects forming part of these uncovered programmes could perhaps be financed partly or wholly by the respective joint-stock companies to be set up at Sub-regional level, through a subsidiary joint stock company registered under the Companies Act, 1956, for development of regional-level infrastructure in NCR.

Another drawback of the aforesaid decentralised model (as compared with the apex level approach) is that the 3 participating State Govts. would have to make much larger allocations by way of proportionate matching contributions than when compared to the funding pattern for the apex level approach approved by NCR Planning Board. Thus the specific plan allocation share of U.P. for NCR would increase from Rs.67.5 crores to Rs.90 crores, the corresponding share of Haryana from Rs.64.5 to Rs.86 crores and the NCR constitution of Rajasthan from Rs.18 crore to Rs.24 crore, for the VIII Plan period.

To sum up, therefore, members of NCR Planning Board may signify their preferences with regard to the revised strategy for mobilising resources for the said State Sector component vide the following alternative conceptual approaches and related options (as per summary at Page 4.13) as against the existing Board decision to float its own associate company (NCRDFC) which Ministry of Finance appears to have vetoed without having seen the JPS Associates feasibility report of July, 1993.

SUMMARY OF PROPOSED ALTERNATIVE APPROACHES FOR RESOURCE MOBILISATION

(Rs. in crore)

		<u>Total investible resource utilisation</u>		<u>Total investible resource generation</u>		<u>REMARKS</u>
		<u>Central Sector</u>	<u>State Sector</u>	<u>Central Sector</u>	<u>State Sector</u>	
1. Alternative Approach I Option (a)						
(Apex Level model)						
Direct resource mobilisation & financing of Project Plans by the NCRPB	Emergency surplus 400	165 (Loans)	1735	Seed Money 400	1735	i) Central Govt. guarantee for bonds Seed money and loan investments would be sufficient to cover entire State Sector shared programme (Rs.1260 cr.) and part of exclusive Central/State Sector investment (i.e. Rs.640 crore) gap under Option (a) and Rs.775 crore under Option (b) of NCR VIII Plan Investment Programme. Matching contributions of Haryana, Rajasthan and U.P. would further increase by 33.33% for VIII Plan period. Participating State Govts. to set up their own joint stock companies at the sub-regional level with 50 % budgetary support by Central Govt. through NCRPB fund. State Sector shared Programme (Rs.1260 crore).
	Bonds & Loans 1110		1335	Loans 1335		
	Internal accruals 390		1735			
	1900					
Option (b)						
Promoting and forming a joint sector company under Private sector Management at regional level.	Equity 735 Bonds & Loans 1130 Internal accruals 170	300 (Loans)	1735	Seed Money 250 Loans 1485		Enabling provision to be made in NCRPB Act, 1985
	2035		1735			
2. Alternative Approach-II (Decentralised Model)						
a) Equity						
i) Central Govt. (through NCRPB fund)	230		1260	Seed Money 260 crore Loans 1000 crore		Participating State Govts. to set up their own joint stock companies at the sub-regional level with 50 % budgetary support by Central Govt. through NCRPB fund. State Sector shared Programme (Rs.1260 crore).
ii) State Govt. (direct)	200			1260 crore		
iii) Private Sector	100					
	500					
b) Bonds & Loans	1100					
	1600					
iii) Enabling provision to be made in the NCRPB Act.						

Appendix - I

F.No.30 (4) PF.11/93
Government of India
Ministry of Finance
Department of Expenditure
Plan Finance.II Divn.

New Delhi, the 4th Oct. 1993

OFFICE MEMORANDUM

The undersigned is directed to refer to Ministry of Urban Development's D.O. No.K-14011/19/91-DDIB, dated, the 19th March, 1993, regarding setting up a subsidiary of financial institution called the NCR Development Finance Corporation in order to mobilise additional resources for the implementation of NCR Plan from the capital market as well as from the private sector and appropriately utilise the 8th Plan provision in the Central and State Sector for this purpose.

2. In this connection, it is mentioned that the proposal of the Ministry of Urban Development has been examined in the Ministry of Finance and it has not been agreed to. However, it has been decided to pursue a tax-subsidy solution and the matter is being followed up by Foreign Investment Division as a budget proposal with Central Board of Direct Taxes.

This issues with the approval of Finance Secretary.

(M.S. VIRDI)
Joint Director (PF.11)
Tel.No.301 2668

Ministry of Urban Development,
(Dr. P.S.A. Sundaram, Jt. Secretary),
Nirman Bhawan,
New Delhi.

Appendix-II

<u>Resource Mobilisation</u>	Option I as per JPS report	(Rs. in crore) Option I as per proposed by N RPI
Contribution of Central Govt. through NCRPB Fund	200	200
Matching Contributions from State Governments including Delhi through NCRPB Fund.	200	200
Internal Accruals of NCRPB	--	60
Bonds 12%	50	60
Loans from Financial/Institutions (13%)	700	750
Loans from International Agencies	200	300
Loan Recovery	171	160
Interest Earned	538	498
	-----	-----
	2059	2228
	-----	-----
<u>Resource Utilisation</u>		
Loans to implementing agencies @ 15% p.a.	1620	1500
Seed Money (interest free)	150	400
Interest on Loans	251	285
Loan repayments	23	26
Operating Expenses	2	1
Interest on Bonds	12	14
Surplus	1	2
	-----	-----
	2059	2228
	-----	-----

Appendix-III

(Rs. in crore)

Option IV as per
JPS ReportOption IV as
per proposed
by NCRPB**RESOURCE MOBILISATION****A. EQUITY**

i) NCRPB	240.00	460.00
ii) FINANCIAL INSTITUTIONS	20.00	175.00
iii) PRIVATE SECTOR INCLUDING INTL. AGENCIES	250.00	100.00
iv) PUBLIC SUBSCRIPTION	490.00	

B. CAPITAL MARKET BORROWINGS

i) BONDS (10 yrs. - 13%	75.00	150.00
ii) DEPOSITS FROM PUBLIC (14% - 5 yrs.)	15.00	30.00

C. LOANS

i) FINANCIAL INSTITUTIONS	13% 500.00	650.00
ii) INTERNATIONAL AGENCIES	6.5% 400.00	300.00

D. INTERNAL RESOURCES

i) LOAN RECOVERIES	200.83	173.00
ii) INTEREST EARNED	623.13	537.00
	-----	-----
	2813.96	2575.00
	-----	-----

RESOURCE UTILISATION

LOANS TO IMPLEMENTING AGENCIES/ STATE GOVERNMENTS @ 15%	2070.00	1785.00
--	---------	---------

LAND ACQUISITION & INFRASTRUC- TURE INVESTMENTS (Interest free)	200.00	250.00
--	--------	--------

INTEREST ON LOANS	270.06	315.00
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LOAN REPAYMENT	30.95	40.00
INTEREST ON BONDS	19.50	39.00
DEPOSIT REPAYMENT	--	--
INTEREST ON DEPOSITS	6.30	18.00
OPERATING EXPENSES	2.00	4.00
INCOME TAX PROVISION	162.63	45.00
DIVIDEND	50.00	45.00
CLOSING BALANCE	2.52	34.00
	-----	-----
	2813.96	2575.00
	-----	-----

Mega Cities Scheme

Larger metropolitan cities viz., Bombay, Calcutta and Madras make significant contributions to the national economy and therefore their prosperity and efficient functioning are of national concern. The State Governments are not in a position to make adequate investments in infrastructure in such cities on account of their limited resources and their priority to sectors like agriculture, irrigation education, health etc. The National Commission on Urbanisation (NCU) had therefore recommended that the State Governments may be provided Central assistance for development of infrastructure in such metropolitan cities.

- ✓ On the basis of these recommendations and the requests received from the State Governments, the Planning Commission has decided to introduce a Centrally sponsored scheme for development of infrastructure in cities having a population of 4 million and above as per 1991 Census. The project package will consist of a mix of remunerative and non-remunerative schemes in order to enable the State Governments to recover the costs and repay the loans taken.

Proposals for Bombay, Calcutta, Madras and Hyderabad have been received from the Governments of Maharashtra, West Bengal, Tamil Nadu and Andhra Pradesh respectively and recommended to the Planning Commission. The proposal for Bangalore is under finalisation by the Government of Karnataka. The estimated cost of the projects are as under:

Bombay	-	1217 crores
Calcutta	-	1251 crores
Madras	-	914 crores
Hyderabad	-	913 crores
Bangalore	-	1000 crores

Total	-	5349 crores

The pattern of funding for the scheme would be as under:

Central Government	-	25%
State Governments	-	25%
Loans from financial institutions	-	50%

The Mega city scheme will be implemented during the Eighth and Ninth Five Year Plans. The total requirements of funds for the proposed scheme is likely to be around Rs.5300 crores. The Government of India may have to contribute to the tune of Rs.1325 crores. Therefore, around Rs.700 crores are required to be provided by the Government of India during the VIII Plan period. An equal amount is also required to be provided in the State Plan Budget.

The National Development Council (NDC) has approved this scheme in principle and the Planning Commission has intimated the NDC's approval to this Ministry.

The Planning Commission has proposed an outlay of Rs.200 crores each to Bombay and Calcutta and Rs.100 crores for Madras. The proposed outlay in respect of Hyderabad and Bangalore will be finalised on receipt of detailed proposal for these cities. Matching provisions will have to be included in the State Annual Plans accordingly. As the Mega City scheme will continue during the 9th Plan period also, suitable provisions will have to be made for funding by both Central and State Governments. The Ministry is in the process of preparing a detailed scheme proposal for seeking approval of the PIB and the Cabinet.

MRTS from next year

By Jay Ralua

NEW DELHI, Nov. 16

After decades of dithered discussions, the highly publicised Mass Rapid Transport System (MRTS) for Delhi is slated to take off early next year.

The principal component of the project connected with the funding has already been approved by the 'Committee of the Secretaries' of the Union Government.

According to highly placed sources, with the Prime Minister having approved the scheme in principle, the formal approval of the Cabinet is expected by the end of December this year. 'The project will thereafter roll on the ground with the formation of a 'Joint Stock Company' that will be empowered to implement the scheme,' the sources added.

The note on the funding of the project envisages budgetary allocation per year by the Centre to the tune of Rs 100 crores. The sum will be matched by an equal amount by the National Capital Territory Government of Delhi (NCT) in its annual budgetary provisions.

More resources are to be mobilised by charging a cess of 5 per cent on the sale of all petroleum products in Delhi and another cess of 5 per cent on the sales tax component of the NCT revenues.

With an estimated sale of petroleum products worth Rs 3000 crores per year in Delhi, the 5 per cent cess will provide the MRTS project with at least Rs 150 crores per year from this component.

The sales tax cess will generate at least Rs 50 crores by year, the average collection of ST being counted as Rs 1000 crores per year.

The note on resource mobilisation for the MRTS also envisages minor fine-tuning of revenue being generated from stamp-duty and Motor Vehicles Tax component. The marginal increase in these areas will generate another Rs 100 crores per year for the MRTS. The total revenue to be mobilised from all these sectors will be over Rs 500 crores each year. Sources in the Ministry of Urban Development and also Ministry of Surface Transport asserted that the sum is enough for the project to roll on with likely increase in resource mobilisation after each year with both the Central and Delhi budgets expanding in con-

sequence of the heightened economic development. The cost escalations are also to be taken care of with the continued jump in resources mobilisation by the NCT Government, each year.

While the efforts are afoot for registration of the 'Joint Stock Company' under the Company laws, a special task force is being created to set the basics of the project into motion.

The task force to be headed by a senior bureaucrat will comprise at least 20 other officers and staff with an input of professionals in finance and road-transport and railways. The staff may later on be absorbed into the Joint Stock Company to be headed by a professional manager with a proven track record.

The implementation of the composite MRTS for Delhi is to be phased out into a period of 20 years — the two phases being divided into 10 years each. The technical back up to the implementation of the project is to be provided by the RITES — Rail India Technical and Economic Services Ltd. — a Railway Ministry technical undertaking.

The Joint Stock Company may offer various project-works to a company or a consortium of companies on a 'turn-key basis'. Global tenders for such works are slated to be floated in this connection, sources indicated.

The RITES report that forms the basis of the Delhi Metro project envisages introduction of integrated multi-nodal mass transit system on a route of 184.5 kms. The project cleared by the Government comprises underground metro-corridors of 27 kms, surface rail-road corridors of 140 kms., and a dedicated bus way of 17.5 kms.

Delhi's population as per the census figures of 1991 stood at 9.3 million. It is expected to rise to over 12.2 million by 2001 AD. Moreover,

floating population that moves in and out of the megapolis is also estimated in lakhs.

The metro for Delhi had been considered many years ago after exploring various possible options of mass transit system for the Capital.

The implementation of the MRTS project is likely to provide relief to nearly a crore of Delhiites choking under the weight of over 1400 tonnes of pollution released daily from over 20 lakh vehicles.

Sources indicated that besides providing the much-needed relief to commuters, the spin off in consequence of the project works will be enormous. The multiplier effect in economic terms will be considerable with push up in the commercial and other inter-related activities of the Capital.

**AGENDA ITEM NO. 5: CONSTITUTION AND FUNCTIONS OF PROPOSED
UNIFIED TRANSPORT PLANNING GROUP
(FORMERLY UNIFIED TRANSPORT AUTHORITY)
FOR N.C.R.**

In Regional Plan-2001, a specific provision has been made for setting up of a 'Unified Transport Authority' (UTA) for NCR which would help to develop and oversee an integrated transport system for both road and rail sectors within NCR. The proposal was inter-alia discussed in the 16th meeting of the NCR Planning Board held on 28.6.93 in which approval was accorded to the constitution of such a body under Chairperson, NCR Planning Board. In the meantime, an officer-level committee called Metropolitan Transport Coordination Committee has been set up under Member Secretary, NCR Planning Board to monitor and coordinate the functioning of the rail/road transport systems within Delhi Metropolitan Area (DMA). To date, MTCC has held 3 meetings and dealt with the following important items:-

- Streamlining of transport operations with respect to bilateral agreements between and among State Transport Undertaking's operating in Delhi Metropolitan Area.
- Evolving rational fare and tax structure for inter-state bus operations and unified transport policy for DMA.
- Institutional arrangements for optimising transport services in DMA in the form of Unified Transport Planning Group to be set up under the aegis of NCR Planning Board.
- Development of integrated multi-modal transport system for DMA by extending the proposed Delhi MRTS to the DMA Towns.
- Improvement of bus terminal facilities in DMA Towns.
- Simplification of the procedures for issue of permits for Intermediate public transport modes operating within Delhi Metropolitan Area.

Further, in a recent study conducted by RITES for NCR Planning Board on improvement of transport facilities in DMA, it is recommended that the proposed UTA be constituted under section 32 of the NCR Planning Board Act, 1985 (Appendix-1). Accordingly, a detailed note elaborating the proposed constitution and functions of this body was prepared and placed before the 30th meeting of the Planning Committee held on 16.12.93. In order to reflect the rationale and scope of the said body in a more appropriate manner, Planning Committee has proposed that the said agency

may be redesignated as Unified Transport Planning Group (UTPG). An extract of the proceedings of the Planning Committee is annexed at Appendix-II.

The proposed constitution and functions of the UTPG are as follows :-

Composition:

1.	Union Minister for Urban Development	Chairperson
2.	Lt. Governor, Delhi	Member
3.	Chairman, Railway Board	Member
4.	Secretary, Ministry of Urban Development	Member
5.	Secretary; Ministry of Surface Transport	Member
6.	Secretary, (Tpt), Govt. of Haryana	Member
7.	Secretary, (Tpt), Govt. of U.P.	Member
8.	Secretary, (Tpt), Govt. of Rajasthan	Member
9.	Secretary, (Tpt), Govt. of NCT-Delhi	Member
10.	Member Secretary, NCR Planning Board	Member- Convenor

UTPG-NCR will be responsible for the proper planning and designing of an integrated transportation system in the region. Its sphere of responsibility will cover the following:-

- Planning and Policy Formulation
- Monitoring and Coordination

PLANNING:

The Planning functions of UTPG would involve:

- Providing for the transport sector requirements of RP-2001 through the integrated landuse Planning for NCT/DMA and NCR as a whole.
- Formulation of transportation system plan on a metropolitan area basis with linkages in the region.
- Envisaging the needs and potentials of different sub-systems like road, rail, bus transport etc. and the determining inter-se priorities for investment.
- Evolving Policy frames relating to operation and management of the bus services in consultation with the respective State Governments.
- Commissioning studies on various sub-systems.
- Evolving norms for transport operations with the regional aims and objectives.

- Ensuring a desirable modal split in respect of public and personalised transport.
- Evolving a rational, integrated fare structure for all modes.

MONITORING & COORDINATION:

UTPG will oversee and coordinate the functioning of the various transport organisations under its umbrella to help ensure that the overall objectives of a unified transport system for DMA/NCR is achieved. Accordingly it will:

- Monitor the objectives of the various transport organisations under the umbrella;
- Monitor the implementation of policy decisions taken and plans prepared by it for development of integrated transport system;
- Act as the client for all matters and projects concerning transportation within NCR;
- Monitor air, noise and other environmental pollution arising out of the transport system;
- Coordination with railways in Planning of MRTS/Rail services within DMA & NCR as a whole.

The UTPG(NCR) will be serviced by an exclusive transport wing to be set up in the NCR Planning Board under a senior-level officer. Its budget and expenditure will form a part of the Non-Plan budget of the NCR Planning Board. The deliberations/decisions of the UTPG will be summarised & placed before the NCR Planning Board from time to time.

Subject to the above, it is proposed to issue a notification constituting UTPG under the provisions of Section 32 of NCR Planning Board Act and to entrust the Group with the existing powers vesting in the Board in the transport sector.

30. (1) The Central Government may direct its Town and Country Planning Organisation to provide, on such terms and conditions as may be mutually agreed upon, such technical assistance to the Board as that Government may consider necessary and the Government of a participating State may direct the Town Planning Department of that Government to make such technical assistance to the Board as that Government may consider necessary.

Technical assistance to the Board.

(2) With a view to enabling the Committee to discharge its functions, the Board shall, out of the technical assistance received by it under sub-section (1) make available to the Committee such technical assistance as the Committee may require.

31. (1) The Board may appoint such other officers and employees as it considers necessary for the efficient discharge of its functions under this Act.

Officers and employees of the Board.

(2) The terms and conditions of the officers and employees of the Board shall be such as may be determined by regulations.

32. The Board may, by notification in the Official Gazette, direct that any function or power (other than the power to approve the Regional Plan and to make regulations), or duty which the Board may perform, exercise or discharge under this Act shall subject to such conditions, if any, as may be specified in the notification, be performed, exercised or discharged also by such person or persons as may be specified in the notification and where any such delegation of power is made the person or persons to whom such power is delegated shall perform, exercise or discharge those powers in the same manner and to the same extent as if they were conferred on him or them directly by this Act and not by way of delegation.

Power to delegate.

33. Subject to any rules made in this behalf, any person generally or specially authorised by the Board in this behalf, may, at all reasonable times, enter upon any land or premises and do such things thereon as may be necessary for the purpose of lawfully carrying out any works or for making any survey, examination or investigation, preliminary or incidental to the exercise of any power or performance of any function by the Board under this Act:

Power of entry.

Provided that no such person shall enter any building or any enclosed courtyard or garden attached to a dwelling-house without previously giving the occupier thereof at least three days' notice in writing of his intention to do so

34. The Member-Secretary, officers and other employees of the Board shall be deemed, when acting or purporting to act in pursuance of any of the provisions of this Act, to be public servants within the meaning of section 21 of the Indian Penal Code.

Member-Secretary, officers and other employees of the Board to be public servants.

APPENDIX : 11

EXTRACT OF THE PROCEEDINGS OF THE PLANNING COMMITTEE**AGENDA ITEM NO.6: Unified Transport Agency For National Capital Region - Proposed Constitution And Functions.**

The representative of Government of Haryana expressed the view that the proposed deliberative body i.e. Unified Transport Planning Group (UTPG) for NCR was likely to impinge upon the functioning of the various State transport authorities statutory corporations and other bodies charged with planning regulating and operating the road transport services in Haryana sub-region. However, his fears were not shared by any of his fellow-participants in the meeting, including the representatives from Delhi, Rajasthan and Uttar Pradesh sub-regions, respectively.

To resolve all lingering doubts on this score, Chairman, Planning Committee pointed out that as the UTPG would be set up under the provisions of NCR Planning Board Act of 1985, its scope would automatically be confirmed only to such powers of planning, monitoring and coordination as the Board could entrust to it under the provisions of the statute itself. It was for these reasons also that the body was now proposed to be called UTPG instead of the earlier designation of UTA (which had presumably given rise to these objections from Haryana in the first instance).

The representative of Government of Rajasthan suggested that the Chief Planners of the constituent states may also be made the members of the UTPG. Chairman, Planning Committee responded that this suggestion had also been made in a recent meeting of the Metropolitan Transport Coordination Committee when it discussed the proposal. However, the consensus opinion was that it would be best to keep the UTPG as compact as possible at the present stage, leaving it open to the UTPG itself to co-opt any additional member, as and when it felt necessary.

Subject to these observations, the proposal was approved for being placed before the NCR Planning Board for final decision.

AGENDA ITEM NO. 8: APPROVAL OF ANNUAL PLAN BUDGET PROPOSALS FOR THE YEAR 1994-95.

A: REVISED BUDGET-ESTIMATES FOR THE YEAR 1993-94 AND BUDGET-ESTIMATES FOR THE YEAR 1994-95 UNDER NON-PLAN (REVENUE) AND PLAN (CAPITAL) EXPENDITURE.

Revised budget estimates for the year 1993-94 and budget estimates for the year 1994-95 both under Non-Plan (Revenue) and Plan (Capital) have been submitted to the Ministry of Urban Development in the prescribed formats. Briefly, these estimates are as under:

(Rs. in lakhs)					
Sl.No.	Non-Plan	Gross Exp.	Grant From Min.of UD	Internal Resources	Ramarks
1.	Actual Expenditure for the year 1992-93	42.54	41.00	3.34	There was an unspent amount of Rs.1.80 lakhs of internal resources which has been carried over to the next year.
	Revised Estimates 93-94 proposed by the Board	60.00	55.00	5.00	The internal resources includes un-utilised amount of the previous year.
	.Grant sanctioned by the Min. of Urban Development vide their approved Revised-Estimates 1993-94 issued under No. G-20011/7/93/Bt/DDIB dated 16.12.93.	--	48.00	--	
1.	Budget Estimates 94-95 proposed by the Board.	65.00	59.00	6.00	
	.Grant approved by the Min. of Urban Development under No. G-20011/7/93-Bt/DDIB dt. 16.12.93.	-	50.00	-	

The proposal for setting up a separate university for N C R was accordingly discussed in the 31st meeting of the Planning Committee of NCR Planning Board held on 16.12.1993. In view of the various inter-State ramifications in the sphere of higher education, members of the Planning Committee unanimously decided to move the Ministry of HRD to set up a Task Force with the following composition, to examine and report on all the pros and cons of the issue, within a suitable time-frame.

1. Joint Secretary, HRD, Govt. of India, New Delhi
2. Secretary, Education, Uttar Pradesh
3. Secretary, Education, Haryana
4. Secretary, Education, Rajasthan
5. Secretary, Education, GNCT-Delhi
6. Registrar, Delhi University, Delhi
7. Chief Regional Planner, NCRPB, New Delhi

In pursuance of this decision of the Planning Committee, the Member Secretary, NCR Planning Board has written to the Secretary, Education, Ministry of Human Resource Development, New Delhi to set up the Task Force for an in-depth examination of issues involved Annexure X. His reply is awaited.

In the meantime it is learnt that the Ministry of Human Resource Development has also obtained a report from the University Grants Commission on the proposed Central University for NCR.

This is for the information of the members of the Board.

AGENDA ITEM NO. 7 : OPTION FOR AFFILIATION OF PRIVATE COLLEGES IN NCR TO DELHI UNIVERSITY AND/OR SEPARATE CENTRAL UNIVERSITY.

It has been brought to the notice of Government of Delhi as well as NCR Planning Board that promoters of educational institutions might prefer to establish their private colleges in Delhi rather than in neighbouring NCR towns unless the latter entitled them also to an option for affiliation with Delhi University (DU) or Jawaharlal Nehru University (JNU). Accordingly, on 13.8.1992, Chief Secretary, Delhi wrote to Secretary, Education, Government of India, Ministry of Human Resource Development (MHRD), New Delhi requesting him to explore the possibility of extending the right of affiliation to Delhi University/JNU also to all trans-Delhi private Colleges in NCR. He also requested Member Secretary, NCR Planning Board to pursue the matter with MHRD. A copy of this letter of Chief Secretary, Delhi, is enclosed at Annexure V.

2. Subsequently, Member Secretary wrote to the Chief Secretaries of the participating States requesting them to ascertain and furnish details of the number of such institutions in the N.C.R. which would be desirous of seeking affiliation with Delhi University/JNU, either immediately or in the near future. It was also mentioned that each State Government would need to take a policy decision in the matter of amending their concerned university statutes so as to provide for such option for affiliation of their private colleges falling within the N.C.R. to Delhi University/Jawaharlal Nehru University. The State Government's viewpoints on this all important question were also solicited. A copy of the prototype letter is enclosed at Annexure VI.

Two meetings were taken by the Joint Secretary (U & HE), Ministry of Human Resource Development on 6.11.1992 and 6.4.1993 to discuss the proposal, in which the idea of setting up a separate Central affiliating University exclusively for trans-Delhi colleges in NCR was mooted as the most practicable solution to the problem. The minutes of these two meetings are annexed at Annexures VII and VIII.

As per item No.(6) of the minutes of the meeting held on 6.9.1993, the Registrar of Delhi University, Prof. S.K. Wasan, at the request of the N C R Planning Board, has prepared a paper on setting up of a separate National Capital Region University to which any college in the N C R (outside Delhi) could opt for affiliation. A copy of Prof. Wasan's paper is placed at Annexure IX.

AGENDA ITEM NO.6 : PACKAGE OF INCENTIVES AND MODALITIES FOR SPEEDY DECENTRALISATION OF DELHI.

The all important question of decentralising economic activities in NCR was discussed in the 28th meeting of the Planning Committee of the NCRPB held on 8.1.93. In view of the urgency for evolving package of incentives along with a set of modalities for speedy implementation of the decentralisation process, a sub-committee consisting of the following officers was constituted by NCR Planning Board.

- | | |
|--|------------------|
| 1. Commissioner (Planning),
Delhi Development Authority | Chairman |
| 2. The Chief Town & Country Planner,
Town & Country Planning Department,
Govt. of Rajasthan. | Member |
| 3. The Chief Town Planner,
Town & Country Planning Department,
Govt. of Rajasthan. | Member |
| 4. The Chief Coordinator Planner,
NCR Sub-region of Haryana,
Govt. of Haryana. | Member |
| 5. The Senior Research Officer
NCR Planning Board | Member, Convenor |

2. The Sub-Committee was asked to consider and make its recommendations on the following items:

- (a) identification of economic activities which could form a part of the core economic activity in each of the 10 new proposed townships in NCR;
- (b) a set of incentives and guidelines which could be uniformly adopted by both Delhi Administration and the respective development agencies of the member-States in order to help operationalise these core economic activities in the said new townships in a time bound manner;
- (c) the institutional machinery to be set up to ensure joint action for timely implementation in each and every case.

3. The recommendations made by the aforesaid sub-committee were discussed in the 30th and 31st meeting of the Planning Committee held on 14.9.93 and 16.12.93, respectively. A statement showing the recommendations made by the sub-committee and decisions taken by the Planning Committee thereon is enclosed Annexure IV. These decisions will be communicated to the member-State Governments as well as GNCT-Delhi for elaboration and implementation.

4. One of the important decisions taken is to set up a high-level committee (or task force) under the Chief Secretary, Government of NCT-Delhi with Member Secretary, NCR Planning Board, Secretary (Land & Building), GNCT-Delhi, Vice-Chairman, DDA and also Secretaries of Industries and Heads of all Urban Development Authorities of the Haryana, Rajasthan and Uttar Pradesh Sub-regions as members in order to see that all necessary measures, including the framing of detailed guidelines are taken for the coordinated dispersal of industries and whole sale trades from Delhi as per a phased time-bound programme.

5. The matter is placed before the NCR Planning Board for information & approval, in principle, to the proposed course of action.

(Rs. in crore)

Sl.No.	Non-Plan	Gross Exp.	Grant From Min.of UD	Internal Resources	Remarks
Plan (Capital)					
1.	Actual Expenditure 1992-93	10.08	10.00	10.70	There was an un-utilised amount of Rs. 10.63 crores at the end of March 1993 and the same has been carried over to the year 1993-94. With the internal resources to be generated during the year 1993-94, the total amount thus available over and above the budgetary support from the Ministry would be Rs.24.00 crores approximately.
	Revised Estimates 1993-94	74.00	50.00	24.00	
2.	Grant sanctioned by the Min.vide their approved Revised Estimates 1993-94 issued under letter No.G-20011/7/93/DDIB /Bt. dated 16.12.93.	--	20.00	--	
3.	Budget estimates proposed as per Annual Plan 1994-95	413.50	50.00	13.50	This is as per annual Plan for 1994-95
4.	Statement of accepted estimates (SAE) by the Min. of Urban Development is awaited.	--	--	--	

Statements of revenue and capital budget as well as Annual Plan 1994-95 are enclosed at ANNEXURE XI, XII & XIII..... These are submitted for consideration and approval of the Board.

**B: ANNUAL PLAN PROVISION FOR 1994-95 :
SUPPLEMENTARY NOTE**

The Board came into existence in March, 1985 under an Act of Parliament and, prepared and approved the Regional Plan 2001 for NCR which came into force with effect from 23rd January, 1989. The core objectives of the Plan are:

- i) To contain Delhi's population size within manageable limits and,
- ii) Development of National Capital Region in an harmonious and balanced manner.

During the 7th Plan period, for want of adequate funds, the Board, in pursuance of the implementation of the NCR Plan policies, funded a number of small projects relating to residential, industrial commercial, institutional infrastructural and work-cum-shelter aspects in the Priority Towns, through the implementing agencies of the State Governments. These schemes relate primarily to land acquisition and development of physical infrastructure.

8TH PLAN PROPOSALS

For the 8th Plan period, 1992-97, a budgetary allocation of Rs.200 crores under the State Sector has been made to the Board by the Central Government. The NCR Planning Board decided, at its 15th meeting of September, 1992, to set up an associate financial institution for the National Capital Region at the apex level with Rs.400 crore of budgetary support as its equity base. This financing body, to be called NCR Development Finance Corporation, was

intended to raise additional resources for financing the approved VIII Plan investment programme through institutional loans, market borrowings and issue of shares, both within the country and abroad.

At the instance of Govt. in MOUD, an expert study has since been commissioned by the NCR Planning Board to assess inter alia the financial viability of the proposed institution.

The study examines the following four options for resource mobilisation :

- i) The NCR Planning Board is restructured so as to enable it to directly undertake resource mobilisation initiatives and financing activities in an in-house capacity thereby transforming itself from a planning body to a techno-financing institution;
- ii) The NCR Planning Board floats an associate finance corporation under the provisions of the Indian Companies Act, 1956;
- iii) The Govt. of India's sets up a finance corporation in the public sector for NCR Planning Board, under the Indian Companies Act, 1956;
- iv) An associate joint-sector company is formed under private sector management, to subserve the objectives of NCR Planning Board.

The study report (July, 1993) establishes that while all four options are financially viable those at Sr. No.ii)

& iv) above are much more suitable from the point of view of:

- financial viability
- administrative convenience
- professional orientation

while meeting, at the same time, the full requirements of the Board by way of resource mobilisation.

The study further establishes that the best and most preferred option, according to the aforesaid parameters, would be to have an associate financial company in the joint sector with private professional management, vide option (iv) above, the reasons being as follows viz :

- a) Such a company would be able to mobilise a much larger quantum of funds from all possible private sector sources at minimum cost; and, as such
- b) The share of equity investment of the NCR Planning Board could be scaled down from Rs.400.00 crore to Rs.240.00 crore (i.e. Rs.120 crore from Central Govt. to be duly matched by budgetary support of Rs.120.00 crore from State Govts./NCT Delhi) while;
- c) The total order of resources thus generated could be raised to Rs.1990 crore during the Eighth Five Year Plan alone.

In the meantime, on the advice of the Solicitor General of India, a proposal was sent to Govt. of India in MOUD for amending the NCR Planning Board Act so as to provide a specific enabling provision for the NCR Planning Board to

both raise additional resources and make plan investments through an associate company i.e. NCRDFC. MOUD in turn had consulted Planning Commission as well Ministry of Finance in the matter, without waiting for said feasibility report of M/s. JPS (Associates). Ministry of Finance has thus vetoed the proposed associate company concept while indicating that a separate tax-subsidy solution is being pursued as a pending budget proposal of the Central Board of Direct Taxes. Details of the proposed tax-subsidy scheme would presumably be available only after the forthcoming finance budget is presented to Parliament.

As per the provisions of section 21 of NCR Planning Board Act, the responsibility for raising adequate resources for the NCR Development Fund rests with the Central Govt. and the concerned State Govts. It is, therefore, incumbent on MOUD (in consultation with Ministry of Finance and the State Govts. of Haryana, Rajasthan and Uttar Pradesh) to devise a suitable alternative mechanism for raising requisite additional resources of Rs.860 crore (minimum), in the light of the feasibility report of M/s. JPS Associates.

Besides the said Rs.400 crore of total budgetary support, the Board expects to generate internal resources, to an extent of Rs.65 crore during the 8th Plan, out of which Rs.13.50 crore is likely to be available during 1994-95.

The financing pattern for the Annual Plan 1994-95 is proposed as under:-

1.	Budgetary support from the Min. of UD	Rs.50.00	crore
2.	Budgetary support from the State Govt. and Government of Delhi.	Rs.50.00	crore
3.	Internal resources of the Board	Rs.13.50	crore
4.	Loans and market borrowings	Rs.300.00	crore
Total		Rs.413.50	crore

**AGENDA ITEM NO. 9 : PRESENTATION OF AUDITED ACCOUNTS OF NCR
PLANNING BOARD FOR THE YEAR 1992-93.**

ANNUAL STATEMENT OF ACCOUNTS FOR THE YEAR 1992-93.

The Accounts of the Board are maintained in the form prescribed by the Government vide Section 25 of the NCR Planning Board Act, 1985 read with rule 33 of the NCR Planning Board Rules 1985. These accounts are audited by the Principal Director of Audit, Economic and Service Ministries, New Delhi on behalf of Comptroller and Auditor General of India.

The Accounts for the year 1992-93 have since been certified and audited by the Principal Director of Audit and Economic Service Ministries. The Audit certificate along with certified accounts (Annexure XIV & XIV-A) are placed before the Board for adoption and approval.

**AGENDA ITEM NO. 10: PRESENTATION OF THE ANNUAL REPORT
1992-93**

According to section 24 of the NCR Planning Board Act, 1985, the Board is required to prepare its Annual Report in each financial year giving full account of its activities during the preceding financial year and forward copies thereof to the Central Government, the participating States and Union Territory of Delhi. The National Capital Region Planning Board Rules, 1985 provide that the Annual Report for each year should be submitted to the Government by 15th May of the following year. The delay in the submission of the Report is regretted.

The report is placed below at Annexure
XV.

**AGENDA ITEM NO.11 : REVIEW OF LOANS AND ADVANCES RELEASED TO
THE STATE GOVERNMENTS/IMPLEMENTING
AGENCIES DURING 1992-93.**

STATEMENT OF LOAN AND ADVANCES FOR THE YEAR 1992-93

According to Rule 47 of the NCR Planning Board Rules, 1985 the officer incharge of the Accounts of the Board is required to submit to the Board Annual Statement showing details of outstanding loans in respect of the following heads in Form 'G' and 'H'.

- a) Loans and Advances by the Board - Form 'G'
- b) Loans and Advances received by the Board Form 'H'

The Annual Statement of loan advances for the year 1992-93 in the prescribed form placed at Annexure XV, is submitted for information of the Board.

There is no default in payment of interest and repayment of principal except in case of U.P. They have not paid an amount of Rs.2,16,164.00 as penal interest levied on them for delayed payment of interest and repayment of instalment of principal.

The statement of Loans/Advances received by the Board (Form 'H') may be treated as 'NIL'.

**AGENDA ITEM NO.12 : MID TERM REVIEW OF THE REGIONAL
PLAN - 2001 : A STATUS REPORT**

Regional Plan - 2001 was approved by the Board in November, 1988 and brought into force w.e.f. 23d January, 1989. As per the provisions of the NCR Planning Board Act, the Regional Plan requires to be reviewed/revised after every five years and, as such, the first statutory revision is due in 1994.

In anticipation of this requirement, the exercise of revising the Regional Plan for NCR was initiated in 1992 and in order to provide quality inputs relating to various important sectors and developments, a number of in-depth studies have been taken up with the help of various consultants and by setting up several Study Groups and Task Forces. The status of these various consultations is as under :

i) Demographic Profile of NCR

The preparation of an expert paper on the demographic profile encompassing the present population actuals i.e. 1991, and the projected growth rates for the periods ending 2001 and 2011 AD, has been entrusted to a Task Force headed by Dr. Ashish Bose, an eminent Demographer. On the basis of relevant information available with the various sources and also 1991 census data together with first hand information gathered through visits to some of the NCR Towns, the Task Force has prepared an interim paper indicating the likely population projections for Delhi NCT and the Sub-regions of NCR, covering both rural and urban components, by 2001 AD. These projections are being processed' and a final, mutually-acceptable population scenario will be worked out, in consultation with the Task Force, as soon as the pertinent age-sex composition data & migration flows become available from the Registrar General of Census Operations in early 1994.

ii) Study on Environment and Ecology

A study on the status of the natural environment in NCR and its carrying capacity as well as the projected scenario for the periods ending 2001 AD and 2011 AD, respectively has been entrusted to the School of Planning and Architectue, New Delhi. The first stages including data collection, analysis and submission of summary findings, have already been completed. The interim report is expected in February, 1994.

iii) Regional Economy and Industrial Potential in NCR

The study has been entrusted to the Operations Research Group, Baroda who have already furnished an interim report. The draft final report is expected in February, 1994.

iv) Water Resources, Drainage and Flood Control

In order to study the water resources potential in NCR, along with the drainage pattern and flood-control situation, and also to make recommendations for the optimal utilisation of water resources and development of a flood-free drainage system, a detailed assignment has been given to Water and Power Consultancy Services (WAPCOS), a Government of India Undertaking. The Consultants have completed the second stage of the work comprising analysis and summary findings. It is expected that their final report will be submitted in the course of the current quarter.

v) Solid Waste Management

Studies relating to solid waste management on a Pilot basis for one Priority Town in each NCR State, i.e. namely, Faridabad in Haryana, Kota in Rajasthan and Hapur in U.P., are in an advanced stage of preparation. The study relating to Kota has been entrusted to the Consultancy Engineering Services, New Delhi and that for Faridabad to NEERI, Nagpur while the services of the Centre for Development Studies, Delhi have been engaged for the study relating to Hapur.

Interim reports have already been furnished in the case of Kota and Faridabad. All the 3 studies are expected to be completed and the final reports submitted in the current quarter.

vi) Feasibility Studies for the development of Integrated Townships

In pursuance of the new strategy adopted by the board for accelerated development of new townships, 3 integrated township development projects have been sponsored by NCR Planning Board. Of these, those relating to Hapur in Uttar Pradesh & Panipat in Haryana, have been entrusted to Tata Consultancy Services while that relating to Alwar in Rajasthan has been assigned to Consultancy Engineering Services. All three studies are in an advanced stage and will be completed in the current quarter.

vii) Comprehensive Study on Transport Sector

A comprehensive study relating to the transport sector is contemplated, with the financial assistance from the World Bank, with a view to : (i) evolving a regional transportation strategy for the NCR that should address the concerned planning, investment, institutional and financial issues and help prioritise all requisite road/rail development projects in NCR up to 2011 AD.

The detailed terms of reference for the study have been cleared by Ministry of Urban Development in Feb. 1993 and Deptt. of Economic Affairs in November, 1993. World Bank has accordingly been moved to include this study in its country programme for 94-95.

viii) Task Force on GIS

In February, 1993 a Task Force was constituted, with representatives from various expert organisations to prepare up-to-date base maps for NCR and develop an in-house geographical information system capability for NCR. The Task Force has held 9 successive meetings since inception.

A. Base Maps

The Base Maps for NCR in 1:50,000 scale have been prepared by the Directorate, Air Survey, Survey of India, R.K. Puram, and updated through the interpretation of the latest satellite imageries. The land use polygons have been obtained from the satellite imageries on a scale of 1:50,000 and separately incorporated therein by Defence terrain Research Laboratory, Ministry of Defence. All the base maps on the RTN films have been coded with respect to various spatial characteristics for purpose of digitisation using software developed by Space Application Centre, Ahmedabad.

B. Generation of Land Use Options and Preparation of Revised Regional Land Use Plan

Appropriate system hardware comprising one AT-486 along with a jet printer has been acquired. A suitable digitiser and horizontal table plotter of A0 size will also be purchased for the purpose during the current quarter.

After digitisation of the updated base maps along with relevant spatial data the requisite non-spatial data will also be entered so as to enable NCR Planning Board to generate alternative land use options for NCR through 2011 A.D., with the help of its in-house GIS.

(I) SUB-GROUP ON TELECOMMUNICATION :

A Study Group on Telecommunications was set up on 03.07.1992 in the context of review and revision of Regional Plan-2001. So far the sub-group has met five times and dealt with the following issues :-

1. Review of the proposals made by Department of Telecommunication for DMA/Priority towns in NCR for the 8th plan period (1992-1997);
2. Drawing up of an indicative plan showing the projected telecom demands for Delhi and other NCR Towns in the light of the NCR Plan's assigned population for the year 1997 & 2001 respectively;
3. Augmentation of telecom facilities relating to commissioning of additional lines, telephone exchanges, and provision of STD, telex and fax facilities on demand in all the NCR Towns by 1997 & 2001;
4. Requirement of financial needs and resources to meet the projected demand;
5. Institutional arrangements for the development of telecommunication facilities in the new townships being envisaged by the NCR Planning Board.

(II) CORE GROUP ON TRANSPORT :

Another expert body called Core Group on Transport was constituted on 13.8.92. The core-group has met five times to date and discussed the following issues :-

1. Evolving the terms of reference of the comprehensive mid-term review study on the transport sector in NCR.
2. Constitution of an overall co-ordinating agency for better managements of transport sector in NCR.
3. Development of NCR Integrated concept plan for the integration of proposed Delhi MRTS with the transport network of DMA/NCR.
4. Discussed the technicalities of developing settlements along the radial transport corridors in NCR.

(III) • STUDY GROUP ON POWER DEVELOPMENT :

A Study Group on Power Development in NCR has been constituted in June, 1992 with the main purpose of studying the present status and development of electrical power in terms of both quality and quantity and suggesting appropriate measures to ensure supply of requisite power in NCR vis-a-vis the Regional Plan targets and objectives.

The Group has held 5 meetings to date and dealt with the following issues :-

1. Forecast of power load requirements in NCR and the nodal centres by 2001 and 2011 AD.
2. Assessment of power supply position in terms of surplus and deficit in the region and the nodal centres.
3. Allocation of distribution of the additional power to be made available to NCR during the 8th plan among the sub-regions and nodal centres.
4. Institutional arrangements alternatives for generation of power as well as associated T & D network in the sub-regions of NCR.
5. Finalisation of the T&D as well as sub-systems to distribute the additional power effectively at all nodal centres.
6. Working out of the financial implications of the T&D network, sub-region-wise, for the 8th plan period and beyond.
7. Tapping of non-conventional energy resources such as solar energy for domestic and street lighting purposes in NCR.

(IV) STUDY GROUP ON HOUSING

The NCR Planning Board has initiated concrete steps to formulate appropriate housing development strategies and related action plans for the Priority Towns in the National Capital Region, in the context of the accelerated programme for induced growth of these towns to accommodate an additional 20 lakh population by 2001 A.D.

As part of this process a special Work-shop for experts in various fields of the housing sector was held at Meerut on 16th April, 1993. The purpose of the Workshop was to help devise a set of detailed strategies for ensuring timely delivery of housing units at affordable prices to accommodate the targetted population for the new integrated township planned for Meerut in particular.

Furthermore, a separate expert Study Group has been set up under Member Secretary, NCR Planning Board, to examine, in depth, the housing requirements in respect of the 10 new integrated township to be developed in NCR and draw up suitable, action plans for timely implementation of the requisite housing programme, in conjunction with the private and cooperative sectors as well as the State-run financial institutions. The first meeting of this Study Group was held on January 11, 1994.

(See agenda item no. 1)

Minutes of the 16th meeting of the National Capital Region Planning Board held at 10.30 A.M. on 28.6.1993 at Parliament House Annexe, New Delhi.

The list of the members and invitees present is annexed.

2. In her opening speech, Chairperson, NCR Planning Board, Smt. Sheila Kaul, while welcoming her fellow-members and other participants, recalled the momentous decisions taken at the last meeting of the Board, in the august presence of the Prime Minister, which were designed to re-orient its basic development strategies, on the one hand, and essay bold and innovative approaches to meeting the concomitant investment resources gap, on the other. She also called to mind how, in chartering this course of action, the various principles enshrined in both the new, liberalised economic regime being ushered in by the Govt. of India and the National Housing Policy recently adopted by Parliament, had been given pride of place, and a judicious mix of entrepreneurship and resources drawn both from the public and private sectors was sought to be harnessed, for the first time, in the race to achieve the Regional Plan's ambitious goals and targets by the year 2001 A.D. Chairperson also announced that in pursuance of this overall game-plan, the investment programme for NCR had been duly reformulated and the detailed implications and modalities of implementation worked out in the light of the new strategies and financing mechanisms approved by the NCR Planning Board. Accordingly, the size of the Board's 8th Plan Investment Programme had now been pegged at Rs.3813 crore, out of which Rs.1846 crore would be the Central component while Rs.1967 crore fell in the State Sector. While the stipulated outlays in the Central Sector would need to be provided by the concerned Ministries such as Surface Transport, Railways, Telecommunications and Power, as also the Government of NCT, Delhi, with each drawing up its own sectoral programme, or Special Component Plan, for NCR, the State Sector component would necessarily have to be the shared responsibility of NCR Planning Board, the Government of NCT, Delhi and the five State Govts. involved.

3. Chairperson also referred to the substantial progress since made in finalising the draft sub-regional plans for Haryana, Rajasthan and Govt. of NCT, Delhi which, she expected, would be ready for the formal seal of approval of the Board within the next few months. In the meantime, preparatory action for the first statutory, quinquennial mid-term review of the NCR Development Plan (which was due in 1994) had already been initiated.

4. Referring to the most pressing problem now being faced by the NCR Planning Board viz., that of supplementing its

by the NCR Planning Board viz., that of supplementing its limited budgetary resources in order to fund the shared component of the cited Eighth Plan investment programme, amounting Rs.1260 crore in the State Sector. Chairperson stated that constitution and functions of the NCRDFC, the all-important financing company proposed to be set up by the Board, had since been drawn up. Furthermore the State Governments of Rajasthan and Uttar Pradesh had already agreed to contribute towards its equity capital while Haryana was examining the possibility of doing so through its State-level agency i.e. Haryana Urban Development Authority (HUDA). The Govt. of NCT, Delhi had also given the proposal its unqualified moral support which, she hoped, would be accompanied by substantial financial support on the recommended lines. In the meantime, Ministry of Urban Development had accepted the need to effect a suitable enabling amendment to the NCR Planning Board Act, 1985. Keeping all these aspects in view, and considering that less than 4 years were left for completion of the 8th Plan period, Chairperson urged all present to give foremost priority to making National Capital Region Development Finance Corporation a concrete reality in the next 3 months and help it to realise its immediate goal of raising resources of the order of Rs.375 crore in the current financial year itself.

5. In the absence of Shri Bhajan Lal, Chief Minister of Haryana, his printed speech was circulated at the meeting and taken as read. Among the important points covered in the speech was the urgency for tackling the problems of rapidly increasing population in Delhi such as traffic congestion, proliferation of slums and severe shortages of drinking water every summer. In his view, the only way in which this could be done was to replicate the superior urban infrastructure and facilities available at Delhi elsewhere in NCR. In this connection, Chief Minister, Haryana, expressed his disappointment at the fact that there was still no firm commitment on the part of the concerned Central Ministries, regarding the execution of several important projects in the Central Sector such as the Regional Rail Bypass and the 3 Expressways, strengthening of regional rail corridors as also the provision of adequate supply of power throughout NCR. On the other hand, Haryana had already upgraded the industrial infrastructure in Faridabad and Gurgaon and was planning a marketing complex for vegetables and fruits at Kundli which would cater not only to the farmers of his State, but those of Himachal Pradesh, Punjab and Jammu & Kashmir as well. The development works in Bahadurgarh were also being expedited.

6. In view of the daily influx of thousands of commuters from nearby towns to Delhi, Chief Minister, Haryana, stressed the need for a satisfactory road transport system

for NCR in which Haryana Roadways could play an efficient role in tandem with Delhi Transport Corporation. He also desired that the proposed IMMRTS in Delhi be extended to the DMA towns. Apart from the Regional Rail Bypass and additional radial railway lines like that proposed for Delhi-Palwal sector, he urged that daily commuter rail services should be started in the periphery of Delhi. In this connection, he mentioned having moved Ministry of Railways to connect (a) Gurgaon to Nuh, Ferozpur Zhirkhia and Alwar; (b) Rohtak to Hissar, and requested that these schemes be implemented immediately.

On the energy front, Chief Minister, Haryana, mentioned that although a 210 MW power generating unit would be installed at Panipat during the 8th Plan, as much as 400 MW of additional generating capacity would be required out of the central electricity pool for Northern Region to meet the increasing demand of Haryana Sub-region and realise the objectives of the NCR Development Plan. Serious efforts should also be made, he urged, to shift Government offices out of Delhi immediately and into those DMA/Priority Towns of NCR, where developed sites and all other facilities were readily available. He also desired that the Inland Container Depot for Palwal be established as soon as possible.

7. Referring to the centralisation of foodgrains trade in Delhi, Chief Minister, Haryana pointed out how, in the absence of any sales/purchase tax in Delhi, the State of Haryana was suffering a serious loss of revenues. He therefore wanted that the commodity tax structure in Delhi be made more compatible with NCR Plan objectives. From the same standpoint, he desired that the consignment tax bill should also be tabled in Parliament without further delay. Touching on the Board decision to set up a financing company viz. NCR Development Finance Corporation, Chief Minister, Haryana referred to the existing provisions of the NCR Planning Board Act, 1985 which provided for a fund through which the Board could render financial assistance to the member States. He therefore wondered why NCR Planning Board itself could not secure institutional loan finance on concessional rates and step up its assistance to HUDA, Housing Board and various local bodies charged with implementation of the VIII Plan investment projects in Haryana Sub-region. Chief Minister, Haryana, also stated that it would be difficult for HUDA to make as much as Rs.64.5 crore available in the 8th Plan as its share of the equity of the proposed company.

8. Shri Ram Das Sonkar, Adviser to the Governor of U.P., in his speech, mentioned that the State Government was keen to harmonise the goals and policies of NCR with local needs and priorities in the U.P. Sub-region. This was reflected in the Sub-regional Plan for U.P. which had already been approved by the NCR Planning Board and, as such, Govt. of

Uttar Pradesh would be making sustained efforts to develop the Sub-region in accordance with its provisions. He, however, pointed out that one of the main causes of heavy in-migration at Delhi was the over-centralisation of economic activities in the city, due to its lower commodity tax rates and higher infrastructure subsidies and plan expenditures per capita. He therefore called for the implementation of a time-bound programme for the balanced dispersal of economic activities in the entire region. To facilitate this process, he stressed the need for the various Central Ministries involved to allocate requisite funds in the shape of a separate 'Special Component Plan' which should include the budgetary grants required to purchase available sites for Govt. offices/PSUs in DMA/Priority Towns. He pointed out, in this connection, that in Meerut a large institutional area which had been developed, at considerable expense, continued to remain under-utilised due to non-implementation, by the Central Government, of its own decisions regarding shifting of PSUs from Delhi. Further, Shri Sonkar suggested identifying 2 more towns in Uttar Pradesh as counter-magnet areas for which he sought an extra Rs.4.10 crore by way of financial assistance from NCR Planning Board.

9. In the main, however, Shri Ram Das Sonkar, desired that sufficient funds be allocated by Central Ministries for improving the various intra-regional rail links and increasing the frequency of commuter services in order to provide an effective counter-magnet to Delhi in the various DMA/Priority Towns. Without all these measures, taken together, and the restructuring of the commodity tax regime in Delhi, he felt that it would not be possible to achieve the overall objectives of the NCR Plan. Finally, in the matter of funding the State Sector programme, Advisor, Government of Uttar Pradesh, while conceding the need for the NCR Planning Board to set up a financing company which could borrow from other financial institutions besides raising equity capital from the Centre, Governments of member-States and NCT-Delhi, made a plea for waiving the provision calling for 50% matching contribution in the case of Uttar Pradesh, in view of U.P. Govt's commitments to town development outside NCR. He also requested that financial assistance by NCR Planning Board be made available to Uttar Pradesh in the shape of seed money provided on liberal repayment terms. For the rest, he envisaged drawing upon the resources of both the private and cooperative sectors for developing the housing stock, commercial complexes and manufacturing activities in U.P. Sub-region.

10. A detailed discussion then ensued on each item of the agenda, in which the following points emerged and decisions were taken.

AGENDA ITEM NO.1 : CONFIRMATION OF THE MINUTES OF THE
15TH MEETING OF THE NCR PLANNING
BOARD HELD ON 14.9.92.

The Chairman, Railway Board, suggested that Sub-item no.7 on page 12 of the proceedings may not have been correctly recorded as at the moment the Ministry of Railways had no plans to electrify the Muradnagar-Meerut line. Member Secretary, NCR Planning Board, explained that the proceedings were based on the actual inter-action which took place on this issue between Chairperson and Minister of State (Railways) as well as the then Chairman, Railway Board, who had since retired. Furthermore, no formal objections had been filed to date in this regard even though the proceedings had been recorded and sent to the Railway Ministry during the incumbency of the former Chairman, Railway Board. Chairperson, while noting that the said project had not been included in the VIII Plan of the Railways Ministry, added that it was still open to the Railway Board to take up the said scheme as part of its overall VIII Plan programme in the light of the relevant proceedings of the last meeting.

2. Subject to these observations, the minutes of the 15th meeting of the NCR Planning Board were confirmed.

AGENDA ITEM NO.2 : REVIEW OF THE ACTION TAKEN ON THE
DECISION OF THE NCR PLANNING BOARD
MEETING HELD ON 14.9.92.

It was explained by the Member Secretary, NCR Planning Board that the items for review were basically divided into 3 categories. Category (a) covered all these items on which the NCR Planning Board had to take follow-up action, while (b) dealt with the matters to be pursued by the various Central Ministries and category (c) involved the steps to be taken by Government of NCT-Delhi.

2. It was decided, at the outset, that the first 2 items of review which related to the setting up of NCRDEC, could as well be clubbed together and taken up for discussion as part of the related Agenda Item No.4. As far as the third item was concerned, Member Secretary informed the meeting that the preparation of 3 detailed project reports had since been sponsored by NCR Planning Board, covering one new township each in the Sub-regions of Uttar Pradesh, Haryana and Rajasthan viz. those of Hapur, Panipat and Alwar, respectively. The detailed terms of reference drawn up for these studies had since been sent to the State Governments or their implementing agencies to assist them in carrying out similar studies for the rest of the proposed new townships. M.S. also indicated that according to the broad time-table approved by the Planning Committee of the Board, in March, 1993, all 10 project reports were expected to be completed by November 1993.

3 Regarding the meeting to be taken by the Prime Minister with concerned Central Minister and Lt. Governor, Delhi, to sort out issues involved in the formulation and implementation of the Special Component Plans for the Central Sector/NCT-Delhi, Member Secretary explained that this meeting which was to be held on 3.6.93, had to be postponed at the last moment as the P.M. was indisposed. Happily, PMO had indicated that the meeting would be rescheduled shortly. PMO had also been informed that, in such event, an Extraordinary Meeting of the NCR Planning Board would be convened, as soon as possible thereafter, to enable Prime Minister to interact, as planned, with the Chief Minister, Haryana, and other senior officials from member-States, with a view to firming up the implementation programme in the State Sector as well.

4 Coming to Category (b), Member Secretary stated that while the Central Ministries had already made substantial commitments in respect of the proposed investment programme, there were still several gaps in their VIII Plan allocations to be taken care of and various important policy issues to be sorted out before the requisite sectoral investment programmes could be finalised and consolidated in the shape of separate sub-component plans for each Ministry. The Board decided that these aspects could be discussed at length under Agenda Item (4).

5 With respect to sub-item 3, M.S. referred to the discussions that were held in the meetings of the Steering Committees for Rajasthan and Haryana, respectively, regarding the various implications of the notification dated 7.5.92 of the Ministry of Environment and Forests, and stated that in pursuance thereof, the matter had been further examined and a letter written to Secretary (Environment) requesting him to confirm that, keeping it in view that Regional Plan-2001 had actually been approved as far back as January 1989, all projects taken up in implementation of its various policies and priorities would have to be treated as on-going projects and, therefore, exempt from the purview of the said notification. Adviser to the Governor of Rajasthan, Shri L.N. Gupta, brought it to the notice of the Board that the said notification, which virtually prescribed that no industrial activity should take place, power transmission line be laid or road constructed in the districts of Alwar and Gurgaon, without prior clearance of Ministry of Environment and Forests, had been brought into force without considering any of the modifications suggested thereto by Government of Rajasthan. However, in August 1993, the Rajasthan Government had received a letter from the Ministry of Environment indicating that the matter was under reconsideration. Shri Gupta stated that while such sweeping environmental restrictions were understandable if applied to a wild life

sanctuary like Sariska, it would be counter-productive to extend them across the board to whole districts of NCR, as MOE had sought to do, without taking into account the vital development projects and programmes embodied in Regional Plan-2001. Echoing this point of view, Chief Secretary, Haryana, Shri B.S. Ojha, mentioned that because of its overall urgency and importance, the matter had also been taken up by Haryana State in the Northern Zonal Council. He added that apart from the notification of May 7, 1992 which applied only to districts of Alwar and Gurgaon, MOE had since issued another notification on similar lines which covered the entire country. According to Chief Secretary, Haryana, not only those projects provided in the Regional Plan but all development activities taken up in accordance with Master Plans which had already been brought into force in consultation with the Ministry of Urban Development, should be exempt from prior clearance of MOE. Member Secretary, NCR Planning Board, pointed out that the offending notification itself provided for exemption in respect of on-going projects and stated that, in his view, all projects taken up in implementation of the provisions of the NCR Development Plan, which predated the MOE notification of 7.5.92 by over 4 years, would qualify as 'on-going' in terms of the said notification. Accordingly, action had already been taken by him to bring this aspect to the personal attention of Secretary, MOE and obtain confirmation thereof.

6. Keeping in view the overall urgency and importance of the issues involved, it was suggested that the matter may also be taken up immediately by Chairperson with the Minister for Environment, Shri Kamal Nath, and that, if need be, these issues could also be placed before the Prime Minister, for his intervention, at the proposed inter-ministerial meeting to be taken by him on NCR.

7. With the specific permission of the Chair, the Joint Secretary (H), Dr. P.S.A. Sundaram, dilated on two of the pending items concerning Ministry of Urban Development. He explained that the revamping and strengthening of the NCR Planning Board was linked with the setting up of National Capital Region Development Finance Corporation and would therefore be taken care of by MOUD, in conjunction with the Board, in due course. On the policy of shifting of the Government/PSU offices, he referred to the Cabinet decision of 30 years standing, restricting the number of new offices of Government as well as PSUs, coming up in Delhi. The Cabinet had also set up an inter-departmental committee under the Secretary, Ministry of Urban Development, to consider all requests for relaxation of these restrictions and refer such cases to the Cabinet Committee on Accommodation (CCA) for final decision. Due to the contrary stand taken the respective Ministries however, such relaxation was conceded in many cases where the said

committee had rejected the requests for location in Delhi. As of now, Ministry of Urban Development was pressing the various Central Ministries to shift about 13 Government offices in addition to the 25 public sector undertakings which had been identified by the Cabinet Secretary as needing to relocate outside Delhi, but the progress so far had been highly unsatisfactory because of back-tracking by the concerned Ministries. He therefore stressed the fact that without the whole-hearted cooperation of all Central Ministries no determined effort could be made to construct the requisite office spaces and residential accommodations in Meerut, Ghaziabad, Faridabad and other Priority Towns where sites were readily available for such purposes.

8 The Chief Secretary, Haryana, stated that although a lot of money had been spent on providing the requisite urban infrastructure at Faridabad and Gurgaon, the response from Central Govt. departments/PSUs had so far been miniscule. He felt that unless sustained pressure was put by the respective Ministries on the concerned PSUs and Govt. departments, to physically shift their offices into these rapidly growing ring towns, the plans for decongesting Delhi were not likely to make much headway.

9 Endorsing these views, Member Secretary, NCR Planning Board, pointed out that out of the original list of 27 PSUs prepared in 1986, 2 had been dropped and no tangible progress had been achieved in respect of the remaining 25. With regard to the cited 13 Govt. Offices, the situation appeared to be a little better in that in certain cases definite time-limits had also been fixed for shifting. On the whole however, M.S. apprehended that unless a concrete time-bound programme was drawn up for the purpose and monitored at the highest level, the strategy for developing 10 new townships would suffer a set-back. While it was no doubt very important for private industry and trade also to move out of Delhi, the shifting of Government Offices, he felt, would exercise a powerful symbolic effect and send the right signals to all concerned.

10 Shri L.N. Gupta, Adviser to the Governor of Rajasthan, said that implementation of said decisions of the Cabinet Secretary (and related Regional Plan provisions) had been pending for over 7 years and that unless a more concrete approach was adopted, nothing substantial would be achieved.

11 The Adviser to the Governor of Madhya Pradesh, Shri Ajit Singh, suggested that the choice of alternative locations should not be limited to the neighbouring towns within NCR but also to the counter-magnet areas like Gwalior which were undergoing a process of planned development as part of the Regional Plan policy.

12 Keeping all these aspects in view, MS proposed that all

the identified PUS/ Govt. Offices be asked to purchase their land requirements out of the sites already available in the DMA towns of Faridabad, Ghaziabad and Gurgaon, Priority Towns like Meerut and also in counter-magnet areas like Gwalior, if any, within a year or so, while making budgetary provision for the construction of their offices as well as requisite residential units in these towns over the next two years. Noting that the provisions of Regional Plan 2001 clearly stipulated that all Govt. and other public sector offices not performing specific protocol, liaison or ministerial functions should vacate their premises in Delhi, either wholly or in part, it was agreed to move Govt. of India to set up a high-level official committee to (a) review all these pending cases, in the light of the stipulated criteria, with the assistance of NCR Planning Board, if need be; (b) draw up and monitor an overall time-bound implementation programme for the requisite relocation process, keeping in view the time limits proposed by Member Secretary, as aforesaid, for the acquisition of alternative built-up spaces preferably within the NCR or other counter-magnet areas provided in Regional Plan - 2001.

13. While on the subject, Member Secretary stated that, in general, Central Ministries would be requested to ensure that while deciding the location of major industrial or commercial projects (or any other public sector activities) planned for the northern region, identified countermagnet areas beyond outside NCR such as Gwalior, Bareilly, Kota, Hissar and Patiala, may also be given due priority in view of the financial assistance being provided by NCR Planning Board for their development as major urban centres in their own respective regional settings.

14. Coming to the items of review in Section (C), MS mentioned that the draft subregional plan for Delhi had been prepared and circulated to all departments of the Government of NCT Delhi. After the Government of NCT cleared the same, it would be processed and placed before the NCR Planning Board for final approval. In the meantime, the draft subregional plans for Haryana and Rajasthan were also being finalised and efforts would be made to place them before the Board at the next meeting.

15. Member Secretary also indicated that the requisite timebound programme for identifying and shifting the various industrial and trading activities to be decentralised and dispersed from Delhi would be incorporated in the draft subregional plan for Delhi. Thereafter a detailed functional plan to give effect to the same could be drawn up by Govt. of NCT - Delhi with the assistance of its NCR Coordination Cell. In this connection MS, NCR Planning Board, mentioned that the NCR Coordination Cell, like its counterparts in other sub-regions and also in DDA, would be wholly paid for

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The remaining stretches of the Regional Rail Bypass viz Khurja-Palwal, Palwal-Rewari and Rewari-Rohtak, to be postponed.

iii) Ministry of Communications/M.N.T.N.L.

To recast the VIII Plan targets to conform to the population redistribution pattern envisaged for NCR as a whole and, accordingly, divert about 1.35 lakh connection earmarked for Delhi to the various DMA/Priority Towns in the National Capital Region to take care of the induced demand envisaged for them in RP-2001.

iv) Ministry of Power

To allocate the pro-rata deficit of 780 MW of power exclusively for supply to DMA and Priority Towns in NCR from out of the Central reserve or, alternatively, provide additional generation capacity at a cost of Rs. 3250 crore to meet their full energy requirements as per Regional Plan-2001 requirements.

v) Ministry of Urban Development

(a) To revise the Delhi Master Plan so as to bring its higher, planned population target for 2001 AD, viz., 128 lakhs, into line with the assigned population for Delhi in Regional Plan-2001, viz., 112 lakh.

(b) To prepare and monitor an action programme for shifting of the Govt. offices within a definite time/frame, with the cooperation of various Central Ministries.

(c) To facilitate setting up of National Capital Region Development Finance Corporation and allocate Rs. 50 crore per annum from 1993-94 onwards during the 8th Plan period.

(d) To set up an unified Transport Authority for NCR and provide for full integration of the Delhi MRTS with the transport network planned for DMA as a whole.

vi) Government of National Capital Territory-Delhi

(a) To raise all its sales tax rates to the prescribed floor levels in NCR.

(b) To raise the Central Sales tax from 2% to 4%

(c) To raise the Road Tax and Goods Tax so as to bring the effective combined burden of tax on goods vehicles up to the floor level obtaining in the rest of NCR.

(d) To raise power tariffs to the floor-level obtaining rest of NCR and adopt more stringent measures on par with those of neighbouring States so as to make penal provision for theft and misuse, a more effective deterrent than at present.

vii) Ministry of Water Resources

To finalise the water-sharing agreement between Delhi and neighbouring States and expedite the construction of Tehri, Kishau and Renuka Dams as well as the corresponding conveyance systems so as to meet Delhi's full requirements by way of raw water as per Regional Plan provisions.

viii) To make an additional budget allocation of Rs. 219 crore to provide for Delhi's share of cost of Tehri, Renuka and Kishau dams and conveyance systems in VIII Plan period

The following discussions took place on these various proposals. i) The Secretary, Ministry of Surface Transport Shri S.P. Bagla, stated that it would be difficult for MOS to provide additional funds to the tune of Rs. 125 crore for the 3 Expressways, considering that while the Planning Commission had allocated only Rs. 560 crore for the current year, the on-going works alone called for an outlay of Rs. 1060 crore. However, in case the Central Road Fund was augmented, as per the proposals now before Government in MOF, part funding of the proposed land acquisition component could be considered by MOST in the years 93-94 and 94-95, respectively.

ii) Special Secretary (Power), Sh. V.K. Shunglu, pointed out that in the absence of a separate grid identity for NCR it would be difficult for the Centre to ensure that any additional power earmarked exclusively for NCR was actually made available to the targetted consumer population. As such, an important precondition would be the creation of a fullfledged power transmission and distribution network for NCR as a whole. In this context, Sh. Shunglu offered to provide the details of the various works which the State Governments would have to carry out in their respective sub-regions of NCR in order to adequately strengthen their power transmission & distribution systems. On the specific question of allocating additional power for NCR towns, Sh. Shunglu explained the present unallocated capacity was fully committed as far the Central Sector of Northern Grid was concerned. He, however, indicated that about 400 MW of additional reserve capacity to be created for the Northern Region in VIII Plan period could be made available exclusively to meet the projected peak load deficits in NCR

towns outside Delhi. As such, an additional investment of Rs. 3250 crore in this regard would not be called for.

(iii) Member Secretary, NCR Planning Board, responded that the actual power deficit for NCR towns was likely to be less than 780 MW which was, at best, an adhoc figure based on the pro-rata demand worked out for each sub-region

(iv) Observing that the dedicated allocation of an additional 400 MW in the Central Sector would substantially meet the projected requirements of NCR (excluding Delhi), the Board welcomed this offer of Spl. Secretary, Power. It was accordingly decided that the respective Sub-regional T&D networks should be strengthened immediately in order to ensure that this additional load of 400 MW would be fully utilised to meet the projected energy deficits of the designated towns within NCR.

(v) Chairman Railway Board, confirmed that as part of their uniguage policy, the conversion of the Mathura-Rewari line from metre guage to broad guage, as also the broad-guaging of the metre guage Rewari-Hissar line, would be completed very soon. Both these projects, which were being undertaken as part of Railways's VIII Plan programme, at a cost of Rs. 320 crore, would provide an effective Delhi bypass for all long-distance rail-traffic on the North South corridor. Accordingly, the scope of the Regional Rail Bypass Project for NCR, could be restricted only to the Rewari-Bhiwadi section, as now proposed, in the run-up to 2001 AD. As far as the rest of NCR Planning Board's rail proposals were concerned, he felt that the augmentation of the intra-regional rail corridors and introduction of fast electric trains between Delhi, on the one hand, and Meerut, Khurja and Palwal, on the other, would need to be based on a more detailed study and related to the traffic demand and other relevant parameters. The Member Secretary, NCR Planning Board, intimated that these Regional Plan proposals were themselves based on a study of transport requirements of various NCR towns in the light of the regional development priorities. He also pointed out that these rail - links were more of an inter-city or intra-regional character, as opposed to the essentially sub-urban rail spurs comprising the DMA transport network (which were proposed to be fully integrated with the Delhi-MRTS). In fact, the common experience was that in the absence of adequate infrastructure to cater to such intra-regional traffic, these short-distance passengers within NCR were often compelled to encroach on the facilities provided by the Railways for other inter-city travellers on the same corridor, which was not fair to either class of clientele. Member Secretary also suggested that in case the existing Plan provision for the Railways Ministry did not suffice, an additional allocation could be made to cover the cost of the land acquisition component only. Once the requisite project land had been acquired, these schemes, which were

viable in themselves, could be financed through loan assistance from ADB or similar other international agencies on soft terms, as proposed in the case of the 3 NCR expressways. Keeping in view the fact that the Northern Railways had already embarked on a detailed study of the emerging traffic patterns in and around NCR, it was agreed that the feasibility of these 3 rail augmentation projects could be examined by the Railway Ministry, in greater detail, as an adjunct to the said on-going study.

Ministry of Communications

Secretary, Communications, Sh. H.P. Wagle, informed the Board that even with the implementation of their present 8th Plan proposals, which provided for 11.4 lakh additional lines for Delhi and another 2.89 lakhs for all other towns in NCR, the projected demand would not be completely met in Delhi in that there would still be a waiting period of at least two years at the end of VIII Plan. According to him therefore, it would not be desirable to divert any of the additional lines already earmarked for Delhi as proposed by the NCR Planning Board. The Minister for State for Urban Development pointed out that the immediate objective was to discourage people from settling down in Delhi by providing them better telephone facilities in the various DMA and Priority Towns. It was therefore very important to ensure that they got their telephones within 10 to 15 days of applying in all these towns even at the cost of keeping the Delhi subscriber waiting. Member Secretary, NCRPB, expressed the view that if the planned population deflection of about 20 lakh people was to be achieved, the right signals must be sent at this juncture itself, so that people could begin to make their investment decisions in favour of such decentralisation and dispersal without any further delay. Summing up the proposal, Secy. (UD) explained that as a matter of overall strategy it would be sufficient if Ministry of Communications ensured that by 1997, telephone were made available on demand, commensurate with the respective assigned populations, in all the Priority and DMA towns, as per the provisions of Regional Plan-2001, while at the same time keeping the demand-supply time-gap in Delhi at around 2 years, as already envisaged.

2) The Lt. Governor of Delhi, Sh. P.K. Dave, while expressing his appreciation of the various proposals made in the presentation, stressed the following aspects:

i) The peripheral areas in NCT were developing fast, leading to still greater congestion in Delhi and a corresponding shortage of such essential civic services as transportation, supply of power, water etc. As yet, however, there were no signs of any concerted effort which would prompt speedy de-congestion and demagnetisation of Delhi as per the core objectives of the NCR Plan. Govt. of NCT, in its part, had been pressing hard for the proposed reform of

the tax structure which would give a decisive thrust towards decentralisation of wholesale markets and trade, but if these proposals were not implemented expeditiously i.e. when NCT was under the direct administration of the President, it would be even more difficult to do so once the popular Government takes over.

ii) The assigned population of Delhi, as provided in the Regional Plan 2001, viz. 112 lakhs seemed to be unduly optimistic considering that the overall population of NCT had already reached 103 lakh.

iii) Simultaneous action needs to be taken for rapid development of the various counter-magnet areas within NCR with due provision being made for attracting investments in trade and industry therein.

iv) Delhi needs to be made less dependent on the Northern Grid for meeting its essential power needs. Meanwhile, the power tariffs in Delhi would hopefully be rationalised to help bring about greater parity between demand and supply.

v) The deficit in respect of Delhi's water supply has substantially increased and the rise in infection caused by the inadequacy of treated water has reached a frightening level. A number of high-level inter-state meetings have been held to help solve the problems but agreement on the sharing of Yamuna waters is yet to be reached. Further, the Kishau Dam project is still at a preliminary stage, while there is no clear prospect of the Tehri Dam being completed before the end of the century.

vi) A regional development bank may be thought of to give financial and technical assistance to all industrial and trading units seeking to expand or relocate outside Delhi as part of the strategy for decentralisation and dispersal of economic activities in NCR. As in the case of the proposed NCRDFC, this development bank could be set up with equity participation of both Govt. of NCTD and the member-States.

vii) While the proposed IMMRTS for Delhi ought to be integrated with the transport network proposed for DMA, its implementation should not be delayed pending any further studies that such integration might call for.

3 Following these discussions, the detailed audio-visual programme prepared on the revised investment proposals for the 8th Plan in the State Sector, was also presented to the Board. The various proposals in this section broadly covered (a) the development of 10 new townships as well as 34 sub-regional centres and 5 counter-magnet areas, as a shared responsibility of the Centre, member-States and NCT-Delhi; (b) strengthening of the power supply transmission and distribution systems together with widening and

streamlining of the required state highway grids connecting various towns in DMA/NCR, which was to be provided by the respective State Governments; and (c) institutional strengthening of NCR Planning Board, and its various field units in addition to the setting up of its proposed financing company.

4. The salient features of this revised State Sector programme, involving an aggregate outlay of Rs. 1967 crore, and the various policy & operational pre-requisites for the due performance thereof, as amplified by MS, were seen to be as under:

(i) Ministry of Urban Development to budget for and release Rs. 200 crore to NCR Planning Board @ Rs. 50 crore per annum for the current year as well as each of the 3 remaining years of VIII Plan.

(ii) The said Rs. 200 crore to be matched by the participating States and NCT - Delhi as per the following specific shares:

Sl. No.	State	Proposed equity contribution (Rs. Cr.)
1.	NCR-Delhi	50
2.	U.P.	67.5
3.	Haryana	64.5
4.	Rajasthan	18

(iii) The entire capital of Rs. 400 crore to be subscribed as equity capital of the NCR Development Finance Corporation, through which additional funds are to be raised of the order of Rs. 860 crore to implement the sub-component investment programme of Rs. 1260 crore envisaged for development of new integrated townships, subregional centres and counter-magnet areas.

(iv) Out of said investment programme of Rs. 1260 cr., U.P. to receive financial assistance of Rs. 563 crore as against its total contribution of Rs. 67.5 crore, Haryana to obtain Rs. 520 crore as against an input of Rs. 64.5 crore while Rajasthan would get Rs. 137 crore in return for its investment of Rs. 18 crore.

(v) The participating State Governments and/or their implementing agencies to ensure the following:

a) Formulation of an outline development plan for each new integrated township in conformity with relevant Master Plan (if any) and the prescribed Regional Land-Use Plan.

(b) Creation of a sub-regional development authority to oversee & coordinate implementation of the Sub-regional plan.

(c) Preparation of a project report and investment programme for each new township.

(d) Setting up of a joint stock company/development corporation/local development authority to develop and manage each new township.

(e) Preparation of a detailed project report and investment programme for each of the identified sub-regional centres.

(f) Provisioning of requisite funds in the State's VIII Plan for funding the schemes forming part of the Regional Roads and Power Strengthening (Transmission and Distribution) investment programmes.

(vi) Planning Commission, participating State Govts as well as GNCT-Delhi to see that their respective Plan allocations and/or other dedicated sources of funds are raised to the level of their proposed shares in the aggregate matching contribution of Rs. 200 Crore.

(vii) UP and Haryana Governments to immediately take up the following highly viable road sections forming part of proposed regional road network viz.

(a) Faridabad - Gurgaon

(b) Meerut - Hapur (including 2 bypasses)

as pilot projects on a 'BOT' basis, after suitably amending their respective State Highways Acts to facilitate private sector involvement in the construction & management of such roadways as well as recovery of costs through collection of tolls.

(viii) Participating States to also take up construction of the various identified, financially-viable bypasses forming part of the proposed Inner Grid and Outer Grid of NCR bypasses, through involvement of the private sector on 'BOT' basis.

(ix) Both participating States and GNCT-Delhi to prepare detailed Sub-component Plans for the respective NCR areas in the 8th Plan and corresponding Annual Plans with sector-wise break-up.

(X) In response to a query raised by the Adviser to the Governor, Rajasthan, Member Secretary explained that in addition to the State Plan provision for meeting its share of the overall matching contribution of Rs. 200 crore, specific plan allocations would have to be made for the other projects included in the State sector investment programme relating to the areas of road transport and power transmission, respectively. Adviser, Rajasthan, responded that no such allocations for these projects had been made in the Rajasthan VIII Plan and as such, he was doubtful if any adjustments could be made in this regard considering that the Rajasthan VIII Plan had already been finalised and approved. He also indicated that Rajasthan Government had already informed the Planning Commission that such adjustments would not be possible at this stage. The Adviser, Planning Commission, Dr. D.N. Basu, while confirming that no specific provision had been made for development of the State Highways and Power Transmission and Distribution Systems in the VIII Plan for Rajasthan, stated that as far as the Planning Commission was concerned, the requisite adjustments could be made at the time of finalisation of the Annual Plans for the succeeding years of the VIII Plan.

(XI) The Member Secretary, NCR Planning Board, indicated that as in the case of Central Ministries, the State Governments would also need to interact with Planning Commission and ask for additional allocations to meet the specific requirements of the NCR development programme, if need be.

(XII) Concluding the discussions on this topic, Chairperson stated that all options should be explored and that there should be greater inter-action between the State Governments, on the one hand, and NCRPB and Planning Commission, on the other, to try to sort out these funding problems, as soon as possible.

(XIII) The detailed investment proposals and concomitant follow-up action programme covering both Central and State Sectors, as projected in the respective audio-visual presentations were approved, subject to the relevant observations, modifications and suggestions recorded in the minutes vide above.

AGENDA ITEM NO.4 : NCR DEVELOPMENT AND FINANCE CORPORATION - CONSTITUTION AND MODALITIES.

Member Secretary, NCR Planning Board, explained that in view of advice of Ministry of Law as well as the Solicitor General of India, the most appropriate course of action would be to amend the NCR Planning Board Act, 1985, so as to

provide for floating of N.C.R.D.F.C as a joint stock company and investing its funds in the development of NCR. In the meantime, in order to fully establish the financial viability of the proposed company vis-a-vis various other options open to the Board for raising the requisite finances, an expert study had been commissioned by a firm of private consultants whose report was expected shortly. It had also been ascertained that in terms of the enabling resolutions passed by the three State Legislatures prior to the enactment of the NCRPB Act in 1985, Parliament was competent to amend the latter on the contemplated lines. Accordingly, it should be possible for GOI to pave the way for the birth of NCRDFC within next 3 months.

9 Chief Secretary (Haryana) hastened to clarify that Haryana still had certain reservations with regard to equity participation by Haryana Government in the proposed corporation. According to him, the Haryana State VIII Plan did not make any provision for urban development while HUDA, which was the designated State agency for development of the urban infrastructure, would not be in a position to spare the stipulated Rs. 64.5 crore for investment in NCRDFC either. Member Secretary pointed out that the setting up of NCRDFC with the help of a matching contribution from the State Governments was an integral part of the new strategy adopted in the last meeting of the Board. Further, even today, NCR Planning Board was providing funds to HUDA for various development projects in NCR on a 'matching - clause' basis and a guarantee by the State Government. These loans were being repaid along with interest due as per the agreements executed for the purpose. The main difference, in terms of the newly-approved strategy, would be that hereafter the aggregate financial assistance of NCR Planning Board would be substantially increased with the help of additional funds drawn from various financial institutions and also the capital market, both at home and abroad. Accordingly, the so-called matching funds requirement from Haryana and other participating States had now been substantially reduced. In this way, Haryana would be eligible for aggregate financial assistance of more than Rs. 500 crore for investment in NCR in return for the stipulated contribution of Rs. 64.5 crore (as had already been highlighted both in the audio-visual presentation and the agenda note on the item now under consideration).

3. Member Secretary, NCR Planning Board, added that provision of this Rs. 64.5 crore by way of Haryana's share of the overall matching contribution ought not to be too difficult for HUDA considering that its own VIII Plan development programme provided for as much as Rs. 300 crore to be invested in NCR.

4. Shri. R.S. Mathur, Principal Secretary, Housing Deptt. intervened at this stage to indicate that UP Govt., on its part, would be prepared to commit its share of the requisite

matching contribution of Rs. 200 crore provided the various Central Ministries, in turn, firmed up their own financial commitments and drew up the requisite Sub-component plans for implementation of the proposed investment programme in the Central Sector.

5. In order to set at rest all doubts and questions relating to the equity structure of NCRDFC and other aspects of its overall constitution and manner of functioning, it was decided, that both Haryana and U.P. Governments would furnish their detailed observations in this regard to the Board, after which a separate high-level official meeting would be held at Delhi within a month, to resolve all pending issues. The Chief Secretary of Haryana agreed to participate in the proposed meeting.

6. Subject to the above, the proposals contained in the agenda note were approved.

AGENDA ITEM NO.5 : MID TERM REVIEW OF THE REGIONAL PLAN-2001.

It was intimated by the Member Secretary, NCR Planning Board, that a number of task forces had been constituted and studies commissioned as part of a comprehensive statutory review of Regional Plan-2001 for NCR which was due in 1994. These studies and related consultations would help identify all the provisions requiring mid-course correction and also the various long-term directional changes in the Plan and its policies which would need to be made within an extended time-perspective of 2011 A.D.

2. In this context, Vice-Chairman, Delhi Development Authority, Shri S.P. Jakhanwal, referred to the glaring disparity in the population of Delhi as projected for the year 2001 A.D. by DDA, in their revised Master Plan for Delhi, vis-a-vis the corresponding assigned population of Delhi, as approved by the NCR Planning Board, in Region I Plan-2001. He suggested that this issue be studied as part of the on-going mid-term review exercise. Member Secretary mentioned that he had already set up a task force under the internationally-known demographer, Prof. Ashish Bose, to look into the entire spectrum of population growth and demographic dynamics in NCR in the light of the relevant reports and findings of the 1991 census and the perspectives and other requirements of the mid-term review. In view of the over-riding importance and urgency for resolving this issue once and for all, M.S. offered to see that the Task Force furnished its expert advice in the matter in an interim report which was due very shortly, after which the matter would be placed before the Board for appropriate decision.

far exceeded the investment outlay of Rs.375 crore projected by the NCR Planning Board for the State Sector in the current financial year.

Keeping all these aspects in view, the Board approved the budget proposals for 1993-94.

AGENDA ITEM NO.8 : ANNUAL ACCOUNTS - ADOPTION THEREOF.

The audited statement of accounts, as received from CAG, was adopted.

AGENDA ITEM NO.9 : ANY OTHER ITEM

Vice-Chairman, Delhi Development Authority, pointed out that though the DDA extension areas of Narela, Rohini and Dwarka were already located on the trunk railway routes they were not connected with the local transport system. If these links could also be provided on priority it would help in the rapid growth of the said sub-cities.

2. Chief Secretary, Haryana, enquired about the proposed railway connection between Palwal and Rewari. Member Secretary clarified that it being established that the Railways would be providing a separate Delhi-Avoiding Line through its unigauge policy, the completion of Regional Rail By-pass, of which the said Palwal-Rewari line formed an important link, would have to be postponed vide the revised investment proposals already approved under item 3 of the agenda. Meanwhile, Rewari itself would become a very important junction on the said Delhi - Avoiding Line. M.S. added that in view of the postponement of the Regional Rail By-pass project it was expected that the augmentation and electrification of the radial rail corridor from Delhi to Palwal (as also those of Delhi-Khurja and Modinagar-Meerut) would also be taken up and completed by 2001 A.D., as per the investment programme approved by the NCR Planning Board in the Central Sector.

3 In response to certain observations & suggestions made by Shri Ajit Singh, Advisor to the Governor of MP, Chairperson indicated that a separate paper on the status of counter magnet areas and the policies evolved for helping them meet their special needs and requirements in the light of the Regional Plan provisions, would be prepared and circulated for discussion in the next meeting of the NCR Planning Board.

4 The meeting ended with a Vote of thanks to the Chair.

Points of Action on the decisions taken in the 16th meeting of the National Capital Region Planning Board held on 28.6.1993.

Ministry of Urban Development :

1. To take steps to amend NCR Planning Board Act, 1985 as to facilitate the floating of NCR Development & Finance Corporation within 3 months (i.e. by Sep' 1993).
2. To revise the Delhi Master Plan so as to bring its planned population target for 2001 A.D., viz. 128 lakhs, in line with the assigned population for Delhi in Regional Plan - 2001 i.e. 112 lakhs.
3. To prepare and monitor an action programme for shifting of the Government offices within a definite time-frame, with the co-operation of various Central Ministries.
4. To provide requisite budgetary support of at-least Rs. 50 crore per annum commencing 1993-94 to NCR Planning Board, for which an immediate review of MOUD budgetary allocations for the current year may be made jointly with the Planning Commission, if need be.
5. To set up an Unified Transport Authority for NCR and provide for full integration of Delhi MRTS with the transport network approved for D.M.A. / NCR as a whole.
6. To provide an additional budget allocation of Rs. 219 crore towards GNCT-Delhi's share of cost for Tehri Kishan and Renuka Dams and Conveyance systems, in the VIII Plan period.

Ministry of Surface Transport :

1. To sponsor feasibility studies in respect of Delhi Ghaziabad-Meerut and Sonapat-Panipat Expressways on the lines similar to the proposed study for F-N-Expressways.
2. To provide for funds to the extent of Rs. 125 crore for land acquisition of all the three Expressways (i.e. Faridabad - NOIDA - Ghaziabad; Delhi-Ghaziabad-Meerut and the Sonapat-Panipat Expressway) and, to utilise the C.R.P. to the extent necessary for the purpose, with the concurrence of the Ministry of Finance.

Ministry of Railways:

1. To allocate an amount of Rs. 60 crore for the construction of Rewari-Bhiwadi, B.G. Rail Link & complete and commission the project within VIII Plan period.
- 2.(a) To allocate requisite funds for the augmentation and electrification for Muradnagar-Meerut, Delhi-Khurja and Delhi-Palwal railway lines, in a phased manner, over the VIII Plan period.
- 2.(b) To move Northern Railway to carry out a separate feasibility study of these 3 rail augmentation projects, if need be,, as an adjunct to NR's on-going, study review of rail traffic in NCR and beyond.

Ministry of Communications :

To ensure that by 1996-97, telephones are available on demand, commensurate with the assigned populations of the Priority and DMA Towns as per the provisions of the Regional Plan - 2001 while at the same time keeping the demand - supply time gap in Delhi at around 2 years.

Ministry of Power :

1. To make available 400 MW of additional power exclusively for the DMA and Priority Towns of NCR out of the reserve capacity to be created for the Northern region in VIII Plan.
2. To provide details of the various concomitant works which the State Governments would need to carry out to adequately strengthen the power transmission and distribution systems in their respective sub-regions of NCR.

Ministry of Finance :

To augment the Central Road Fund so as to facilitate release of adequate revenues thereof to finance the land component of the 3 approved NCR Expressway schemes.

Ministry of Water Resources :

1. To finalise the draft water-sharing agreements between Delhi and neighbouring States.

2. To expedite the construction of Tehri, Kishau and Renuka Dams as well as the corresponding conveyance systems in order to meet Delhi's full requirements by way of raw water as per Regional Plan provisions.

: All Central Ministries/Planning Commission :

1. To finalise the requisite sectoral sub-component plan for development of NCR in the light of the revised VII Plan investment programme approved by the Board.
2. To see that specific budgetary provisions are made as per the requirements of the respective sub-component plans of Central Ministries as well as NCR Planning Board investment programme for the State Sector.
3. To ensure that specific budget provisions are made by the identified Government Departments/PSUs to purchase available sites in DMA/Priority and counter-magnet areas within one year and assemble the alternative office and staff housing spaces required so as to complete the process of shifting out of Delhi within the next 2 years.

NCR Planning Board:

1. To finalise a detailed note to the Government of India on the financial viability of the proposed financing company for the purpose of obtaining Cabinet approval for the requisite amendment to the NCR Planning Board Act.
2. To move the Government of India to set up a high-level official committee for disposal of Government and other public sector offices, whose terms of reference will specifically include :
 - a) the review of all pending cases in the light of the criteria prescribed in Regional Plan - 2001, with the assistance of the NCR Planning Board, if need be;
 - b) to draw up and monitor an overall time-bound programme providing for the shifting, within the next 1 to 2 years, of all identified units through a process of acquisition of alternative sites and/or built-up spaces within DMA/Priority Towns (and other counter-magnet areas) where land is immediately available.

3. To request all Central Ministries to give due priority to the identified counter-magnet areas falling outside NCR i.e. Gwalior, Bareilly, Kota, Bikaner and Patiala, while deciding the location of major industrial/commercial projects or any public sector activities planned for the Northern Region.
4. To prepare a status paper on the development of the Counter Magnet areas for discussion at the next NCR Planning Board Meeting.
5. To refer the issue of the divergent population projections made for Delhi as between the relevant provisions of MDP-2001 and Regional Plan - 2001, for expert advice, as part of the on-going mid-term review of Regional Plan - 2001.
6. To convene a high-level, official meeting at Delhi within a month to resolve all pending issues, relating to the constitution and functioning of the proposed NCRDEC.

Government of NCT-Delhi

1. To finalise the draft Sub-regional Plan proposed for Delhi, duly incorporating the requisite time-bound programme for identifying and shifting the various industrial and trading activities to be decentralised and dispersed from Delhi.
2. To make its NCR Coordination Cell duly functional by filling up the requisite posts recently cleared by the MOUD.
3. To raise sales tax rates on the remaining identified commodities to the prescribed minimum floor levels in NCR.
4. To raise its central sales tax rate from 2 to 4 per cent.
5. To raise the road tax and goods tax levies so as to bring the effective combined burden of tax on goods vehicles up to the floor-level obtaining in the rest of NCR.
6. To raise power tariffs to the floor level obtaining the rest of NCR and adopt more stringent measures on par with those of neighbouring States so as to make the penal provisions for theft and misuse a more effective deterrent than at present.
7. To provide for an equity contribution of Rs. 50 crore for the NCRDEC during the VIII Plan period.

8. To prepare a detailed feasibility report and financial plan for the integration of RITES' IMMRTS-Delhi proposal with the transport network required for the DMA as a whole, as per approved concept plan of NCR Planning Board.

All State Governments:

1. To prepare an outline development plan for each of the identified new townships and formulate a detailed project report for the development with the time-frame of the same initiated in the 29th meeting of the Planning Committee held on 20.3.1993.
2. To strengthen the power transmission and distribution systems in the respective sub-regions in order to ensure availability of full energy requirements of Priority/DMA towns (inclusive of their allocated shares of the 400 MW of additional power to be supplied by Centre exclusively for NCR).
3. To create a Sub-regional Development Authority to oversee implementation of the Sub-regional Plan.
4. To set up joint-stock company/development corporation/local development authority to develop and manage each new township.
5. To prepare a detailed project report and investment programme for each of the identified sub-regional centres.
6. To make requisite provision in their respective VIII Plans/Annual Plans for funding regional roads forming part of the Inner Grid & Outer Grid and strengthening of the Sub-regional power transmissions and distribution systems.
7. To take up the construction and management of viable, identified regional road sections and by-passes in NCR, as pilot projects, on 'B.O.T.' basis, after suitably amending their respective State Highway Acts to facilitate private sector investments in the construction and management of such roadways as well as recovery of cost through collection of tolls.

All State Governments and Government of NCT-Delhi

1. To see that their respective plan allocations and/or other dedicated funding resources are raised to the level of their proposed shares in the aggregate matching contribution of Rs. 200 crore to be provided for NCR Planning Board.

9. To each prepare a NCR sub-component plan as part of their 8th Plan and corresponding Annuals Plans.
10. To inter-act with the Planning Commission and obtain additional allocations to meet the specific requirements of the NCR development programmes, as and where necessary.

Government of Haryana

1. To provide for Rs. 64.5 crore as its share of equity contribution in the NCRDFC for the VIII Plan period.
2. To take up the construction of the Faridabad-Gurgaon Regional Road Project (Inner Grid) on a priority basis.

Government of Uttar Pradesh

1. To provide for Rs. 67.5 crore as its share of equity contribution in the NCRDFC for the VIII Plan period.
2. To take up the construction of the identified by passes at Meerut and Hapur respectively, forming part of the NCR Regional Road Project (Outer Grid), on a priority basis.

Government of Rajasthan

To provide for Rs. 18 crore as its share of equity contribution to the NCRDFC for the VIII Plan period.

(See Annexure I, Part II)

DEVELOPMENT OF COUNTER-MAGNET AREAS IN NCR - CONCEPT AND STATUS OF IMPLEMENTATION**1. Background :**

Section (8)(f) of the NCR Planning Board Act, 1985 empowers the Board to select, in consultation with the State Governments concerned, an urban area outside the NCR which, having regard to its location, population and potential for growth, may also need to be developed in order to achieve the objectives of Regional Plan-2001. A study to identify appropriate counter-magnet areas outside NCR was accordingly entrusted to a professional institution - School of Planning and Architecture, New Delhi by the Board.

2. Concept of Counter Magnet :

The trans-NCR Counter-Magnet areas to be so identified and developed should be located sufficiently away from the NCR and, should have their known established roots and inherent potentials to function as viable independent growth foci. Such counter magnets should therefore have the attributes of physical, social and economic viability, nodality with respect to transportation network and clear cut physical linkages in the shape of facilities for transportation and communications.

3. Role of Counter Magnet Areas :

These trans-NCR Counter-Magnets are expected to play two distinctive and mutually complementary roles in the context of NCR :

a) As interceptors of migratory flows into NCR which may escalate as the accelerated development of NCR begins to take place;

b) As regional growth centres which would be able to achieve a balanced pattern of urbanisation in the regions of their own setting over a period of time.

4. Identification of Counter-magnets :

As per 1981 census, the major share of Delhi migrants was from Uttar Pradesh (48.2 per cent), Haryana (15.5 per cent), Rajasthan (7.6 per cent), Punjab (9.8 per cent), Madhya Pradesh (2.4 per cent). Keeping this in view the suitability of various urban areas falling between 100 and

400 km. radius from Delhi and forming part of the 5 Northern States of Punjab, Rajasthan, Madhya Pradesh and Uttar Pradesh, was taken up for detailed consideration. After a process of multi-stage scanning, the following 5 Counter-magnet areas were selected by the Board :

- i) Hissar (Haryana)
- ii) Patiala (Punjab)
- iii) Gwalior (Madhya Pradesh)
- iv) Kota (Rajasthan)
- v) Bareilly (Uttar Pradesh)

5. Broad policy guidelines for development of counter-magnet areas :

The broad policy guidelines for development of these 5 counter-magnet areas in terms of the roles to be played by the respective State Governments and the Board, have been stipulated in the NCR Plan document. Central assistance would be related, primarily, to the strengthening of regional linkages (especially transport and communications) and for carrying out pre-investment studies. On the other hand, the strengthening of economic base functions and the upgradation of physical and social infrastructure would largely be left to the initiative of the concerned State Governments who would need to immediately take steps to strengthen the organisational capacities of local bodies and/or development authorities in the selected cities and provide adequate financial resources for development : firstly, by taking advantage of Central Schemes (such as IDSMT etc.) and institutional credit (such as HUDCO); secondly, by attracting corporate sector investment through appropriate packages; and thirdly, by facilitating resource generation at the local level through the creation of a special fund, called the development fund, accessible to local authorities. It is envisaged that with all these resources, the development fund should be able to finance a balanced combination of remunerative self-financing and social welfare programmes ensuring that remunerative programmes, are designed to have sufficiently short gestation periods, which would facilitate through the generation of quick cash flows, the cross-subsidisation of the various non-remunerative assets required to be built up separately.

It goes without saying that in addition to concerted efforts of the Centre, State and local governments, the success of the development programmes would depend upon the support of the public and private participation.

6. Financing Mechanism :

The NCR Planning Board in its meeting held on 30th September, 1991, has approved a scheme for financial assistance for development of phased 5 Counter-magnet areas (copy of the Scheme is enclosed).

As envisaged in the Paras 4 & 5 of the Scheme, the respective State Government have been requested to draw up an action plan indicating the various financial implications and also the details of the projects to be undertaken during the current financial year. They have also been requested to constitute a Projects Sanctioning Committee at the town level (which would include one nominee of the NCR Planning Board) to sanction schemes to be taken up of the development fund for the town. The Projects on Sanctioning and Monitoring Group (PSMG) of the Board would accordingly consider release of matching assistance for the funds during the current year after the following actions have been taken by the State Governments :

- i) Finalisation of the development plan for the Counter-magnet town;
- ii) Constitution of Project Sanctioning Committee at the town level;
- iii) Preparation of Annual Action Plan;
- iv) Allocation by the State Government of its matching share in the Development Fund for the Counter-magnet area.

7. Status of Financial assistance by the Board :

The status of compliance with respect to the above requirements and the extent of financial assistance provided/released by the Planning Board, in each cases is found to be as follows :

i) Patiala :

The State Government has complied with all the prescribed conditions and accordingly a sum of Rs.1 crore was released by the NCR Planning Board for being credited to the development fund. While some progress has been achieved in the implementation of the first Annual Action Plan the initial kitty of Rs.2 crores has yet to be completely invested.

ii) Hissar :

The formulation of the development plan is still in process and the development fund is yet to be

set up. Hence the question of any money being released by the Board at this stage does not arise.

iii) Kota

The Development Plan for the Kota Counter Magnet has been approved by the Board and the Government of Rajasthan has constituted the prescribed Project Sanctioning Committee. The State Government has also agreed to release Rs.2 crore for the implementation of the Development Plan by way of its matching contribution in 1993-94. However, this will have to await the constitution of the Counter-Magnet Development Fund for Kota. The State Government is also yet to prepare an Annual Action Plan for 1993-94/1994-95. In anticipation of these 2 developments, NCR Planning Board has budgeted for release of Rs.2 crore in the current financial year.

iv) Gwalior :

Government of Madhya Pradesh has fulfilled all 4 pre-conditions and a sum of Rs.1 crore was accordingly released in 1991-92 as the Board's contribution to the Development Fund for Gwalior. However, no concrete physical and financial progress has been reported thereafter with regard to implementing the first Annual Action Plan.

v) Bareilly :

Government of Uttar Pradesh has completed all the formalities except for the constitution of the Development Fund. Pending the same, NCR Planning Board has budgeted for the release of Rs.1 crore as its contribution to the Development Fund of Bareilly in 1993-94.

SCHEME FOR FINANCIAL ASSISTANCE FOR DEVELOPMENT OF COUNTER-MAGNET TOWNS

Background

(1) Section 8 (f) of the NCR Planning Board Act, 1985 provides that the Board has powers to select, in consultation with the State Governments, any urban area, outside the National Capital Region having regard to its location, population and potential for growth, which may be developed in order to achieve the objectives of the Regional Plan. Accordingly, the Board has identified the following towns as counter-magnet areas for development:

- i) Hissar in Haryana
- ii) Gwalior in Madhya Pradesh
- iii) Patiala in Punjab
- iv) Kota in Rajasthan
- v) Bareilly in Uttar Pradesh.

(2) The counter-magnet areas are envisaged to play two distinct and mutually complementary roles, namely:

- i) as the future interceptors of migratory flow to NCR.
- ii) as regional growth centres in the region of their setting which would help to achieve a balanced pattern of urbanisation.

Further, the NCR Plan - 2001 envisages the development of counter-magnet areas as a collaborative and participatory effort requiring the State Governments to prepare an integrated long term programme and its phasing, coinciding with five year plans.

(3) Pattern of Financial Assistance

The report of the Working Group on the Investment Plan for VIII Five Year Plan - 1990-95 (which has since been approved by the Board) has provided for setting up of a Fund for the development of the five Counter-Magnet Areas during the VIII Plan period. The Fund for each counter-magnet area would be of Rs.20.00 crores, contribution to which would be made on matching basis by the Board and the respective State Government. This Fund would be called "The National Capital Region Counter Magnet (Name of the town) Development Fund" and hereafter would be referred to as the 'Fund'.

It is proposed that the contribution to the Fund by the NCR Planning Board would be in the shape of interest bearing loans, carrying rate of interest prescribed by the Central Government from time to time. At present, the rate of interest is 10.75% per annum. The loan may be either perpetual or for such period as may be mutually agreed. In case of financial difficulties being faced by the State Government/Implementing Agency, the payment of interest could be re-scheduled at the request of State Government/Implementing Agency. In the accounts of the Implementing Agency, the receipts and utilisation of moneys of this Fund should be separately and distinctly exhibited.

(4) Schemes to be sanctioned from the Fund.

Schemes and projects to be financed out of the Development Funds would be, largely, of remunerative nature and commercially viable. The activities could be both in informal and formal sectors. These should be employment intensive and conform to the policies and objectives of the NCR Plan - 2001. The Board would, if necessary, assist the State Government/Implementing Agencies in the formulation of the projects.

The State Government would, however, submit in the beginning of each financial year an Action Plan indicating financial implication with broad details of the schemes and projects (both on-going and new), to be undertaken during the ensuing year.

(5) Procedure of Sanction of Schemes from the Fund.

Projects will be submitted by the Town Development Authority to a sanctioning Committee to be constituted by the State Government for this purpose. The Committee should include one nominee of the N.C.R. Planning Board. The Board would monitor the implementation of various schemes and projects for which it can request the State Government and the Implementing Agency to submit periodically or as and when required, physical and financial progress reports, as also allow its officers to conduct site inspections.

(6) Maintenance of Accounts of the Fund.

Separate accounts of the Development Fund on proforma basis would be maintained in the formats and guidelines contained in the Annexure A.

ANNEXURE A

(7 Annexure II Agor 2 No. 2)

GUIDELINES FOR MAINTAINING THE ACCOUNTS
THE DEVELOPMENT FUND OF THE COUNTER MAGNET TOWN

1. The Fund shall be called "National
Capital Region Counter Magnet
(Name of the town) Development Fund."

2. RECEIPTS INTO THE DEVELOPMENT FUND:

The following items of receipts shall be credited into the fund:

i) Moneys received from Board in the shape of loans or Grants-in-aid.

ii) Moneys provided by the State Government either as loan or Grant-in-aid or by the Implementing Agency out of their own resources, not less than the moneys received from the Board.

iii) Moneys raised by the Implementing Agency for the purposes of the Fund.

iv) Revenue generated by the schemes by sale of plots(residential/commercial), sale of residential flats, sale of shops, etc.

v) Miscellaneous receipts such as interest on deposits of the fund kept in bank or in other financial institutions.

3. UTILISATION OF THE FUND

Moneys received into the Fund may be utilised for the following purposes:

- i) Acquisition of land.
- ii) Development of land
- iii) Construction of shops, industrial sheds, etc.
- iv) Payment of interest and repayment of principal in respect of loans contributed by the Board/State Government.
- v) Any other expenditure with the approval of the Board.

4. MAINTENANCE AND SUBMISSION OF ACCOUNTS OF THE FUND:

The incurring of expenditure on the schemes, their accounting and auditing shall be done in accordance with the rules, regulations and procedure of the Implementing Agency. In addition, the accounts of the Fund shall be maintained on proforma basis in Form 'A' (enclosed) on month to month basis and submitted to the Board at the end of each quarter, showing progressive figures.

The State Govt./Implementing Agency shall submit a Statement of completed schemes in Form B (Enclosed).

5. INSPECTION OF THE ACCOUNTS :

The Board shall have the authority to inspect the accounts of the Fund or call for any information that may be considered necessary by the Board in this behalf.

MONTHLY STATEMENT OF RECEIPTS AND PAYMENTS & UTILISATION OF N.C.R. COUNTER-MAGNET (NAME OF TOWN) DEVELOPMENT FUND

NAME OF THE IMPLEMENTING AGENCY:

MONTH:

RECEIPTS

PAYMENTS AND UTILISATIONS

NO.	Sub-head	during the month	Progressive total	S.No.	Sub-head	during the month	Progressive total	
		Rs.	Rs.			Rs.	Rs.	Rs.
1	2	3	4	5	6	7	8	
	Balance b/f from previous month			1.	Acquisition of land			
2.	Loan assistance received from NCR Planning Board			2.	Development of Land			
3.	Grants-in-aid/ other receipts from the Board			3.	Construction of shops/sheds etc.			
4.	Loan Assistance/Grants-in aid received from the State Government.			4.	Payment of Interest on loans taken from NCR Planning Board/ State Government.			
5.	Contribution from Implementing Agency.			5.	Repayment of loan taken from N.C.R. Planning Board/State Government.			
6.	Sale proceeds of Plots, Shops, Sheds etc.			6.	Misc. expenditure (residual heads for Misc. expenditure to be indicated objectwise).			
7.	Interest on Banks deposits & other financial institutions			7.	Total (Col.8)			
8.	Transfer of Funds from other sources/Schemes			8.	Balance carried forward			
9.	Total (Col.4)						

Note: Please furnish the following information by way of footnote to this proforma, giving year-wise break up:

- (a) Total up-to-date assistance received from the NCR Planning Board.
 (i) Loan (ii) Grant-in-aid
- (b) Total up-to-date assistance received from the State Government:
 (i) Loan (ii) Grant-in-aid

FORM 'B'

NATIONAL CAPITAL REGION COUNTER-MAGNET (NAME OF TOWN)
DEVELOPMENT FUND

STATEMENT OF COMPLETED SCHEMES FOR THE YEAR

NAME OF IMPLEMENTING AGENCY

1. Name of the Scheme:

2. Estimated Cost Date of Start Date of Completion

3. Actual Expenditure:

i)

a) Cost of Acquisition of Land:-----

b) Cost of Development of Land:-----

c) Cost of Constn. of shops/
sheds etc:-----

Sub-Total (i)

ii) Departmental charges levied
on percentage basis as per
rules of the Agency:-----

iii) Interest on borrowed Capital-----

iv) Other Misc. expenditure:-----

Total (i), (ii), (iii) & (iv)-----

4. Amount of Revenue generated:

a) Sale of Plots/Shops etc.-----

b) Misc. receipts-----

Total receipts (a+b)-----

5. Net accretion to the Fund
(difference of Col. 3 & 4)

(See Agenda Item No. 6)

STATEMENT SHOWING THE RECOMMENDATIONS MADE BY THE SUB-COMMITTEE AND THE DECISIONS TAKEN BY THE PLANNING COMMITTEE THEREON.

ISSUES:

1. Identification of economic activities which could form a part of the core-economic activity in each of the 10 new proposed townships in NCR.
2. Drawing up a set of policy incentives and guidelines which could be uniformly adopted by both Delhi Administration and the respective development agencies of the member States in order to help operationalise these core-economic activities in the said new townships in a time-bound manner.

RECOMMENDATIONS OF THE SUB-COMMITTEE

Annexed (Appendix 'A').

PACKAGE OF INCENTIVES :

To encourage units to locate in the new towns the following package of incentives are recommended:

- a) Priority for allotment of land be given to existing units who are willing to shift outside Delhi.

a) Accepted. Furthermore to assist in the process of preferential allotment of alternative industrial sites to the manufacturing units proposed to be closed down in Delhi. GNCT-Delhi may furnish lists of such small-scale units to the concerned State Governments and their agencies, who may in turn make immediate arrangements to allot suitable sites to such of these entrepreneurs who are willing to shift their manufacturing operations to the trans-Delhi area of NCR.

- b) The land so provided be given at a rate less than the current market rate i.e. a predetermined rate based on the cost of land acquisition and development (as also incidental administrative charges).

b) The land so provided may be allotted at a rate less than the current market rate i.e. a predetermined rate based on the cost of land acquisition and development (as also incidental administrative charges).

- c) Early possession of this land be given to the owners so that the entrepreneurs are able to undertake internal development of the land.

c) Accepted.

- d) Proper infrastructure required for functioning of the industry to be developed by the concerned public agencies. d) Accepted.
- e) The land so allotted be more than the existing areas so as to allow for renovation/modernisation and technical development depending on the need of each unit. e) Accepted.
- f) Entrepreneurs be allowed to retain part of their existing lands within the land provisions of the Master Plan from where the units are shifting and the said land be allowed to be developed by the owners as per provisions and land uses under the Master Plan. f) Accepted subject to following: In the case of a small-scale industrial unit proposing to relocate in notified NCR industrial estates outside Delhi, the entrepreneurs may be allowed to convert the use of his existing premises to a suitable alternative land use covering commercial-cum-residential purposes, as an incentive to such shifting of his manufacturing operations. The relevant provisions of MPD-2001 may accordingly be amended, if need be.
- g) Land be also provided for developing housing facilities, on priority, for the workers and officers in the vicinity of relocation site. g) Accepted.
- h) Financial institutions may be requested to examine provision of loans on soft terms for shifting units. This could be in terms of greater moratorium, lower rate of interest and longer period of repayments etc. comparable to those extended for rehabilitation of industrial units, within the respective State/NCT Delhi. h) Accepted.
- i) Exemption from Central and local sales tax and local octroi for five years as is given to new units be extended to those units which shift. i) Accepted. (The exemption should be provided as per the industrial policies of the respective State Governments).
- j) Rebate in electricity and water charges be given to the units which shift. j) -do-
- k) exemption from property tax for a period k) -do-

upto five years be given to such units which shift.

3. Suggesting the institutional machinery to be set up to ensure joint action for timely implementation in each and every case.

INSTITUTIONAL MACHINERY:

It was felt that such a mechanism could only be worked out when detailed time-bound functional plans for different sectors of core-economic activities are prepared. This mechanism will, however, differ from case to case. In general, it was felt that a mechanism consisting a mix of following may help to achieve the required objectives;

1. Guidelines which establish 'give and take' relationship between the 'exporting authority' (i.e. Delhi Administration) and the receiving authority (i.e. concerned State Government). This will include a package of incentives and concessions offered by these authorities and also who is to do what, which is duly elaborated in the shape of a resolution of the Board.

1. Accepted.

2. Setting up of 'joint venture' projects by various agencies of Delhi Administration with their counter-parts in the States (the relationship for such joint ventures to some extent can be covered in the guideline) as in 1. above.

2. Accepted.

It is also proposed that a high-level Committee under the chairmanship of Chief Secretary, GNCT-Delhi with Member Secretary, NCR Planning Board, Secretary, (L&B) Delhi Administration, Vice-Chairman, DDA and also Secretaries of all urban development authorities of the Haryana, Rajasthan & U.P. Sub-regions as members be constituted so as to monitor the dispersal of industries and wholesale trade from Delhi, as per a phased time-bound programme.

4. Action Programme for the New Township-Linkages with NCT of Delhi.

4. Annexed (Appendix 'B')

4. Our specific proposals with regard to the recommendations relating to the three main employment generating activities are as under :-

a) Industry

a) Industries: Accepted with the

modification that the committee under the Chief Secretary, GNCT-Delhi to monitor the shifting of economic activities as proposed vide issue- (3) above, be constituted.

- b) Central Government offices & Public Sector Undertakings and institutions.

- c) Wholesale trade & commerce.

b) The Central Government Offices/PSUs; Accepted, except for b (1). It may be mentioned here that as per the resolution passed in the 14th meeting of the NCR Planning Board, an inter-government/inter department committee under the Secretary, Urban Development is proposed to be set up to monitor the relocation of these offices within NCR.

- c) Wholesale Trade & Commerce:

Accepted.

Suggested Locations for the Core-economic Activities

Annexure IV
Agenda Item
No. 6

<u>Name of the Towns</u>	<u>Core-economic activities</u>
1. Meerut	(i) Industry (ii) Govt. and Public sector offices (iii) Wholesale Trade - Textile & Readymade garments (iv) Informal sector - sport goods - handlooms - scissors and blades
2. Hapur	(i) Industry (ii) Wholesale trade - Foodgrains - Fruits and vegetables
3. Bulandshahr	(i) Industry
4. Khurja	(i) Industry (ii) Informal sector - pottery & ceramics
5. Palwal	(i) Industry (ii) Inland Container Depot
6. Rohtak	(i) Industry (ii) Govt. & Public sector offices (iii) Wholesale trade - textiles & readymade garments
7. Panipat	(i) Industry (ii) Wholesale trade - food grains; fruits & vegetables (iii) Informal sector - Handloom
8. Rewari	(i) Industry (ii) Wholesale trade - Fuel Oil (iii) Informal sector - Brass wares
9. Dharuhera	(i) Industry (ii) Wholesale trade - Hardware and building material
10. Alwar	(i) Industry (ii) Govt. & Public sector offices (iii) Wholesale trade - building material (iv) Informal sector - leather work - Murtikari - Potteries - carpet weaving

- | | |
|-----------------|--|
| 11. Bhiwadi | (i) Industry
(ii) Wholesale trade
- Hardware and building material |
| 12. Bahadurgarh | (i) Industry |
| 13. Kundli | (i) Industry
(ii) Wholesale trade
- fruits and vegetables |

45

(of Appendix A of General Scheme)

Core-economic activities in the new township-
linkages with NCT of Delhi - Action programme.

The new strategy approved by the NCRI-B envisages that the new townships which are to be developed should be centred around core economic activities. As a part of the dispersal process, definite linkages will have to be developed as far as possible, between the other activities to be developed in the new townships and those activities which are identified for relocation out of Delhi. The committee discussed this issue in the light of various activities which have already been identified for relocation out of Delhi. The action programme suggested by the committee in respect of the three major employment generators in Delhi viz. Industry, Central Government and Public Sector Offices and Trade and Commerce is as follows:

(a) INDUSTRY

In the Delhi Master Plan-2001 certain recommendations have been made with regard to shifting of non-conforming industrial units outside Delhi such as heavy, large and hazardous and noxious units. Industries Department of Delhi Administration, has identified 10 hazardous/noxious units in the first instance and notices have already been issued that these are to be closed down by 31st July, 1993. Besides this, Industries deptt. has also identified 1476 polluting units and submitted this list to Delhi Development Authority. Out of these 1476 units, 258 units are identified as noxious/hazardous in nature. Following action programme is proposed in such cases:

- i) In case of 10 units, the Industries Department of Delhi Administration would write to each individual unit to contact the Industries Departments/Industries Development

Corporations of the participating States NCR for allotment of land in the Priority Towns. The allotment of land to those people whose industries have been closed down in Delhi is to be made on pre-ferential basis and while locating their industries in these towns they will have to abide by the local environment and pollution control measures.

ii) The list of 258 industries pertaining to noxious/hazardous out of 1476 are required to be further scrutinised by Delhi Administration/Delhi Development Authority and notices to be given as per the legal provisions and the same procedure as mentioned at (i) could be followed.

iii) A sub-committee consisting of members from Industries Deptt., Delhi Administration, Delhi Development Authority, and the NCR Planning Board be constituted by the NCR Planning Board to regularly monitor and coordinate the programme of action. The representatives of the State Governments can also be co-opted in this committee, as and when required.

(b) Central Government and Public Sector offices and institutions.

The policies with regard to location of Central Government and Public Sector Offices in the Regional Plan - 2001 as well as in the MPD-2001 envisages that in Delhi only those offices are to be allowed which perform liaison, protocol and ministerial functions, which by their nature cannot be performed anywhere else except in the National Capital. In the process of identification of Public Sector Offices based on the criterion laid

down in the Regional Plan - 2001 a high powered committee under the chairmanship of Cabinet Secretary was constituted by Government of India in 1986. The committee has identified 24 Public Sector Offices which are to be shifted out of Delhi. Beside this, Ministry of Urban Development has also identified 13 Government offices . Following action programme is suggested in this regard.

i) Primarily, the responsibility to shift these identified Government and Public Sector offices would rest with Ministry of Urban Development. But, since MPD-2001 also contains similar restrictions with regard to location of these offices, Delhi Development Authority could now initiate appropriate action in accordance with the legal enforcement provisions for shifting of these offices out of Delhi.

A time bound programme in this regard is to be prepared by the Delhi Development Authority in consultation with the Ministry of Urban Development.

ii) Some of the towns in NCR viz. Meerut in U.P. Sub-region, Rohtak in Haryana Sub-region and Alwar in Rajasthan sub-region have very good physical and social infrastructure and developed land for offices, institutions and housing for the employees is available at much cheaper rates in these towns. These offices in turn may contact concerned development agencies e.g. Meerut Development Authority (MDA), Haryana Development Authority (HUDA) and Urban Improvement Trust (UIT), Alwar for allotment of land for office accommodation and housing at these places.

iii) Besides making provision for housing for the employees, other incentives in the form of CCA, HRA etc. as given to employees working in Delhi, should be given to employees who may be affected by this shifting. Other incentives such as allowances for study of children etc. as recommended in the Regional Plan-2001 should also be thought of. The action in this regard is to be initiated by NCRPB.

(iv) Institutions of National/Regional importance with requirement of extensive areas (say 2 acres or more) should not be located in Delhi. They should be considered for location in DMA/Priority towns. DDA to consider adopting this as policy for institutional land allotment.

c) Wholesale Trade & Commerce.

- i) New wholesale markets should be developed in the Priority/DMA Towns as per the locations suggested by the Consultants in the study sponsored by NCRPB.
 - ii) The possibility of joint collaboration of the agencies of Delhi Administration e.g. Delhi Agricultural Marketing Board etc. with their counter-parts in the concerned participating States should be explored.
-

R.K. TARKAR

ANNEXURE V

(See Agenda Item No. 17)

D.O.No.3/PA/SE/92/

13th August, 1992

T/1A/

⑥ National Capital Region Plan 2001, which aims at decongesting Delhi and ensuring a balanced regional development of NCR, stipulates that towns in the NCR will be provided social and physical infrastructure at a par with that in Delhi.

We are given to understand that a number of promoters of educational institutions are chosing not to promote private educational institutions in NCR towns because of their disinclination to affiliate them to the local Universities. They would much rather like to affiliate such institutions to Delhi University or Jawahar Lal Nehru University.

We are wondering whether it will be possible to provide for such affiliation to the University of Delhi and J.N.U. If necessary, suitable amendments in the statutes could be made.

We are given to understand that affiliating educational institutions situated outside Delhi to these Universities will not be without a precedent because some of them located in Sikkim and Bhutan have been granted affiliation.

Yours sincerely,

(R.K. TARKAR)

Shri S.V. Giri,
Secretary (Education),
Government of India,
Ministry of Human Resource Development,
Shastri Bhavan,
New Delhi.

Copy:

✓ Member Secretary,
NCR Planning Board,
Govt. of India,
New Delhi.

He is also requested to follow up the matter with the Ministry of Human Resources Development.

(R.K. TARKAR)
Chief Secretary

(See Agenda Item no. 7)

(PROTOTYPE letter addressed to Chief Secretaries of Haryana, Rajasthan & Uttar Pradesh by M.S., NCR Planning Board)

No.K-14011/59(AP)/92-NCRPB

22.12.92

We have been given to understand that the sponsors of private educational institutions are not very willing to open new colleges in the NCR Towns unless they could be affiliated to Universities in Delhi, particularly Delhi University and Jawaharlal Nehru University.

The matter has been referred to Ministry of Human Resource Development by Chief Secretary, Delhi Administration and is under their consideration. Tentatively, however, Government of India has responded by pointing out that for such an option to be made available, suitable amendments would have to be made not only to the Delhi University Act and Jawaharlal Nehru University Act, respectively but also the concerned statutes of those Universities in Haryana, Rajasthan and Uttar Pradesh under whose territorial jurisdiction the concerned NCR Colleges would ordinarily fall. In order to enable Govt. of India to examine the full implications thereof, information is required regarding the number of such institutions in the NCR satellite towns which are desirous of seeking affiliation with DU/JNU, either immediately or in the near future. The State Govts would also need to take a policy decision on the matter of amending the concerned varsity statutes so as to provide for such option for affiliation of their local colleges falling within NCR to Delhi University/JNU.

I shall be grateful if you could let us know of your State Government's view-point on this, all important question, which doubtless has positive implications for the speedy achievement of NCR goals and objectives, and also furnish us with details of the various universities and colleges involved vis-a-vis your sub-region of NCR, at the earliest.

Yours sincerely,

Sd/-

(Cecil Noronha)

MINUTES OF THE MEETING HELD ON 6-11-92 UNDER THE CHAIRMANSHIP OF JOINT SECRETARY (U & HE) TO DISCUSS THE PROPOSAL FOR AFFILIATION OF EDUCATIONAL INSTITUTIONS IN NCR TOWNS TO THE UNIVERSITY OF DELHI/JAWAHARLAL NEHRU UNIVERSITY.

A meeting was held on 6-11-1992 at 11-00 A.M.

in Sheetri Bhawan, New Delhi under the Chairmanship of Sh. D.S. Mukhopadhyay, Joint Secretary (U & HE), Department of Education to discuss the proposal received from the NCR Planning Board for affiliation of educational institutions in the NCR Towns to the University of Delhi/JNU.

2. The following were present:

1. Sh.S.R. Arya,
Secretary (Education),
Delhi Administration.
2. Sh. S.N. Jha,
Secretary (Higher Education),
Government of Uttar Pradesh.
3. Sh. K.D. Srivastava,
Joint Secretary (Higher Education)
Government of Uttar Pradesh.
4. Smt. S. Jakhu,
Director (Higher Education),
Government of Haryana.
5. Prof.S.K. Wasan,
Registrār,
University of Delhi.
6. Prof.K.P.S. Unny,
Registrar,
Jawaharlal Nehru University.

No representative came from the Govt. of Rajasthan.

3. At the outset, the Chairman explained the proposal by stating that to contain the multifaceted pressures on Delhi due to increasing population, a Metropolitan Region now called the National Capital Region comprising

12/

parts of Uttar Pradesh, Haryana and Rajasthan with Union Territory of Delhi as the core has been demarcated and with the consent of the concerned State Legislatures the National Capital Region Planning Board Act has been passed by Parliament and the National Capital Region Planning Board has been created under this Act in March, 1985. A comprehensive Regional Plan-2001 has been drawn up by the NCR Planning Board which has come into force with effect from January 1989. The Regional Plan provides for (i) the shifting and relocation of certain employment generating activities and (ii) improving and upgrading the social and physical infrastructure in the NCR towns like Ghaziabad, Noida, Faridabad-Ballabgarh, Gurgaon, Bahadurgarh and Kundli so that the facilities available in these towns could be rated on par with those available in Delhi. In this background, the Member Secretary, NCR Planning Board has requested the Government of India to consider affiliation of colleges and other educational institutions in NCR towns to University of Delhi or J.U. The meeting was convened to discuss the administrative as well as legal aspects of this proposal. He drew the attention of the members towards the letter dated 2.9.92 received from the Member Secretary, NCR. He then invited the participants of the meeting to express their views in this regard.

4. The representative of Delhi Administration mentioned that Delhi has reached a stage which does not allow further expansion of facilities and the necessity of

/3/

decongestion of Delhi to nearby towns is acutely felt by all concerned. The NCR has to be developed in a way to shift and relocate certain employment generating activities such as public sector (including Government) offices, wholesale trade markets, commercial undertakings and industries etc, from Union Territory of Delhi to various important towns in the NCR. But such shifting will not be feasible as long as the facilities available in these towns vis-a-vis the Union Territory of Delhi are not equal. Education is one of such facilities. Private organisations are not keen to open new colleges in the NCR towns if they are to be affiliated to the local Universities. They want affiliation of such colleges to Delhi University/JNU. There are specific proposals from the organisations for opening of degree colleges in NOIDA if they are permitted to affiliate these colleges to Delhi University. Other organisations may also come forward to open colleges in the NCR towns if provision of their affiliation to Delhi University/JNU is made.

5. The representative of the Government of Haryana opposed the proposal on the ground that it was based on an erroneous presumption that the standard of the Universities in NCR States is lower than that of Delhi University/JNU. There are two Universities in the State- M.U. University, Rohtak and Kurukshetra University, Kurukshetra. Most of the colleges of the State are affiliated to M.U. University. Despite its being of

(4)

recent origin, this is doing well and a number of private organisations are willing to open new colleges in the State with the affiliation to this University. In fact, a large number of proposals for opening of new colleges in the State are pending with the State Government. The State Government is not inclined to open more colleges in the State at this stage and they are thinking of consolidating the existing college before starting new colleges.

6. The representative of Government of Haryana was also of the view that the proposal to affiliate the colleges of NCR towns to Delhi University or JNU was not feasible also. If colleges are affiliated to Delhi University, the M.U. University will be left with a very limited territorial jurisdiction which would reduce the prestige of the University. There was an apprehension that the colleges in the territorial jurisdiction of Kurukshetra University may also demand for their affiliation with Panjab University, Chandigarh. As has been stated in the letter of the Member-Secretary, NCR Planning Board the proposal is to attract migrants from the capital city and elsewhere to these colleges, the local students of Haryana would not be benefited by opening of such colleges which would be affiliated to Delhi University or JNU. Besides, such colleges would attract students from out of the NCR towns also and the same congestion would start in these colleges as has so far been in Delhi colleges. The State Government will be facing some

(5)

administrative problems also if such affiliation is permitted. For instance, the colleges affiliated to Delhi University may have a fee structure different from that of the colleges affiliated to M.U. University or Kurukshetra University and it will be difficult for the State to maintain equity among these colleges. It was mentioned that the State Government will need some more time to examine all the implications of the proposal.

7. The representative of the Government of Uttar Pradesh stated that three districts i.e. Ghaziabad, Bulandshahar and Meerut are included in the National Capital Region. There are more than 20 non-governmental and three Government colleges located in these districts. Salaries of staff of all these colleges is paid by the State Government. Due to constraint of resources the State Government is not in a position to open new colleges in the region at this stage. They, however, need some more time to examine details of the proposal for affiliation of private colleges to be opened in NCR towns to Delhi University or JNU.

8. The Registrar, Delhi University stated that though the University community may have difficulties to accept the proposal, there was a need for such a thing. At present there are about 70 colleges in Delhi and it is very difficult for the University to look after these colleges. They had to face various problems while starting the South Delhi Campus of the University and their problems will increase if the colleges of NCR towns are

(6)

also allowed to be affiliated to the Delhi University. But still there is need to consider this proposal seriously. Delhi University have a number of courses which are not available in the Universities of the NCR States. So, a large number of students from out of Delhi are tempted to join Delhi University. If the colleges in NCR towns are affiliated to Delhi University it would ease out the pressure on Delhi colleges to a large extent.

9. The Registrar, Jawaharlal Nehru University while acknowledging the need of upgradation of standard of educational institutions located in NCR towns explained that JNU does not have undergraduate courses or colleges affiliated to it. If the colleges of NCR towns are to be affiliated to this University the entire character of the University will have to be changed. It would not be so easy. So affiliation of these colleges to JNU is a very difficult proposition. Therefore, he was of the view that instead of their affiliation to Delhi University/JNU, local Universities should be strengthened by investing more funds, introduction of new courses and academic exchanges etc., so that their standard could be brought on par with that of the Delhi University.

10. The Chairperson summed up the discussions by stating that the proposal requires to be considered in more details with reference to the provisions available under the NCR Planning Board Act and the Acts of the State Universities having jurisdiction on the colleges

(7)

of NCR towns. The State Governments should address themselves to the question whether all colleges in the NCR towns should be affiliated to the University of Delhi or status-quo be maintained in respect of the existing colleges and the new private colleges be affiliated to Delhi University-compulsorily or optionally? He requested the concerned State Governments to finalise their views on this issue at the earliest and intimate the Ministry within a month. A followup meeting with the representatives of the concerned State Governments and the Universities will be taken thereafter to decide the issues as necessary.

11. The meeting ended with a vote of thanks to the Chair.

(See Hyderabad No. 7)

MINUTES OF THE MEETING HELD ON 06-04-1993 UNDER THE CHAIRMANSHIP OF SHRI D.S. MUKHOPADHYAY, JOINT SECRETARY (U & HE) IN THE DEPARTMENT OF EDUCATION, GOVERNMENT OF INDIA TO DISCUSS THE PROPOSAL FOR AFFILIATION OF EDUCATIONAL INSTITUTIONS IN NCR TOWNS TO THE UNIVERSITY OF DELHI.

A meeting was held on 6-4-1993 at 3.00 P.M. in Shastri Bhawan, New Delhi under the Chairmanship of Shri D.S. Mukhopadhyay, Joint Secretary (U & HE), Department of Education to discuss the proposal for affiliation of educational institutions in the NCR towns to the University of Delhi. The following were present:

- | | |
|-----------------------|--|
| 1. Shri P.M. Nair, | Secretary, Education,
Delhi Administration. |
| 2. Shri R.C. Aggarwal | Chief Regional Planner,
NCR Planning Board. |
| 3. Shri J.N. Barman | Associate Town Planner,
NCR Planning Board. |
| 4. Prof.S.K. Wasan | Registrar,
Delhi University. |

Leave of absence was requested for by the representatives of Haryana and Uttar Pradesh Governments. None came on behalf of Rajasthan Government.

2. The following points emerged during discussions:-

(a) The Delhi Administration is reported to have received only one request from Sushant School of Art and Architecture, Sushant Lok, Gurgaon for establishment of a College of Planning & Architecture in Gurgaon for affiliation with Delhi University. There are no other proposals indicating dis-inclination by sponsors to set up colleges in NCR areas unless they are affiliated to Delhi University.

(b) It was seen that the National Capital Region Board under 1985 Act provides as follows:-

*7. The functions of the Board shall be -

- (a) to prepare the Regional Plan and the Functional Plans;
- (b) to arrange for the preparation of Sub-Regional Plans and Project Plans by each of the participating States and the Union Territory;
- (c) to co-ordinate the enforcement and implementation of the Regional Plan, Functional Plans, Sub-Regional Plans and Project Plans through the participating States and the Union Territory;
- (d) to ensure proper and systematic programming by the participating States and the Union Territory in regard to project formulation, determination of priorities in the National Capital Region in accordance with stages indicated in the Regional Plan;
- (e) to arrange for, and oversee, the financing of selected development projects in the National Capital Region through Central and State Plan funds and other sources of revenue.

17.(1) Each participating State shall prepare a Sub-Regional Plan for the sub-region within that State and the Union Territory shall prepare a Sub-Regional Plan for the sub-region within the Union Territory.

(3) A Sub-Regional Plan may indicate the following elements to elaborate the Regional Plan at the sub-regional level, namely:

- (e) priority areas at sub-regional level for which immediate plans are necessary;
- (g) any other matter which is necessary for the proper development of the sub-region.

27. The provisions of this Act shall have effect notwithstanding anything inconsistent

A PROPOSAL FOR CREATION OF NATIONAL CAPITAL

REGION UNIVERSITY

Prof. S.K. Khandelwal
Registrar, D.U.INTRODUCTION

The National Capital Region (NCR) extends over an area of 30,242 sq. kms. in Haryana, Rajasthan, Uttar Pradesh and Delhi. The NCR Planning Board was constituted under the National Capital Region Planning Board Act 1985 passed by the Parliament in January 1985. The main objectives of the Regional Plan of the Board are evolving harmonised policies for control of land used and development of infrastructure in the NCR so as to avoid any haphazard development of the region and achieving a manageable Delhi by 2001 A.D. In the NCR Region, Delhi, the mother city has almost all types of higher educational and research facilities, perhaps the best available in the country. Delhi has got three central universities namely University of Delhi, Jawaharlal Nehru University and Jamia Millia Islamia University. In addition to these central universities, Delhi has Indian Institute of Technology, Jamia Hamdard (deemed University), Indian Statistical Institute etc. There are a large number of colleges at Meerut, Ghaziabad. In Haryana, Rohtak town has a University of its own and several state level institutions. Some of the sub-regions of the area like Rohtak, Meerut and Alwar are large sized urban centres. In view of large growth of population in Delhi and its neighbouring towns, the existing facilities available at the above mentioned educational institutes/universities, particularly in respect of higher education, are inadequate. There is a growing tendency to rush to Delhi University for admission to its various courses. Besides local population of Delhi and several other sub-regions of NCR, there is a large number of students coming from other states who are keen to get higher education from Delhi University or one of its colleges. There has been consistent demand for increase

.....2/-

in number of colleges and number of courses but the Delhi University has almost reached a point of saturation with the student strength of about 1,86,000, more than 70 colleges and 50-60 departments.

Recently, while considering a proposal for affiliation of educational institutes of NCR towns to the University of Delhi at several meetings in the Ministry of Human Resource Development with the representatives of NCR Board and Education Secretaries of the states and the Union territory of NCR region, it was felt that there was no further scope of expansion of Delhi University in respect of creation of new colleges or granting affiliation to some of the existing colleges in the NCR region. It was also felt that private organisations are not keen to open new colleges in the NCR towns in case they were to be affiliated to the local universities. Many organisations may come forward to open colleges in the NCR towns if there is a provision of their affiliation to the University of Delhi. In view of the constraints of Delhi University Act and other limitations, it is not possible to grant such an affiliation to the Delhi University for such colleges. It was proposed to have a new University called "NCR University", which could meet such a requirement of granting affiliation to existing colleges in the NCR region and creating new colleges in this region with affiliation to a university having a standard comparable to that of Delhi University.

Recently, the Supreme Court of India while declaring a judgement in Mohini Jain Vs. State of Karnataka case, directed that "The right to education is a fundamental right....." This judgement has a far reaching implications and generated a serious debate and discussion on how the education system should respond to the same.

The right to education is in fact the right to access to educational institutions. It obviously implies that the state has a duty to fulfil this right at all levels. Many people have raised questions as to whether the enforcement of the right to education means establishment of more and more colleges? The University Grants Commission is a statutory body responsible for the promotion and coordination of university education and the determination and maintenance of its standards. At present, the higher education system consists of institutions set up by the government and also other set up by private agencies/trusts. The National Policy on Education was formulated in 1968 with the submission of the report of the Kothari Commission. Since then there has been considerable expansion of education at all levels. The 1986 Policy declared that the education is a unique investment in the present and future. This 1986 Policy was reviewed in May 1990 by a Committee which recommended several modifications in 1986 Policy. In the later half of 1991 in the context of an acute resource crunch, the Government began exploring means and measures for raising additional resources in order to effect economy in Government expenditure. The system of higher education in the country presently consists of 200 universities and 7,500 colleges but still a lot more is required to be done in order to meet the constitutional responsibility of the state in respect of declaring the right to education as a fundamental right and the Supreme Court's ruling that the state is under a constitutional mandate to provide education at all levels and for all citizens.

ESTABLISHMENT OF NATIONAL CAPITAL REGION UNIVERSITY:

There shall be established a University by the name of "National Capital Region University". The Head Quarter of the University shall be at Delhi and it may establish, maintain, affiliate or provide accommodation to colleges, regional centres and other institutes at such other places in the areas of National Capital Region. This University will have the Acts and Statutes as approved by the Parliament.

OBJECTIVES OF THE NCR UNIVERSITY:

- To provide regular and distance education through various centres, institutes and colleges in the areas of National Capital Region.
- The University shall provide instructions in such branches of knowledge, technology and professions as it may determine from time to time.
- To plan and prescribe courses of study for degrees, diplomas, certificates etc.
- To lay standards for examinations and to hold examinations.
- To confer degrees, diplomas, certificates and to confer honorary degrees or other distinctions.
- To cooperate and seek cooperation of other central universities and institutes in Delhi and other regions of the National Capital Region.
- To organise and conduct refresher courses, workshops, seminars and other in-service programmes for teachers and other non-teaching staff.
- To make provision for research and development in various areas of Science and Technology.
- To enter into memorandum of understanding with other international institutes and foreign universities.

....S/-

AUTHORITIES OF THE UNIVERSITY:

The authorities of the NCR University shall consist of:-

- Executive Council
- Academic Council
- Board of Management
- Board of Examinations
- Finance Committee

The officers of the University shall be:

- Vice-Chancellor
- Pro-Vice-Chancellor
- Director of Colleges
- Director of Examinations
- Registrar
- Proctor
- Finance Officer

- The President of India shall be the Visitor of the University.
- The Vice-President of India shall be the Chancellor of the University.
- The Governor of various states of NCR and the Lt. Governor of Delhi shall be the Rectors of the University and the Chief Justice of India shall be the Chief Rector.

RESOURCES:

- 1) Government Funding
- 2) Admission and Examination Fees
- 3) Endowment Funds
- 4) Education Projects
- 5) Sale of Course materials/Journals

AFFILIATION OF COLLEGES:

The NCR University will lay-down procedure and conditions for affiliation of existing and new colleges. The teaching will be exclusively the responsibility of the concerned colleges. The University shall lay-down course materials and scheme of examinations. The University rules shall provide criteria for choice of subjects and course duration. It is proposed to have computerised examination system with 50 per cent of examinations to be conducted by the respective colleges and 50 per cent examinations on centralised basis.

FACULTIES:

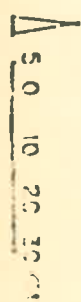
The proposed University may have the following faculties/Centres:-

- 1) Faculty of Business Studies
- 2) Faculty of Engineering
- 3) Faculty of Science
- 4) Faculty of Arts
- 5) Faculty of Commerce
- 6) Faculties of Social Sciences and Humanities
- 7) Faculty of Medical Sciences
- 8) Faculty of Land Management & Rural Development
- 9) Faculty of Computing & Information Sciences
- 10) Faculty of Mathematics
- 11) Faculty of Applied Sciences
- 12) Faculty of Education
- 13) Faculty of Health Studies

- 14) Faculty of Applied Linguistics
- 15) Faculty of Life Sciences
- 16) Faculty of Technology

These faculties may be developed at one central place with their post-graduate departments in various towns of the NCR such as at Panipat, Sonbalkhal, Rohtak, Kalanaur, Rewari, Bawal, Kishanganj, Sikunderabad, Bulandshahr, Meerut, Noida, Gurgaon etc. The undergraduate colleges at various towns of NCR will work independently but their curriculum, syllabi and recruitment of teachers etc. will be coordinated through various departments and faculties. The development of the University may have a modular approach by providing non-specialized training centre/centres at various sub-regions depending upon the need of a particular area. The undergraduate colleges will mainly cater to the local students but the post-graduate departments shall extend their facilities to nearby areas in their neighbourhood. The University may have regional centres in towns like Meerut, Rohtak, Alwar, Noida etc. To begin with, the University may list certain priority towns for faster development. Some of these regional centres may develop into institutions of specialization taking into consideration social infrastructure, population size and auxiliary facilities available in that area.

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Member-Secretary,
Tel. : 3325774
Fax No. : 3320204

IMMEDIATE

(See Page 22 of 27)
NATIONAL CAPITAL REGION
PLANNING BOARD
7th Floor, 'B' Wing,
Janpath Bhawan, Janpath,
दिल्ली-110001
(Ministry of Urban Development)
-13 Delhi-110001

New Delhi-110001

D.O. No.K-14011/59(AP)/92-NCRPB

19-2-1994

Subject: Option for affiliation of National Capital Region Colleges to Delhi University and/or Separate Central NCR University.

Please refer to the correspondence resting with D.O. letter No.F.4-61/92-Desk(U) addressed to me by Joint Secretary (U), Deptt. of Education, Ministry of Human Resource Development dated 26-7-1993 on the subject. A Working Paper prepared in this regard with the assistance of Dr. S.K. Wason, Registrar, Delhi University, was placed before the 31st meeting of the Planning Committee of NCR Planning Board held on 16-12-1993. The Planning Committee has decided that a Task Force set up by Ministry of Human Resource Development which is the nodal ministry for higher education in the country, would be the most appropriate forum for an in-depth examination of the issues involved. I am therefore writing to request you to set up a Task Force comprising the following members:

1. Joint Secretary, Deptt. of Education - Chairman
Ministry of Human Resource Development,
Government of India,
New Delhi.
2. Secretary,
Education Department, Govt. of U.P.
3. Secretary,
Education Department, Govt. of Haryana.
4. Secretary,
Education Department, Govt. of Rajasthan.
5. Secretary,
Education Department, Govt. of NCT Delhi.
6. Registrar, Delhi University, Delhi.
7. Chief Regional Planner,
National Capital Region Planning Board,
New Delhi.

As the matter is of some urgency, Task Force may kindly be set up as soon as possible and asked to submit its report to the NCR Planning Board on priority.

Incidentally, we are given to understand that your Ministry has separately commissioned UGC to examine the issue of establishing a Central University exclusively for affiliation to colleges in NCR (excluding Delhi). Such being the case, it would be useful if the report prepared by UGC in this regard could be made available to the proposed Task Force.

Yours sincerely,

s/c

(Sa)

(CECIL NORONHA)

Shri S.M. Giri,

Secretary, (Education),
Ministry of Human Resource Development,
Department of Education,
New Delhi - 110 001.

Copy to:

1. Shri R.K. Taddar,
Chief Secretary,
Government of National Capital Territory-Delhi,
5, Sham Nath Marg,
Delhi - 110 054.
- ✓ 2. Shri M.C. Gupta,
Chief Secretary,
Govt. of Haryana,
Civil Secretariat,
Chandigarh.
- ✓ 3. Shri T.S.R. Subramanian,
Chief Secretary,
Govt. of U.P.,
Secretariat,
Lucknow.
- ✓ 4. Shri M.L. Mehta,
Chief Secretary,
Secretariat,
Govt. of Rajasthan,
Jaipur.

(CECIL NORONHA)
Member Secretary

(See Appendix No. 8)

Central Public Enterprises/ Undertakings and Schemes of Department
 Financing of Plan Projects
 Annual Plan (1994-95)

15. 07.93)																	
S. No.	Name of the Undertaking/ Scheme	Outlay anticipated / proposed	Estimate of Internal Resources										Extra-Budgetary Resources				Budgetary Support
			Total	Of which component covered by External Aid	Gross Internal Resources (Retained Profit + Depreciation)	Of which amount raised by way of ARB (charges in use price, etc.)	Provision to working Capital	Non-Plan Capital works available for Plan outlay	Net Internal Resources	Bonds/ Debenture	ECB/SC	Inter-Corporate Transfers	Others				
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16		
Eighth Plan (1992-97) (a)																	
1.	LA and LD	1265	-	65	-	-	-	-	-	65	800	-	-	200*	200		
2.																	
3.		1265	-	65	-	-	-	-	-	65	800	-	-	200	200		
Total for all undertakings/ Schemes (a)																	
1992-93 (Actual)																	
1.	LA & LD	8.87	-	10.70	-	-	1.20	-	-	9.50	-	-	-	9.87	10		
2.																	
3.		120.60	-	24	-	-	3.40	-	-	20.60	-	-	-	50	50		
Total for all undertakings/ Schemes																	
1993-94 (Anticipated)																	
1.	LA & LD	413.50	-	15	-	-	1.50	-	-	13.50	300	-	-	50	50		
2.																	
3.		413.50	-	15	-	-	1.50	-	-	13.50	300	-	-	50	50		
Total for all undertakings/ Schemes																	
1994-95 (Proposed)																	
1.	LA & LD	413.50	-	15	-	-	1.50	-	-	13.50	300	-	-	50	50		
2.																	
3.		413.50	-	15	-	-	1.50	-	-	13.50	300	-	-	50	50		
Total for all undertakings/ Schemes																	

(a) Total for the Department for Eighth Plan (1992-97) for outlay (Col. 3), budget support (Col. 16) and internal and extra-budgetary resources (i.e., Col. 11 plus Cols. 12 through 15) should tally with the respective Eighth Plan approved figures shown in Eighth Plan, Vol. 1, Chapter 3, Table 3.19.

LA - Land Acquisition.
 LD - Land Development.

FINANCIAL OUTLAYS : ANNUAL PLAN (1994-95)

MAJOR HEAD--4217 CC-----MINISTRY-----Urban Development-----

SUB-HEAD--CCI NCR-----DEPARTMENT--NCRPB-----

CCI - Other Expenditure

(Rs. crores)

	CENTRAL	CENTRALLY SPONSORED	STATE SECTOR	CENTRAL SHARE	TOTAL
1.				3.	4.
2.					

Eighth Plan (1992-97) (As finalised) (a)

1992-93 (Outlays as Budgetted)	10	10
1992-93 (Actuals)	10	10

1993-94 (Outlay as Budgetted)	20	20
1993-94 (Anticipated)	50	50

1994-95 (Proposed)	50	50
--------------------	----	----

Memo Items : All major heads and sub-heads should be grouped under the relevant Plan Heads of Development as per Budget Documents.

(a) - Total outlay for the Department should tally with the respective Eighth Plan figures as they appear in Eighth Plan, Vol. 1, Chapter 3, Table 3.19.

ANNUAL PLAN (1994-95) - PROPOSALS FOR PROGRAMMES/ PROJECTS TO BE FINANCED BY DOMESTIC RESOURCES (1)

NAME OF UNDERTAKING/DEPARTMENT/MINISTRY :

(Outlay/Expenditure in Rs. crores and Physical Targets/Benefits in relevant units of measurement)																
PARTICULARS	CODE NO.	NATURE AND COMMENCEMENT MAJOR HEAD/ LOCATION OF MINOR HEAD THE SCHEME	ESTIMATED COST	ANTICIPATED BENEFITS (in Units)										REMARKS (Specifically Environmental Measures/ Costs)		
				EIGHTH PLAN (1987-92)	ANNUAL PLAN (1992-93)	ANNUAL PLAN 1993-94	1994-95				Eighth Plan	1992-93 (actual)	1993-94		1994-95 Beyond Eighth Plan	
							Approved Outlay	Actual Expenditure	Approved Outlay	Anticipated Expenditure						
																Original
1.	2.	3.	4.	5.	6.	7.	8.	9.	10.	11.	12.	13.	14.	15.	16.	17.

A-1. Schemes completed during 1992-93/
likely to be completed during 1993-94
(Spill over liability, if any, for 1994-95 and beyond) :

(i)
(ii)
(iii)

TOTAL (A-1)

A-2. Critical Angling

Schemes as on 31.03.1994

(i) LA & LD - - - - - 1265 - 375 120.60 413.50 LA & LD
(ii)
(iii)

TOTAL (A-2) - - - - - 1265 - 375 120.60 413.50 LA & LD
.....

* - Spill over liability refers to such financial commitments which are part of the plan schemes/ projects, but are not after the physical completion of the schemes/ projects.

(1) - Only those programmes/ projects/ schemes be shown in Annexures IV A to IV D, which do not have any external aid component. Rupee counterpart of externally aided schemes, i.e., their total outlay is to be shown in Annexures V A to V D.

LA and LD programme is in 8 priority towns (Meerut, Hapur, Bulandshahr-Khurja, Panipat, Rohtak, Rewari-Dharuhera-Bhiwadi, Palwal and Alwar) two DMA towns (Bahadurgarh and Kundli), 34 Sub-regional Centres and 5 Counter-Magnet Areas.

LA and LD is a
Continuing Scheme.

ANNUAL PLAN (1994-95) - PROPOSALS FOR PROGRAMS/ PROJECTS TO BE FINANCED BY DOMESTIC RESOURCES (1)

NAME OF UNDERTAKING/DEPARTMENT/MINISTRY :

(Outlay/Expenditure in Rs. crores and Physical Targets/Benefits in relevant units of measurement)

PARTICULARS	CORE NO.	NATURE AND SCOPE	COMPLEMENT	ESTIMATED COST	EXISTING CAPACITY (in Units)	TARGETED CAPACITY (in Units)	EIGHTH PLAN 1992-97	ANNUAL PLAN 1993-94	ANNUAL PLAN 1994-95	ANTICIPATED BENEFITS (in Units)	DETAILS (Specifically Environmental Measures/ Costs)							
		MAJOR HEAD/ LOCATION OF RIVER HEAD	THE SCHEME				Approved Outlay	Actual Expenditure	Approved Anticipated Expenditure	Proposals								
1.	2.	3.	4.	5.	6.	7.	8.	9.	10.	11.	12.	13.	14.	15.	16.	17.	18.	19.

SCHEMES AIDED BY
MAINTAINING BENEFITS
FROM THE EXISTING
CAPACITY AS ON
31.3.93

- - NIL - -

TOTAL

(1) - Only those programs/ projects/ schemes to be shown in Annexure I A to I D which do not have any external aid component. Higher expenditure of external aid schemes, ... Under total outlay is to be shown in Annexures V A to V D.

ANNUAL PLAN 1984-85 - PROPOSALS FOR PROJECTS/ PROGRAMMES TO BE FINANCED BY DOMESTIC RESOURCES (a)

NAME OF UNDERTAKING/ DEPARTMENT/ MINISTRY :

(Outlay/Expenditure in Rs. crores and Physical Target/Benefits in relevant units of Measurement)

PARTICULARS	CODE NO.	NATURE AND LOCATION	YEAR	COMPLEMENT	ESTIMATED COST	ANNUAL ANTICIPATED BENEFITS (in Units)			REMARKS
						1984-85	EIGHTH	BEYOND EIGHTH PLAN	(Specifically Environmental Measures/ Costs)
						PROPOSED PLAN			
						OUTLAY			
1.	2.	3.	4.	5.	6.	7.	8.	9.	10.

NEW SCHEMES 01

LA and LU is a continuing scheme.

i)

ii)

iii)

TOTAL

(1) The proposals for new schemes may be listed after exhausting schemes : (a) covered under Annexure IV "A", viz., critical ongoing schemes as well as sanctioned/committed schemes and (b) covered under Annexure IV "B", viz., those designed to maximise benefits from existing capacity.

(2) Stage of consideration of schemes and whether cleared by Planning Commission and other concerned authorities may be indicated in the Remarks column.

(a) - Only those programmes/ projects/ schemes to be shown in Annexure IV A to IV D which do not have any external aid component. Rupee counterpart of externally aided schemes, i.e., their total outlay is to be shown in Annexures V A to V D.

DEPARTMENT SUMMARY

ANNUAL PLAN 1994-95 - PROPOSALS FOR PROJECTS/ PROGRAMMES TO BE FINANCED BY DOMESTIC RESOURCES (1)

NAME OF UNDERTAKING/ DEPARTMENT/ MINISTRY :

(Rs. crores)

PARTICULARS	CODE NO.	ESTIMATED EIGHTH PLAN MAJOR HEAD/ COST MINOR HEAD	ANNUAL PLAN 1992-97	ANNUAL PLAN 1992-93	ANNUAL PLAN 1993-94	ANNUAL PLAN 1994-95	
		Proposed Outlay	(Actual Expenditure)	-----	-----	Proposed Outlay	
					Anticipated Expenditure		
1.	2.	3.	4.	5.	6.	7.	8.

1. SCHEMES COMPLETED DURING 1992-93/ LIKELY TO BE COMPLETED DURING 1993-94 (SPILL OVER LIABILITY, IF ANY, FOR 1994-95 AND BEYOND)
(Vide Annexure IV 'A')

LA and LD is a continuing scheme.

2. CRITICAL DRINKING SCHEMES
(Vide Annexure IV 'A')

3. SCHEMES AIMED AT MAXIMISING BENEFITS FROM THE EXISTING CAPACITY AS ON 31.3.1994
(Vide Annexure IV 'B')

Refer to Annexure II

5. NEW SCHEMES
(Vide Annexure IV 'C')

6. DEPARTMENT TOTAL

(1) - Only those programmes/ projects/ schemes be shown in Annexures IV A to IV D which do not have any external aid component. Dupes counterpart of externally aided schemes, i.e., their total outlay is to be shown in Annexures V A to V D.

STATEMENT SHOWING THE REVISED ESTIMATES 1993-94 AND BUDGET ESTIMATES 1994-95

ANNEXURE - XII

VIS-A-VIS THE ACTUAL EXPENDITURE

Objects of Expenditure like salaries, travel Expenses, office expenses etc.	Actuals for the year 1990-91 91-92 92-93			Sanctioned Budget Grant 93-94	Last 7 months actuals 92-93 (9/92 to 3/93)	First 5 months actuals 93-94 (4/93 to 8/93)	Anticipated Exp. for the remaining 7 months of 93-94	Revised Estimates 93-94	Proposed Budget Estimated 94-95	Reasons for variations between
	2	3	4	5	6	7	8	9	10	11 12
Salaries	18.75	18.35	21.64	--	12.08	12.45	16.55	25.00	32.00	Reasons for variation at Annexure 'A'.
Wages	0.12	0.14	.12	--	.10	.14	.21	.35	.35	
Travelling Expenses	0.18	0.35	.77	--	.63	.14	.61	.75	.80	
Office Expenses	5.88	7.23	13.24	--	9.82	3.79	8.21	12.00	15.00	
Participation in Trade Fair Exhibition at Pragati Maidan, New Delhi	--	--	--	--	--	--	3.50	3.50	4.00	
Unified Transport Planning Group	--	--	--	--	--	--	0.50	0.50	5.00	
Legal Charges	--	--	--	--	--	--	2.00	2.00	2.00	
Group Insurance Liability	--	--	--	--	--	--	2.00	2.00	2.00	
Rent rates & taxes	4.42	4.52	4.58	--	4.35	.30	4.45	4.75	1.00	
GPF/CPP	1.06	1.45	1.80	--	1.80	--	2.00	2.00	2.55	
Audit Fee	.11	0.29	.14	--	.14	--	0.30	0.30	0.30	
Suspenses & Deposit including payments for Security arrangement in Janpath Bhawan	.19	(-) .16	0.25	--	--	0.27	1.58	1.85	--	
	30.71	32.17	42.54	45.00	28.92	17.09	41.91	59.00	65.00	

FINANCING OF EXPENDITURE FOR EXISTING STRENGTH

Grant-in-aid from the Ministry of Urban Development

Nett Misc. Receipts of the Board

Less unspent carried over to the next year

(-) 12.58 (-) 1.80

(*See Annexure No. 8*)

- a) The budgetary support for 1993-94 is Rs.43 lakhs. The requirement has now increased to Rs.54 lakhs, the main reasons being as follows:
- i) Expenditure for participation in the India International Trade Fair 1993 which was not anticipated and provided for in the BE 1993-94.
 - ii) Legal charges in respect of suits filed in Supreme Court in respect of UP Sub-region by private agencies. These were not anticipated and provided for in the Budget Estimates-1993-94.
 - iii) In pursuance of a decision taken by NCR Planning Board on 28.6.93 . Planning Committee has approved the setting up of a unified planning and coordinating body called Unified Transport Planning Group for NCR. Pending approval of the Board to its detailed constitution and functions, a token provision of Rs.50,000 has been made for 1993-94.
 - iv) With the approval of Secretary Ministry of Urban Development, comprehensive security arrangements have been made for Janpath Bhawan on behalf of its various occupants pending the extension of the Central Security Service Scheme of MHA and recovery of prorata charges from all other beneficiaries. This amount which has been provided for under the Suspense head, was not

anticipated at the time of preparation of BE-1993-94.

v) In order to improve efficiency and strengthening of its overall performance of duties,

a) the following posts in NCR Planning Board have been created with the sanction of the Competent Authority;

- | | |
|---------------------------|----------|
| 1. Accounts Officer | One Post |
| 2. Asstt. Director | One Post |
| 3. Jr. Accounts Officer | One Post |
| 4. Stenographer Grade 'C' | One Post |
| 5. Stenographer Grade 'D' | Two Post |
| 6. Lower Division Clerk | One Post |

b) a computer (Model At-386) has been purchased for office use.

B. Column 12.

The increased provision made in the BE 1994-95 over the RE 1993 -94 is due to the following reasons:-

- I. Filling up of vacant posts as indicate in Column No.11 (item V)
- II. Proposed creation of a Unified Transport Planning Group for NCR on a full-fledged basis.
- III. Increase in Dearness Allowance rates and sanction of adhoc Interim Relief to the Staff.

(See legend page 8)

STATEMENT SHOWING THE REVISOR ESTIMATES 1993-94 AND BUDGET ESTIMATES 1993-94 VIS-A-VIS THE ACTUAL EXPENDITURE

(Rs. in lakhs)

Objects of Expenditure like salaries travel expenses, office expenses etc.	Actuals for the year			Sanctioned Budget Grant 1993-94	Last 7-months actuals 9/92 to 3/93	First 5 months actuals 4/93 to 8/93	Anti cipated Exp. for the remaining 7 months of 93-94	Revised Estimates 1993-94	Proposed Budget Estimates 1994-95	Reasons for variations between	
	90-91	91-92	92-93							Col. 849	Col. 9410
1	2	3	4	5	6	7	8	9	10	11	12
1.Loans to State Govt./ Implementing Agencies for ongoing schemes	1202.00	2114.50	887.00	--	877.51	290.00	1770.00	2060.00	This has been included in Annual Plan	REMARKS In the 15th meeting of the Board held on 14.9.92 adoption of certain basic strategies and financing mechanisms for implementation of VIII Five Year Plan investment programme for development of NCR was approved. The new strategies envisage development of new townships alongside the existing 8 priority and 2 Select DMA towns. For this purpose, the Board had resolved that budgetary support from Ministry of Urban Development be increased from the Ministry from Rs.20 crore to the level of Rs.50 crore during 1993-94. This is in conformity with the projections made in the Annual Plan 1993-94. As regards expenditure on ongoing NCR development projects, studies and surveys etc, the same would be met out of the internal resources generated by way of interest on loans and repayment of principal amounts earlier advanced for development of NCR.	
2.Financing of New Township projects in NCR.	--	--	--	--	--	--	5000.00	5000.00			
3.Studies and Surveys and NCR Plan	1.83	49.65	25.61	--	25.61	13.29	176.71	190.00			
4.Office Building for NCR Board's office	--	--	95.00	--	95.00	45.37	54.63	100.00			
5.NCR Cells	--	--	--	--	--	--	49.00	49.00			
6.Long-term advances to employees of the Board	0.12	--	.03	--	.03	.12	.88	1.00			
	1203.95	2164.15	1007.64	2000.00	998.15	348.78	7051.22	7400.00			

Contd

	1	2	3	4	5	6	7	8	9	10	11	12
FINANCING OF EXPENDITURE												
A. Contributions grant from the Ministry of Urban Dev.	1000.00	1225.00	1000.00	--	--	1000.00	--	--	5000.00			
B. Internal resources of the Board (i.e. interest on loan, repayment of loan instalment, interest of Bank deposits)	** 203.95	** 1024.58	** 1070.00	--	--	** 874.00	** 1163.00	--	** 2400.00		**This is inclusive of unspent balance of previous years.	
C. Unspent internal resources of the Board carried forward	342.31	85.43	(-)1062.00									

AUDIT CERTIFICATE

(See Agenda No. 9)

I have examined the Receipts and Payments Accounts, Income & Expenditure Account(s) for the year ended 31st March 1993 and the Balance Sheet as on 31st March 1993 of National Capital Region Planning Board. I have obtained all the information and explanations that I have required and I certify as a result of my audit that in my opinion, these accounts and Balance Sheet are properly drawn up so as to exhibit a true and fair view of the state of affairs of the National Capital Region Planning Board, according to the best of information and explanations given to me and as shown by the books of the organisation(s).

V. Srikantani

Place: New Delhi
Date: 1. ¹⁰Sept. 1993

(V. SRIKANTANI)
Pr. Director of Audit

PROCEEDINGS

I have examined the accounts of the
 General & Captain's accounts. The first account is for
 the year 1800, and the second for the year 1801. The first
 account is for the year 1800, and the second for the year 1801.
 The first account is for the year 1800, and the second for the year 1801.
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 The first account is for the year 1800, and the second for the year 1801.
 The first account is for the year 1800, and the second for the year 1801.

Witness my hand and seal
 this 1st day of January 1802

Witness my hand and seal
 this 1st day of January 1802

H.C.R. PLANNING BOARD

STATEMENT OF RECEIPTS & PAYMENTS ACCOUNT OF THE CAPITAL GRANT FOR THE YEAR 1992-93.

RECEIPTS

S.NO.	HEAD OF ACCOUNT	AMOUNT Rs.	S.NO.	HEAD OF ACCOUNT	AMOUNT Rs.
1.	Balance b/f	5542315.09	1.	Loans to the State Govt./ Implementing Agencies	28600000.00
2.	Contributions received from the Govt. of Urban Development	13000000.00	a) U.P. Govt.	28600000.00	
3.	Interest on loans from State Govt./ Implementing Agencies:		b) Alwar	30000000.00	
a) U.P. Govt., Lucknow	28950389.00		c) MWSB		
b) U.P. Govt., Alwar	13550363.00		d) RLICO	30700000.00	
c) MWSB, Chandigarh	14444826.15				
d) RLICO, Jaipur	7475000.00		2.	Study & Surveys	8870000.00
e) Govt. of H.P.	1075000.00				2511600.00
4.	Repayment of Loans:		3.	Preparation on MCR Plan	50000.00
a) Lucknow	17248400.00		4.	Cycle Advance	3000.00
b) Alwar	644615.00		5.	Office Accommodation in India Habitat Centre	9500000.00
c) MWSB	8604618.00		6.	Closing Balance	106256399.54
5.	Bank Interest	1707133.30		TOTAL	207021259.54
Less Interest on Bank deposits transferred to Revenue A/c. (-)	(-11400083.30)				
6.	Reversals of account of long term advances from members of the Board.				
a) Scholar advance	8652.00				
b) Car advance	12000.00				
c) Cycle advance	440.00				
7.	Sale of copies of MCR Plan	2750.00			
8.	Less receipts	(2633.00)			
	TOTAL :	207021259.54			

(Signature)
Accounts Officer

(Signature)
Finance & Accounts Officer

(Signature)
Member Secretary

(Signature)
Mr. Agnada Jagan
(Mr. Jg)

N.C.B. PLANNING BOARD

STATEMENT OF RECEIPTS & PAYMENTS ACCOUNT OF THE REVENUE GRANT FUND FISCAL 1992-93

RECEIPTS

PAYMENTS

S.No.	Head of Account	Amount	S.No.	Head of Account	Amount
1.	Balance b/f	370199.62	1.	Salary	
2.	Grant-in-aid received from the Min. of Urban. Development	4100000.00	a) Pay	997403.00	
3.	Interest on Bank deposits transferred from Capital Account	1440003.00	b) Allowances	1111550.90	2098989.90
4.	Other Receipts		2.	Houses	12283.00
a) Group Insurance of Board's employees	23000.00		3.	Travelling Allowances	77012.00
b) CGMS Contribution	27.00		4.	Office Expenses	1134291.30
c) Licence fee of Govt. residence allotted to the employees of the Board	21171.00		5.	Advertising & Publicity	27650.00
d) Misc. receipts	7629.00		6.	Hospitality Expenses	53564.65
e) Private use of Staff Car	44.00	51951.00	7.	Fee & Honorarium	64016.00
Interest on JFC Bonds			8.	Foreign Service Contributions	
GPF	5750.00		a) Leave Salary	12089.00	
CPF	10350.00	16100.00	b) Pension Contrib.	24004.00	36173.00
Interest on S.B. A/c	248.00		9.	License fee paid to the Dto. of Estates in respect of Govt. residences	12565.00
CPF	4427.60	675.60	10.	Rent Rate & Taxes	457644.00
Deposits & Advances			11.	Audit Fee	14200.00
Deposits only in NIML		73440.00	12.	Grant-in-aid for Nid Planning & Monitoring Cell	1440083.00
6. Suspense			13.	Write-off of Assets	39364.00
7. Receipts & Recoveries for Salary bills adjustable in the books of other officers			14.	Provident Fund b/c	
3. Income Tax	88906.00		a) GPF M/C	85628.00	
31. CCE&IS	2040.00		b) CPF M/C	280702.00	365330.00
311. GPF	52945.00		15.	Interest on GPF	51732.00
31. nHA	16044.00				
v. Interest on NHA	493.00				
v1. Equip. Advance	560.00				
v11. Car Advance	3900.00				
v111. Misc. Recovery	26.00				
28. License Fee	1200.00	166134.00			

1. Provident Fund A/c
CPF A/c
CPF A/c

200240.00
492813.06 773053.06

Interest on CPF
Board's contribution to CPF

86516.00
41920.00

2. Special Deposit Scheme A/c
CPF A/c

50000.00
6983576.22

Suspense
Suspense (CPF)
Receipts & recoveries from
Salary bills adjustable by
other officers

25000.00

TOTAL

88966.00
2040.00
52945.00
16044.00
493.00
500.00
3900.00
26.00
1200.00

146134.00

3. Donations & Investments of PF accretions

a) Special: General Scheme A/c (CPF)
Special: General Scheme A/c (CPF)

147000.00
181000.00

b) Purchase of JFC Bonds (CPF)

30000.00

c) Purchase of JFC Bonds (CPF)

30000.00

Closing balance

370051.37

Details of Closing Balance

Unspent revenue Grant -

6983576.22

Unspent: Bonds receipts 100000.37

PF accretions 190011.00

CPF 55555- 190011.00

CPF 17791- 370051.37

R. S. Harding
Jr. Account Officer

Finance & Accounts Officer

Member Secretary

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H.C.R. PLANNING BOARD

(ANNEXURE 3)

SUMMARY OF ASSETS 1992-93

S.NO.	NAME OF ASSETS	TOTAL	REF. TO PAGE NO. OF ASSET REGISTER
1.	Furniture	414328.30	7
2.	Furnishing	63258.95	40
3.	Motor Car	245400.42	16
4.	Television	55816.65	12
5.	Electronic typewriter	64898.10	14
6.	Imitacelline Racine	18540.25	20
7.	Photo Copier	118552.60	22
8.	Calculator	6099.65	28
9.	Oral/Postal Inspection Machine	211.00	18
10.	Time Recorder-1000	3403.20	32
11.	Air Conditioner	165373.40	24
12.	Electric Appliances	48625.45	34
13.	Personal & mail Fax	9530.55	40
14.	Water Cooler	6370.00	52
15.	Wall Clocks	3409.50	36
16.	Acoustic Ceiling & Acoustic Power points by CUB	8500.00 34655.00	38 42
18.	P.O.C. Partitions	267897.00	44
19.	False Ceiling & Partitions	18216.00	46
20.	Photo Printing Machine	58146.00	30
21.	Printing Machine & Accessories	87677.55	66
22.	Exhibitors	36076.35	68
23.	Refrigerator	7040.00	58

24.	Franning Machine	4334.00	56
25.	Computer	94445.00	62
26.	Miscellaneous	28446.75	750
27.	Fire Fighting Equipments	3079.00	64
28.	Softex Billingual Non Processor	9000.00	62
29.	Rotating Scriber	124500.00	78
30.	C.W.I.	6720.00	70
31.	G.P.S. & C.F.I. System	54000.00	76
32.	Fax Machine	59500.00	72
33.	PAAX	81072.00	74
	TOTAL	2298132.67	

SUMMARY OF ASSETS

ANNEXURE-II.

S. No.	Name of Assets	Expenditure incurred upto March '92.	Expenditure incurred during 1992-93.	Closing Balance
1.	Hotline Protection 203	1,10,000/-	--	110000/-
2.	Risers 1/2	13,900/-	--	13900/-
3.	Eco Vires Viridifl	20,800/-	--	20800/-
	TOTAL	1,44,700/-		144700/-

DETAILS OF OUTSTANDING LOANS 1992-93

ANNEXURE - III

Sl. No.	To whom given	Amount given upto 31.3.92	Loans given during 92-93	Total loans given upto 31.3.93	Repayment of Principal upto 3/92	Repayment of instalment during 1992-93	upto 3/92	Amount of loan out standing as on 31.3.93.
1.	Govt. of Uttar Pradesh	30693000.00	2800000.00	33493000.00	14211742	17240408	21490170	305459830.00
2.	Naryana Urban Development Authority, Ghazipur	14533000.00	---	14533000.00	10320909	844618	18725518	126324482.00
3.	U.I.T., Ghazipur (Kazim)	12710000.00	3000000.00	15710000.00	5295628	644615	11758235	146111765.00
4.	R.I.C.B. (Kazim)	4530000.00	2070000.00	6570000.00	---	---	---	95700000.00
5.	Kallada City Planning and Development Board	1300000.00	---	1300000.00	---	---	---	10000000.00
6.	Govt. of Madhya Pradesh, Bhopal	2000000.00	---	1000000.00	---	---	---	10000000.00
	TOTAL	66710000.00	6870000.00	73577000.00	27854282	32317661	42173923	648356407.00

DETAILS OF EXPENDITURE ON STUDIES AND SURVEYS

(ANNEXURE IV)

S.NO.	NAME OF STUDY & SURVEY	ESTIMATED COST	EXPENDITURE INCURRED UPTO 31.3.92	EXPENDITURE INCURRED DURING 1992-93	EXPENDITURE INCURRED UP TO 31.3.93.
1.	Alternative Studies in the Context of National Capital Region Plan.	450000.00	443850.00	-	443850.00
2.	Informal Sector in National Capital Region.	305000.00	305000.00	-	305000.00
3.	Fiscal Policy in National Capital Region	230000.00	230000.00	-	230000.00
4.	Land use analysis based on Land use inventories and aerial photography	361015.00	361015.00	-	361015.00
5.	Computer modelling for urban form- development	185000.00	150000.00	-	150000.00
6.	Traffic & Transport Studies	880000.00	880000.00	-	880000.00
7.	Settlement System in National Capital Region	10000.00	10000.00	-	10000.00
8.	Computer Aided Area Study	400000.00	400000.00	-	400000.00
9.	Interpretation of all sorts & analytical work & statistical	16000.00	16000.00	-	16000.00
10.	Setting up Central for Studies & Policies on Informal Sector	100000.00	100000.00	-	100000.00
11.	Distortive Trades in National Capital Region	862000.00	862000.00	-	862000.00
12.	Resource mobilisation for local bodies in the National Capital Region.	300000.00	300000.00	-	300000.00
13.	Investment plan for MCD Plan Implementation	215700.00	215700.00	-	215700.00
14.	Computer aided analysis of the Settlement System of the National Capital Region Sub-Region	30361.00	30361.00	-	30361.00
15.	Regulating of Landuse, using higher resolution remote sensing data for selected areas of National Capital Region.	40000.00	40000.00	-	40000.00
16.	Feasibility Study for Expressways in the National Capital Region	270000.00	270000.00	-	270000.00
17.	International Seminar in Newera	42352.00	42352.00	-	42352.00
18.	Promotion of Employment Generation Activities in MCD Team.	15000.00	15000.00	-	15000.00
19.	Study on Physical Infrastructure in PM	34627.00	34627.00	-	34627.00
20.	Study on Improvement of Transport Facilities in Delhi Metropolitan Area	750000.00	450000.00	300000.00	750000.00
21.	International Seminar at Seoul	9780.00	9780.00	-	9780.00

22.	Preparation of the Project Report for Implementation of Regional Roads in National Capital Region	645,500.00	409,425.00	1,472,625.00	55,555.00
23.	Preparation of the Project Report for the development of Informal Sector activities in Almir.	175,500.00	122,500.00	52,500.00	1,15,500.00
24.	Study on Informal Sector Housing & Economic Activities in NOIDA	246,500.00	148,000.00	48,110.00	2,311.00
25.	Study on Housing Development	20,000.00	80,000.00	12,000.00	2,000.00
26.	Strategy in Priority Towns Panipat	20,000.00	80,000.00	12,000.00	2,000.00
27.	Strategy in Priority Towns Meerut	20,000.00	80,000.00	12,000.00	2,000.00
28.	Study on Housing Development	20,000.00	80,000.00	12,000.00	2,000.00
29.	Study on the National Capital Region's Economy and Industrial Development potentials.	133,500.00	204,25.00	204,25.00	204,25.00
30.	Review & Revision of Regional Plan 2001 paper on demographic features		30,000.00	30,000.00	30,000.00
	5th Regional Science Association at I.I.T. Mary Per		20,000.00	20,000.00	20,000.00
			770,6410.00	751,1860.00	127,9670.00

ANNEXURE-V.

DETAILS OF OUTSTANDING LONG TERM ADVANCES TO STAFF FOR THE YEAR 1992-93.

	Balance as on 31.3.1992	Paid during 1992-93	Refund of instalment during the year	Closing Balance as on 31.3.93
A. Car Advance				
1. Sh. S.L. Sathar Finance & Accounts Officer	19,000.00	—	12,000.00	7,000.00
B. Scooter Advance				
1. Sh. J.M. Barua, A.P.	2,448.00	—	2,448.00	—
ii. Sh. P. Jayaram, A.P.	2,448.00	—	2,448.00	4,320.00
iii. Sh. Harsh Kalia, Asst.	6,048.00	—	1,728.00	7,436.00
iv. Sh. P.N. Jais. Asst.	9,444.00	—	2,028.00	11,756.00
SUB TOTAL	29,498.00		8,632.00	
C. Cycle Advance				
1. Sh. San Ekshan Huda add/-)	—	—	—	—
ii. Sh. Ganesh Persad add/-)	—	—	—	—
iii. Sh. Kamal Singh add/-)	—	—	—	—
iv. Sh. Govardhan Lal add/-)	—	—	—	—
v. Sh. Salpal add/-)	—	—	—	—
TOTAL	37,400.00	3,000.00	21,092.00	21,316.00

ANNEXURE IV.

DEPOSIT ACCOUNT - 1992-93

(RHS.)

Opening balance as on 31.3.1992	Interest by adjustments during the year	Deposits during the year	Closing balance as on 31.3.93.
52,892.00	7,340.00	—	45,532.00

ANNEXURE VII.

PREVILEGE FUND ACCOUNT - 1992-93.

Opening balance as on 31.3.1992	Interest during the year	Interest	Board's contributions	Advances/withdrawals	Closing balance
CHF 3,88,345.00	2,29,251.00	51,732.00	—	85,628.00	5,83,720.00
CHF 7,26,180.00	3,64,377.00	64,516.00	41,528.00	2,80,702.00	9,82,291.00

ANNEXURE - XV

(See Agenda Item No 10)

ANNUAL REPORT - 1992-93

NATIONAL CAPITAL REGION PLANNING BOARD

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3. MEETINGS OF THE BOARD	3
4. MEETINGS OF THE PLANNING COMMITTEE	5
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6. FINANCE, ACCOUNTS & AUDIT	7
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N.C.R. PLANNING BOARD ANNUAL REPORT 1992-93

1. INTRODUCTION

The National Capital Region Planning Board has chalked up 8 years of continuous progress in March, 1993. In this relatively short span of time, the Board has prepared a comprehensive physical plan for development of the National Capital Region, with 2001 A.D. as the time - frame. Regional Plan 2001, which came into force on 23rd January, 1989, is of great significance, being the only spatial settlement plan in the entire country which is statutorily enforceable over an inter-state region, through the combined efforts of the Centre and constituent State Governments. With its core objective of containing the population size of Delhi through the development of a much wider region encompassing the NCT, on spatially-dispersed lines, the Plan focusses on the need to generate large-scale employment opportunities in 8 identified towns/complexes so as to bring about a redistribution of people and economic activities within NCR as a whole. It accordingly envisages the systematic augmentation and strengthening of the requisite urban infrastructure, inclusive of civic services, both at regional and local levels.

Within the framework of Regional Plan-2001, a set of detailed investment proposals has been drawn up for the Eighth Five Year Plan period as per details given below.

Central Sector:	(Rs. in Crore)
(to be financed by the respective Central Ministries)	
National Highways (Ministry of Surface Transport)	259.00
Expressways (Ministry of Surface Transport)	125.00
Railways (Ministry of Railways)	497.00
Telecommunications (Deptt. of Telecommunications)	761.00

Water Supply

241.00

Total

Rs. 1846.00

State Sector:

(Rs. in Crores)

(A) (Shared - Programme to be financed by the constituent States & NCRPB on a matching grants basis)

- | | | |
|----|---|---------|
| 1. | Land Acquisition and Development for priority/DMA towns | 1024.00 |
| 2. | Development of Sub-regional Centres | 136.00 |
| 3. | Development of Counter-magnet Areas | 100.00 |

Sub total

1260.00

(B) To be exclusively financed by the Constituent States

- | | | |
|----|---|--------|
| 5. | Upgradation of Regional Roads (Inner and Outer Grids) | 210.00 |
| 6. | Power Development (Transmission & Distribution) | 492.00 |

Sub total

702.00

(C) To be exclusively funded by NCRPB

- | | | |
|----|--|------|
| 7. | Institutional strengthening for implementation | 5.00 |
|----|--|------|

Total

1967.00

Grand Total (Centre & State Sector) Rs. 3813 crores

At the same time, Government of India has stepped up the budgetary support to NCR Planning Board from Rs. 150 crore (for the VII Plan) to Rs. 200 crore for the 5 year period ending 1996-97, with provision for matching grants from the participating States. Thus the VIII Plan provisions assure the Board of Rs. 400 crore by way of budgetary support

towards implementation of the above shared state sector programmes covering the development of regional sub-regional centres & counter-magnet areas. The NCR Planning Board, in turn, at its 15th meeting, held on 14.9.92, has evolved a strategy for raising the full requirement of investment funds for the shared State sector programmes by setting up a dedicated financial institution with the help of the said Rs. 400 crore of Central Plan support & matching contributions from the participating State Governments, as equity against which necessary funds can be raised from capital market. In the light of these developments and also taking into account the intervening project cost increases and the various changes in strategy necessitated by the urgency for accelerated development of NCR, a comprehensive exercise has been launched for implementing the aforesaid investment programme & making it more effective.

2. Composition of the NCR Planning Board

The Board was initially constituted in March, 1985 under the NCR Planning Board Act, 1985. It was reconstituted on 15.2.90 and, in the 13th meeting of the Board, held on 30.9.91, several additional members were co-opted. The composition of the reconstituted Board on date is at Annexure - A. In May '92, Shri Cecil Moronha, was appointed as Member Secretary in the grade of Additional Secretary to Government of India.

3. MEETINGS OF THE BOARD

Since April, 1992, the NCR Planning Board has met twice i.e. on 3.6.92 and 14.9.92.

3.2 At the 14th meeting held on 3.6.92, the Sub-regional Plan for Uttar Pradesh was approved and it was decided that the respective Sub-regional Plans for Haryana, Rajasthan & NCT-Delhi should also be finalised, on top-most priority, in the light of the policies & provision of Regional Plan-2001 and the approved strategies of the Board.

3.3 The 15th meeting held on 14.9.92 was a significant one for two very important reasons. Firstly, for the first time since its inception, the Prime Minister not only attended a meeting of the Board but had a detailed interaction with its members, in the course of which he undertook to continue the dialogue with Central Ministers, LG of Delhi & concerned State Chief Ministers, with a view to monitoring the preparation & implementation of various sector-wise sub-

components of the Regional Plan. The second notable feature of the 15th meeting was the comprehensive new strategies & financing mechanisms adopted by the Board to ensure the fulfilment of the basic goals & targets enshrined in the NCR development plan.

The highlights of these decisions are given below.

1. To achieve the basic objectives of Regional Plan-2001, i.e. reducing the growth rate of Delhi & promoting the balanced development of the region, the Central budgetary support of Rs. 200 Crore, together with a matching grants from the member State Governments, should be utilised as seed money for funding a large-scale investment programme mainly for development of 10 new townships in NCR, through a judicious mix of public, cooperative and private sector projects. With this in view, a captive financing company called NCR Development Finance Corporation should be floated to ensure adequate generation of funds and optimum utilisation of resources on sound professional lines.

2. The four concerned Central Ministries i.e. Railways, Surface Transport, Telecommunications and Power, would need to draw up special sectoral NCR Sub-Component Plans to cover all the requisite priority schemes comprised in NCR investment programme in the Central Sector.

3. The Government of NCT-Delhi, will draw up a time-bound programme for decongestion & dispersal of economic activities in VIII Plan Period. The commodity tax structure in Delhi should also be revamped and brought to the floor-level recommended for NCR as a whole, as a fillip to the process of decentralisation.

4. The 3 participating State Governments viz. Haryana, Rajasthan & U.P., to identify the core-economic activities to be generated or relocated from Delhi in the 10 new townships to be developed alongside 8 priority towns and 2 DMU towns in Bahadurgarh and Kundli, as per the approved development strategy to implement NCR Plan.

5. The State Governments should also to draw master plans and formulate viable projects for the development of these new townships to accommodate the deflected population assigned in each case.

4. MEETINGS OF THE PLANNING COMMITTEE

1) As provided for the NCR Planning Board Act, 1985, a high level official committee called Planning Committee, comprising the Secretaries - in charge of Urban Development/Housing/Town & Country Planning in the various NCR constituent units, the respective Chief Town & Country Planners, Chief Planner to the Government of India & senior representatives of the concerned Central Ministries and the Planning Commission, has been set up under MS. NCR Planning Board, to assist in the discharge of its functions. The composition of the Planning Committee is at Annexure-B.

The Planning Committee has met four times since April 1st 1992, i.e. on 20.4.92, on 24.8.92, 27.11.92 and 20.2.93, respectively. Besides reviewing the progress of various on-going NCR - development schemes, the Planning Committee examined in detail the draft Sub-regional plans of U.P., Haryana & Rajasthan, reviewed the various initiatives taken & progress made with regard to the statutory mid-term review of RP-2001, appraised the draft constitution & functions drawn up for proposed NCRDFC, and cleared the revised VIII Plan investment Programme prepared in the light of the newly evolved strategies & financing mechanisms approved by the NCR Planning Board.

The following are some of the specific developments/decisions emanating from these deliberations of the Planning Committee.

1) The participating State Governments/GNCT-Dehli have given a firm indication that the Central 8th Plan allocation of Rs. 200 crore for the NCR Planning Board was to be matched collectively by all of them. Their representatives were accordingly asked to ensure adequate provision and timely release of their requisite shares of the matching grant for NCR - related schemes, keeping in view the 11th budgetary provision of Rs. 50 crore for 1993-94 as part of Rs. 200 crore for 1992-97 i.e. 8th Plan.

2) The various expert studies & consultations launched as part of the statutory mid-term review of the Regional Plan 2001 due in 1994, should be pursued vigorously and their findings duly correlated for incorporation in the preparation of a revised plan for NCR with an extended time perspective of 2011 A.D.

3) The master plan notified for Faridabad Complex should conform to the broad framework of the Regional Plan 2001 for NCR and the Functional Plan for DMA.

4) A well-designed, institutional complex with commensurate residential accommodation and other essential services and amenities should be developed in an integrated manner by the participating States in Priority/DMA towns and widely publicised in order to attract both private and public sector offices now concentrated in Delhi.

5) The Functional Plan prepared for Delhi Metropolitan Area should be finalised & placed before NCR Planning Board in the light of the provisions of the various Sub-regional Plans as & when approved by the Board.

5. PROJECT SANCTIONING AND MONITORING GROUP

Under Sub-section (2) of Section 22 of the National Capital Region Planning Board Act, 1985, the Project Sanctioning and Monitoring Group (PSMG) was set up by the NCR Planning Board in its meeting held on June 4, 1985. The composition of the PSMG is as at Annexure C.

In the year 1992-93 the PSMG held 2 meetings (its 17th and 18th respectively) on August 28, 1992 and December 22, 1992. At these meetings the progress of the NCR Schemes under implementation in Meerut, Hapur, Bulandshahr, Khurja, Panipat, Gurgaon, Rohtak, Rewari, Dharuhera, Alwar and Bhiwadi was reviewed in detail, and it was decided the revised project reports should be prepared by the concerned implementing agencies in respect of the following on going schemes beset by serious time/cost over-runs so as to ensure that they continue to remain viable.

- i) External link road in Gurgaon by Haryana Urban Development Authority (HUDA).
- ii) Development of Industrial Sector in Panipat by HUDA.
- iii) Commercial Complex in Bulandshahr by Bulandshahr-Khurja Development Authority (BKDA).
- iv) Transport Nagar Scheme in Khurja by BKDA.

- v) Hathkarga Nagar Residential-cum-work Centres in Meerut by Meerut Development Authority (MDA).
- vi) Scissor-work-cum-shelter Scheme in Meerut by MDA.
- vii) Sports Goods Mtg. work-cum-trading unit Complex in Meerut by MDA.
- viii) Bhagat Singh Scheme in Bhiwadi by Urban Improvement Trust (UIT), Alwar.
- ix) Budh Vihar residential scheme by UIT, Alwar.
- x) Hasankhan Mewati Nagar-residential scheme by UIT, Alwar.
- xi) Truck Terminus, at Alwar by UIT, Alwar.

It was also decided that henceforth financial assistance would be provided to only those schemes which did not qualify for loan assistance from other agencies and also those that effectively met the objectives of the NLR Plan.

6. FINANCE, ACCOUNTS AND AUDIT

Under Section 22(1) of the NLR Planning Board Act, 1985 a fund has been constituted to be called the "National Capital Region Planning Board Fund". During the year 1992-93 the amounts credited into the fund and the expenditure therefrom were as under:

1) An amount of Rs. 41.00 lakhs was received from the Ministry of Urban Development as grants-in-aid out of their Non-Plan funds for meeting the expenditure towards salaries, & allowances of Member Secretary, officers and other employees of the Board as also administrative expenses of the Board. In addition, the unspent balance of the previous year amounting to Rs. 2.58 lakhs was available for the purpose. Various other receipts for the year totalled up to Rs. 0.76 lakh. The aggregate expenditure on pay and allowances and other administrative expenses thus amounted to Rs. 42.54 lakh, leaving an unspent balance of Rs. 1.02 lakh which has been carried forward to the year 1993-94.

11) An amount of Rs. 1000.00 lakhs was received from the Ministry of Urban Development as contribution from their Plan Funds for:

a) Providing financing assistance to the participating States/Development Authorities for the implementation of both on-going and new NCR Scheme and;

b) Conducting surveys, studies and drawing up plans for the NCR.

In addition, the unspent balance of the previous year amounting to Rs. 65 lakh, and fresh receipts of Rs. 992.00 lakhs by way of debt service payments and interest on bank deposits was at the disposal of the Board.

The Board released the following sums by way of instalments of interest-bearing loans to the participating States and/or their implementing Agencies in 1992-93.

a) Government of Uttar Pradesh	Rs. 280.00 lakhs
b) Urban Improvement Trust, Alwar	Rs. 300.00 lakhs
c) R.I.I.C.U., Jaipur	Rs. 307.00 lakhs

	Rs. 887.00 lakhs

The expenditure incurred on studies/surveys & preparation of plans amounted to Rs. 25.62 lakhs. Further, an amount of Rs. 6.00 lakhs was given by way of grants-in-aid in reimbursement of expenditure incurred by the State Governments on their respective NCR Planning & Monitoring Cells & Rs. 95.00 lakhs was paid for the purchase of requisite office accommodation in the new building complex of India Habitat Centre on Lodhi Road, New Delhi.

The unspent balance of interest receipts on loan etc., aggregating to Rs. 1063.00 lakhs, has been carried forward to the accounts for the year 1993-94.

7. OTHER ACTIVITIES

JOINT APPROACH FOR INTEGRATED PLANNING OF DHARUHERA - BHIWADI COMPLEX

The NCR development plan envisages Rewari, Dharuhera, & Bhiwadi as parts of a single, multi-layered urban complex to be developed on a priority basis. A Joint Development Plan for the upcoming industrial component of Dharuhera-Bhiwadi was accordingly prepared and submitted to the respective Governments in 1991-92. The same was still under their consideration at the time of report.

JOINT APPROACH FOR INTEGRATED PLANNING OF KUNDLI-NARELA COMPLEX

Kundli, in Haryana, is one of the 6 DMA towns identified for induced growth and Narela in Delhi U.T. is a planned new sub-city to be developed by the Delhi Development Authority. Proposals for development of these two settlement areas have been discussed with the concerned planners and attempts were being made to evolve a coordinated plan for the purpose. In the meantime, under the new development strategy approved by the Board, Kundli is to be developed in the shape of an integrated new township with a whole-sale fruit and vegetable market yard as its core economic activity. The Development plan for Kundli is being formulated accordingly by the Haryana Government. NCR Planning Board has also set up a small sub-committee to recommend a package of incentives to enable Whole-sale vendors of Azadpur market in Delhi to relocate there.

In-house Projects

Space Application Centre Ahmedabad has developed the software for a Geographical Information System (GIS) on the basis of which a scheme has been launched for developing full-fledged in-house capability for using GIS as a tool for preparation of regional land use plan as part of the statutory ongoing mid-term review. Meanwhile, National Informatics Centre (NIC) has assisted NCR Planning Board in developing a computer-based Project Appraisal and Management System using an AT386 hardware system. It is also proposed to develop this into an in-house computerised MIS in due course. With these objectives in view a special Technical Advisory Group has been constituted by MS, NCR Planning Board.

Research Studies & Expert Consultations

A) The following research studies were commissioned prior to the year under report. The status or progress of these studies is as under:

1) Housing Development Strategy for the Priority towns of the NCR .

A study each in respect of the Priority towns of Alwar, Panipat and Meerut has been carried out by the SDS, SERF and SPA respectively. It is proposed to hold detailed discussions or 'workshops' consisting mainly of field-level experts, in pursuance of each of these 3 reports with a view to developing concrete & effective house delivery strategies in the light thereof.

11) Development of Informal Sector Activities in Alwar.

This study, which was assigned to the SDS has been completed. Chairman UII Alwar has been requested to draw up an implementation plan by utilising locally available resources.

111) Informal Sector Housing and Economic Activities in NOIDA

This study has been carried out and completed by the Society for Development Studies & forwarded to NOIDA Administration for implementation.

iv) Detailed Feasibility and Engineering Studies on the Development of Regional Road in NCR (Outer Grid and Inner Grid)

The study, which was awarded to M/s. Intercontinental Consultants and Technocrats (Pvt.) Ltd. jointly on behalf of NCR Planning Board and the Governments of Haryana & U.P. is nearing completion.

v) Improvement of Transport facilities in Delhi Metropolitan Area.

The final report of the consultants has been received and is under detailed examination with a view to preparing a comprehensive, integrated transport plan for DMA which is wholly consistent with the overall framework of the the NCR development plan.

B) A series of fresh studies & consultations have been initiated as part of the first quinquennial review of

Regional Plan - 2001, with a view to identifying the various aspects in each major sector which call for mid-course correction in the light of intervening developments and to chart out new directional changes within the extended time perspective of 2010 A.D. The programme covers the following specific exercises viz.

a) An expert paper on the population growth patterns & demographic dynamics in NCR, which has been entrusted to Prof. Ashish Bose, a well-known demographer, and his team of experts.

b) A study on NCR's Economy and Industrial Development Potential which has been awarded to Operational Research Group at a cost of Rs. 13.575 lakh. Their report is expected in Dec., 1993.

c) Detailed studies relating to the management of water resources, drainage & flood control in NCR, to be undertaken by the Water and Power Consultancy Organisation (WAPCO).

d) A separate study on Ecology and Environment in NCR which will be carried out by SPA, New Delhi.

e) A comprehensive study on the transport sector for which World Bank sponsorship is being sought on the pattern of the second Bombay Urban Transport Plan.

f) Preparation of base maps incorporating latest satellite imageries in the scale of 1:50000 (for the entire NCR) and 1:10000 (for each of the Priority and DMA towns) as part of the programme for

drawing up a fresh Regional Land Use Plan utilising GIS.

g) Two Study Groups, comprising representatives of all implementing departments/agencies in the fields of Power & Telecommunications, respectively, & one Core Group consisting mainly of experts in the field of transport, have also been set up under the MS, NCR Planning Board, with a view to evolving new development policies, strategies & priorities in these 3 all important sectors. The Study Groups on Power & Telecommunications each met thrice in the year under report while the Core Group on Transport held as many as 5 meetings.

C) As part of the process of accelerated development of 10 new townships in NCR, general terms of reference were prepared & bids called from a select list of consultancy groups, for the preparation of detailed project implementation reports in respect of 3 proposed integrated townships at Panipat (Haryana), Alwar (Rajasthan) & Hapur (U.P.) respectively. The said TOR were also circulated to the 3 said State Governments & their various implementing agencies at the regional/local level, so as to assist them in carrying out similar studies for the remaining 7 new townships.

Similar action was taken for the preparation of detailed project reports for tackling the problems of solid-waste management in the existing Priority Towns of Faridabad and Hapur as well as the counter-magnet area of Kota (Rajasthan).

D) Meetings of the Steering Committee of Rajasthan, Haryana & Uttar Pradesh NCR Sub-regions

In order to oversee and coordinate the implementation of various development programmes within the frame work of NCR Plan, the State Governments had constituted Steering Committees under the Chairmanship of respective Chief Secretaries for each of the Sub-regions in 1987/1988/1989. The First set of meetings of these Steering Committees were held on 2.5.89, in the case of Haryana, 13.7.89, for Rajasthan, and 24.2.90, in respect of Uttar Pradesh. After a lapse of 3 years a fresh round of meetings of these 3 Steering Committees were held in the last quarter of the year under report.

In this second set of meetings, the action taken by the respective States on the various decisions of the earlier meetings of the Steering Committee and also of the 15th meeting of the NCR Planning Board held on 14.9.92, were reviewed. Among other important subjects the agenda for each of these meetings included matters regarding the constitution & functions of the proposed new subsidiary company of the Board viz., National Capital Region Development Finance Corporation; the accelerated development programme to be drawn up for Priority Towns and creation of sub-regional development authorities for implementation of the same as well as the VIII Plan provisions to be made for the development of NCR Sub-regions, in the light of the Planning Commission's stipulation regarding the collective matching contribution of Rs. 200 crore expected by way of budgetary grants from the 3 participating States.

In the case of Haryana and Rajasthan, additional items relating to integrated development plans of Bhiwadi-Dharuhera Complex and the impact of the Notifications dated 7.5.92, issued by the Ministry of Environment and Forests, on the development of the respective sub-regions, were also discussed.

E) Staff meetings

Regular staff meetings were held by Member Secretary, NCR Planning Board throughout the year with a view to monitoring the progress of important items of work and ensuring their prompt & efficient disposal. About 20 such meetings were held in all.

F) Workshops, Seminars and Exhibitions

For purposes of skill upgradation, providing exposure to latest technological and other development activities and/or facilitating wider inter-action in the fields of urban Planning & Management, transportation, housing, slum upgradation etc. the following work-shops/seminars were attended by the officers of the Board in the year 1992-93:

1. A seminar on a mass transport system for Delhi in April, 1992, organised by Delhi Traffic Transport Group (DTTG), New Delhi.
2. A two-day seminar on the theme "Industries in Delhi- A new Perspective", in July, 1992, organised by Delhi State Industrial Development Corporation (DSIDC), New Delhi.
3. A work-shop on growth dynamics and the problems of mega-cities organised by office of the Registrar General, India, New Delhi.
4. 10th National Congress of Housing Cooperatives organised by National Cooperative Housing Federation of India, New Delhi, in Nov., 1992.
5. A course on the formulation of state housing strategies and action plans, organised by Department of Personnel and Training, Govt. of India, in Jan., 1993.
6. A course on management of urban poverty alleviation, organised by Indian Institute of Public Administration, New Delhi, in Jan., 1993.

7. A course on law and urban development, in Feb.. 1993, organised by Indian Institute of Public Administration New Delhi.

8. A national seminar on urban transportation, held in Feb., 1993, organised by Indian National Academy of Engineering, New Delhi and Central Road Research Institute, New Delhi.

9. A work-shop-cum-seminar on urban area, slum upgradation, and urban renewal organised by Socio-Economic Research Foundation, New Delhi in March, 1993.

10. A seminar held jointly with a Chinese delegation on urban issues, land policies and housing development in India by National Institute of Urban Affairs, New Delhi also in March, 1993.

11. A national symposium on managing our metro-cities which was organised by School of Planning & Architecture, I.P. Estate, New Delhi in the last week of March, 1993.

Exhibition

The NCR Planning Board participated in the exhibition which was held as part of the India International Trade Fair 1992 by the Ministry of Urban Development, in its newly constructed permanent pavilion at Pragati Maidan, New Delhi.

ANNEXURE - A

CONSTITUTION OF THE BOARD

NATIONAL CAPITAL REGION PLANNING BOARD

1.	Union Minister of Urban Development	Chairman
2.	Chief Minister of Haryana	Member
3.	Chief Minister of Rajasthan	Member
4.	Chief Minister of Uttar Pradesh	Member
5.	The Administrator of Delhi Union Territory	Member
6.	Minister of Town & Country Planning, Government of Haryana	Member
7.	Chief Secretary, Government of Haryana	Member
8.	Minister, Urban Development, Government of Rajasthan.	Member
9.	Chief Secretary, Government of Rajasthan	Member
10.	Minister Incharge of Urban Development, Government of Uttar Pradesh.	Member
11.	Secretary, Housing & Urban Development, Government of Uttar Pradesh.	Member
12.	Chief Executive Councillor, Delhi Administration, Delhi.	Member
13.	Chief Secretary, Delhi Administration, Delhi.	Member
14.	Secretary, Ministry of Urban Development, Government of India.	Member
15.	Member, Planning Commission, dealing with Urban Development.	Member
16.	Chief Planner, Town & Country Planning Organisation, Government of India.	Member
17.	Minister for Power, Govt. of India, New Delhi.	Member
18.	Minister for Telecommunication, Government of India, New Delhi.	Member

- | | | |
|-----|---|--------|
| 19. | Minister for Railways, Government of India, New Delhi. | Member |
| 20. | Minister for Surface Transport, Government of India, New Delhi. | Member |
| 21. | Member Secretary, NCR Planning Board, New Delhi. | Member |

Co-opted Members :

1. Chief Minister, Govt. of Madhya Pradesh
2. Secretary, Ministry of Industry, Government of India.
3. Chairman, Railway Board, Government of India.
4. Secretary, Ministry of Surface Transport, Government of India.
5. Advisor (HUD), Planning Commission, Government of India.
6. Vice-Chairman, Delhi Development Authority.
7. The Secretary, Deptt. of Expenditure, Government of India.
8. The Secretary, Deptt. of Power, Government of India.
9. The Secretary, Urban Development & Housing Department, Government of Punjab.
10. The Secretary, Urban Development & Housing Department, Govt. of Madhya Pradesh.

COMPOSITION OF THE PLANNING COMMITTEE

According to the provisions of the NCRPB Act, 1985 the Board has constituted the Planning Committee. It has 19 Members under the Chairmanship of the Member Secretary as under:

- | | |
|--|----------|
| 1. Member Secretary, NCR Planning Board | Chairman |
| 2. Joint Secretary in the Ministry of Urban Development dealing with the work relating to the National Capital Region. | Member |
| 3. Secretary in charge of National Capital Region work in the State of Haryana. | Member |
| 4. Secretary in charge of National Capital Region work in the State of Rajasthan. | Member |
| 5. Secretary in charge of National Capital Region work in the State of Uttar Pradesh. | Member |
| 6. Secretary in charge of National Capital Region work in the Delhi Union Territory. | Member |
| 7. Vice - Chairman, Delhi Development Authority. | Member |
| 8. Chief Planner, Town & Country Planning Organisation, Ministry of Urban Development. | Member |
| 9. Director, Town Planning Department, Government of Haryana. | Member |
| 10. Chief Town Planner, Government of Rajasthan. | Member |
| 11. Chief Town Planner, Government of Uttar Pradesh. | Member |

CO-OPTED MEMBERS

A representative each from the Ministries of:

1. Transport
2. Energy (Dept. of Power)
3. Communications
4. Railways
5. Planning Commission
6. Dept. of Environment
7. Chairman cum Managing Director, Housing & Urban Development Corporation.
8. Chief Regional Planner, H.C.R. Planning Board.

ANNEXURE CCOMPOSITION OF PROJECT SANCTIONING & MONITORING GROUP

- | | | |
|----|---|----------|
| 1. | Secretary, Ministry of Urban Development | Chairman |
| 2. | Secretary (Exp), or his representative | Member |
| 3. | Adviser, Planning Commission
or his representative | Member |
| 4. | Joint Secretary in charge of NCR in
the Ministry of Urban Development. | Member |
| 5. | Secretaries-in-charge of the NCR
work the States and Delhi U.T. | Member |
| 6. | Chief Planner, TCPD, New Delhi. | Member |
| 7. | Member Secretary, NCR Planning Board | Member |

COMPOSITION OF PROJECT SANCTIONING & MONITORING GROUP II

- | | | |
|----|---|----------|
| 1. | Member Secretary,
NCR Planning Board. | Chairman |
| 2. | Joint Secretary (Finance)
Ministry of Urban Development
or his representative | Member |
| 3. | A representative of the
Ministry of Urban Development | Member |
| 4. | A representative of the Planning Commission | Member |
| 5. | Secretary in charge of NCR in the
States and the Union Territory. | Member |
| 6. | Senior Planning Engineer,
NCR Planning Board. | Convenor |

FORM '6'

NATIONAL CAPITAL REGION PLANNING BOARD

STATEMENT OF LOANS/ADVANCES SANCTIONED BY THE BOARD DURING THE FINANCIAL YEAR 1992-93

(SEE RULE 47 (i))

(Amount in Rupees)

Name of Person/ Party receiving the loan/ Advance	Amount of Loan Advance sanctioned	Rate of Interest	No. & Date of orders authorising loan/ advance	Balance from last year	Amount advance this year	Total	Payment of Principal				Payment of Interest		
							Instalment of repayment during the year & arr- ear of instt. due relating to earlier year if any	Amount of Principal repaid during the year	Amount of default in repay- ments of principal (Col. 8-9) figures to be shown year wise	Balance of loan/ad- vance at the close of the year (Col. 7-9)	Amount of interest due for & upto the year under review	Amount of interest received and cre- dited to revenue during the year	Balance of in- terest unpaid
1. Urban Improvement Trust, Alwar	30000000	12.5%	Integrated Dev. Scheme of Bhiwadi No. I-12014 (1)/Raj. (Bhiwadi)/89- 90 dated 5.1.1993 Rs. 30000000	122576380	30000000	152576380	6464615	6464615	Nil	14111765	13550363	13550363	Nil
2. Rajasthan Indl. Dev. & Investment Corporation, Jaipur	30700000	12.5%	Development of Indl. Township Phase-III at Bhiwadi No. I-12014(1)/ Raj. (Bhiwadi)/90-91 dt. 27.11.92 Rs. 30700000	65000000	30700000	95700000	--	--	--	95700000	7475000	7475000	Nil
3. Haryana Urban Development Authority, Chandigarh	--	--	--	134929100	--	134929100	8604618	8604618	Nil	126324482	14666826	14666826	Nil
4. Govt. of Uttar Pradesh, Lucknow	28000000	11.75%	Ganganagar Housing Scheme Phase-III at Meerut No. I-12012 (1)/UP (Meerut)/91-92 dated 2.2.93 Rs. 28000000	294708238	28000000	322708238	17248408	17248408	Nil	305459830	289 50389	289 50389	Nil
5. Government of Punjab	--	--	--	10000000	--	10000000	--	--	--	10000000	1075000	--	1075000
6. Government of Madhya Pradesh	--	--	--	10000000	--	10000000	--	--	--	10000000	1075000	1075000	Nil

A.N. 11/01/94/1000/34 (17/15)

**MINUTES OF THE 17TH MEETING OF THE NCR
PLANNING BOARD HELD AT 10.30 AM ON 21.3.1994
IN THE COMMITTEE ROOM 'D', PARLIAMENT HOUSE
ANNEXE, NEW DELHI.**

The list of participants is annexed.

2.1 Extending a hearty welcome to all members and other invitees to the 17th meeting of NCR Planning Board, Chairperson expressed the overriding need for one and all present to work more closely together to make National Capital Region a resounding success. In retrospect, she pointed out, it was the paucity of investible funds as much as the absence of an overall implementation strategy that had been the main impediments to the actualisation of the VIIIth Plan Development programme of Rs. 800 crores. However, both these problems had been substantially addressed in the 15th meeting of the Board held on 14.9.1992, which was addressed by the Honourable Prime Minister. Highlighting the strong support being provided by the Central Government to the NCR Planning Board in stepping up its Plan assistance six-fold for the VIII Plan period, Chairperson added that more than half of the approved investment outlays required for developing the regional infrastructure in the Central Sector had separately been provided for in the VIII Plan programmes of the concerned Ministries. Furthermore, the Ministries of Communications and Power, had given clear-cut assurances that the full requirements of the counter-magnet towns in NCR with respect to these 2 important sectors would be taken care of, as projected.

2.2 Coming to the all-important question of raising additional resources for the State Sector shared programme, Chairperson regretted that the proposal to set up NCR Development Finance Corporation as a subsidiary of NCR Planning Board had not made much headway and that even the composite matching funds to be provided by the 3 participating States and NCT-Delhi had not yet been fully tied up. Continuing efforts must be made, she emphasised, to see that the remaining investment gaps in both Central and State sectors were provided for with the help of additional allocations, as part of the forthcoming mid-term review of VIII Plan.

2.3 In the course of her speech, Chairperson also referred to the substantial progress made in finalising the draft Sub-regional Plans for Rajasthan, Haryana and Delhi as well as the statutory mid-term review of Regional Plan-2001.

2.4 Finally, calling on all constituent units to move forward boldly together in the 7 years left till 2001 A.D.,

Chairperson expressed the firm belief that NCR Planning Board which was the only inter-State planning body of this kind, would soon be able to bring about the transformation of the National Capital City into a more spatially-dispersed and ecologically-balanced National Capital Region through its model development plan, which was also capable of being replicated in all other major metropolitan areas in India and the world over.

3.1 In his opening address, Shri Bhajan Lal, Chief Minister, Haryana referred to the growing civic and other environmental problems of Delhi, which he attributed mainly to continuous in-migration spurred by the availability of a very high level of infrastructure subsidies and concessional taxes. He drew attention to the counter-vailing efforts being made by his Government to bring about the rapid development of Haryana Sub-region, such as the new water supply channel for Gurgaon Town and various projects for raising the level of social services and civic amenities in Faridabad. Similarly, a large-scale fruit and vegetable market was being designed according to international standards at Kundli while a new industrial town was being planned at Bawal. The Chief Minister, also referred to the need for speedy construction of the planned expressway between Sonapat and Panipat and other regional infrastructure schemes such as the widening of national highways and construction of Regional Rail Bypass, the flyover at Ashram Chowk and the elevated road between Badarpur in Delhi - Haryana border. Citing the important role to be played by the Inner and Outer Grids of NCR in the planned decongestion of Delhi, he pleaded that these State Highway schemes should also be financed by Ministry of Surface Transport. While assuring Delhi's industrial units of the ready availability of industrial plots and other incentives if they relocated in Haryana, the Chief Minister stated that what with the existing power shortage being one of the biggest impediments to such large-scale industrial growth in his State, the promised availability of additional load from the Centre's unallocated reserve would be a great boon. Shri Bhajan Lal also emphasised the need for extending the Delhi IMMRTS to neighboring towns such as Gurgaon, Faridabad, Kundli and Bahadurgarh, in Haryana Sub-region, in order to provide much-needed commuter facilities within DMA.

3.2 Chief Minister, Haryana, next referred to the VIII Plan investment programme prepared by his Govt. for the Haryana Sub-region which called for an aggregate outlay of Rs. 1810 crore on various infrastructure projects to be executed partly by the Central Government. To facilitate the speedy implementation of this Sub-Plan, he requested that Rs. 659 crore be provided by way of special Plan assistance for State Sector schemes, and also that such funds be made available on softer terms than hitherto provided by NCR Planning Board. While acknowledging the need for augmenting

the NCRPB Fund wide the provisions of Sec. 22 of the NCR planning Board Act, Chief Minister Haryana nonetheless, reiterated the reservations of Govt. of Haryana on the proposal to set up NCR Development Finance Corporation. He however, suggested that the views of the Planning Commission and Ministry of Finance may be obtained as to the modalities of resource mobilisation, in the first instance, after which the State Govts. may be consulted and the matter brought before the NCRPB for a final decision.

3.3 Before concluding his speech, Chief Minister Haryana stated that HUDA still had large developed tracts of land available for institutional purposes in the Sub-region which would continue to go abegging unless stern measures were taken by Central Government to implement the policy of shifting Government offices and Central PSUs out of Delhi. He reiterated the need for the tax structure in Delhi to be further rationalised and the consignment tax introduced so as to reverse the trend of Haryana's grain produce being increasingly marketed in Delhi and help build up the revenues of the State Government as well as local bodies in Haryana Sub-region.

4.1 Lt. Governor of Delhi Shri P.K. Dave, in his address, referred to the Sub-regional Plan for Delhi, now in an advanced stage of preparation, in which various pressing concerns of the National Capital Territory would be specifically addressed in the context of the NCR as a whole. He, however, cautioned against scaling down the development targets provided for in the Master Plan for Delhi to conform to Regional Plan projections, as in his view, the latter did not fully take into account the actual growth of population which belied even the latest Census figures. In this connection, he called for early implementation, in particular, of various pending schemes designed to meet Delhi's water supply needs.

4.2 While fully endorsing the proposal to set up a Unified Transport and Planning Group, the Lt. Governor suggested that the highest priority be given to the implementation of the rail and road bypasses provided for in the NCR Plan as well as the proposed Delhi MRTS. Citing the action taken to raise sales tax rates in Delhi to the NCR floor-level (or above) in respect of 29 commodities, Lt. Governor also drew the attention of the Board to the fact that since its last meeting, DESUs power tariffs had been revised again and brought closer to the floor-level for NCR. Shri Dave, however, ruled out any increase in the CST level at the present juncture.

4.3 In conclusion, the Lt. Governor made a strong plea for greater financial investment by all constituent units in the development of NCR, as a whole, coupled with serious and sustained efforts on the part of all concerned for the proper implementation of the Regional Plan policies and priorities.

5.1 In his opening remarks, Shri Ramashankar Kaushik, Minister Incharge of Urban Development, Govt. of U.P. Pradesh, expressed his Govt's concern over the unabated inflow of migrants into Delhi and said that in order to reverse this trend, it was inevitable that all the regional centres of NCR should be provided with services on par with Delhi. However, in view of the large number of backward areas which existed elsewhere in his State, it would be difficult, he felt, for U.P. Government to increase its financial assistance for development of UP Sub-region. He therefore pleaded for Central Government to provide additional grants as well as loans for the speedy implementation of the State sector investment programme for NCR.

5.2 Shri Ramashankar Kaushik suggested that the dispersal of Central Government establishments as well as institutional and commercial activities from Delhi should be speeded up particularly to towns like Meerut, where much developed land was available for allotment. While explaining the status of various new township projects being prepared for UP Sub-region, the Minister from UP suggested that Saharanpur and Ferozabad towns should be included in the list of towns-NCR Counter Magnet Areas to be assisted by NCR Planning Board. The importance of utilising rail transport facilities for enhancing commuter services was stressed and a fervent appeal made to increase the frequency of train services to reduce the travel time within NCR. Shri Kaushik finally made a plea to rationalise the sales tax regime in the entire National Capital Region, so as to give greater thrust to the dispersal of wholesale trade and commerce outside Delhi.

6.1 Shri Bhanwar Lal Sharma, Minister of Urban Development, Govt. of Rajasthan, began by expressing his happiness over the attention being given by the NCR Planning Board to the development of Rajasthan Sub-region. He mentioned that Rs. 18 crore had been provided by the Govt. of Rajasthan for the development of the regional towns and sub-regional centres in Rajasthan Sub-region in addition to the funds being spent by the respective development authorities at Alwar and Bhiwadi as well as Behror and Shahjahanpur in the Rajasthan Sub-region. Shri Bhanwar Lal Sharma also requested the Board to provide funds for development of service centres and basic villages bearing in mind that the process of migration mostly starts from the smaller settlement areas.

6.2 The Minister from Rajasthan informed the Board that his Government had agreed in principle to the setting up of the National Capital Region Development Finance Corporation and was prepared for its entire VIII Plan provision of Rs. 18 crore for NCR to be invested in the equity capital of the proposed financial institution. As to the setting up of a

special development authority for the entire Rajasthan Sub-region, he indicated that the existing UIT Alwar could be made more effective and its scope of operations increased, in the first instance.

6.3 Welcoming the proposal to set up a separate Committee to monitor the decentralisation process within NCR and also to implement the said programme through proper incentives, Shri Bhanwar Lal Sharma assured the Board that sufficient land was available to absorb industry, trade and commerce as well as Govt./PSU offices, in the towns of Alwar and Bhiwadi. The State Government was also eager to fulfill its counterpart responsibilities for the shifting of the economic activities from Delhi. Citing the skewed tax structure as being one of the important factors leading to the increasing concentration of economic activities in Delhi, Shri Sharma stated that the Government of Rajasthan had been continuously stressing the need for the sales tax structure to be made uniform throughout NCR. He wanted that a decision in this regard be taken immediately. The Minister from Rajasthan also emphasised the need for connecting Bhiwadi with Rewari through a rail-link in order to provide it with better market access, as well as the need for widening of the existing road connecting Alwar with Bhiwadi via Tijara which formed a part of the Outer Grid. Pointing out that the Rajasthan Government had also been requesting, for quite some time, for inclusion of the 4 remaining tehsils of Bharatpur, Deeg, Kama and Nagar in the National Capital Region, Shri Sharma requested that a decision in this regard be taken as part of the on-going mid-term review of Regional Plan-2001.

6.4 Before concluding, the Minister from Rajasthan also reiterated the need for the Environment Ministry to withdraw the Notification promulgated on 7.5.1992 which was adversely affecting various development activities such as mining, electrification, housing development etc., in the entire district of Alwar.

7.1 Shri Talwant Singh Keer, Minister for Local Self Government and Urban Welfare, Madhya Pradesh, at the outset, highlighted the centrality and growth potential of the Counter-magnet area of Gwalior where an industrial colony of 1327 hectares had already been developed. Shri Keer stated that residential schemes had also been launched and houses constructed in an area covering 367 hectares while similar projects had commenced in another 405 hectares. Altogether, Govt. of Madhya Pradesh had provided Rs. 6 crore by way of budgetary support for the development of this Counter-magnet Area and action was being taken to improve the local infrastructure. Further, in order to attract industry, sales tax had been completely abolished throughout the State of Madhya Pradesh. Referring to the proposal for setting up of the NCR University, the Minister from Madhya Pradesh suggested that the Headquarters of the same may be located at Gwalior.

On the conclusion of these various speeches, formal agenda was taken up for consideration as under:

9. Agenda Item No. 1 : Confirmation of Minutes of the 16th meeting of the NCR Planning Board held on 28.6.1993.

9.1 Member Secretary proposed that the Minutes of the 16th meeting of the NCR Planning Board held on 28.6.1993, be confirmed. Chief Secretary, Haryana, Shri M.C. Gupta, and the Commissioner, Town & Country Planning, Haryana, Shri Pradeep Kumar, expressed certain reservations regarding the correctness of the minutes as recorded with reference to the discussions held on NCRDFC, as well as the audio-visual presentation on VIII Plan Investment Programme which was made at the meeting. Shri Pradeep Kumar, who was one of those who was personally present at the 16th meeting, stated that although it was his recollection that the proposals regarding NCRDFC were deferred for further consideration, the same had been mentioned as 'approved', in the minutes. He also doubted that the various programmes and proposals presented in the audio-visual could be deemed to have been approved because there had practically been no discussion in the matter, according to him.

9.2 After some discussion on this point, Member Secretary, NCR Planning Board, asked Chief Secretary, Haryana, to propose a suitable change in the wording of the Minutes with respect to these 2 items, for consideration of the Board. Chief Secretary, Haryana agreed to prepare a draft amendment to the minutes and send the same to MS, NCR Planning Board on the conclusion of the meeting.

10. Agenda Item No. 2 : Review of the Action Taken on the decisions of the 16th meeting held on 28.6.1993.

10.1 (A) Ministry of Urban Development

10.1.1 Floating of NCRDFC.

10.1.1.1 It was pointed out by the Secretary, Ministry of Urban Development, that the matter was proposed to be discussed separately at Agenda Item No. 4.

10.1.2 Revision of Master Plan of Delhi to bring its overall projections in line with the Regional Plan.

10.1.2.1 Both Lt. Governor of Delhi and Vice

Chairman, DDA, observed that in the light of the latest Census trends, the population assigned for Delhi in the Regional Plan-2001 was likely to be an underestimate and that as such, it would be inappropriate to curtail the development programme envisaged in Delhi's Master Plan accordingly. Member Secretary, NCR Planning Board explained that this aspect was being looked into with the help of an Expert Committee and some tentative conclusions had been arrived at which would soon be firmed up and placed before the Board. Conceding that some increase in the Regional Plan's assigned population for Delhi-2001 may be found necessary in the light of the study, MS however stressed the importance of seeing that, in the meantime, no additional investment was planned for infrastructure in Delhi except on the basis of the Regional Plan population projections.

10.1.3 Preparation and monitoring of an action programme for shifting of PUSS/Govt. offices within a definite period:

10.1.3.1 Secretary, Ministry of Urban Development conceded that despite all the efforts already made in pursuance of the decision of the Cabinet Committee on Accommodation, only 3 PSUs out of 24 had already moved out of Delhi to date. He, however, maintained that in his view, the constitution of an inter-State committee under his Chairmanship, with the Additional Secretaries of various Ministries and the Secretaries of the participating NCR States as Members, would not be the best way to achieve the desired objectives.

10.1.3.2 Member Secretary pointed out that a high-level official committee had been constituted under the Cabinet Secretary as far back as 1986, to identify the target PSUs on the recommendations of NCR Planning Board. As the mere writing of letters for the last so many years had not yielded the expected results, the Board, at its 16th meeting, had decided to both formulate and monitor a time-bound programme for implementation, and to entrust these tasks to the aforesaid committee.

10.1.3.3 Secretary, Housing Department, Govt. of Uttar Pradesh stated that in anticipation of the said dispersal, much land had already been developed in towns like Meerut and Ghaziabad, which was lying unutilised. He requested Ministry of Urban Development to prepare a list of the PSUs which were willing to

shift to each such town and simultaneously provide to respective State Government with the various requirements of these PSUs, both in terms of land infrastructure and purchase price, so that a more concrete implementation programme could be prepared. Agreeing to the proposal, Secretary, Ministry of Urban Development stated that if furnished with the details of the lands available for institutional allotment in various NCR towns, he would make such an offer directly to the remaining PSUs as also those Government offices which were under orders to shift. Member Secretary responded that these details which had already been ascertained by the NCR Planning Board would be updated and sent to the Ministry right away.

- 10.1.3.4 Shri T.S. Keer, Minister for Local Self Government & Urban Welfare, Madhya Pradesh, suggested that Counter-magnet Areas such as Gwalior be included in the preferred list of towns to which PSUs and Government departments may be invited to relocate outside Delhi.

10.1.4 Provision of requisite budgetary support:

- 10.1.4.1 The Secretary, Ministry of Urban Development, stated that in view of the overall budgetary constraints faced by Urban Development Ministry, it had not been possible to allocate and release more than Rs. 20 crore, in 1993-94, for the National Capital Region Planning Board. For the same reason, the allocation for 1994-95 would have to be pegged at a mere Rs. 25 crore, he added. Member Secretary pointed out that the Annual Budget for 1994-95 was a separate item on the agenda. However, if the NCR Planning Board were to get only Rs. 25 crore from the Central Govt. in 1994-95, the respective matching shares would be correspondingly reduced to Rs. 8.5 crore for U.P. Rs. 2.5 crore for Rajasthan, Rs. 7.5 crore for Haryana/HUDA and Rs. 6.5 crore for Delhi, he added, thus bringing down the total expected budgetary support for 1994-95, from Rs. 100 crore to 50 crore.

10.1.5 Full integration of Delhi MRTS with the transport network approved for DMA/NCR as a whole:

- 10.1.5.1 It was mentioned by the Secretary, Ministry of Urban Development, that the matter was being placed before the Cabinet as part of a comprehensive proposal relating to the implementation of the IMMRTS-Delhi project.

Additional Budgetary allocation towards
the GNCT Delhi's share of cost for
Tehri, Kishau and Renuka Dams:

10.1.6.1 At the outset Secretary, Ministry of Urban Development pointed out that the item substantively pertained to Ministry of Water Resources and not MOUD. He, therefore, requested Shri M.S. Reddy, Secretary, (WR) to apprise the Board of the progress made in this behalf.

10.1.6.2 Clarifying that this was only the nodal Ministry for drawing up the water-sharing agreement to be executed by the riparian States of the Northern Region (including NCT-Delhi), Shri Reddy stated that the actual plan provisions for construction of the dams and waterways needed to operationalise the said agreement would have to be made by the respective States, in consultation with the Planning Commission. Lt. Governor, Delhi, wanted to know the exact status of each of the major river projects whose speedy completion was crucial to the sustenance of Delhi. Secretary, Ministry of Water Resources, responded that, first and foremost, about 150 mgd was intended to be provided for Delhi by the Tehri Dam for which the techno-financial clearance had already been given and the scheduled date of completion was March 1999. Secondly, there was the Kishau dam, whose techno-economic feasibility had also been established and for which a revised project report was awaited from Government of Uttar Pradesh. As regards the Renuka Dam, the estimated cost, as per the project report received from Himachal Pradesh Electricity Board in April, 1993, was Rs. 812 crore for which some payment had already been made towards Delhi's share. In the meantime, the conveyance systems required for bringing Delhi's expected share of these waters all the way to the National Capital City were under study by the Water & Power Consultancy Services (India) Ltd. (WAPCOS), Shri Reddy added.

0.1.6.3 -While on the subject, Secretary Ministry of Water Resources also referred to the Haiderpur Treatment Plan phase-II under which approximately 200 cusecs of additional drinking water was sought to be provided for Delhi through exchange of treated sewage from Haryana. The estimates for the carrier channel to be constructed under this scheme were also being finalised, he said.

- 10.1.6.4 Chief Secretary, Haryana, Shri M.C. Gupta, pointed out that as the said water storage and carrier systems would affect the overall availability of water in Haryana State, these aspects would have to be closely looked at by Haryana Government before the pending projects were finalised and implemented.

10.2 **Ministry of Surface Transport**

- 10.2.1 To sponsor feasibility studies in respect of Delhi-Ghaziabad-Meerut and Sonapat-Panipat Expressways on the lines similar to the proposed study for FNG Expressway:

10.2.1.1 Shri C.N. Ramdas, Secretary, Ministry of Surface Transport, assured the Board that MOST was doing its utmost to meet the aspirations of people in NCR. Accordingly, the entire 286 kms of National Highways falling within NCR would be upgraded by 2001 AD out of which 248 kms would be completed by the end of 8th period itself. However, as his Ministry's outlay for VIII Plan had been cut down to about one-third of the actual requirements due to overall budgetary constraints, it was difficult for MOST to think of taking up any new major highway projects such as the 3 Expressways proposed for NCR except through greater privatisation of such schemes. With this in view, it was intended to take up 2 or 3 such projects on Build Operate and Transfer (BOT) basis in the first instance, Shri Ramdas averred, thereby paving the way for the rapid development of the entire national expressway network, with the help of the private sector, in course of time.

10.2.1.2 In response to a query made by Shri M.C. Gupta, Chief Secy. Haryana regarding the status of the Panipat - Sonapat Expressway, Secy. MOST replied that a feasibility study would have to be commissioned for this project in the first instance. He further explained that while MOST suo-moto took up feasibility studies in respect of National Expressways, the Sonapat-Panipat Expressway had not yet been declared as a National Expressway. It would be helpful therefore, Shri Ramdas said, if Government of Haryana were to formally write to MOST to declare the proposed Panipat-Sonapat Expressway as a National Expressway.

10.2.1.3 Summing up the pending issues relating to the NCR Expressway programme, Member Secretary informed the Board that in respect of F.N.G. Expressway there would need to be a specific commitment on the part of the

MOST to implement the project in conjunction with the private sector, subject to the availability of funds to cover the Centre's minimum share therein. He explained that ADB which had already taken up preparation of a detailed project report for F.N.G. Expressway, at the instance of MOST, normally stipulated that the sponsoring Ministry bear at least 20 to 25 per cent of the total estimates of such infrastructure projects - which was mainly required to meet the land component cost. It was, therefore, expected that MOST would favourably consider sponsoring feasibility studies for the 2 other approved Expressway projects in NCR viz Ghaziabad-Meerut and Sonapat-Panipat, respectively, on a similar basis, in the first instance.

2.1.4 Secretary, MOST, pointed out that while the land component costs in respect of the 3 expressways in NCR came to Rs. 125 crore, the CRF's present annual kitty was a mere Rs. 18 crore for the entire country. Hence, unless and until the CRF was enhanced to Rs. 350 crore to Rs. 400 crore per annum, it would not be possible, Shri Ramdas felt, for MOST to finance even the land acquisition programme for the 3 NCR Expressways.

2.1.5 Shri Rama Shankar Kaushik, Minister incharge of Urban Development, Uttar Pradesh wanted to know the status of the Hapur Bypass for which land had already been acquired. Secretary MOST pointed out that a clearer picture would emerge regarding the Hapur Bypass Project only after the ongoing feasibility study was concluded.

3 Ministry of Railways :

3.1.1 Shri A.N. Shukla, Chairman, Railway Board, pointed out that the on-going gauge-conversion projects relevant to NCR were on schedule and that both the Rewari-Hissar & Rewari -Alwar sections would be completed by June, 1994, while the Alwar Mathura section would be ready by March, 1995. Regarding the Rewari-Bhiwadi link, Chairman Railway Board said that the Railways were studying the feasibility of the entire Khurja-Palwal-Rohtak Regional Rail Bypass. The final alignment report for this project was expected in June, 1994 after which the said project would also be taken up, Shri Shukla averred, subject to the clearance of Planning Commission.

10.3.2 Coming to the augmentation and electrification of Meerut-Muradnagar, Delhi-Khurja and Delhi-Jaipur railway lines, it was mentioned by Chairman Railway Board that these projects were not part of the Plan programme of his Ministry and that, as such, extra budgetary allocations would have to be provided for the purpose. Meanwhile, the members of the Board were informed that Northern Railway was carrying out a detailed long-term study to review the rail traffic requirements in NCR and beyond, and the said study report was expected to be ready by 31.5.1994.

10.3.3 Shri M.C. Gupta, Chief Secretary, Haryana, intervened to say that though the new broad-gauge connection between Rewari and Hissar, was a welcome one, it would have been better to have a direct rail link between Rohtak and Hissar, which was the shortest route, as pointed out by the Honourable Chief Minister of Haryana in his address.

10.3.4 Shri S.P. Jakhanwal, Vice Chairman, Delhi Development Authority, requested that fast, dedicated trains for commuter traffic be run from Narela and Bijwasan railway stations to meet the needs of the people residing in these 2 fast-growing sub-cities of Delhi. Further, in view of the fact that about 800 truck-loads of cement were being consumed daily by DDA alone and about 2000-3000 trucks carrying cement were estimated to part of the overall daily traffic in the National Capital City, Shri Jakhanwal suggested that the Railways strive to handle a substantial share of this bulk transportation of cement in order to reduce the pressure of traffic on the roads. The Chairman Railway Board responded to the effect, that with the completion of the on-going uni-gauging schemes in the Northern Region, including the Bhatinda-Hissar and Hissar-Rewari sections respectively, the bulk of the foodgrains traffic of the northern region which today was compelled to transit through Delhi would be diverted to these uni-gauge long-distance corridors, thereby leaving a substantial spare capacity available for handling commuter traffic on the Delhi Ring Rail system. Referring to the cement-handling traffic, Shri Shukla stated that like its counterparts in the South and West, Northern Railway would take all necessary steps to increase the Railway's modal share of the cement distribution traffic in Delhi.

10.4 Ministry of Communications :

10.4.1 It was mentioned by Shri M.G. Kulkarni, Member, (Services), Telecom Commission, who was representing Secretary, Telecom, at the meeting that, as already

communicated by the Minister for Communications, telephones would be provided on demand in the NCR - except in Delhi where a 2-year waiting period would be maintained as a matter of policy. With this in view, the Department of Telecommunications would be adding about 3.6 lakh additional telephone lines at a cost of Rs. 995 crore in the National Capital Region during the VIII Plan, he added. Shri Kulkarni further stressed that what with the rapid advances being made in the technological sector by way of FAX, electronic mail etc., it would be very much in the public interest if physical travel was reduced as much as possible, especially in the case of Government, Semi-Government and Public Sector offices, by means of a more sustained use of these telecom facilities within NCR.

1.5 Ministry of Power :

- 5.1 Member Secretary drew the attention of the Board to the fact that Ministry of Power had already agreed to release an additional 457 MW of power in the region out of the additional Central reserves to be created in VIII Plan. However, the ready availability of this additional power was contingent on respective State Governments strengthening their own transmission and distribution systems in respect of the Priority and DMA towns, Member Secretary pointed out.

1.6 Ministry of Finance :

- 6.1 Member Secretary stated that Ministry of Finance was yet to take action on the proposed augmentation of the CRF as requested for by the Ministry of Surface Transport. Shri M.P. Gupta, Additional Secretary, Department of Expenditure, Ministry of Finance informed the Board that the matter would be placed before the Cabinet shortly.

1.7 Sub-component Plans

- 7.1 Member Secretary referred to the urgent need for each of the concerned Ministries to prepare a Sub-component plan covering the respective sectors of Investment Programme for NCR in VIII Plan period. Although a decision had first been taken by the Board in this regard at its 15th meeting held on 14th Sept. 1992, Member Secretary stated, the needful was yet to be done by virtually one and all. Pointing out that all

Ministries were preparing Annual Performance Budget, the behest of Finance Ministry, MS explained that requisite Sub-component Plan could be viewed as performance Budget in respect of the NCR, in which uncovered gaps in budgetary allocations could be highlighted along with the physical & financial targets pertaining to the fully-committed NCR projects.

10.7.2 Member Secretary, NCR Planning Board, also drew attention to the need for immediate budgetary provision to be made in respect of each of the identified Government departments and PSU offices so as to enable them to acquire the requisite built-up spaces which were a pre-requisite for shifting out of Delhi. He pointed out that once the requisite budget provisions were made, the concerned Ministries would be able to monitor the long-pending process of implementation in a practical, time-bound manner.

10.7.3 Coming to the 5 Counter-magnet Areas outside NCR (for which a separate note had been circulated as part of the agenda notes) Member Secretary drew attention to the fact that adequate funds were available for disbursement provided that all the necessary pre-conditions prescribed by the Board in this regard were duly fulfilled. Except in the case of Hissar in Haryana, for which no development plan had been finalised, the remaining formalities had already been completed or were likely to be completed very shortly, he mentioned. Referring to a special meeting taken by him recently to review the status of these cases, Member Secretary assured the Board that each of these projects would receive due priority for grant of financial assistance in 1994-95.

10.8 Govt. of NCT-Delhi :

10.8.1 It was pointed out by the Secretary (L & B), Shri Jagdish Sagar, that the details of action taken were mentioned in comprehensive reply sent by the Government of Delhi to the NCR Planning Board and also been referred to by the Lt. Governor of Delhi in his address. He however, wished to focus only on two items, one of which related to the proposal for setting up of a Coordination Cell headed by an officer of the rank of Joint Secretary to Government of NCT-Delhi, which was still pending with the Ministry of Urban Development for formal approval. Shri Sagar felt that the commissioning of the Cell would greatly help in finalising the Delhi Sub-regional Plan and overseeing

its implementation. The second specific item referred to by Shri Sagar was regarding the contribution from the NCT-Delhi towards NCR Planning Board Fund. He mentioned that although Government of Delhi had requested for an allocation of Rs. 17 crores for the year 1994-95, the same was subsequently reduced to Rs. 5 crore by the Planning Commission on the ground that the NCRDFC had not yet been formed. Member Secretary pointed out in this connection, that in order to achieve a collective matching contribution of Rs. 50 crore from the State Governments, bigger grants would have to be made available to NCR Planning Board by Delhi-NCT, particularly in the context of the stalemate regarding the raising of additional funds through NCR Development Finance Corporation.

9 Participating State Governments :

9.1 Member Secretary drew attention to the fact that the NCR Planning Board had also decided that Governments of Delhi, Haryana, Rajasthan and Uttar Pradesh need to urgently prepare their respective sub-component plans for NCR. Although he had specifically written letters in this respect to the respective Chief Secretaries, in December 1993, their replies were still awaited. Pointing out that each State Government would have already drawn up its overall VIII Plan programme covering all sectors including those relating to development of regional roads and power transmission and distribution systems, Member Secretary stated that all that was necessary, at this juncture, was for the NCR member States and NCT-Delhi to sub-allocate the outlays required to implement the respective State Sector programmes in NCR, and to present the requisite NCR Sub-component Plans in the shape of a self-contained performance budget in which all physical targets were shown alongside the corresponding financial provisions and uncovered gaps, if any.

9.2 Shri Pradeep Kumar, Commissioner and Secretary, Town & Country Planning, Haryana mentioned that plans for strengthening of power transmission and distribution system in his State were being finalised in consultation with the Haryana State Electricity Board and that the decisions in this regard would be made available to the NCR Board shortly. For the rest, he drew attention to the point (as mentioned by Chief Minister Haryana in his speech) that sub-component plans for NCR were also required to be prepared by the Central Ministries so that both monitoring & implementation could take place in a more coordinated manner. Chief Secretary, Haryana brought it to the

notice of the Board that the State Government already prepared a sub-regional Plan for about Rs. 100 crore out of which they would expect 30 to 35 per cent investment by the Central Ministries and another 35 per cent by way of grants from the Central Government. Welcoming the initiative taken by Haryana Government in this regard, Member Secretary said that preparation of sub-component plans would be pursued with Central Ministries and that the problem of shortfall in allocation of funds by all concerned would be taken up with the Planning Commission to see that full provision was made, in due course, wherever such Sub-plans had been drawn up. He once again stressed the urgency for Uttar Pradesh, Rajasthan and NCT-Delhi to follow Haryana's lead in this direction.

- 10.9.3 Shri D.N. Basu, Adviser (HUD & WS), Planning Commission said that in order to impart greater flexibility in the ordering of Plan resources, it had been agreed in the meeting held by Dy. Chairman, Planning Commission, with the Chief Ministers, that specific earmarking for individual projects/sub items should be made as infrequently as possible in the State Plan. However, he expressed himself as favouring the preparation of a performance budget, wherever required; otherwise a situation may arise where some States may ask for more sub-regions to be carved out like Bundelkhand etc. in order to gain access to specially earmarked funds, Shri Basu felt. Shri M.C. Gupta, Chief Secretary, Haryana, expressed the view that NCR being a very special project should not be equated with any other regional development schemes.

At this point of time, lunch was announced.

- 11.0 In view of the large number of subjects still to be covered, it was unanimously decided to adjourn the meeting to the second half of April, to facilitate a full discussion on each of the remaining items on the agenda.

MINUTES OF THE 17TH (ADJOURNED) MEETING OF THE NATIONAL CAPITAL REGION PLANNING BOARD HELD AT 10:00 A.M. ON 23.4.1994, IN THE PARLIAMENT HOUSE ANNEXE, NEW DELHI.

List of the participants is annexed.

2.1 While welcoming the members and invitees to the adjourned meeting, Chairperson Smt. Shiela Kaul, Minister for Urban Development, at the outset requested the Chief Ministers of Madhya Pradesh and National Capital Territory of Delhi, who were attending the meeting for the first time, to express their views and give their suggestions regarding the National Capital Region.

2.2 Shri Digvijay Singh, Chief Minister of Madhya Pradesh, began by pointing out that his State had a limited role to play in the affairs of the National Capital Region. Being exclusively concerned with the development of Gwalior as an external Counter-magnet Area, the Chief Minister suggested that the policy of dispersal of offices and industries from Delhi be immediately extended to cover all such Counter-magnet Areas especially Gwalior, in order to help retain the garden city character of Delhi and prevent the National Capital from becoming over-congested. The city of Gwalior which was barely 3 hours away from Delhi by train, already offered a variety of infrastructural facilities which made it an attractive alternative place to Delhi for locating industries, institutions and offices of all kinds, he said. Shri Digvijay Singh also stressed the need for establishing a container depot at Gwalior with the help of the Ministry of Railways.

2.3 Shri Madan Lal Khurana, Chief Minister of National Capital Territory of Delhi, while regretting his inability to be present on the inaugural day of the 17th Board meeting, i.e. 21.3.1994, reaffirmed the points made by the Lt. Governor on that date. The Chief Minister thus emphasised that unless a sufficient level of development took place in the Counter-magnet towns around Delhi, it would not be possible to stop the steady stream of migrants into Delhi. Though, the NCR Planning Board had drawn up an ambitious programme for the investment of Rs. 1,513 crore in the State Sector and Rs. 1,327 crore in the Central Sector for the VIII Plan period, many decisions were yet to be taken as to the modalities of implementation of the various projects, even in the case of Central Sector schemes. Stating that while it was only fitting that Government of India should take the lead in providing requisite finances for all the N C R schemes, Shri Khurana pointed out that for the first time, in March,

1994, the Government of Delhi had contributed of Rs. 3.5 crore towards the NCR Planning Board. He proceeded to assure his colleagues on the Board that it would be the endeavour of his Government to co-operate in the implementation of the Regional Plan, keeping in view that the planned dispersal of population and economic activities to other parts of the National Capital Region would not only help solve the problems of Delhi but involve the rapid development of the adjoining States as well.

2.4 While referring to the discrepancy between the assigned population of Delhi in NCR Plan vis-a-vis Delhi Master Plan, Chief Minister of Delhi also emphasised the point earlier made by the Lt. Governor of Delhi, in his address to the Board on 21st March, 1994, to the effect that it would not be desirable to restrict the development programme for Delhi on the basis of the assumed population figure of 112 lakh for 2001 A.D. In this context, Shri Khurana, expressed the view that Delhi's population had already crossed the 1 crore mark and stated that the problems encountered in maintaining adequate water supply, sewerage and transport facilities, particularly in the face of the backlog of squatter settlements and unauthorised colonies requiring these basic services, for a city of this size were aggravated by the 5 lakh population being added to Delhi every year.

2.5 The Chief Minister of Delhi drew particular attention to the problem of water supply arising from the fact that the bulk of available water in Yamuna River, was being shared at present by Haryana and Uttar Pradesh, leaving Delhi with very little scope to meet its increasing deficit. The Chief Minister suggested the formation of a River Yamuna Board, representing all the various riverine States, as a possible solution. Shri Khurana also referred to the heavy power deficit being faced by Delhi and urged that this should be met by supply of additional power out of total available load in the Northern Grid. Yet another all-important problem area was transportation where notwithstanding the number of studies which had been carried out and expert committees consulted over the last 30 years, nothing practical had been done to date in the way of providing a mass rapid transit system for Delhi. The latest estimates were that MRTS project would cost Rs. 10,000 crores and take 25 years to complete, Shri Khurana stated. On the other hand, there were already more than 22 lakh vehicles on the road making Delhi one of the most polluted cities in the world, he pointed out. Thus, even if the work on the proposed underground metro rail was to start right away, the number of vehicles in Delhi might go up to about 40 to 45 lakh, he felt, before its long gestation period was

LIST OF PARTICIPANTSMEMBERS

1. Urban Development Minister
2. Chief Minister, Haryana
3. Lt. Governor, Delhi
4. Chief Minister, Delhi
5. Minister (UD), Rajasthan
6. Minister in-charge (UD), Uttar Pradesh
7. Secretary, Urban Development
8. Chief Secretary, Haryana
9. Special Secretary, Power
10. Chief Planner, TCPO
11. Secretary (Housing), Govt. of Uttar Pradesh
12. Member Secretary, NCRPB

CO-OPTED MEMBERS

1. Minister (Local Self Govt. & UD), Madhya Pradesh
2. Member (Engg.), Ministry of Railways
3. Secretary, MOST
4. Adviser (HUD), Planning Commission
5. Vice Chairman, DDA
6. Special Secretary, Power
7. Additional Secretary (Expenditure), M/o Finance
8. Adviser (MTP), M/o Railways

STANDING INVITEES

1. Secretary, M/o Water Resources
2. Adviser, M/o E&F
3. Joint Secretary (U&HE), Deptt. of Education

SPECIAL INVITEES

1. Member (Services), M/o Communication, DoT
2. Secretary (Town & Country Planning & Urban Estate), Haryana
3. Joint Secretary, M/o Urban Development
4. Secretary (Land & Building), Delhi
5. Deputy Director General (LTP), Telecom, DoT
6. Chief Engineer (Roads), Haryana
7. Commissioner (Planning), DDA
8. Chief Town & Country Planner, Uttar Pradesh
9. Chief Town Planner (NCR), Rajasthan
10. Chief Engineer (Planning), M/o Surface Transport
11. Chief General Manager, Delhi Telephones
12. Director (CP), HUDCO
13. Director (TCP), Madhya Pradesh
14. Director (Delhi Division), M/o Urban Development
15. Deputy Town and Country Planner, NCR, Haryana
16. Chief Co-ordinator Planner, (NCR) Haryana
17. District Town Planner, (NCR) Haryana
18. Senior Town Planner, Town & Country Planning Department, Rajasthan
19. District Town Planner, Rajasthan
20. Assistant Town Planner, Rajasthan
21. LA to OLSD, Rajasthan

completed. Shri Khurana, therefore, suggested the immediate development of electric commuter train services for the interim period on Delhi's ring railway, which could be implemented for a total expenditure of Rs. 100 to 150 crore. The relatively few electric passenger trains now being run on the ring railway had not been successful in attracting commuters, he opined, in the absence of a concomittant shuttle service run by Delhi Transport Corporation. Chief Minister, Delhi also made a strong plea for the introduction of a common ticketing system for the suggested bus-cum-rail commuter services and the linking of the ring railway of Delhi with neighbouring towns like Ghaziabad and Sonapat so as to induce commuters in the neighbouring areas of NCR to utilise these facilities in increasing numbers.

After these introductory remarks by the Chief Minister, Delhi, the remaining items on the agenda were taken up for disussion, ad seriatim.

Agenda Item No. 3: Approval of Draft Sub-Regional Plan for Rajasthan.

3.1 The draft Sub-regional Plan for Rajasthan was presented in detail by the Chief Town Planner - NCR, Rajasthan, Shri H.S. Mathur, with the aid of an audio-visual programme. The salient features of the Draft Plan were observed to be as follows:

3.1.1 (i) A comparative picture of the overall land use pattern based on existing land records vis-a-vis satellite imageries shows an increase in the overall area under cultivation at the expense of forest and pastures vide below:

Use	%age as per land records	%age as per Satellite Imagery
1. Agriculture	70.0	74.2
2. Barren Land	12.6	13.0
3. Forest	6.7	4.3
4. Pastures	4.7	2.5
5. Non-Agricultural	4.0	4.0
6. Cultivable Waste	2.0	2.0
	100.0	100.0

In order to achieve an ecologically balanced development of the Sub-region, forest plantations developed on the hills to the South West and East on the one hand and a 100 m wide green belt provided on either side of the National Highway No. 8 together with a 60 m wide green belt along the 3 State Highways and 15 district roads on the other.

3.1.2 (ii) (a) In view of the policy of induced growth in NCR, a population of 20.50 lakhs has been assigned for the Rajasthan Sub-region by 2001.

(b) The main Regional Centre/Priority Town is Alwar which has been assigned an induced size of 5 lakhs by 2001 as against 2.11 lakh in 1991, while Bhiwadi, an important industrial township of 15,000 population, has been targetted to grow to 1.15 lakhs by 2001.

(c) It is also proposed to intensively develop 5 Sub-regional centres namely, Kairthal, Tizara, Ramgarh Behror and Shahjahanpur and 10 service centres.

3.1.3(iii) Against the 1989-90 energy consumption level of 686 million units and peak load requirement of 131 MW, the consumption is expected to go up to 32,220 MV and the peak load requirements are thus pegged at 608 MW, in 2001 AD.

3.1.4 (iv) (a) The existing State Highway No. 25 from Alwar to Bhiwadi is proposed to be widened in order to induce the assigned high growth rate in the Priority Towns of Alwar and Bhiwadi.

(iv) (b) The Plan provides for widening of NH-8 from Gurgaon to Behror to 4 lanes, and strengthening of the roads connecting Palwal, Sohna and Rewari via Bhiwadi as well as the Alwar-Bhiwadi highway. It also suggests that a feasibility study be carried out for a single broadgauge line to be provided between Harsoli-Narnaul via Mandawar and Behror.

3.1.5 (v) Finally, for purposes of orderly development, the various prescribed Regional and Sub-regional Centres, urbanisable areas, the peripheral controlled belt, green vegetation areas along the major transport networks and agricultural zones, have been identified for appropriate land-use control.

3.2 Shri Raj Kumar, Member (Engineering) Railway Board, intimated that the broad-gauging of the railway line connecting Mathura with Alwar and Rewari with Hissar had been completed while the intervening Rewari-Alwar broad-gauge conversion link was in the final stage of construction. As such, the entire uniguage project on this sector was expected to be commissioned by June 30th, 1994, thereby providing a much-needed Delhi bypass for freight trains moving from the East to North and the goods being transported in the reverse direction, he added. As regards the small Rewari-Bhiwadi spur of 23 km, Member (Engineering), Railway Board, stated that the on-going survey of the Regional Rail Bypass, of which this formed a part, would be completed by the end of June, 1994 and thereafter the report would be submitted to the Flanning Commission for allocation of requisite funds. Referring to the new railway line suggested in the Sub-regional Plan, Member (Engineering), Railway Board stated that the question of carrying out the requisite feasibility study would be considered if Government of Rajasthan sent a formal request to Railway Ministry in this regard.

3.3 Chief Engineer, Ministry of Surface Transport, Shri I.J. Mamtani, gave details of the various highway projects which were already cleared for Rajasthan Sub-region, such as the 70 km long Faridabad-Hodal section of the National Highway No. 2 (which was being widened from 2 lanes to 4 lanes) and the Delhi-Gurgaon stretch of National Highway No. 8 (which was proposed to be extended from four lanes to six lanes by the end of the VIII Plan). The project for widening of the Behror road to 4 lane was also on the anvil, he stated, for being taken up under ADB-III loan assistance programme. Meanwhile, schemes for the widening of Behror-Jaipur section of the State Highway and Rohtak - NCR boundary section of National Highway No. 10 were in various stages of progress.

3.4 After due consideration of all relevant aspects, the-Draft Sub-regional Plan for Rajasthan was unanimously approved.

Agenda Item No. 4 : Alternatives for Resource Mobilisation to meet additional financial requirements of the VIII Plan Investment Programme.

4.1 The various options open to the NCR Planning Board for additional resource mobilisation,

both at the apex level as well as Sub-region level, were presented to the Board through an visual programme.

4.2 Shri Yogesh Chandra, Special Secretary, Planning Commission, pointed out that a major short-fall in the Central Sector related to trunk water supply schemes for Delhi, amounting to Rs. 600 crore, for which the requisite Plan provision was mainly contingent on a number of inter-related matters which had to be sorted out by the Ministry of Water Resources, Government of Delhi, and the Planning Commission, among others. With regard to the rest of the uncovered gap, which encompassed the 3 Expressways, Regional Rail Bypass and various suburban railway projects, the problem seemed to be the inadequacy of the existing Plan allocations, to resolve which the concerned Ministries of Surface Transport and Railways it was noted, were pleading for additional allocations at the time of Mid-Term Review of the VIII Plan.

4.3 In this connection, Shri Yogesh Chandra informed the Board that in view of the overall paucity of budgetary resources, the Planning Commission would shortly be placing proposals before the Cabinet for grant of financial and other appropriate incentives to the private sector entrepreneurs so as to induce them to come forward to execute new highway projects (including Expressways) as a commercial proposition.

4.4 Coming to the State Sector programme, Special Secretary, Planning Commission, observed that the concerned gap was indeed large considering as against the aggregate outlay of Rs. 1,260 crore required for development of integrated townships, sub-regional centres and Counter-magnet areas, the committed amounts, by both Centre and States, came to a mere Rs. 278 crore. Broadly, the Planning Commission was of the view, he said, that the required land acquisition and development components of the new townships should be undertaken in stages, with the more saleable plots being given due priority.

4.5 Member Secretary assured Shri Yogesh Chandra that the overall strategy for the development of new townships envisaged that NCR Planning Board would be investing the seed money raised by it on the acquisition and development of those lands which had the highest saleability in each township, in the first instance, so as to enable the town development authorities to generate more resources for themselves as soon as possible, on a self-sustaining basis. Accordingly, all the 3 feasibility studies it had commissioned for the new townships at Hapur in U.P.,

Panipat in Haryana and Alwar in Rajasthan, had worked out that by suitably sequencing the development and allotment of township land over the life of each project, sufficient cash flows and revenue-surpluses could be generated in course of time, so as to provide an internal rate of return varying between 17 to 27%. Member Secretary also stated that it was envisaged by the Board that viable new road/rail projects in NCR should be taken up on Built Operate and Transfer (BOT) basis and keeping that in view, the requisite budgetary support provided for in the updated investment programme relating to the 3 Expressways was confined to the land assembly component amounting to 20 to 25% of the total cost of the scheme. Member Secretary went on to suggest that in the case of the pending NCR rail projects, wherever Ministry of Railways owned the requisite land, the balance cost could perhaps be funded entirely by tapping financial institutions and the corporate sector, virtually eliminating the additional Plan requirements stipulated in this regard. Member Secretary also pointed out that if either a financial and investment corporation were to be set up by the NCR Planning Board or the Board itself was able to borrow additional loan finance on its own, it would be possible to raise additional funds at the apex level to assist in the implementation of infrastructure investment projects as well.

4.6 Shri Raj Kumar, Member (Engineering), Railway Board mentioned that Railways were terribly short of funds. Against VIII Plan target of Rs. 42,000 crore only Rs. 27,000 crore had been provided and, in the result, all the new lines taken up were being partly funded by the State Governments. In his view, the most important regional infrastructure project in the rail sector was the 210 kms long Regional Rail Bypass connecting Khurja, Palwal, Rewari and Rohtak. If undertaken, would enable the Railways to re-route all bypassable freight traffic so as to completely avoid Delhi, thereby releasing a substantial share of the existing railway infrastructure in Delhi, for running commuter trains. Referring to the detailed alignment survey report on the Regional Rail Bypass which was expected to be available by the end of June, 1994, Shri Raj Kumar requested all the members of NCR Planning Board and the Planning Commission, in particular, to help clear this very worthwhile project whose estimates were likely to be in the region of Rs. 400 crores.

4.7 Member (Engineering), Railway Board also made a fervent plea for the doubling and electrification of the entire length of track between Delhi and Meerut at a cost of Rs. 100 crore as part of the regional rail infrastructure, keeping it in view

that Meerut was large enough already to serve effective counter-magnet for Delhi, and also the section of this track i.e. between Delhi Muradnagar, had already been electrified.

4.8 Shri M.P. Gupta, Additional Secretary, Department of Expenditure, Ministry of Finance, Government of India, suggested that a separate meeting be taken by Chairperson, NCRPB with Member Secretary, NCRPB and senior representatives of the Department of Expenditure, Planning Commission as well as the concerned Administrative Ministries, to discuss the pros and cons of the various possible resource mobilisation strategies for speedy implementation of the VIII Plan investment programme of NCR. Chairperson, NCRPB responded that she had been thinking on similar lines. Shri M.P. Gupta, also indicated that a strategy which did not call for Government guarantees in order to attract private sector funds would be more acceptable to Finance Ministry.

4.9 In this connection, Member Secretary drew Shri Gupta's attention to the views expressed by Ministry of Finance in their letter of October 1993 to Ministry of Urban Development, favouring a tax subsidy approach as an alternative to NCRDFC. He sought details from Shri Gupta as to the said tax subsidy option. Shri Gupta responded that while the tax subsidy approach was a different matter entirely, it also carried with it an interest payment liability which underscored the importance of investing only in financially viable programmes so as to be able to raise money from the private sector without a backup guarantee from the Government.

4.10 Intervening in the discussion, the Minister of State, Shri P.K. Thungon, emphasised the vital need for tackling the resource problem for NCR and taking concrete decisions which would ensure the implementation of the NCR development programme with the active co-operation of all the participating States.

4.11 Summing up the discussions on the issue, the Member Secretary, NCR Planning Board said that the consensus seemed to be in favour of raising the requisite order of additional resources at the Board level rather than on a decentralised State-wise basis.

4.12 Keeping the above aspect in view, it was agreed that an ad-hoc Committee may be set up at the Central level with representatives of Urban Development Ministry, Finance Ministry, Planning Commission and NCR Planning Board to draw up a set of concrete proposals for additional resource mobilisation by May 31st, 1994, and place the same before the NCR Planning Board.

4.13 At the suggestion of Shri Pradeep Kumar, Commissioner, Town & Country Planning, Haryana, it was also agreed to invite senior representatives of the State Governments and NCT-Delhi to assist the Committee in its deliberations.

Agenda Item No. 5 : Constitution and Functions of Proposed Unified Transport Planning Group (Formerly Unified Transport Authority) for NCR.

5.1 Explaining the importance of the proposal, Member Secretary, NCR Planning Board, pointed out that a well-coordinated regional transportation system being a prerequisite for the balanced and harmonious development of NCR, it was only fitting that the NCR Planning Board should strive its utmost to sort out all existing problems and bring about greater cohesion in the functioning of transport sector of NCR. As this objective called for detailed interaction between the various constituent units on a regular basis, it was proposed that the Board delegate its functions in this regard to a high-level inter-state committee to be called Unified Transport Planning Group for NCR.

5.2 Shri Pradeep Kumar, Secretary, Town & Country Planning, Haryana drew attention to the views expressed by Haryana Government on the subject in his Chief Minister's address to the Board on 21st March, 1994. Reiterating his Government's opposition to the constitution of such a body, he explained that there were certain areas relating to operation and management of State transport services, eg. determination of the fare structure, fixation of norms and prescription of public-private ownership patterns where, Haryana felt, there could not be two different set of policies in force, i.e. one for NCR Sub-region and the other applicable to the rest of the State. Further, pointing to the very wide scope of functions falling within the

purview of the proposed UTPG, wanted to know the latter would be merely an advisory body or have the legal authority to implement its decisions. Member Secretary, NCR Planning Board clarified just as in the case of NCRPB (which was the body), UTPG's role would be confined to preparation, monitoring and co-ordinating plans for integrated development of the regional transportation system whose actual implementation would be left to the respective Governments.

5.3 The Urban Development Minister of Uttar Pradesh, Shri Rama Shankar Kaushik, intervened to say that a greater uniformity in fare structures within NCR would be in the interests of the travelling public and benefit commuters all over the region.

5.4 Pointing out that an immediate area of common concern would be to increase the share of public transport i.e. by rail and road, and reduce the incidence of privately-owned vehicles in NCR, Dr J.P. Singh, Secretary, Urban Development stated that UTPG could be regarded essentially as a high-level inter-active, inter-state forum set up to facilitate more detailed analyses and consultations in the mutual search for solutions to the myriad problems faced by the transportation sector, within the framework of NCR Planning Board Act.

5.5 Shri Pradeep Kumar stated that in the light of the above clarifications, the formation of UTPG would be acceptable to the Haryana Government.

5.6 Incidentally, in order to strengthen UTPG in the performance of its functions, it was agreed that the Transport Ministers of the participating States (including GNCT-Delhi) should be made members in place of the respective Transport Secretaries. Subject to this modification, the proposals to set up the Unified Transport Planning Group were unanimously approved.

Agenda Item No. 6 : Package of Incentives and Modalities for Speedy Decentralisation of Delhi.

6.1 At the outset, Member Secretary referred to dispersing all economic activities especially those relating to wholesale trade and

industrial manufacture which were concentrated in Delhi, under a time-bound programme. In order to work out the modalities for such a process on a continuing basis and to dovetail the same with the development of integrated townships in NCR, a small inter-state panel had been set up by NCR Planning Board, Member Secretary added. This committee which was headed by Commissioner (Planning), DDA had made several useful recommendations which had since been deliberated upon and accepted by the Planning Committee subject to certain observations and modifications as indicated in the agenda note.

6.2 Considering that the main thrust for phasing out these various activities had to come from NCT-Delhi itself, Member Secretary proposed that a standing committee be constituted immediately under the stewardship of Chief Secretary, GNCT-Delhi, comprising senior representatives of all four constituent units (including their respective Secretaries for Industries) to draw up a time-bound programme for the purpose and monitor its implementation as per the aforesaid guidelines.

6.3 In the course of the discussion, Shri Bhaskar Chatterjee, Director, Town & Country Planning and Urban Estate, Haryana, stated that his Government would have no objection to the formation of such a committee provided that it was well understood that the latter would have no authority to decide such matters as the predetermined rates to be charged for industrial plots or the subsidies to be provided to those shifting from Delhi to Haryana State under the said guidelines, which were basically policy issues to be decided by the State Government.

6.4 Subject to this caveat on the part of Haryana Government, the proposal to set up the said Standing Committee under the Chief Secretary (Delhi) was approved.

Agenda Item No. 7 : Option for Affiliation of Private Colleges in NCR to Delhi University or Separate Central University.

7.1 It was pointed out by the Member Secretary that the matter had been under discussion at the level of the Planning Committee and also between

the NCR Planning Board and the Member States, one hand, and the Central Government, Ministry of Human Resource Development and the University Grants Commission, on the other hand.

7.2 No final decision had been taken in the matter. The Planning Committee, finding that the matter was worth considering in greater depth, had recommended that an inter-state Task Force be set up for this purpose by Ministry of Human Resource Development. However, in response to a letter written by him to the Secretary, Human Resource Development in this regard, Government of India, had instead suggested that the Task Force may be headed by the Member Secretary, NCRPB, with a representative of Ministry of HRD participating. It was unanimously decided that the course of action suggested by Ministry of HRD may be adopted.

Agenda Item No. 8. Approval of Annual Plan Budget and Proposals for the year 1994-95.

8.1 Member Secretary, NCRPB at the outset, pointed out that the Central Government had been able to release only Rs. 20 crore as against the allocation of Rs. 50 crore sought for by NCR Planning Board as per the Annual Budget approved by it for 1993-94. As far as the State Government's shares were concerned, GNCT of Delhi had directly subscribed Rs. 3.5 crore to the NCR Planning Board Fund, while both Uttar Pradesh and Rajasthan Governments had disbursed their shares in the shape of direct investments on on-going schemes. In respect of Haryana, the problem of matching grant provision was still in the process of being sorted out, he added.

8.2 For the current year, Member Secretary brought to the attention of the Board that a Plan grant of Rs. 50 crore was once again being sought for from the Central Government out of their committed VIII Plan allocation of Rs. 200 crore in aggregate, so that the pending land acquisition and development programmes in the NCR could be accelerated on the lines already approved by NCR Planning Board. In turn, this grant of Rs. 50 crore would have to be matched by the participating States including NCT of Delhi, in accordance with the terms laid down by the Planning Commission and the pattern approved by the Board, he pointed out. Secretary (UD) mentioned that

Ministry of Finance had ruled out any possibility of additional budgetary allocations for MOUD in the current year, thus leaving the latter with little scope for increasing the level of budgetary support to NCR Planning Board except through diversion of left-over funds from their other administered schemes. He, however, undertook to raise the existing Central Plan assistance from Rs. 25 crore to at least Rs. 40 crore in the course of the current year and indicated that NCRPB may proceed to plan its investments accordingly. While welcoming this assurance, Member Secretary stated that there would have to be a corresponding hike in the collective matching grant contribution of the constituent units whose proportionate shares would be worked out and communicated separately.

8.3 Shri Rama Shankar Kaushik, Minister in-charge of Urban Development, U.P. responded to say that his Government already allocated Rs. 9.5 crore for the NCR investment programme in 94-95, and that the same could be marginally increased, if need be.

8.4 Reacting to the mention of prospective loans and market borrowings of Rs. 300 crore in the agenda note, Shri Gupta, Additional Secretary, Department of Economic Affairs, observed that the budget should be limited only to the assured sources of income i.e., the matching grants from Centre and States.

8.5 Subject to these observations, the Annual Budget proposals for 94-95 were approved.

Agenda Item No. 9 : Presentation of Audited Accounts of NCR Planning Board for the year 1992-93.

9.1 The audited statement of accounts for 1992-93 was duly accepted.

Agenda Item No.10 : Presentation of Annual Report 1992-93.

10.1 The Annual Report for 1992-93 was duly recorded.

Agenda Item No.11 : Review of loans and advances released to the State Governments/Implementing agencies during 1992-93.

11.1 It was noted that a sum of Rs. 2.6 lakh was being claimed from Government of Uttar Pradesh by way of penal interest in respect of some over-due repayments which had since been remitted. Secretary, Housing Department, Uttar Pradesh, Shri Ramesh Yadav explained that the delay had occurred for want of the prescribed repayment schedule. Conceding that there may have been a bonafide communication gap on this account, Member Secretary proposed that the said penal interest claim be waived as a special case, and the same was unanimously approved.

Agenda Item No.12 : Mid-Term Review of the Regional Plan-2001: A Status Report.

12.1 Member Secretary explained the range and depth of the various studies being undertaken as part of this exercise, with the help of expert consultants, study groups and task forces, in order to bring about the much-needed mid-course corrections and establish long-term directional changes in Regional Plan-2001 which had now been in operation for 5 years and over. Secretary (UD), suggested that the various reports emanating from the statutory mid-term review be placed before the Board in succeeding meetings. Member Secretary responded that, to begin with, a note on the revised population projections for Delhi-2001 would be placed before the Board at its next meeting, based on the deliberations of the on-going Study Group chaired by him of which Registrar General, Census Operations was an important member.

13. The meeting ended with a Vote of Thanks to the Chair.

No. K-14011/8 (Admn)/94-NCRPB (17th)

National Capital Region Planning Board,
7th Floor, 'B' Wing,
Janpath Bhawan, Janpath,
New Delhi - 110 001.

Dated, the 11th July, 1994

Copy forwarded to the Chairman and all
members/participants in the meeting for appropriate
action.



(R. C. AGGARWAL)
Chief Regional Planner

LIST OF PARTICIPANTSMEMBERS

1. Urban Development Minister
2. Chief Minister, Delhi
3. Minister Incharge (UD), Uttar Pradesh
4. Deputy Minister (UD), Rajasthan
5. Secretary, Urban Development, Govt. of India
6. Chief Secretary, Delhi
7. Special Secretary, Planning Commission
8. Commissioner & Secretary, TCP, Haryana
9. Secretary (Housing and Urban Development), Govt. of U.P.
10. Chief Planner, TCPO
11. Member Secretary, NCRPB

CO-OPTED MEMBERS

1. Chief Minister, Madhya Pradesh
2. Member (Engg.), Railway Board
3. Special Secretary, Planning Commission
4. Special Secretary, Deptt. of Power
5. Principal Secretary, Govt. of Madhya Pradesh
6. Secretary, Deptt. of Local Self Govt., T&CP, Punjab
7. Joint Secretary (S), Ministry of Power
8. Adviser (MTP), Railway Board
9. Chief Engineer, M/o Surface Transport

STANDING INVITEES

1. Minister of State, Urban Development
2. Chairman-cum-Managing Director, HUDCO

SPECIAL INVITEES

1. Commissioner & Secretary (Town & Country Planning & Urban Estate), Haryana
2. Commissioner (I), M/o Water Resources
3. Secretary (L&B), Delhi
4. Commissioner (Planning), DDA
5. Chief Town Planner (NCR), Rajasthan
6. Chief Town & Country Planner, Lucknow
7. Chief Town Planner, Punjab
8. Chief Co-ordinator Planner (NCR), Haryana
9. District Town & Country Planner, Rajasthan
10. Senior Town Planner, Rajasthan
11. Deputy Town Planner, Rajasthan
12. Asstt. Town Planner, Rajasthan

the NCRPB Fund wide the provisions of Sec. 22 of the NCR Planning Board Act, Chief Minister Haryana nonetheless, reiterated the reservations of Govt. of Haryana on the proposal to set up NCR Development Finance Corporation. He however, suggested that the views of the Planning Commission and Ministry of Finance may be obtained as to the modalities of resource mobilisation, in the first instance, after which the State Govts. may be consulted and the matter brought before the NCRPB for a final decision.

3.3 Before concluding his speech, Chief Minister Haryana stated that HUDA still had large developed tracts of land available for institutional purposes in the Sub-region which would continue to go abegging unless stern measures were taken by Central Government to implement the policy of shifting Government offices and Central PSUs out of Delhi. He reiterated the need for the tax structure in Delhi to be further rationalised and the consignment tax introduced so as to reverse the trend of Haryana's grain produce being increasingly marketed in Delhi and help build up the revenues of the State Government as well as local bodies in Haryana Sub-region.

4.1 Lt. Governor of Delhi Shri P.K. Dave, in his address, referred to the Sub-regional Plan for Delhi, now in an advanced stage of preparation, in which various pressing concerns of the National Capital Territory would be specifically addressed in the context of the NCR as a whole. He, however, cautioned against scaling down the development targets provided for in the Master Plan for Delhi to conform to Regional Plan projections, as in his view, the latter did not fully take into account the actual growth of population which belied even the latest Census figures. In this connection, he called for early implementation, in particular, of various pending schemes designed to meet Delhi's water supply needs.

4.2 While fully endorsing the proposal to set up a Unified Transport and Planning Group, the Lt. Governor suggested that the highest priority be given to the implementation of the rail and road bypasses provided for in the NCR Plan as well as the proposed Delhi MRTS. Citing the action taken to raise sales tax rates in Delhi to the NCR floor-level (or above) in respect of 29 commodities, Lt. Governor also drew the attention of the Board to the fact that since its last meeting, DESUs power tariffs had been revised again and brought closer to the floor-level for NCR. Shri Dave, however, ruled out any increase in the CST level at the present juncture.

4.3 In conclusion, the Lt. Governor made a strong plea for greater financial investment by all constituent units in the development of NCR, as a whole, coupled with serious and sustained efforts on the part of all concerned for the proper implementation of the Regional Plan policies and priorities.

5.1 In his opening remarks, Shri Ramashankar Kaushik, Minister Incharge of Urban Development, Govt. of Uttar Pradesh, expressed his Govt's concern over the unabated inflow of migrants into Delhi and said that in order to reverse this trend, it was inevitable that all the regional centres of NCR should be provided with services on par with Delhi. However, in view of the large number of backward areas which existed elsewhere in his State, it would be difficult, he felt, for U.P. Government to increase its financial assistance for development of UP Sub-region. He therefore pleaded for Central Government to provide additional grants as well as loans for the speedy implementation of the State sector investment programme for NCR.

5.2 Shri Ramashankar Kaushik suggested that the dispersal of Central Government establishments as well as institutional and commercial activities from Delhi should be speeded up particularly to towns like Meerut, where much developed land was available for allotment. While explaining the status of various new township projects being prepared for UP Sub-region, the Minister from UP suggested that Saharanpur and Ferozabad towns should be included in the list of towns-NCR Counter Magnet Areas to be assisted by NCR Planning Board. The importance of utilising rail transport facilities for enhancing commuter services was stressed and a fervent appeal made to increase the frequency of train services to reduce the travel time within NCR. Shri Kaushik finally made a plea to rationalise the sales tax regime in the entire National Capital Region, so as to give greater thrust to the dispersal of wholesale trade and commerce outside Delhi.

6.1 Shri Bhanwar Lal Sharma, Minister of Urban Development, Govt. of Rajasthan, began by expressing his happiness over the attention being given by the NCR Planning Board to the development of Rajasthan Sub-region. He mentioned that Rs. 18 crore had been provided by the Govt. of Rajasthan for the development of the regional towns and sub-regional centres in Rajasthan Sub-region in addition to the funds being spent by the respective development authorities at Alwar and Bhiwadi as well as Behror and Shahjahanpur in the Rajasthan Sub-region. Shri Bhanwar Lal Sharma also requested the Board to provide funds for development of service centres and basic villages bearing in mind that the process of migration mostly starts from the smaller settlement areas.

6.2 The Minister from Rajasthan informed the Board that his Government had agreed in principle to the setting up of the National Capital Region Development Finance Corporation and was prepared for its entire VIII Plan provision of Rs. 18 crore for NCR to be invested in the equity capital of the proposed financial institution. As to the setting up of a

special development authority for the entire Rajasthan Sub-region, he indicated that the existing UIT Alwar could be made more effective and its scope of operations increased, in the first instance.

6.3 Welcoming the proposal to set up a separate Committee to monitor the decentralisation process within NCR and also to implement the said programme through proper incentives, Shri Bhanwar Lal Sharma assured the Board that sufficient land was available to absorb industry, trade and commerce as well as Govt./PSU offices, in the towns of Alwar and Bhiwadi. The State Government was also eager to fulfill its counterpart responsibilities for the shifting of the economic activities from Delhi. Citing the skewed tax structure as being one of the important factors leading to the increasing concentration of economic activities in Delhi, Shri Sharma stated that the Government of Rajasthan had been continuously stressing the need for the sales tax structure to be made uniform throughout NCR. He wanted that a decision in this regard be taken immediately. The Minister from Rajasthan also emphasised the need for connecting Bhiwadi with Rewari through a rail-link in order to provide it with better market access, as well as the need for widening of the existing road connecting Alwar with Bhiwadi via Tijara which formed a part of the Outer Grid. Pointing out that the Rajasthan Government had also been requesting, for quite some time, for inclusion of the 4 remaining tehsils of Bharatpur, Deeg, Kama and Nagar in the National Capital Region, Shri Sharma requested that a decision in this regard be taken as part of the on-going mid-term review of Regional Plan-2001.

6.4 Before concluding, the Minister from Rajasthan also reiterated the need for the Environment Ministry to withdraw the Notification promulgated on 7.5.1992 which was adversely affecting various development activities such as mining, electrification, housing development etc., in the entire district of Alwar.

7.1 Shri Talwant Singh Keer, Minister for Local Self Government and Urban Welfare, Madhya Pradesh, at the outset, highlighted the centrality and growth potential of the Counter-magnet area of Gwalior where an industrial colony of 1327 hectares had already been developed. Shri Keer stated that residential schemes had also been launched and houses constructed in an area covering 367 hectares while similar projects had commenced in another 405 hectares. Altogether, Govt. of Madhya Pradesh had provided Rs. 6 crore by way of budgetary support for the development of this Counter-magnet Area and action was being taken to improve the local infrastructure. Further, in order to attract industry, sales tax had been completely abolished throughout the State of Madhya Pradesh. Referring to the proposal for setting up of the NCR University, the Minister from Madhya Pradesh suggested that the Headquarters of the same may be located at Gwalior.

8.1 On the conclusion of these various speeches, the formal agenda was taken up for consideration as under:

9. **Agenda Item No. 1 : Confirmation of Minutes of the 16th meeting of the NCR Planning Board held on 28.6.1993.**

9.1 Member Secretary proposed that the Minutes of the 16th meeting of the NCR Planning Board held on 28.6.1993, be confirmed. Chief Secretary, Haryana, Shri M.C. Gupta, and the Commissioner, Town & Country Planning, Haryana, Shri Pradeep Kumar, expressed certain reservations regarding the correctness of the minutes as recorded with reference to the discussions held on NCRDFC, as well as the audio-visual presentation on VIII Plan Investment Programme which was made at the meeting. Shri Pradeep Kumar, who was one of those who was personally present at the 16th meeting, stated that although it was his recollection that the proposals regarding NCRDFC were deferred for further consideration, the same had been mentioned as 'approved', in the minutes. He also doubted that the various programmes and proposals presented in the audio-visual could be deemed to have been approved because there had practically been no discussion in the matter, according to him.

9.2 After some discussion on this point, Member Secretary, NCR Planning Board, asked Chief Secretary, Haryana to propose a suitable change in the wording of the Minutes with respect to these 2 items, for consideration of the Board. Chief Secretary, Haryana agreed to prepare a draft amendment to the minutes and send the same to MS, NCR Planning Board on the conclusion of the meeting.

10. **Agenda Item No. 2 : Review of the Action Taken on the decisions of the 16th meeting held on 28.6.1993.**

10.1 **(A) Ministry of Urban Development**

10.1.1 Floating of NCRDFC.

10.1.1.1 It was pointed out by the Secretary, Ministry of Urban Development that the matter was proposed to be discussed separately at Agenda Item No. 4.

10.1.2 Revision of Master Plan of Delhi to bring its overall projections in line with the Regional Plan.

10.1.2.1 Both Lt. Governor of Delhi and Vice-

Chairman, DDA, observed that in the light of the latest Census trends, the population assigned for Delhi in the Regional Plan-2001 was likely to be an underestimate and that as such, it would be inappropriate to curtail the development programme envisaged in Delhi's Master Plan accordingly. Member Secretary, NCR Planning Board explained that this aspect was being looked into with the help of an Expert Committee and some tentative conclusions had been arrived at which would soon be firmed up and placed before the Board. Conceding that some increase in the Regional Plan's assigned population for Delhi-2001 may be found necessary in the light of the study, MS however stressed the importance of seeing that, in the meantime, no additional investment was planned for infrastructure in Delhi except on the basis of the Regional Plan population projections.

10.1.3 ✓ Preparation and monitoring of an action programme for shifting of PUSs/Govt. offices within a definite period:

10.1.3.1 ✓ Secretary, Ministry of Urban Development conceded that despite all the efforts already made in pursuance of the decision of the Cabinet Committee on Accommodation, only 3 PSUs out of 24 had already moved out of Delhi to date. He, however, maintained that in his view, the constitution of an inter-State committee under his Chairmanship, with the Additional Secretaries of various Ministries and the Secretaries of the participating NCR States as Members, would not be the best way to achieve the desired objectives.

10.1.3.2 ✓ Member Secretary pointed out that a high-level official committee had been constituted under the Cabinet Secretary as far back as 1986, to identify the target PSUs on the recommendations of NCR Planning Board. As the mere writing of letters for the last so many years had not yielded the expected results, the Board, at its 16th meeting, had decided to both formulate and monitor a time-bound programme for implementation, and to entrust these tasks to the aforesaid committee.

10.1.3.3 Secretary, Housing Department, Govt. of Uttar Pradesh stated that in anticipation of the said dispersal, much land had already been developed in towns like Meerut and Ghaziabad, which was lying unutilised. He requested Ministry of Urban Development to prepare a list of the PSUs which were willing to

shift to each such town and simultaneously provide the respective State Government with the various requirements of these PSUs, both in terms of land infrastructure and purchase price, so that a more concrete implementation programme could be prepared. Agreeing to the proposal, Secretary, Ministry of Urban Development stated that if furnished with the details of the lands available for institutional allotment in various NCR towns, he would make such an offer directly to the remaining PSUs as also those Government offices which were under orders to shift. Member Secretary responded that these details which had already been ascertained by the NCR Planning Board would be updated and sent to the Ministry right away.

- 10.1.3.4 Shri T.S. Keer, Minister for Local Self Government & Urban Welfare, Madhya Pradesh, suggested that Counter-magnet Areas such as Gwalior be included in the preferred list of towns to which PSUs and Government departments may be invited to relocate outside Delhi.

10.1.4 Provision of requisite budgetary support:

- 10.1.4.1 The Secretary, Ministry of Urban Development, stated that in view of the overall budgetary constraints faced by Urban Development Ministry, it had not been possible to allocate and release more than Rs. 20 crore, in 1993-94, for the National Capital Region Planning Board. For the same reason, the allocation for 1994-95 would have to be pegged at a mere Rs. 25 crore, he added. Member Secretary pointed out that the Annual Budget for 1994-95 was a separate item on the agenda. However, if the NCR Planning Board were to get only Rs. 25 crore from the Central Govt. in 1994-95, the respective matching shares would be correspondingly reduced to Rs. 8.5 crore for U.P. Rs. 2.5 crore for Rajasthan, Rs. 7.5 crore for Haryana/HUDA and Rs. 6.5 crore for Delhi, he added, thus bringing down the total expected budgetary support for 1994-95, from Rs. 100 crore to 50 crore.

10.1.5 Full integration of Delhi MRTS with the transport network approved for DMA/NCR as a whole:

- 10.1.5.1 It was mentioned by the Secretary, Ministry of Urban Development, that the matter was being placed before the Cabinet as part of a comprehensive proposal relating to the implementation of the IMMRTS-Delhi project.

10.1.6 Additional Budgetary allocation towards the GNCT-Delhi's share of cost for Tehri, Kishau and Renuka Dams:

10.1.6.1 At the outset Secretary, Ministry of Urban Development pointed out that the item substantively pertained to Ministry of Water Resources and not MOUD. He, therefore, requested Shri M.S. Reddy, Secretary, (WR) to apprise the Board of the progress made in this behalf.

10.1.6.2 Clarifying that this was only the nodal Ministry for drawing up the water-sharing agreement to be executed by the riparian States of the Northern Region (including NCT-Delhi), Shri Reddy stated that the actual plan provisions for construction of the dams and waterways needed to operationalise the said agreement would have to be made by the respective States, in consultation with the Planning Commission. Lt. Governor, Delhi, wanted to know the exact status of each of the major river projects whose speedy completion was crucial to the sustenance of Delhi. Secretary, Ministry of Water Resources, responded that, first and foremost, about 150 mgd was intended to be provided for Delhi by the Tehri Dam for which the techno-financial clearance had already been given and the scheduled date of completion was March 1999. Secondly, there was the Kishau dam, whose techno-economic feasibility had also been established and for which a revised project report was awaited from Government of Uttar Pradesh. As regards the Renuka Dam, the estimated cost, as per the project report received from Himachal Pradesh Electricity Board in April, 1993, was Rs. 812 crore for which some payment had already been made towards Delhi's share. In the meantime, the conveyance systems required for bringing Delhi's expected share of these waters all the way to the National Capital City were under study by the Water & Power Consultancy Services (India) Ltd. (WAPCOS), Shri Reddy added.

10.1.6.3 While on the subject, Secretary Ministry of Water Resources also referred to the Haiderpur Treatment Plant phase-II under which approximately 200 cusecs of additional drinking water was sought to be provided for Delhi through exchange of treated sewage from Haryana. The estimates for the carrier channel to be constructed under this scheme were also being finalised, he said.

- 10.1.6.4 Chief Secretary, Haryana, Shri M.C. Gupta, pointed out that as the said water storage and carrier systems would affect the overall availability of water in Haryana State, these aspects would have to be closely looked at by Haryana Government before the pending projects were finalised and implemented.

10.2 **Ministry of Surface Transport**

10.2.1 To sponsor feasibility studies in respect of Delhi-Ghaziabad-Meerut and Sonapat-Panipat Expressways on the lines similar to the proposed study for FNG Expressway:

10.2.1.1 Shri C.N. Ramdas, Secretary, Ministry of Surface Transport, assured the Board that MOST was doing its utmost to meet the aspirations of people in NCR. Accordingly, the entire 286 kms of National Highways falling within NCR would be upgraded by 2001 AD out of which ~~248 kms would~~ be completed by the end of 8th period itself. However, as his Ministry's outlay for VIII Plan had been cut down to about one-third of the actual requirements due to overall budgetary constraints, it was difficult for MOST to think of taking up any new major highway projects such as the 3 Expressways proposed for NCR except through greater privatisation of such schemes. With this in view, it was intended to take up 2 or 3 such projects on Build Operate and Transfer (BOT) basis in the first instance, Shri Ramdas averred, thereby paving the way for the rapid development of the entire national expressway network, with the help of the private sector, in course of time.

10.2.1.2 In response to a query made by Shri M.C. Gupta, Chief Secy. Haryana regarding the status of the Panipat - Sonapat Expressway, Secy. MOST replied that a feasibility study would have to be commissioned for this project in the first instance. He further explained that while MOST suo-moto took up feasibility studies in respect of National Expressways, the Sonapat-Panipat Expressway had not yet been declared as a National Expressway. It would be helpful therefore, Shri Ramdas said, if Government of Haryana were to formally write to MOST to declare the proposed Panipat-Sonapat Expressway as a National Expressway.

10.2.1.3 Summing up the pending issues relating to the NCR Expressway programme, Member Secretary informed the Board that in respect of F.N.G. Expressway there would need to be a specific commitment on the part of the

MOST to implement the project in conjunction with the private sector, subject to the availability of funds to cover the Centre's minimum share therein. He explained that ADB which had already taken up preparation of a detailed project report for F.N.G. Expressway, at the instance of MOST, normally stipulated that the sponsoring Ministry bear at least 20 to 25 per cent of the total estimates of such infrastructure projects - which was mainly required to meet the land component cost. It was, therefore, expected that MOST would favourably consider sponsoring feasibility studies for the 2 other approved Expressway projects in NCR viz Ghaziabad-Meerut and Sonapat-Panipat, respectively, on a similar basis, in the first instance.

10.2.1.4 Secretary, MOST, pointed out that while the land component costs in respect of the 3 expressways in NCR came to Rs. 125 crore, the CRF's present annual kitty was a mere Rs. 18 crore for the entire country. Hence, unless and until the CRF was enhanced to Rs. 350 crore to Rs. 400 crore per annum, it would not be possible, Shri Ramdas felt, for MOST to finance even the land acquisition programme for the 3 NCR Expressways.

10.2.1.5 Shri Rama Shankar Kaushik, Minister incharge of Urban Development, Uttar Pradesh wanted to know the status of the Hapur Bypass for which land had already been acquired. Secretary MOST pointed out that a clearer picture would emerge regarding the Hapur Bypass Project only after the ongoing feasibility study was concluded.

10.3 Ministry of Railways :

10.3.1.1 Shri A.N. Shukla, Chairman, Railway Board, pointed out that the on-going gauge-conversion projects relevant to NCR were on schedule and that both the Rewari-Hissar & Rewari -Alwar sections would be completed by June, 1994, while the Alwar Mathura section would be ready by March, 1995. Regarding the Rewari-Bhiwadi link, Chairman Railway Board said that the Railways were studying the feasibility of the entire Khurja-Palwal-Rohtak Regional Rail Bypass. The final alignment report for this project was expected in June, 1994 after which the said project would also be taken up, Shri Shukla averred, subject to the clearance of Planning Commission.

10.3.2 Coming to the augmentation and electrification of Meerut-Muradnagar, Delhi-Khurja and Delhi-Palwal railway lines, it was mentioned by Chairman Railway Board that these projects were not part of the VIII Plan programme of his Ministry and that, as such, extra budgetary allocations would have to be provided for the purpose. Meanwhile, the members of the Board were informed that Northern Railway was carrying out a detailed long-term study to review the rail traffic requirements in NCR and beyond, and the said study report was expected to be ready by 31.5.1994.

10.3.3 Shri M.C. Gupta, Chief Secretary, Haryana intervened to say that though the new broad-gauge connection between Rewari and Hissar, was a welcome one, it would have been better to have a direct rail link between Rohtak and Hissar, which was the shortest route, as pointed out by the Honourable Chief Minister of Haryana in his address.

10.3.4 Shri S.P. Jakhanwal, Vice Chairman, Delhi Development Authority, requested that fast, dedicated trains for commuter traffic be run from Narela and Bijwasan railway stations to meet the needs of the people residing in these 2 fast-growing sub-cities of Delhi. Further, in view of the fact that about 800 truck-loads of cement were being consumed daily by DDA alone and about 2000-3000 trucks carrying cement were estimated to part of the overall daily traffic in the National Capital City, Shri Jakhanwal suggested that the Railways strive to handle a substantial share of this bulk transportation of cement in order to reduce the pressure of traffic on the roads. The Chairman Railway Board responded to the effect, that with the completion of the on-going uni-gauging schemes in the Northern Region, including the Bhatinda-Hissar and Hissar-Rewari sections respectively, the bulk of the foodgrains traffic of the northern region which today was compelled to transit through Delhi would be diverted to these uni-gauge long-distance corridors, thereby leaving a substantial spare capacity available for handling commuter traffic on the Delhi Ring Rail system. Referring to the cement-handling traffic, Shri Shukla stated that like its counterparts in the South and West, Northern Railway would take all necessary steps to increase the Railway's modal share of the cement distribution traffic in Delhi.

10.4 Ministry of Communications :

10.4.1 It was mentioned by Shri M.G. Kulkarni, Member, (Services), Telecom Commission, who was representing Secretary, Telecom, at the meeting that, as already

communicated by the Minister for Communications, telephones would be provided on demand in the NCR - except in Delhi where a 2-year waiting period would be maintained as a matter of policy. With this in view, the Department of Telecommunications would be adding about 3.6 lakh additional telephone lines at a cost of Rs. 995 crore in the National Capital Region during the VIII Plan, he added. Shri Kulkarni further stressed that what with the rapid advances being made in the technological sector by way of FAX, electronic mail etc., it would be very much in the public interest if physical travel was reduced as much as possible, especially in the case of Government, Semi-Government and Public Sector offices, by means of a more sustained use of these telecom facilities within NCR.

10.5 Ministry of Power :

- 10.5.1 Member Secretary drew the attention of the Board to the fact that Ministry of Power had already agreed to release an additional 457 MW of power in the region out of the additional Central reserves to be created in VIII Plan. However, the ready availability of this additional power was contingent on respective State Governments strengthening their own transmission and distribution systems in respect of the Priority and DMA towns, Member Secretary pointed out.

10.6 Ministry of Finance :

- 10.6.1 Member Secretary stated that Ministry of Finance was yet to take action on the proposed augmentation of the CRF as requested for by the Ministry of Surface Transport. Shri M.P. Gupta, Additional Secretary, Department of Expenditure, Ministry of Finance informed the Board that the matter would be placed before the Cabinet shortly.

10.7 Sub-component Plans

- 10.7.1 Member Secretary referred to the urgent need for each of the concerned Ministries to prepare a Sub-component plan covering the respective sectors of Investment Programme for NCR in VIII Plan period. Although a decision had first been taken by the Board in this regard at its 15th meeting held on 14th Sept. 1992, Member Secretary stated, the needful was yet to be done by virtually one and all. Pointing out that all

Ministries were preparing Annual Performance Budgets at the behest of Finance Ministry, MS explained that the requisite Sub-component Plan could be viewed as a Performance Budget in respect of the NCR, in which the uncovered gaps in budgetary allocations could be highlighted along with the physical & financial targets pertaining to the fully-committed NCR projects.

10.7.2 Member Secretary, NCR Planning Board, also drew attention to the need for immediate budgetary provision to be made in respect of each of the identified Government departments and PSU offices so as to enable them to acquire the requisite built-up spaces which were a pre-requisite for shifting out of Delhi. He pointed out that once the requisite budget provisions were made, the concerned Ministries would be able to monitor the long-pending process of implementation in a practical, time-bound manner.

10.7.3 Coming to the 5 Counter-magnet Areas outside NCR (for which a separate note had been circulated as part of the agenda notes) Member Secretary drew attention to the fact that adequate funds were available for disbursement provided that all the necessary pre-conditions prescribed by the Board in this regard were duly fulfilled. Except in the case of Hissar in Haryana, for which no development plan had been finalised, the remaining formalities had already been completed or were likely to be completed very shortly, he mentioned. Referring to a special meeting taken by him recently to review the status of these cases, Member Secretary assured the Board that each of these projects would receive due priority for grant of financial assistance in 1994-95.

10.8 Govt. of NCT-Delhi :

10.8.1 It was pointed out by the Secretary (L & B), Shri Jagdish Sagar, that the details of action taken were mentioned in comprehensive reply sent by the Government of Delhi to the NCR Planning Board and also been referred to by the Lt. Governor of Delhi in his address. He however, wished to focus only on two items, one of which related to the proposal for setting up of a Coordination Cell headed by an officer of the rank of Joint Secretary to Government of NCT-Delhi, which was still pending with the Ministry of Urban Development for formal approval. Shri Sagar felt that the commissioning of the Cell would greatly help in finalising the Delhi Sub-regional Plan and overseeing

its implementation. The second specific item referred to by Shri Sagar was regarding the contribution from the NCT-Delhi towards NCR Planning Board Fund. He mentioned that although Government of Delhi had requested for an allocation of Rs. 17 crores for the year 1994-95, the same was subsequently reduced to Rs. 5 crore by the Planning Commission on the ground that the NCRDFC had not yet been formed. Member Secretary pointed out in this connection, that in order to achieve a collective matching contribution of Rs. 50 crore from the State Governments, bigger grants would have to be made available to NCR Planning Board by Delhi-NCT, particularly in the context of the stalemate regarding the raising of additional funds through NCR Development Finance Corporation.

10.9 Participating State Governments :

10.9.1 Member Secretary drew attention to the fact that the NCR Planning Board had also decided that Governments of Delhi, Haryana, Rajasthan and Uttar Pradesh need to urgently prepare their respective sub-component plans for NCR. Although he had specifically written letters in this respect to the respective Chief Secretaries, in December 1993, their replies were still awaited. Pointing out that each State Government would have already drawn up its overall VIII Plan programme covering all sectors including those relating to development of regional roads and power transmission and distribution systems, Member Secretary stated that all that was necessary, at this juncture, was for the NCR member States and NCT-Delhi to sub-allocate the outlays required to implement the respective State Sector programmes in NCR, and to present the requisite NCR Sub-component Plans in the shape of a self-contained performance budget in which all physical targets were shown alongside the corresponding financial provisions and uncovered gaps, if any.

10.9.2 Shri Pradeep Kumar, Commissioner and Secretary, Town & Country Planning, Haryana mentioned that plans for strengthening of power transmission and distribution system in his State were being finalised in consultation with the Haryana State Electricity Board and that the decisions in this regard would be made available to the NCR Board shortly. For the rest, he drew attention to the point (as mentioned by Chief Minister Haryana in his speech) that sub-component plans for NCR were also required to be prepared by the Central Ministries so that both monitoring & implementation could take place in a more coordinated manner. Chief Secretary, Haryana brought it to the

notice of the Board that the State Government had already prepared a sub-regional Plan for about Rs. 1900 crore out of which they would expect 30 to 35 per cent investment by the Central Ministries and another 30 to 35 per cent by way of grants from the Central Government. Welcoming the initiative taken by the Haryana Government in this regard, Member Secretary said that preparation of sub-component plans would be pursued with Central Ministries and that the problem of shortfall in allocation of funds by all concerned would be taken up with the Planning Commission to see that full provision was made, in due course, wherever such Sub-plans had been drawn up. He once again stressed the urgency for Uttar Pradesh, Rajasthan and NCT-Delhi to follow Haryana's lead in this direction.

- 10.9.3 Shri D.N. Basu, Adviser (HUD & WS), Planning Commission said that in order to impart greater flexibility in the ordering of Plan resources, it had been agreed in the meeting held by Dy. Chairman, Planning Commission, with the Chief Ministers, that specific earmarking for individual projects/sub items should be made as infrequently as possible in the State Plan. However, he expressed himself as favouring the preparation of a performance budget, wherever required; otherwise a situation may arise where some States may ask for more sub-regions to be carved out like Bundelkhand etc. in order to gain access to specially earmarked funds, Shri Basu felt. Shri M.C. Gupta, Chief Secretary, Haryana, expressed the view that NCR being a very special project should not be equated with any other regional development schemes.

At this point of time, lunch was announced.

- 11.0 In view of the large number of subjects still to be covered, it was unanimously decided to adjourn the meeting to the second half of April, to facilitate a full discussion on each of the remaining items on the agenda. *

LIST OF PARTICIPANTSMEMBERS

1. Urban Development Minister
2. Chief Minister, Haryana
3. Lt. Governor, Delhi
4. Chief Minister, Delhi
5. Minister (UD), Rajasthan
6. Minister in-charge (UD), Uttar Pradesh
7. Secretary, Urban Development
8. Chief Secretary, Haryana
9. Special Secretary, Power
10. Chief Planner, TCPO
11. Secretary (Housing), Govt. of Uttar Pradesh
12. Member Secretary, NCRPB

CO-OPTED MEMBERS

1. Minister (Local Self Govt. & UD), Madhya Pradesh
2. Member (Engg.), Ministry of Railways
3. Secretary, MOST
4. Adviser (HUD), Planning Commission
5. Vice Chairman, DDA
6. Special Secretary, Power
7. Additional Secretary (Expenditure), M/o Finance
8. Adviser (MTP), M/o Railways

STANDING INVITEES

1. Secretary, M/o Water Resources
2. Adviser, M/o E&F
3. Joint Secretary (U&HE), Deptt. of Education

SPECIAL INVITEES

1. Member (Services), M/o Communication, DoT
2. Secretary (Town & Country Planning & Urban Estate), Haryana
3. Joint Secretary, M/o Urban Development
4. Secretary (Land & Building), Delhi
5. Deputy Director General (LTP), Telecom, DoT
6. Chief Engineer (Roads), Haryana
7. Commissioner (Planning), DDA
8. Chief Town & Country Planner, Uttar Pradesh
9. Chief Town Planner (NCR), Rajasthan
10. Chief Engineer (Planning), M/o Surface Transport
11. Chief General Manager, Delhi Telephones
12. Director (CP), HUDCO
13. Director (TCP), Madhya Pradesh
14. Director (Delhi Division), M/o Urban Development
15. Deputy Town and Country Planner, NCR, Haryana
16. Chief Co-ordinator Planner, (NCR) Haryana
17. District Town Planner, (NCR) Haryana
18. Senior Town Planner, Town & Country Planning Department, Rajasthan
19. District Town Planner, Rajasthan
20. Assistant Town Planner, Rajasthan
21. LA to OLSD, Rajasthan

MINUTES OF THE 17TH (ADJOURNED) MEETING OF THE NATIONAL CAPITAL REGION PLANNING BOARD HELD AT 10:00 A.M. ON 23.4.1994, IN THE PARLIAMENT HOUSE ANNEXE, NEW DELHI.

List of the participants is annexed.

2.1 While welcoming the members and invitees to the adjourned meeting, Chairperson Smt. Shiela Kaul, Minister for Urban Development, at the outset requested the Chief Ministers of Madhya Pradesh and National Capital Territory of Delhi, who were attending the meeting for the first time, to express their views and give their suggestions regarding the National Capital Region.

2.2 Shri Digvijay Singh, Chief Minister of Madhya Pradesh, began by pointing out that his State had a limited role to play in the affairs of the National Capital Region. Being exclusively concerned with the development of Gwalior as an external Counter-magnet Area, the Chief Minister suggested that the policy of dispersal of offices and industries from Delhi be immediately extended to cover all such Counter-magnet Areas especially Gwalior, in order to help retain the garden city character of Delhi and prevent the National Capital from becoming over-congested. The city of Gwalior which was barely 3 hours away from Delhi by train, already offered a variety of infrastructural facilities which made it an attractive alternative place to Delhi for locating industries, institutions and offices of all kinds, he said. Shri Digvijay Singh also stressed the need for establishing a container depot at Gwalior with the help of the Ministry of Railways.

2.3 Shri Madan Lal Khurana, Chief Minister of National Capital Territory of Delhi, while regretting his inability to be present on the inaugural day of the 17th Board meeting, i.e. 21.3.1994, reaffirmed the points made by the Lt. Governor on that date. The Chief Minister thus emphasised that unless a sufficient level of development took place in the Counter-magnet towns around Delhi, it would not be possible to stop the steady stream of migrants into Delhi. Though, the NCR Planning Board had drawn up an ambitious programme for the investment of Rs. 1,513 crore in the State Sector and Rs. 1,327 crore in the Central Sector for the VIII Plan period, many decisions were yet to be taken as to the modalities of implementation of the various projects, even in the case of Central Sector schemes. Stating that while it was only fitting that Government of India should take the lead in providing requisite finances for all the N C R schemes, Shri Khurana pointed out that for the first time, in March,

1994, the Government of Delhi had contributed an amount of Rs. 3.5 crore towards the NCR Planning Board Fund. He proceeded to assure his colleagues on the Board that it would be the endeavour of his Government to fully co-operate in the implementation of the Regional Plan, keeping in view that the planned dispersal of population and economic activities to other parts of the National Capital Region would not only help solve the problems of Delhi but involve the rapid development of the adjoining States as well.

2.4 While referring to the discrepancy between the assigned population of Delhi in NCR Plan vis-a-vis Delhi Master Plan, Chief Minister of Delhi also emphasised the point earlier made by the Lt. Governor of Delhi, in his address to the Board on 21st March, 1994, to the effect that it would not be desirable to restrict the development programme for Delhi on the basis of the assumed population figure of 112 lakh for 2001 A.D. In this context, Shri Khurana, expressed the view that Delhi's population had already crossed the 1 crore mark and stated that the problems encountered in maintaining adequate water supply, sewerage and transport facilities, particularly in the face of the backlog of squatter settlements and unauthorised colonies requiring these basic services, for a city of this size were aggravated by the 5 lakh population being added to Delhi every year.

2.5 The Chief Minister of Delhi drew particular attention to the problem of water supply arising from the fact that the bulk of available water in Yamuna River, was being shared at present by Haryana and Uttar Pradesh, leaving Delhi with very little scope to meet its increasing deficit. The Chief Minister suggested the formation of a River Yamuna Board, representing all the various riverine States, as a possible solution. Shri Khurana also referred to the heavy power deficit being faced by Delhi and urged that this should be met by supply of additional power out of total available load in the Northern Grid. Yet another all-important problem area was transportation where notwithstanding the number of studies which had been carried out and expert committees consulted over the last 30 years, nothing practical had been done to date in the way of providing a mass rapid transit system for Delhi. The latest estimates were that MRTS project would cost Rs. 10,000 crores and take 25 years to complete, Shri Khurana stated. On the other hand, there were already more than 22 lakh vehicles on the road making Delhi one of the most polluted cities in the world, he pointed out. Thus, even if the work on the proposed underground metro rail was to start right away, the number of vehicles in Delhi might go up to about 40 to 45 lakh, he felt, before its long gestation period was

completed. Shri Khurana, therefore, suggested the immediate development of electric commuter train services for the interim period on Delhi's ring railway, which could be implemented for a total expenditure of Rs. 100 to 150 crore. The relatively few electric passenger trains now being run on the ring railway had not been successful in attracting commuters, he opined, in the absence of a concomittant shuttle service run by Delhi Transport Corporation. Chief Minister, Delhi also made a strong plea for the introduction of a common ticketing system for the suggested bus-cum-rail commuter services and the linking of the ring railway of Delhi with neighbouring towns like Ghaziabad and Sonapat so as to induce commuters in the neighbouring areas of NCR to utilise these facilities in increasing numbers.

After these introductory remarks by the Chief Minister, Delhi, the remaining items on the agenda were taken up for disussion, ad seriatim.

Agenda Item No. 3: Approval of Draft Sub-Regional Plan for Rajasthan.

3.1 The draft Sub-regional Plan for Rajasthan was presented in detail by the Chief Town Planner - NCR, Rajasthan, Shri H.S. Mathur, with the aid of an audio-visual programme. The salient features of the Draft Plan were observed to be as follows:

3.1.1 (i) A comparative picture of the overall land use pattern based on existing land records vis-a-vis satellite imageries shows an increase in the overall area under cultivation at the expense of forest and pastures vide below:

Use	%age as per land records	%age as per Satellite Imagery
1. Agriculture	70.0	74.2
2. Barren Land	12.6	13.0
3. Forest	6.7	4.3
4. Pastures	4.7	2.5
5. Non-Agricultural	4.0	4.0
6. Cultivable Waste	2.0	2.0
	100.0	100.0

In order to achieve an ecologically balanced development of the Sub-region, forest plantations to be developed on the hills to the South West and East, on the one hand and a 100 m wide green belt provided for on either side of the National Highway No. 8 together with a 60 m wide green belt along the 3 State Highways and 15 district roads on the other.

3.1.2 (ii) (a) In view of the policy of induced growth in NCR, a population of 20.50 lakhs has been assigned for the Rajasthan Sub-region by 2001.

(b) The main Regional Centre/Priority Town is Alwar, which has been assigned an induced size of 5 lakhs by 2001 as against 2.11 lakh in 1991, while Bhiwadi, an important industrial township of 15,000 population, has been targetted to grow to 1.15 lakhs by 2001.

(c) It is also proposed to intensively develop 5 Sub-regional centres namely, Kairthal, Tizara, Ramgarh, Behror and Shahjahanpur and 10 service centres.

3.1.3(iii) Against the 1989-90 energy consumption level of 686 million units and peak load requirement of 131 MW, the consumption is expected to go up to 32,220 MV and the peak load requirements are thus pegged at 608 MW, in 2001 AD.

3.1.4 (iv) (a) The existing State Highway No. 25 from Alwar to Bhiwadi is proposed to be widened in order to induce the assigned high growth rate in the Priority Towns of Alwar and Bhiwadi.

(iv) (b) The Plan provides for widening of NH-8 from Gurgaon to Behror to 4 lanes, and strengthening of the roads connecting Palwal, Sohna and Rewari via Bhiwadi as well as the Alwar-Bhiwadi highway. It also suggests that a feasibility study be carried out for a single broadguage line to be provided between Harsoli-Narnaul via Mandawar and Behror.

3.1.5 (v) Finally, for purposes of orderly development, the various prescribed Regional and Sub-regional Centres, urbanisable areas, the peripheral controlled belt, green vegetation areas along the major transport networks and agricultural zones, have been identified for appropriate land-use control.

3.2 Shri Raj Kumar, Member (Engineering) Railway Board, intimated that the broad-gauging of the railway line connecting Mathura with Alwar and Rewari with Hissar had been completed while the intervening Rewari-Alwar broad-gauge conversion link was in the final stage of construction. As such, the entire uniguage project on this sector was expected to be commissioned by June 30th, 1994, thereby providing a much-needed Delhi bypass for freight trains moving from the East to North and the goods being transported in the reverse direction, he added. As regards the small Rewari-Bhiwadi spur of 23 km, Member (Engineering), Railway Board, stated that the on-going survey of the Regional Rail Bypass, of which this formed a part, would be completed by the end of June, 1994 and thereafter the report would be submitted to the Planning Commission for allocation of requisite funds. Referring to the new railway line suggested in the Sub-regional Plan, Member (Engineering), Railway Board stated that the question of carrying out the requisite feasibility study would be considered if Government of Rajasthan sent a formal request to Railway Ministry in this regard.

3.3 Chief Engineer, Ministry of Surface Transport, Shri I.J. Mamtani, gave details of the various highway projects which were already cleared for Rajasthan Sub-region, such as the 70 km long Faridabad-Hodal section of the National Highway No. 2 (which was being widened from 2 lanes to 4 lanes) and the Delhi-Gurgaon stretch of National Highway No. 8 (which was proposed to be extended from four lanes to six lanes by the end of the VIII Plan). The project for widening of the Behror road to 4 lane was also on the anvil, he stated, for being taken up under ADB-III loan assistance programme. Meanwhile, schemes for the widening of Behror-Jaipur section of the State Highway and Rohtak - NCR boundary section of National Highway No. 10 were in various stages of progress.

3.4 After due consideration of all relevant aspects, the Draft Sub-regional Plan for Rajasthan was unanimously approved.

Agenda Item No. 4 : Alternatives for Resource Mobilisation to meet additional financial requirements of the VIII Plan Investment Programme.

4.1 The various options open to the NCR Planning Board for additional resource mobilisation,

both at the apex level as well as Sub-regional/local level, were presented to the Board through an audio-visual programme.

4.2 Shri Yogesh Chandra, Special Secretary, Planning Commission, pointed out that the major short-fall in the Central Sector related to trunk water supply schemes for Delhi, amounting to Rs. 600 crore, for which the requisite Plan provision was mainly contingent on a number of inter-related matters which had to be sorted out by the Ministry of Water Resources, Government of Delhi, and the Planning Commission, among others. With regard to the rest of the uncovered gap, which encompassed the 3 Expressways, Regional Rail Bypass and various suburban railway projects, the problem seemed to be the inadequacy of the existing Plan allocations, to resolve which the concerned Ministries of Surface Transport and Railways it was noted, were pleading for additional allocations at the time of Mid-Term Review of the VIII Plan.

4.3 In this connection, Shri Yogesh Chandra informed the Board that in view of the overall paucity of budgetary resources, the Planning Commission would shortly be placing proposals before the Cabinet for grant of financial and other appropriate incentives to the private sector entrepreneurs so as to induce them to come forward to execute new highway projects (including Expressways) as a commercial proposition.

4.4 Coming to the State Sector programme, Special Secretary, Planning Commission, observed that the concerned gap was indeed large considering as against the aggregate outlay of Rs. 1,260 crore required for development of integrated townships, sub-regional centres and Counter-magnet areas, the committed amounts, by both Centre and States, came to a mere Rs. 278 crore. Broadly, the Planning Commission was of the view, he said, that the required land acquisition and development components of the new townships should be undertaken in stages, with the more saleable plots being given due priority.

4.5 Member Secretary assured Shri Yogesh Chandra that the overall strategy for the development of new townships envisaged that NCR Planning Board would be investing the seed money raised by it on the acquisition and development of those lands which had the highest saleability in each township, in the first instance, so as to enable the town development authorities to generate more resources for themselves as soon as possible, on a self-sustaining basis. Accordingly, all the 3 feasibility studies it had commissioned for the new townships at Hapur in U.P.,

Panipat in Haryana and Alwar in Rajasthan, had worked out that by suitably sequencing the development and allotment of township land over the life of each project, sufficient cash flows and revenue-surpluses could be generated in course of time, so as to provide an internal rate of return varying between 17 to 27%. Member Secretary also stated that it was envisaged by the Board that viable new road/rail projects in NCR should be taken up on Built Operate and Transfer (BOT) basis and keeping that in view, the requisite budgetary support provided for in the updated investment programme relating to the 3 Expressways was confined to the land assembly component amounting to 20 to 25% of the total cost of the scheme. Member Secretary went on to suggest that in the case of the pending NCR rail projects, wherever Ministry of Railways owned the requisite land, the balance cost could perhaps be funded entirely by tapping financial institutions and the corporate sector, virtually eliminating the additional Plan requirements stipulated in this regard. Member Secretary also pointed out that if either a financial and investment corporation were to be set up by the NCR Planning Board or the Board itself was able to borrow additional loan finance on its own, it would be possible to raise additional funds at the apex level to assist in the implementation of infrastructure investment projects as well.

4.6 Shri Raj Kumar, Member (Engineering), Railway Board mentioned that Railways were terribly short of funds. Against VIII Plan target of Rs. 42,000 crore only Rs. 27,000 crore had been provided and, in the result, all the new lines taken up were being partly funded by the State Governments. In his view, the most important regional infrastructure project in the rail sector was the 210 kms long Regional Rail Bypass connecting Khurja, Palwal, Rewari and Rohtak. If undertaken, would enable the Railways to re-route all bypassable freight traffic so as to completely avoid Delhi, thereby releasing a substantial share of the existing railway infrastructure in Delhi, for running commuter trains. Referring to the detailed alignment survey report on the Regional Rail Bypass which was expected to be available by the end of June, 1994, Shri Raj Kumar requested all the members of NCR Planning Board and the Planning Commission, in particular, to help clear this very worthwhile project whose estimates were likely to be in the region of Rs. 400 crores.

4.7 Member (Engineering), Railway Board also made a fervent plea for the doubling and electrification of the entire length of track between Delhi and Meerut at a cost of Rs. 100 crore as part of the regional rail infrastructure, keeping it in view

that Meerut was large enough already to serve as an effective counter-magnet for Delhi, and also that a section of this track i.e. between Delhi and Muradnagar, had already been electrified.

4.8 Shri M.P. Gupta, Additional Secretary, Department of Expenditure, Ministry of Finance, Government of India, suggested that a separate meeting be taken by Chairperson, NCRPB with Member Secretary, NCRPB and senior representatives of the Department of Expenditure, Planning Commission as well as the concerned Administrative Ministries, to discuss the pros and cons of the various possible resource mobilisation strategies for speedy implementation of the VIII Plan investment programme of NCR. Chairperson, NCRPB responded that she had been thinking on similar lines. Shri M.P. Gupta, also indicated that a strategy which did not call for Government guarantees in order to attract private sector funds would be more acceptable to Finance Ministry.

4.9 In this connection, Member Secretary drew Shri Gupta's attention to the views expressed by Ministry of Finance in their letter of October 1993 to Ministry of Urban Development, favouring a tax subsidy approach as an alternative to NCRDFC. He sought details from Shri Gupta as to the said tax subsidy option. Shri Gupta responded that while the tax subsidy approach was a different matter entirely, it also carried with it an interest payment liability which underscored the importance of investing only in financially viable programmes so as to be able to raise money from the private sector without a backup guarantee from the Government.

4.10 Intervening in the discussion, the Minister of State, Shri P.K. Thungon, emphasised the vital need for tackling the resource problem for NCR and taking concrete decisions which would ensure the implementation of the NCR development programme with the active co-operation of all the participating States.

4.11 Summing up the discussions on the issue, the Member Secretary, NCR Planning Board said that the consensus seemed to be in favour of raising the requisite order of additional resources at the Board level rather than on a decentralised State-wise basis.

4.12 Keeping the above aspect in view, it was agreed that an ad-hoc Committee may be set up at the Central level with representatives of Urban Development Ministry, Finance Ministry, Planning Commission and NCR Planning Board to draw up a set of concrete proposals for additional resource mobilisation by May 31st, 1994, and place the same before the NCR Planning Board.

4.13 At the suggestion of Shri Pradeep Kumar, Commissioner, Town & Country Planning, Haryana, it was also agreed to invite senior representatives of the State Governments and NCT-Delhi to assist the Committee in its deliberations.

Agenda Item No. 5 : Constitution and Functions of Proposed Unified Transport Planning Group (Formerly Unified Transport Authority) for NCR.

5.1 Explaining the importance of the proposal, Member Secretary, NCR Planning Board, pointed out that a well-coordinated regional transportation system being a prerequisite for the balanced and harmonious development of NCR, it was only fitting that the NCR Planning Board should strive its utmost to sort out all existing problems and bring about greater cohesion in the functioning of transport sector of NCR. As this objective called for detailed interaction between the various constituent units on a regular basis, it was proposed that the Board delegate its functions in this regard to a high-level inter-state committee to be called Unified Transport Planning Group for NCR.

5.2 Shri Pradeep Kumar, Secretary, Town & Country Planning, Haryana drew attention to the views expressed by Haryana Government on the subject in his Chief Minister's address to the Board on 21st March, 1994. Reiterating his Government's opposition to the constitution of such a body, he explained that there were certain areas relating to operation and management of State transport services, eg. determination of the fare structure, fixation of norms and prescription of public-private ownership patterns where, Haryana felt, there could not be two different set of policies in force, i.e. one for NCR Sub-region and the other applicable to the rest of the State. Further, pointing to the very wide scope of functions falling within the

purview of the proposed UTPG, wanted to know whether the latter would be merely an advisory body or would it have the legal authority to implement its decisions. Member Secretary, NCR Planning Board clarified that just as in the case of NCRPB (which was the parent body), UTPG's role would be confined to preparing, monitoring and co-ordinating plans for integrated development of the regional transportation system, whose actual implementation would be left to the respective Governments.

5.3 The Urban Development Minister of Uttar Pradesh, Shri Rama Shankar Kaushik, intervened to say that a greater uniformity in fare structures within NCR would be in the interests of the travelling public and benefit commuters all over the region.'

5.4 Pointing out that an immediate area of common concern would be to increase the share of public transport i.e. by rail and road, and reduce the incidence of privately-owned vehicles in NCR, Dr J.P. Singh, Secretary, Urban Development stated that UTPG could be regarded essentially as a high-level inter-active, inter-state forum set up to facilitate more detailed analyses and consultations in the mutual search for solutions to the myriad problems faced by the transportation sector, within the framework of NCR Planning Board Act.

5.5 Shri Pradeep Kumar stated that in the light of the above clarifications, the formation of UTPG would be acceptable to the Haryana Government.

5.6 Incidentally, in order to strengthen UTPG in the performance of its functions, it was agreed that the Transport Ministers of the participating States (including GNCT-Delhi) should be made members in place of the respective Transport Secretaries. Subject to this modification, the proposals to set up the Unified Transport Planning Group were unanimously approved.

Agenda Item No. 6 : Package of Incentives and Modalities for Speedy Decentralisation of Delhi.

6.1 At the outset, Member Secretary referred to dispersing all economic activities especially those relating to wholesale trade and

industrial manufacture which were concentrated in Delhi, under a time-bound programme. In order to work out the modalities for such a process on a continuing basis and to dove-tail the same with the development of integrated townships in NCR, a small inter-state panel had been set up by NCR Planning Board, Member Secretary added. This committee which was headed by Commissioner (Planning), DDA had made several useful recommendations which had since been deliberated upon and accepted by the Planning Committee subject to certain observations and modifications as indicated in the agenda note.

6.2 Considering that the main thrust for phasing out these various activities had to come from NCT-Delhi itself, Member Secretary proposed that a standing committee be constituted immediately under the stewardship of Chief Secretary, GNCT-Delhi, comprising senior representatives of all four constituent units (including their respective Secretaries for Industries) to draw up a time-bound programme for the purpose and monitor its implementation as per the aforesaid guidelines.

6.3 In the course of the discussion, Shri Bhaskar Chatterjee, Director, Town & Country Planning and Urban Estate, Haryana, stated that his Government would have no objection to the formation of such a committee provided that it was well understood that the latter would have no authority to decide such matters as the predetermined rates to be charged for industrial plots or the subsidies to be provided to those shifting from Delhi to Haryana State under the said guidelines, which were basically policy issues to be decided by the State Government.

6.4 Subject to this caveat on the part of Haryana Government, the proposal to set up the said Standing Committee under the Chief Secretary (Delhi) was approved.

Agenda Item No. 7 : Option for Affiliation of Private Colleges in NCR to Delhi University or Separate Central University.

7.1 It was pointed out by the Member Secretary that the matter had been under discussion at the level of the Planning Committee and also between

the NCR Planning Board and the Member States, on one hand, and the Central Government, i.e. Ministry of Human Resource Development and the University Grants Commission, on the other hand.

- 7.2 While no final decision had been taken in the matter, the Planning Committee, finding that the matter was worth considering in greater depth, had recommended that an inter-state Task Force be set up for this purpose by Ministry of Human Resource Development. However, in response to a letter written by him to the Secretary, Human Resource Development in this regard, Government of India, had instead suggested that the Task Force may be headed by the Member Secretary, NCRPB, with a representative of Ministry of HRD participating. It was unanimously decided that the course of action suggested by Ministry of HRD may be adopted.

**Agenda Item No. 8 : Approval of Annual Plan Budget
Proposals for the year 1994-95.**

- 8.1 Member Secretary, NCRPB at the outset, pointed out that the Central Government had been able to release only Rs. 20 crore as against the allocation of Rs. 50 crore sought for by NCR Planning Board as per the Annual Budget approved by it for 1993-94. As far as the State Government's shares were concerned, GNCT-Delhi had directly subscribed Rs. 3.5 crore to the NCR Planning Board Fund, while both Uttar Pradesh and Rajasthan Governments had disbursed their shares in the shape of direct investments on on-going schemes. In respect of Haryana, the problem of matching grant provision was still in the process of being sorted out, he added.

- 8.2 For the current year, Member Secretary brought it to the attention of the Board that a Plan grant of Rs. 50 crore was once again being sought for from the Central Government out of their committed VIII Plan allocation of Rs. 200 crore in aggregate, so that the pending land acquisition and development programmes in the NCR could be accelerated on the lines already approved by NCR Planning Board. In turn, this grant of Rs. 50 crore would have to be matched by the participating States including NCT-Delhi, in accordance with the terms laid down by the Planning Commission and the pattern approved by the Board, he pointed out. Secretary (UD) mentioned that

Ministry of Finance had ruled out any possibility of additional budgetary allocations for MOUD in the current year, thus leaving the latter with little scope for increasing the level of budgetary support to NCR Planning Board except through diversion of left-over funds from their other administered schemes. He, however, undertook to raise the existing Central Plan assistance from Rs. 25 crore to at least Rs. 40 crore in the course of the current year and indicated that NCRPB may proceed to plan its investments accordingly. While welcoming this assurance, Member Secretary stated that there would have to be a corresponding hike in the collective matching grant contribution of the constituent units whose proportionate shares would be worked out and communicated separately.

8.3 Shri Rama Shankar Kaushik, Minister in-charge of Urban Development, U.P. responded to say that his Government already allocated Rs. 9.5 crore for the NCR investment programme in 94-95, and that the same could be marginally increased, if need be.

8.4 Reacting to the mention of prospective loans and market borrowings of Rs. 300 crore in the agenda note, Shri Gupta, Additional Secretary, Department of Economic Affairs, observed that the budget should be limited only to the assured sources of income i.e., the matching grants from Centre and States.

8.5 Subject to these observations, the Annual Budget proposals for 94-95 were approved.

Agenda Item No. 9 : Presentation of Audited Accounts of NCR Planning Board for the year 1992-93.

9.1 The audited statement of accounts for 1992-93 was duly accepted.

Agenda Item No.10 : Presentation of Annual Report 1992-93.

10.1 The Annual Report for 1992-93 was duly recorded.

Agenda Item No.11 : Review of loans and advances released to the State Governments/Implementing agencies during 1992-93.

11.1 It was noted that a sum of Rs. 2.6 lakh was being claimed from Government of Uttar Pradesh by way of penal interest in respect of some over-due repayments which had since been remitted. Secretary, Housing Department, Uttar Pradesh, Shri Ramesh Yadav explained that the delay had occurred for want of the prescribed repayment schedule. Conceding that there may have been a bonafide communication gap on this account, Member Secretary proposed that the said penal interest claim be waived as a special case, and the same was unanimously approved.

Agenda Item No.12 : Mid-Term Review of the Regional Plan-2001: A Status Report.

12.1 Member Secretary explained the range and depth of the various studies being undertaken as part of this exercise, with the help of expert consultants, study groups and task forces, in order to bring about the much-needed mid-course corrections and establish long-term directional changes in Regional Plan-2001 which had now been in operation for 5 years and over. Secretary (UD), suggested that the various reports emanating from the statutory mid-term review be placed before the Board in succeeding meetings. Member Secretary responded that, to begin with, a note on the revised population projections for Delhi-2001 would be placed before the Board at its next meeting, based on the deliberations of the on-going Study Group chaired by him of which Registrar General, Census Operations was an important member.

13. The meeting ended with a Vote of Thanks to the Chair.

No. K-14011/8 (Admn)/94-NCRPB (17th)

National Capital Region Planning Board,
7th Floor, 'B' Wing,
Janpath Bhawan, Janpath,
New Delhi - 110 001.

Dated, the 11th July, 1994

Copy forwarded to the Chairman and all
members/participants in the meeting for appropriate
action.



(R. C. AGGARWAL)
Chief Regional Planner

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LIST OF PARTICIPANTS

MEMBERS

1. Urban Development Minister
2. Chief Minister, Delhi
3. Minister Incharge (UD), Uttar Pradesh
4. Deputy Minister (UD), Rajasthan
5. Secretary, Urban Development, Govt. of India
6. Chief Secretary, Delhi
7. Special Secretary, Planning Commission
8. Commissioner & Secretary, TCP, Haryana
9. Secretary (Housing and Urban Development), Govt. of U.P.
10. Chief Planner, TCPO
11. Member Secretary, NCRPB

CO-OPTED MEMBERS

1. Chief Minister, Madhya Pradesh
2. Member (Engg.), Railway Board
3. Special Secretary, Planning Commission
4. Special Secretary, Deptt. of Power
5. Principal Secretary, Govt. of Madhya Pradesh
6. Secretary, Deptt. of Local Self Govt., T&CP, Punjab
7. Joint Secretary (S), Ministry of Power
8. Adviser (MTP), Railway Board
9. Chief Engineer, M/o Surface Transport

STANDING INVITEES

1. Minister of State, Urban Development
2. Chairman-cum-Managing Director, HUDCO

SPECIAL INVITEES

1. Commissioner & Secretary (Town & Country Planning & Urban Estate), Haryana
2. Commissioner (I), M/o Water Resources
3. Secretary (L&B), Delhi
4. Commissioner (Planning), DDA
5. Chief Town Planner (NCR), Rajasthan
6. Chief Town & Country Planner, Lucknow
7. Chief Town Planner, Punjab
8. Chief Co-ordinator Planner (NCR), Haryana
9. District Town & Country Planner, Rajasthan
10. Senior Town Planner, Rajasthan
11. Deputy Town Planner, Rajasthan
12. Asstt. Town Planner, Rajasthan

LIST OF PARTICIPANTS

GOVERNMENT

1. Urban Development Minister
2. Chief Minister, Delhi
3. Minister, Industries, Delhi
4. Deputy Minister (I), Industries
5. Secretary, Urban Development, Govt. of India
6. Chief Secretary, Delhi
7. Special Secretary, Planning Commission
8. Commissioner & Secretary, J.P. Nagar
9. Secretary (Planning and Urban Development), Govt. of India
10. Chief Planner, J.P.O.
11. Member Secretary, J.P.O.

GOVERNMENT

1. Chief Minister, Madhya Pradesh
2. Member (I), Railway Board
3. Special Secretary, Planning Commission
4. Special Secretary, Dept. of Power
5. Principal Secretary, Govt. of Madhya Pradesh
6. Secretary, Dept. of Local Self Govt., J.P.O. Bhopal
7. Joint Secretary (I), Ministry of Power
8. Additional D.P.O., Railway Board
9. Chief Engineer, M.S. Surface Transport

STANDING INVITEES

1. Minister of State, Urban Development
2. Chairman, Com-Planning District, J.P.O.

SPECIAL INVITEES

1. Commissioner & Secretary (Town & Country Planning & Urban Extension), Bhopal
2. Commissioner (I), M/o Water Resources
3. Secretary (I), J.P.O.
4. Commissioner (Planning), J.P.O.
5. Chief Town Planner (MCR), Bhopal
6. Chief Town & Country Planner, Bhopal
7. Chief Town Planner, Bhopal
8. Chief Co-ordinator Planner (MCR), Bhopal
9. District Town & Country Planner, Bhopal
10. Section Town Planner, Bhopal
11. Deputy Town Planner, Bhopal
12. Asst. Town Planner, Bhopal