

199

# **AGENDA NOTES**

**19TH MEETING OF THE  
N.C.R. PLANNING BOARD  
TO BE HELD  
AT 11.30 AM ON NOVEMBER 17, 1995  
IN COMMITTEE ROOM "C"  
PARLIAMENT HOUSE ANNEXE  
NEW DELHI**

**N.C.R. PLANNING BOARD  
MIN. OF URBAN DEVELOPMENT  
NEW DELHI**

AGENDA ITEMS FOR THE 19TH MEETING OF THE NATIONAL CAPITAL  
REGION PLANNING BOARD TO BE HELD AT 11.30 A.M. ON 17TH  
NOVEMBER, 1995.

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AGENDA ITEMS

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**AGENDA NOTES FOR THE 19TH MEETING OF THE NATIONAL CAPITAL  
REGION PLANNING BOARD TO BE HELD AT 11.30 A.M. ON  
17.11.1995**

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**AGENDA ITEM NO. 1 : CONFIRMATION OF THE MINUTES OF THE  
18TH MEETING OF THE NATIONAL CAPITAL  
REGION PLANNING BOARD HELD ON  
10.1.1995.**

The minutes of the 18th meeting of the NCR Planning Board held on 10.1.1995 were circulated vide NCRP Board's letter No.K-14011/47/94-NCRPB (18th) dated 6.3.95 (copy of the minutes is enclosed at Annexure-I for ready reference). The Board may confirm the minutes.

AGENDA ITEM NO. 2 : REVIEW OF THE ACTIONS TAKEN ON THE  
DECISIONS OF THE 18TH MEETING OF  
THE BOARD HELD ON 10.1.95

ISSUES

ACTION TAKEN

1. Preparation of Functional Plans and provisioning of physical infrastructure eg. roads and rail transport network, power and water supply grids, drainage and flood control and environment protection measures, in the entire National Capital Region including Delhi.

The matter was discussed in the Planning Committee meeting and it was decided that in the first instance we should prepare the Functional Plans for Transport, Power, Telecommunications and Economic Activities/Industries. The Functional Plan for transport sector has been prepared and was presented to the Unified Transport Planning Group. This plan is now being put up before the Board along with the recommendations/comments of the UTPG as Agenda item No.3. For the rest of the functional plans, sub-groups have been constituted and further action is being taken.

2. Evolving comprehensive policy linkage for land/space allotment in NCR and Delhi for commercial, industrial, residential, institutional and Government/Semi-Government and Public Sector offices.

The Standing Committee under the Chairmanship of the Chief Secretary, Delhi held its first meeting in February, 1995. This meeting was followed by another meeting of the sub-group constituted by this Standing Committee to go into the details of the proposals for shifting of the industrial activities. The recommendations of the group and the Standing Committee were placed before the Planning Committee in its 36th meeting held on 31.5.95. The details of the proposals are at Annexure-VIA & VI in the Agenda/Minutes of the said meeting. These are being examined by the Ministry of Urban Affairs and Employment in consultation with the Delhi Administration and Delhi Development Authority.



3. Setting up of an Expert Group by the Planning Commission to take up the formulation of Five Year Plan and Annual Plans for the National Capital Region.

The matter is being pursued with the Planning Commission.

4. To finalise the location of the site of the proposed National Capital Region University in consultation with the inter-State Task Force for creation of separate Central University.

In pursuance of the decision taken by the Board in the 18th meeting, the Chairperson of the NCR Planning Board has decided upon Noida as the location of the proposed NCR University. For working out the other modalities, a meeting is shortly proposed to be held with the Union Minister for Human Resources.

5. Finalisation of guidelines for application of funds and creation of Revolving Fund.

The guidelines have already been issued.

#### ISSUES RAISED BY THE NCR STATES

##### DELHI

1. Finalisation of Project Reports for Kishau and Renuka and the Carrier System by the respective NCR States and the Central Government, to provide water to Delhi.

It has been intimated by the Ministry of Water Resources that action to finalise the project reports of Renuka dam and Kishau dam is being taken by the Himachal Pradesh and Uttar Pradesh Governments respectively.

Regarding the Carrier System, action is already being taken by DWS&SDU. MoU has already been signed in 1993 between the Lt. Governor, Delhi and Chief Minister, Haryana for construction of parallel land channel from Monak to Hyderpur. The Haryana Government had submitted an estimate of Rs. 91.39 crores for this work. It is proposed to get this work done through Haryana as a deposit work. Rs. 5 crores have already been paid to Haryana Government.

2. Preparation of detailed Master Plan (Action Plan) for NCR to co-ordinate all developmental activities in the region including Delhi.
- The action in this regard is being taken through the Functional Plans which are being prepared for each aspect for the region.

#### UTTAR PRADESH

1. Action to be taken for the shifting of Central Government and Public Sector offices, wholesale markets and other economic activities out of Delhi to NCR Towns, specially Meerut
- Detailed information regarding availability of office accommodation as well as built-up residential accommodation had been received from Ghaziabad Development Authority. The information has been supplied to the Ministry of Urban Affairs and Employment and the Delhi Government as well as to the various PSUs.
2. To include Saharanpur and Ferozabad as Counter-magnet towns and provide funds for the same.
- The formal proposal is still awaited from the Government of U.P.

#### RAJASTHAN

1. To include Dholpur as additional counter-magnet town.
- A formal proposal in this regard is yet to be received from the Rajasthan.
2. At the time of mid term review, Bharatpur, Deeg, Kama and Nagar tehsils of Bharatpur district may be included in the NCR.
- As and when a formal proposal in this regard is received from the Rajasthan Government, the same would be considered along with the mid term review.

#### MADHYA PRADESH

Provision of additional funds to match the already sanctioned amount of Rs. 5.93 crores for Gwalior counter-magnet.

The utilisation certificate in respect of the loan advanced in 1992-93 for an amount of Rs. 1 crore is yet to be received. No proposal for additional amount has been received so far from the Government of M.P. which could be placed before the Sanctioning Authority.

Matters related to transportation were discussed in the recent meeting of the UTPG and have been detailed out in the minutes of the said meeting placed at Annexure II A.)

**AGENDA ITEM NO.3 : FUNCTIONAL PLAN FOR TRANSPORT SECTOR  
IN NCR.**

In pursuance of the NCRPB Act, a draft functional plan for the transport sector in NCR was prepared by NCRPB Secretariat. This was presented to the Unified Transport Planning Group (UTPG) as per the recommendation of Planning Committee on 20th of October, 1995. The group considered the Functional Plan and offered its views. (Minutes are enclosed at Annexure-II A). The Functional Plan is now placed before the Board for its consideration and approval (copy of the Functional Plan is enclosed as Annexure II).

**AGENDA ITEM NO.4 : APPROVAL OF ANNUAL PLAN PROPOSAL FOR THE YEAR 1996-97.**

The Annual Plan of National Capital Region Planning Board for funding development projects during 1996-97 has been prepared wherein a total investment of Rs. 807 crore is envisaged during the year. The detailed proposal is annexed as Annexure-III for approval of the Board.



AGENDA ITEM NO. 5 : APPROVAL OF REVISED BUDGET ESTIMATES FOR  
THE YEAR 1995-96 UNDER NON-PLAN  
(REVENUE) & PLAN (CAPITAL) & BUDGET-  
ESTIMATES 1996-97 UNDER NON-PLAN  
(REVENUE).  
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Revised budget estimates for the year 1995-96 both under Non-Plan (Revenue) and Plan (Capital) & Budget Estimates 1996-97 Non-Plan (Revenue) have been submitted to the Ministry of Urban Development in the prescribed formats. Briefly, these estimates are as under :-

(Rs.in lacs)					
Sl. No.		Gross Expenditure	Grant from Min.of UD	Internal Resources	Remarks
A. NON-PLAN (REVENUE)					
1.	Actuals for the year 1994-95	58.37	57.00	4.95	There was an unspent amount of Rs.3.58 lacs of internal resources which has been carried over to the next year.
2.	Grant sanctioned by the Min.for the year 1995-96	-	60.00	-	
3.	Revised Estimates 1995-96 proposed by the Board.	79.20	74.00	5.20	
4.	Budget Estimates 1996-97 proposed by the Board.	95.30	89.00	6.30	
5.	Grant approved for the Revised Estimates 1995-96 & Budget Estimates 1996-97.	-	-	-	
					Statements of accepted Estimates are awaited.

(Rs.in lacs)

Sl. No.	Gross Expenditure	Grant from Deptt. of UD	Internal Resources including grant of previous years	Market Borrowings/ Bonds & other sources	Remarks
<b>B. PLAN (CAPITAL)</b>					
1. Actuals for the year 1994-95	1519.44	2500.00	4739.00	650.00	Contribution by the NCT Delhi.
2. Grant sanctioned by the Deptt. of UD for the year 1995-96	-	4000.00	-	-	
3. Revised Estimates 1995-96 proposed by the Board.	36819.00	6500.00	8319.00	22000.00	Loans from HUDCO 20000 Contri- 2000 bution by NCT Delhi ===== 22000 =====
4. Grant approved for Revised Estimates 1995-96 the Board.	-	-	-	-	Statements of accepted estimates are awaited.

Statement of Revenue & Capital Budgets are enclosed at appendix I & II.  
These are submitted for consideration & approval.

**STATEMENT SHOWING THE REVISED ESTIMATES 1995-96 & BUDGET ESTIMATES 1996-97 VIS-A-VIS  
THE ACTUAL EXPENDITURE PROPOSALS FOR SUBMISSION OF**

**NON PLAN  
RS. IN LAKH**

**ACTUALS FOR THE YEAR**

OBJECT OF EXPENDITURE	1992-93	1993-94	1994-95	SANCTIONED BUDGET 1995-96	LAST SEVEN MONTHS ACTUALS 1994-95 (9/94 to 3/95)	1ST FIVE MONTH ACTUALS 1995-96 4/95 to 8/95	ANTICIPATED EXPR. FOR THE REMAINING 7 MONTHS 95-96 (9/95 to 3/96)	RE 95-96	RE 96-97	REMARKS
Salaries		26.61	29.29		15.67	14.71	19.29	34.00	40.00	The Budgetary sup approved by the Mini in BE 1995-96 was R lacs. This is propose be enhanced to Rs.7 lacs in RE 1995-96 account of the follo reasons :
Foreign Service Contb.	21.64	.64	.59		.59	.02	.58	.60	1.00	
Fee & Honorarium		.26	.25		.12	.58	.92	1.50	2.00	
Wages	.12	.21	-		-	-	.30	.30	.30	
Travelling Expenses	.77	.91	1.67		1.36	.55	1.45	2.00	2.50	1. Provision been made filling up vac posts & additional instalments sanctioned by Government.
Office Expenses	13.24	12.68	13.96		8.12	6.44	7.56	14.00	16.00	
Hosp. Expenses			1.12		.68	.31	1.19	1.50	2.00	
L.Fee			.17		.11	.28	.22	.50	.50	
Advertising & Publicity			.26		.26	.23	.27	.50	1.00	2. Provision been made maintenane cha payable to IHC for the office accom tion.
Exhibition Expenses		2.54	1.09		-	-	1.00	1.00	2.00	
Legal Charges		2.81	.17		-	-	1.00	1.00	1.00	
Rent Rates Taxes	4.58	3.68	5.81		4.50	.38	5.62	6.00	6.50	
GIS Liabilities	-	-	-		-	-	2.00	2.00	2.00	Provision made for general incre in prices materials.
Instt. GPF/CPF & Board's contribution	1.80	2.46	3.13		3.13	-	3.50	3.50	4.00	
Write off of Assets			1.10		1.10		1.50	1.50	1.00	
Audit Fee	.14					.31		.30	.50	
Maintenance of IHC Office Complex							8.00	8.00	12.00	The budget support proposed the year 1996-97 been estimated to Rs.89.00 lacs.
Suspense security arrangements	.25	1.71	(-).24		-	.45	0.53	1.00	1.00	
	42.54	54.51	58.37		35.64	24.26	54.94	79.20	95.30	The increase over 1995-96 is in o to cover increas the salary bill account of
<b>FINANCING OF EXPENDITURE</b>										
a) Grant-in-aid from the M/o Urban Affairs & Employment	41.00	48.00	57.00	60.00				74.00	89.00	
b) Misc. receipts of the	3.34	6.61	4.95							
c) Less unspent carried over to the next year	1.80	.10	3.58							

Statement showing the Revised Estimates 1995-96 & Budget Estimates 1996-97  
PLAN (CAPITAL)

(Rs.in lacs)

Object of Expenditure	Actuals for the year			Sanctioned Budget 1995-96	Last Seven months Actuals 1994-95 i.e. 9/94 to 3/95	1st Five months Actuals 1995-96 i.e. 4/95 to 8/95	Anticipated expenditure for the remaining 7 months	RE 1995-96	Remarks
	1992-93	1993-94	1994-95						
Project financing through loans for schemes in MCR & Counter Magnet Areas.	887.00	1577.21	1417.50	-	1417.50	4223.31	29970.69	34194.00	
Contributions to HUDCO for raising bonds for MCRPB	-	-	-	-	-	-	2500.00	2500.00	
Study surveys & MCR Plan	25.61	62.99	53.06	-	21.98	9.43	15.57	25.00	
Other Expenditure	95.03	75.09	48.88	-	23.42	0.94	99.06	100.00	
	<u>1007.64</u>	<u>1715.29</u>	<u>1519.44</u>	<u>4000.00</u>	<u>1462.90</u>	<u>4233.68</u>	<u>32585.32</u>	<u>36819.00</u>	
<b>Financing of Expenditure</b>									
i) Contribution/Grant from the Deptt. of UD.	1000.00	2000.00	2500.00	4000.00	-	-	-	6500.00	Total resources of the Board 368 crore
ii) Unspent internal resources & grant as on 31.3.95 c/f in 1995-96.								6319.00	Add States contribution direct at Project level 65 crore Total 433 crore
iii) Internal resources of the Board (i.e. interest on loans, repayment of loans instalment, Interest on Bank deposits etc.) during 1995-96.								2000.00	Less contribution to HUDCO's equity (-)25 crore Investment as per annual plan 398 crore
iv) Contributions by NCT Delhi.								2000.00	
v) Raising of funds through HUDCO.								20,000.00	
								<u>36,819.00</u>	



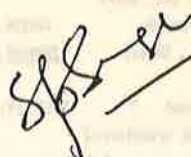
**AGENDA ITEM NO.6 : PRESENTATION OF AUDITED ACCOUNTS OF NCR  
PLANNING BOARD FOR THE YEAR 1994-95.**

The Accounts of the Board are maintained in the forms 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 1994-95 have since been certified and audited by the Principal Director of Audit and Economic Service Ministries. The Audit certificate alongwith certified accounts are placed before the Board for adoption and approval.

A D.T. CERTIFICATE

I have examined the Receipts and Payments Accounts, Income and Expenditure Account for the year ended 31st March 1995 and the Balance sheet as on 31st March 1995 of the 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.

  
Pr. Director of Audit

Place: New Delhi

Date 7-8-1995

## STATEMENT OF RECEIPTS AND PAYMENTS ACCOUNT OF THE CAPITAL GRANT FOR THE YEAR 1994-95

## PAYMENTS

Member Secretary

Totals Available  
Cash  
500

## PAYMENTS

Jr., Account Officer

Member Secretary

14



# N.C.R. PLANNING BOARD

INCOME AND EXPENDITURE ACCOUNT FOR THE YEAR 1994-95

S.No.	Expenditure	Amount Rs. P.	S.No.	Income	Amount Rs. P.
1. <u>Salaries</u>			1. Grant-in-Aid (Revenue) received from Deptt. of Urban Affairs for establishment and Administrative Expenditure (recurring i.e. total grant less expenditure therefrom on assets)	5700000.00	
a) Pay	1091370.00			(-) 327916.99	5372083.10
b) Allowances	1837652.10		2. Interest on Bank Deposits transferred from Capital A/c		5078419.00
	2929023.10		3. <u>Other Receipts</u>		
2. Travel Expenses	167652.00		a) Group Insurance Scheme	26155.00	
3. <u>Office Expenses</u>			b) Int. on SPS A/c	210400.00	
a) Postage	19960.00		c) Int. on IPC Bonds	23900.00	
b) Liveries	4900.00		d) Int. on IFC Bonds	7652.00	
c) Telephones	254157.00		e) Int. on Saving Bank A/c	3230.00	
d) Stationery	84830.05		f) Misc. Receipts	67200.00	
e) Drawing Stationery	1906.75		g) Int. on Car Advance	6305.00	
f) Printing & Binding	75344.00		b) Licence Fee	17595.00	362437.00
g) Petrol	82300.15				
h) Maintenance of Vehicles	35450.40				
i) Conveyance	21796.40				
j) Miscellaneous	349011.00				
k) Maintenance of :					
(i) Office Machines & Furniture	93000.00				
(ii) Room & Desert Coolers	14400.00				
l) Newspapers & Periodicals	39727.30				
	1068170.35				
4. Legal Charges	16700.00				
5. Exhibition Expenses	100430.00				
6. Advertising & Publicity	25550.00				
7. Hospitality Expenses	112536.75				
8. Fee & Honorarium	25005.00				
9. <u>Foreign Service Contribution</u>					
a) Leave Salary	19583.00				
b) Pension	39524.30				
	59107.30				
10. Rent, Rates & Taxes	581340.00				
11. Grant-in-Aid to NCR Planning & Monitoring Cells	5078419.00				
12. Interest of CPF	100532.00				
13. Interest of CPF	177273.00				
14. Boards Contributions to CPF	34999.00				
15. Write off Assets	110182.60				
16. Excess of Income over Expenditure	217019.00				
Total	10812939.10		Total	10812939.10	

K. B. Shastri  
Jr. Account Officer

Finance & Accounts Officer

Member Secretary

# N.C.R. PLANNING BOARD

BALANCE SHEET AS ON 31.3.1995

Amount as on 31.3.1994 Rs. P.	Fund & Liabilities	Amount as on 31.3.95 Rs. P.	Amount as on 31.3.94 Rs. P.	Assets	Amount as on 31.3.95 Rs. P.
	<b>I. NCR Planning Board Fund A/c</b>				
2474927.67	i) Revenue Grant for non-recurring Expenditure	2002044.57	2474927.67	1. Assets as per Annexure I	2002044.57
819200000.00	ii) Capital Grant from Deptt. of Urban Affairs	1069200000.00	144700.00	2. Assets as per Annexure II	144700.00
	iii) Capital Grant from Govt. of Delhi	65000000.00	801656743.00	3. Interest bearing loans to State Govt./Implementing Agencies (Annexure III)	840842377.00
144700.00	iv) Other Grant	144700.00	10166400.50	4. Study & Surveys (Ann. IV)	23452130.50
14027977.10	v) Bank Interest	32501773.12	839638.20	5. NCR Plan	846741.20
265064619.69	vi) Interest on Loans	346091437.89	19360.00	6. Conveyance Advances to the Employees of the Board (Annexure V)	12584.00
208350.00	vii) Misc. Receipts	3106903.00	15345909.00	7. Office Accommodation in INC	20253600.00
1101200502.54	<b>Total Fund</b>	1519007650.50			
772946.00	2. GPF A/c. (Annexure VII)	1030589.00			
1432113.00	3. CPF A/c. (Annexure VII)	1293213.00			
	<b>Suspense &amp; Deposits</b>				
487000.00	Advance receipt of Interest on Loan from Govt. of U.P.	487000.00	171136.00	i) Security Arrangement of IOC Janpath Bhavan	146047.00
50000.00	Security Deposit	153531.00	43164.00	ii) Deposit with HTM Ltd. (Annexure VI)	41372.00
174156.62	Suspense Income Tax Excess of Income over expenditure B/F from last year.	174156.62	270.00	iii) Suspense (Postage)	
	Add Excess of Income over expenditure of this year.	217019.00			
		391975.62			
				<b>Investment of PF Accruals</b>	
			573000.00	Special Deposit Scheme (GPF)	736000.00
			1030000.00	-do- (CPF)	1074000.00
			00000.00	IFC Bonds (GPF)	00000.00
			120000.00	-do- (CPF)	120000.00
			19000.00	IFC Bonds (GPF)	19000.00
			42000.00	-do- (CPF)	42000.00
				<b>Bank &amp; Cash Balance</b>	
			9109565.06	Saving Bank Account	1503145.09
			697.39	Current Bank Account	
			254164000.00	Fixed Deposits Account	631041763.20
			13293.54	Cash in Hand	3681.84
1104116793.16		1523163967.20	1104116793.16		1523163967.20

KCB Handwaj  
Jr. Account Officer

Finance & Accounts Officer

Member Secretary

Totals Available  
Bt  
AAU

N.C.R. PLANNING BOARDSUMMARY OF ASSETS 1994-95

S.No.	Name of Assets	Total	Reference to Page No. of Asset Register.
1.	Furniture	418939.30	9
2.	Furnishing	63258.95	48
3.	Motor Car	420132.42	93
4.	Typewriter	55814.65	13
5.	Electronic Typewriter	64898.10	15
6.	Duplicating Machine	18540.25	21
7.	Photo Copier	210330.00	86
8.	Calculator	6261.65	28
9.	Cycle/Postal Weighting Machine	211.00	18
10.	Tape Record (Two-in-one)	11703.20	32
11.	Air Conditioner	165373.40	24
12.	Electric Appliances/Voltage Stabilizer	57290.45	88
13.	Padestal & Wall Fans	9530.55	40
14.	Water Cooler	8370.00	52
15.	Wall Clocks	3409.50	36
16.	Auto Diallers	8580.00	38
17.	Installation of additional Power Points by CPWD	34655.00	42
18.	P.V.C. Partitions	267897.00	44
19.	False Ceiling Tube Fittings	18216.00	46
20.	Ferro Printing Machine		
21.	Drawing Material & Equipments	87677.55	66
22.	Books/Maps	42756.85	84
23.	Refrigerator	7040.00	58
24.	Franking Machine	6534.00	56
25.	Computer/Printer	394645.00	91
26.	Miscellaneous	20448.75	50
27.	Fire Fighting Equipments	3079.00	64
28.	Rotaring Scriber	126500.00	78
29.	C.V.T.	6730.00	70
30.	U.P.S. & C.V.T. System	56000.00	76
31.	Fax Machine	59500.00	72
32.	PABX	99092.00	74
33.	Television	24175.00	80
34.	Godrej Safe	8953.00	94
35.	Telephone	16302.00	11

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2802844.57

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**ANNEXURE - II**

**SUMMARY OF ASSETS**

No.	Name of Assets	Expenditure incurred upto March '94	Expenditure incurred during 1994-95	Closing Balance
1.	Hotline Projectavision 203	110000.00	-	110000.00
2.	Krisons VCR	13900.00	-	13900.00
3.	Eco Video Graffiti	20800.00	-	20800.00
		144700.00		144700.00



DETAILS OF OUTSTANDING LOANS 1994-95

S.No.	To Whom given	Repayment						Amount of loan outstanding as on 31.3.95
		Amount given upto 31.3.94	Amount given during 94-95	Total loans given upto 31.3.95	Refund/repayment of instalment of principal upto 3/94	During 1994-95	Upto 31.3.95	
1.	Govt. of Uttar Pradesh	406310000	96700000	503010000	55545886	34900519	90446405	412563595
2.	Haryana Urban Development Authority, Chandigarh.	165250000	-	165250000	33745521	15403336	49228857	116021143
3.	U.I.T. Alwar (Raj.)	206231000	45050000	251281000	22542850	27244615	49787465	201492535
4.	RIICO (Raj.)	95700000	-	95700000	-	21666666	21666666	74033334
5.	Patiala City Plo. & Dev. Board	10000000	-	10000000	-	769230	769230	9236770
6.	Govt. of Madhya Pradesh, Bhopal	10000000	-	10000000	-	2500000	2500000	7500000
7.	UIL, Kota	20000000	-	20000000	-	-	-	20000000
Total		913491000	141750000	1055241000	111834257	102564366	214399623	840842377

Totally Granted  
Under  
AHO

DETAILS OF EXPENDITURE

S.No.	Name of Study & Surveys	Estimated Cost	Expenditure incurred upto 31.3.94	Expenditure incurred during 94-95	Expenditure incurred upto 31.3.95
1.	Migration 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 set Imageries & Aerial Photography	361015.00	361015.00	--	361015.00
5.	Computer Modelling for Urban 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.	Counter Magnet Area Study	400000.00	400000.00	--	400000.00
9.	Integration of all inputs & analytical works & statistical	16000.00	16000.00	--	16000.00
10.	Setting up Central for Studies & Policies on Informal Sector	100000.00	100000.00	--	100000.00
11.	Distributive 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 MCR 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

S.No.	Name of Study & Surveys	Estimated Cost	Expenditure incurred upto 31.3.94	Expenditure incurred during 94-95	Expenditure incurred upto 31.3.95
15.	Monitoring 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 Mogoya	42352.00	42352.00	--	42352.00
18.	Promotion of Employment Generation Activities in MCR Town	15000.00	15000.00	--	15000.00
19.	Study on Physical Infrastructure in DMA	34627.00	34627.00	--	34627.00
20.	Study on Improvement of Transport facilities in Delhi Metropolitan Area	750000.00	750000.00	--	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.	6545000.00	6545000.00	--	6545000.00
23.	Preparation of the Projects Report for the Development of Informal Sector Activities in Alwar.	175000.00	175000.00	--	175000.00
24.	Study on Informal Sector Housing & Economic Activities in NOIDA	240000.00	236110.00	--	236110.00
25.	Study on Housing Development Strategy in Priority Towns Panipat	200000.00	200000.00	--	200000.00
26.	Study on Housing Development Strategy in Priority Towns Alwar	200000.00	200000.00	--	200000.00
27.	Study on Housing Development Strategy in Priority Towns Meerut	200000.00	200000.00	--	200000.00

S.No.	Name of Study & Surveys	Estimated Cost	Expenditure incurred upto 31.3.94	Expenditure incurred during 94-95	Expenditure incurred upto 31.3.95
28.	Study on the National Capital Region Economy and Industrial Development Potentials	1337000.00	802500.00	534500.00	1337000.00
29.	Review & Revision of Regional Plan 2001 paper on demographic features.	124000.00	41418.00	--	41418.00
30.	25th Regional Science Association at IIT Kharagpur.	20000.00	20000.00	--	20000.00
31.	Study on Resource Mobilisation for VIII Plan	100000.00	100000.00	--	100000.00
32.	Study on Environment & Ecology.	1200000.00	360000.00	600000.00	960000.00
33.	Internal Seminar at Kollalampur	43499.00	43499.00	--	43499.00
34.	Study on Solid Waste Management for Kota Towns	550000.00	440000.00	110000.00	550000.00
35.	Study on Solid Waste Management for Faridabad Complex.	700000.00	700000.00	--	700000.00
36.	Study on Solid Waste Management for Hapur Towns	412700.00	61905.00	--	61905.00
37.	Study on Formulation of Project Reports for Development of New Township along side Priority Town of Panipat.	668000.00	364000.00	243200.00	607200.00
38.	Study on New Township for Hapur	715000.00	384800.00	256000.00	640800.00
39.	Study on New Township for Alwar	795000.00	477000.00	318000.00	795000.00
40.	Study on Drainage System and Flood Control including Water Resource in MCR	2850000.00	855000.00	1995100.00	2850100.00
41.	Study on alternative models for Assemblage of land for development of MCR Towns	60000.00	16000.00	15000.00	30000.00
42.	International Seminar at Monterial	113682.00	113682.00	--	113682.00
43.	Geographic Information System	2100000.00	329000.00	780075.00	1109075.00

S.No.	Name of Study & Surveys	Estimated Cost	Expenditure incurred upto 31.3.94	Expenditure incurred during 94-95	Expenditure incurred upto 31.3.95
44.	Study on Squatters Settlement and Informal Sector in HCT Delhi.	301000.00	37000.00	264000.00	301000.00
45.	International Seminar at Beijing	102455.00		102455.00	102455.00
46.	Study on Formulation of Project Report integrated Physical, Financial & Management Plan for Bhiwadi, Dharuhera, Rewari.	67500.00	--	67500.00	67500.00

		18166600.50	5285830.00	23452430.50
--	--	-------------	------------	-------------



## DETAILS OF OUTSTANDING LONG TERM ADVANCES TO STAFF FOR THE YEAR 1994-95

	Balance as on 31.3.1994	Paid during 1994-95	Refund of Instalment during the year	Closing Balance as on 31.3.1995
<u>Scooter Advance</u>				
1. Sh. Harsh Kalia, Asstt.	2592	-	1728	864
2. Sh. P.K. Jain, Asstt.	5408	-	2028	3380
3. Sh. Piyush Kumar, Hindi Translator	10000	-	2700	7300
<u>Cycle Advance</u>				
1. Sh. Ram Kishan Huda, Peon !				
2. Sh. Ganesh Prasad, L.D.C. !				
3. Sh. Ranbir Singh, Peon !	1360	1200	1520	1040
4. Sh. Goverdhan Lal, Peon !				
5. Sh. Satpal, Peon !				
Total	19360	1200	7976	12584

ANNEXURE - VI

DEPOSIT ACCOUNT 1994-95  
MAHANAGAR TELEPHONE NIGAM LTD.

Opening Balance as on 31.3.1994	Refund by adjustments during the year	Deposit during the year	Closing Balance as on 31.3.1995
------------------------------------	--	----------------------------	------------------------------------

43164

1792

-

41372

ANNEXURE - VII

PROVIDENT FUND ACCOUNT 1994-95

Opening Balance as on 31.3.1994	Deposit during the year	Interest	Board's Contri- bution	Advances/ withdrawals	Closing Balance
------------------------------------	----------------------------	----------	---------------------------	--------------------------	--------------------

GPF 772946

263314

100532

-

106203

1030589

CPF 1432113

277608

177273

34999

628780

1293213

**AGENDA ITEM NO.7 : PRESENTATION OF ANNUAL REPORT 1994-95.**

According to the Section 24 of the National Capital Region Planning Board Act, 1995, the Board is required to prepare an Annual Report for each of the Financial Years giving full accounts of its activities during the preceding Financial Year and forward the copies thereof to the Central Government, the participating States and the Union Territory of Delhi. This report is now placed below as Annexure-IV for approval of the NCR Planning Board.

(Amount in Rupees)

Sl.No.	Name of the State Govt. / Participating agencies	Nature of payment	Amount
1.	Govt. of Uttar Pradesh	Interest & repayment of principal	1,07,44,783
2.	NCT, Delhi	Interest & repayment of principal	28,71,700

**Agenda Item No.8: Review of loans & advances released to the State Govts./implementing agencies during 1994-95.**

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

- a) Loans & advances sanctioned by the Board Form - 'G'.
- b) Loans & advances received by the Board Form - 'H'.

The Annual Statement of loans & advances for the year 1994-95 in the prescribed form 'G' is submitted for information of the Board.

Except the following two cases all other payments due on account of interest and repayment of principal during the year were received and these have been accounted for in the enclosed statement (Form - 'G'). The unpaid dues as on 31.3.95 were received in April 95 and as such no default is outstanding as on date :-

(Amount in Rupees)			
Sl.No.	Name of the State Govt./ implementing agencies	Nature of payment	Amount
1.	Govt. of Uttar Pradesh	Interest & repayment of Principal	1,01,46,985
2.	UIT, Alwar	- do -	28,37,750

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

FORM 'G'  
NATIONAL CAPITAL REGION PLANNING BOARD  
STATEMENT OF LOANS/ADVANCES SANCTIONED BY THE BOARD DURING THE FINANCIAL YEAR 1994-95  
[SEE RULE 47 (1)] (Amount in Rupees)

Name of Person, Firm, receiving the loan, Advance	Amount of Loan Advance sanctioned	Rate of Interest	No. & Date of Orders authorising loan/ advance	Balance from last year	Amount this year	Total	Payment of Principal				Payment of Interest			
							Instalment of repayment during the year & ar- ear of instt. year due relating to earlier year if any	Amount of Principal repaid during the year & ar- ear of instt. year principal of the (Col. 8-9) year figures to (Col. 7-9) be shown year wise	Balance of loans/ad- vance at the close of the year	Amount of Interest due for & upto the year under review	Amount of Interest received and cre- dited revenue during the year	Balance of in- terest unpaid		
1. Govt. of Uttar Pradesh, Lucknow	96700000	12%	1. Yamunapuram Housing Scheme Ph. II, Bulandshahar No. I-12012(2)/UP (B. Shahar)/91-92 NCRPB dt. 14.12.94 Rs. 170.00 lakhs	350764114	96700000	447464114	35847634	34900519	**947115	412563595	36598067	27398197	**9199870	**This amount has since been received on 1.4.95

\*\*This amount has  
since been  
received on 14.5.95

2. Raichandi Commercial

Scheme, Khurja  
No. I-12012(1)/UP  
(Khurja)/94-95  
NCRPB dt. 16.12.94  
Rs. 47.00 lakhs

3. Shatabdi Nagar

New Township  
Resd. Infrastructure  
Scheme at Meerut  
No. I-12012(3)/UP  
(Meerut)/94-95  
NCRPB dt. 21.3.95  
Rs. 750.00 lakhs



1.	2.	3.	4.	5.	6.	7.	8.	9.	10.	11.	12.	13.	14.	15.
2. Haryana Urban Development Authority, Chandigarh	Nil	--	--	131504479	--	131504479	15483336	Nil	116021143	14630747	14630747	14630747	Nil	
3. Urban Improvement Trust, Kota	Nil	--	--	20000000	--	20000000	Nil	Nil	Nil	20000000	2600000	2600000	Nil	
4. RSECC, Jaipur	6600000	12%	Construction of Tunnel at Jindoli Chati on Bharat pur, Behror Road, Alwar, No. I-12014(1)/Raj. (Alwar)/94-95 dt. 8.3.95 Rs. 66.00 Lakhs	Nil	6600000	6600000	Nil	Nil	Nil	6600000	--	--	--	
5. RIICO, Jaipur	Nil	--	--	95700000	--	95700000	21666666	21666666	Nil	7403334	11312500	11312500	Nil	
6. UIT, Alwar	38450000	13%	1. Vaishali Nagar Resdl. scheme at Alwar No. I-12014(1) Raj. (Alwar)/93-94 dt. 28.11.94 Rs. 173.00 lakhs. 2. Surya Nagar Resdl. scheme at Alwar No. I-12014(1) Raj. (Alwar)/92-93 dt. 14.3.95 Rs. 211.50 lakhs.	183688150	38450000	222138150	28509615	27244615	1265000	19489355	23292499	21719749	1572750	▲ This has been received in 4/94.
7. Govt. of R.F. Shopal	Nil	--	--	10000000	--	10000000	2500000	2500000	Nil	7500000	2015625	2015625	Nil	
8. Govt. of Punjab	Nil	--	--	10000000	--	10000000	769230	769230	Nil	9230770	2150000	2150000	Nil	

**AGENDA ITEM NO. 9 : ISSUES ARISING OUT OF THE 35TH, 36TH AND 37TH MEETINGS OF THE PLANNING COMMITTEE HELD ON 31.1.95, 31.5.95 AND 21.9.1995.**

After the 18th meeting of the NCRP Board held on 10.1.95, three meetings of the Planning Committee of the NCRP Board i.e. 35th, 36th and 37th, were held on 31.1.95, 31.5.95 and 21.9.95 respectively. The minutes of these 3 meetings are at Annexure V, VI & VII. The following important issues arising out of the discussion held in the said meetings are placed before the NCR Planning Board :-

- i) Consideration of the application of M/s. Delhi Automobiles Limited forwarded by the Government of U.P. regarding the change of land use from 'Recreational' to 'Residential' in Ghaziabad Master Plan.

The U.P. Govt. forwarded an application of M/s. Delhi Automobiles Ltd. for change of land use of their land from 'Recreational' to Residential use in the Ghaziabad Master Plan. The matter was discussed in detail in the 35th meeting of the Planning Committee held on 31.1.95 in the light of the comments received from the U.P. Government. After a great deal of deliberations, the Planning Committee felt that we should not encourage any area reserved for recreation/green use to be converted into a different use and even where such conversion may be required as in the instant case, the same should be compensated by adding the equivalent area into the recreation and green area from

within the Development Area. This has been communicated to the U.P. Government with the approval of the Chairperson of the Board and is placed before the NCR Planning Board for its information and approval.

ii) Linkages and concrete measures for the dispersal of industrial activities from Delhi.

The NCR Planning Board had in its earlier meetings decided that concrete steps should be taken for decentralisation of various economic activities. Accordingly, meeting of the Standing Committee was held under the Chairmanship of the Chief Secretary, GNCT-Delhi as well as of the Sub-Group set up by it were held and various modalities discussed for shifting of the industries. The implications of the decision of the Hon. Supreme Court ordering the shifting of industrial units out of Delhi, were also discussed. The matter was further discussed in the 36th meeting of the Planning Committee held on 31.5.95. The package of incentives proposed to be provided by the NCR participating State Governments was generally accepted by them. The incentive required to be provided by the GNCT-Delhi/DDA/ Government of India in respect of re-use of the land being vacated by the shifting industries in Delhi were also discussed and have been detailed out in the minutes placed at Annexure VI. In the 37th meeting of the Planning Committee of the NCR Planning Board, it was intimated that the various aspects of the proposal were under examination

of the Ministry of Urban Affairs and Employment in consultation with the Delhi Development Authority and Government of National Capital Territory of Delhi.

iii) Setting up of Satellite Air Freight City near Indira Gandhi International Airport at Village Choma, District Gurgaon (Haryana).

A proposal had been received from the Ministry of Urban Affairs and Employment to locate the Air Freight City near Village Choma, District Gurgaon, Haryana for concurrence of the National Capital Region Planning Board. The Planning Committee of the NCR Planning Board discussed the matter in its 37th meeting held on 21.9.95 and was of the view that the proposal can be approved subject to the following conditions :-

a) either the location of the Satellite Air Freight City should be shifted to the area earmarked for Warehousing facilities in the Gurgaon Development Plan;

or

b) if the present site cannot be changed, equivalent amount (200 acres) of the area be earmarked as 'green' out of the Urbanisable Area proposed in the Development Plan of Gurgaon.

The matter is placed for approval of the Board.



iv) Amendment of Sub-regional Plan for Uttar Pradesh Sub-region and the consequent Amendments to the Regional Plan-2001 for NCR for inclusion of Khurja Growth Centres and Chola in Bulandshahr-Khurja Complex.

A proposal has been received from the Government of Uttar Pradesh whereby it was proposed to include Khurja Growth Centre in the Bulandshahr-Khurja Complex. The Planning Committee in its 37th meeting held on 31.9.95 approved this proposal and recommended that during the detailed planning and implementation of the project of the Bulandshahr-Khurja Complex, Khurja Growth Centre and Chola would have a greater emphasise on industrial activities to provide strong economic base to the complex, whereas the other activities could come in Bulandshahr-Khurja towns. This proposal which entails amendments to both the 'Sub-Regional Plan for Uttar Pradesh Sub-Region' and the Regional Plan-2001 for NCR, is now placed before the NCR Planning Board for consideration and approval of the same.

v) Establishment of Project Development Fund.

It was proposed that in order to conduct the feasibility and other studies for various projects for the development of NCR, strengthening of development agencies and meeting any other incidental expenditure as may be approved by the Project Sanctioning and Monitoring Group-II (PSMG-II), a Project Development Fund may be created. This matter was discussed in the 37th meeting of the Planning Committee of



the NCR Planning Board held on 21.9.95 and the consensus was that such a fund should be created for the speedy preparation of the project plans for the development of the region. To begin with the NCR Planning Board may contribute from its internal accrual upto Rs. 1 crore per annum to this Fund. The size of the fund may be kept at Rs. 10 crores. The matter is now placed before the National Capital Region Planning Board for its approval.

# **ANNEXURES**

**LIST OF ANNEXURES :****Page No.**

<b>ANNEXURE I</b>	<b>- Minutes of the 18th meeting of the Board held on 10.1.95</b>	<b>I/1 - I/17</b>
<b>ANNEXURE II A</b>	<b>- Minutes of the Unified Transport Planning Group held on 20.10.95.</b>	<b>IIA/1-IIA/9</b>
<b>ANNEXURE II</b>	<b>- Functional Plan for Transport Sector in NCR</b>	<b>II/1-II/30</b>
<b>ANNEXURE III</b>	<b>- Annual Plan 1996-97</b>	<b>III/1-III/14</b>
<b>ANNEXURE IV</b>	<b>- Annual Report 1994-95</b>	<b>IV/1-IV/40</b>
<b>ANNEXURE V</b>	<b>- Minutes of the 35th meeting of the Planning Committee</b>	<b>V/1-V/7</b>
<b>ANNEXURE VI A</b>	<b>- Agenda of the 36th meeting of the Planning Committee</b>	<b>VIA/1-VIA/34</b>
<b>ANNEXURE VI</b>	<b>- Minutes of the 36th meeting of the Planning Committee</b>	<b>VI/1-VI/9</b>
<b>ANNEXURE VII</b>	<b>- Minutes of the 37th meeting of the Planning Committee</b>	<b>VII/1-VII/5</b>

MINUTES OF THE 18TH MEETING OF THE NATIONAL CAPITAL REGION  
PLANNING BOARD HELD AT 11.00 A.M. ON JANUARY 10TH, 1995 IN  
THE PARLIAMENT HOUSE ANNEXE, NEW DELHI.

The list of participants is annexed.

0.1 Welcoming the Members and the invited participants, the Chair-person congratulated the participating Governments and the Central Ministries for the initiative taken by them in implementing the Regional Plan policies for the NCR. At the outset, the Chair-person explained the need for preparing a comprehensive fiscal plan i.e. 5 year and Annual Plans to back up the NCR Development programmes and suggested that before group discussion are held by the Planning Commission for finalising the fiscal plans of the concerned Central Ministries and the participating Governments, a comprehensive fiscal plan covering all the sub-sectors essential for regional development in the National Capital Region should be drawn up and requested the Planning Commission to set up an expert group to take up the formulation of N.C.R's 5 year and Annual Plans. The Chairperson also stressed the need for planning and provisioning of all physical infrastructure like road and rail transport networks, power and water supply grids, drainage and flood control and environmental protection measures, treating the NCR as a single entity and taking up such comprehensive policy initiatives as may be conducive in setting up linkage at all levels throughout the region. Giving an example, it was suggested that a package could be worked out wherein the industries opting to establish in the NCR Priority Towns, could be provided space for their training, research and development in the DMA Towns and are also allotted a small space for their front offices in Delhi itself. Conversely the industries in Delhi opting to shift out could be allowed to split themselves and retain their front offices in Delhi while shifting their industries to the NCR. It was also emphasised that since the envisaged public sector investment of Rs.8000 crores during 8th and 9th Plans, was expected to facilitate private sector investment to the tune of about 22,000 crores, there was an urgent need for executing the Central and State Sector Development Programmes in a time bound manner.

0.2 While broadly explaining the new programme for resource mobilisation for the Board, it was brought out that Bonds would be floated by HUDCO for opening a line of credit to the NCR Planning Board so that loan assistance could be provided to the implementing agencies. The entire programme is expected to result in the generation of total resources to the tune of Rs.1400 crores during the 8th Plan. While expressing concern over the deteriorating condition of Delhi under the excessive population pressure, the Chair-person suggested correcting the direction of the Delhi Master Plan and its complete fusion with the Regional Plan. For this purpose, a Committee under the Chairmanship of Member Secretary, NCR Planning Board was proposed to set up to go into the details of the matter.

0.3 The speech of the Lt. Governor Shri P.K. Dave who could not attend the meeting, was circulated and treated as having been read. In his speech the Lt. Governor emphasised that if Development of NCR Region and in particular of the Counter-magnet Towns and of the transport network inter-linking them, does not reach a "take-off" stage soon, we may have to devise another Plan based on an even gloomier scenario, in the next century. He expressed happiness that the working-group estimates have put Delhi's population in the range of 132 to 139 lakhs. The Lt. Governor also emphasised the need of a special component for NCR to be incorporated in the plans of the Central Ministries and the NCR States. It was further suggested that once such outlay has been made, it should not be open to diversion without prior approval of the NCR Planning Board. The Lt. Governor concluded by expressing concern over the views of the Ministries of Surface Transport that they are concerned only with the National Expressways and that the NCR Expressways don't fit in. and felt that development of these roads was the one major effort which could lead to immediate and tangible relief for Delhi.

0.4 The Chief Minister of Delhi, Shri Madan Lal Khurana expressed grave concern over the rapidly growing population of Delhi much beyond its planned capacity of 60 lakhs on the one hand and the ineffective and slow pace of implementation of the NCR Projects on the other. He expressed his happiness over the interim suggestion that Delhi's estimated population has been kept between 132 to 139 lakhs by 2001. It was mentioned that though Delhi had ear-marked Rs.50 crores in the 8th Plan for NCR, but because of the continuous cut being imposed by the Government of India on



its annual budget, things were becoming difficult, however, he assured that efforts would be made to maximise the contribution to be extended to the NCR. The Chief Minister also expressed concern about the lack of availability of water for the modern water treatment plant which had been inaugurated on 29th September, 1994 and emphasised the need for implementing the water agreement signed in May, 1994. He also requested the Central Government and concerned State Governments for the finalisation the project reports for Kishao and Renuka Dams, and the carrier system which could provide water for Delhi. In order to mitigate the problems of transportation in Delhi, he noted that though MRTS would be a permanent solution, and since the same could be realized only in a much longer time span, as an interim measures, the Government of India is trying to make a tram system available for Delhi. In his Speech Sh. Khurana, also referred to the fact since the formation of the Delhi assembly there is no public representative in the DDA as the Delhi Development Act still continues with the Membership of the Metropolitan Council which has been succeeded by the Assembly. As such the M.L.A's should be made DDA Members as people's representatives of the successor body in lieu of the Councillors as per original provision, for which he requested the Ministry to issue a notification.

0.5 Concluding his speech Shri Khurana emphasised the need for preparation of a detailed Master (Action) Plan for NCR so as to coordinate all the development activities in the Region including Delhi and the need for preparation of a Five Year Plan by the Planning Commission for NCR which could accord a financial sanctity to the implementation of the Regional Development Programme for the NCR.

0.6 In his speech Shri Rama Shankar Kaushik, Minister for Housing & Urban Development expressed the commitment of the State Government in the coordinated development of the U.P. Sub-region of the NCR. He however felt that migration is continuing unabated in Delhi since it has not been possible to change the psychology of the Delhi bound immigrants. And for this purpose, the Regional Towns in the Sub-regions have to be provided with infrastructure for employment generation and services at par with Delhi, so as to arrest the Delhi bound migration, for which sufficient financial assistance needs to be provided by the NCR Planning Board. The new strategy for mobilisation of resources by the NCRPB, was under the active consideration of the U.P. Government and hoped that shortly their concurrence would be communicated.

0.7 The Minister further emphasised the need for shifting of Central Government and public sector offices, wholesale markets, and other economic activities out of Delhi to N.C.R, specially since they had already developed sufficient land for this purpose at Meerut as well as in the other Regional and Sub-regional Centres of the U.P. Sub-region. It was also suggested that in addition to Bareilly, Saharanpur and Ferozabad may also be selected as Counter-magnet Towns and funds be ear-marked for their development. In order to run fast and more frequent sub-urban trains for the commuters, the need for doubling of the railway track between Murad Nagar and Meerut and its electrification was also brought out. In order to start the construction of Delhi-Meerut Expressways, it was suggested that its feasibility study should be got conducted on the lines of that going on for the FNG Expressway, immediately. The Minister also said that in order to achieve the objective of decentralisation, there was an urgent need for amending the Sales Tax regime in Delhi and bring in a uniformity in the Sales Tax rates throughout the National Capital Region.

0.8 The Urban Development and Housing Minister, Rajasthan Shri B. L. Sharma in his speech, apprised the Board of the development being undertaken in the Rajasthan Sub-region. It was indicated that during the 8th Five Year Plan, a provision of Rs.18 crores has been kept for the development of the NCR regional and Sub-regional Centres in the State Plan of Rajasthan. The RIICO has also developed industrial areas near Shahjahanpur and Behror. He suggested that additional funds be made available by the Board for the development of service centres and basic villages. In addition funds were also required for the development of roads in the Sub-region. He suggested that the 4 laneing of the NH-8 between Behror and Delhi needs to be expedited. He observed that Alwar and Bhiwadi towns have sufficient areas for industrial, commercial and institutional use which can accommodate the activities shifting from Delhi in a planned manner. With the development of Bhiwadi as a large industrial town, the proposed rail connection of Bhiwadi-Rewari-Palwal was urgently required. In respect of the counter-magnet Kota, the Minister expressed the view, that, for the development of bye-pass and water supply scheme an estimated amount of Rs.80 crores would be required, for which the Board may provide fund at a low rate of interest. He further requested selecting of Dholpur as an additional counter-magnet town. Finally it was requested that during



the mid-term review of the Plan, Bharatpur, Deeg, Kama and Nagar tehsils of Bharatpur Distt. should also be included in the NCR.

0.9 Shri Inderjeet Kumar, Minister of State (Housing), Madhya Pradesh explained that a conducive climate existed outside the NCR in Madhya Pradesh for diverting the economic activities from Delhi. The M.P. Government is developing Bamore, Mallanpur and Ghironhi industrial areas within 15 kms. radius of Gwalior, which are well connected with the National Highways and provides substantial area for industrial development. The Minister of State drew the attention of the Board to the requirements of increasing the railway siding facilities, establishment of container depot, improvement of National Highways and provision of bye-pass around the counter-magnet and constructing four lane road between Agra and Gwalior. He informed that the Gwalior Development Authority had taken up a big residential development scheme and spent more than Rs.20 crores for the development of the counter-magnet city and an area of around 19,000 hectares had been surveyed, out of which about 1/3rd of the land is earmarked for administrative purposes. The Minister emphasised the need for providing funds either as outright grant or interest free loans. He also stated that the State Government had already sanctioned additional amount of Rs.593 lakhs for Gwalior however, because of the non-release of funds from the NCR Planning Board they are not able to implement the development programmes. The M.P. Government had prepared a 413 crores development project for 9 lakhs. population at Gwalior, out of which, in the first phase, Rs.124 crores are proposed to be spent and in the second phase, Rs.289 crores. In case the NCR Planning Board can provide funds at an early date the development activities can be intensified, he added.

0.10 Since it was not possible for the Chief Minister of Haryana to attend the meeting, his printed speech was circulated and was treated as having been read. However, the Chief Secretary, Haryana Sh. H.D. Bansal broadly raised the main issues which were included in the speech of the Chief Minister. It was mentioned that Haryana is developing large residential and commercial infrastructure in all the towns of the Sub-region, and, in the process, have completed a major canal-based water supply project for Gurgaon. Similarly in Distt. Sonapat, a modern fruit and vegetable market complex is being established with an investment of Rs.100 crore at Kundli. This would be accompanied by a

modern township having the complete infrastructure required for development. He conveyed the request of the Haryana Government for the shifting of Government and Public sector undertaking offices from Delhi for which recently a project had been advertised making institutional land available at Gurgaon. It was emphasised that the Central Ministries were not contributing to the Development of NCR as was expected of them. For this purpose the 4 laning of the NH-8 (Gurgaon-Jaipur) and NH-10 (Bahadurgarh-Hissar) should be taken up on priority basis to ensure the development of counter-magnet towns like Hissar. The Haryana Government also wanted the feasibility study in respect of express highways to be taken up by the Ministry of Surface Transport immediately so that a practical shape can be given to the project.

0.11 The Chief Secretary further stated that the Government of Haryana welcomed the efforts of the NCR Planning Board towards mobilisation of resources and expressed its full support to the proposal, whereby the State Governments would be required to spend only about 22-25% of the money and the rest would be made available by the Board as loan finance. It was further suggested that this loan finance should be made available for a period varying between 15-30 years, so that the State Governments can use this money on infrastructure schemes like water supply, sewerage, electrification, link roads, solid waste disposal, etc. where the gestation period is very long and recovery takes about 20-30 years. He also welcomed and supported the creation of revolving fund for various towns.

0.12 In respect of the Inner and Outer Grids, the Haryana Government was of the view that since these roads will Act as bye-passes to the National Highways, they should be taken up by the Ministry of Surface Transport and the Central Government should provide funds for their development. It will be difficult for the State Government to make fund available for the development of these roads. He suggested that the N.C.R. Planning Board may secure World Bank loan at its own level for these projects. However, as far as the bye-passes near the towns along these roads are concerned, the State Government can take them up on BOT basis through NCR funds. The emphasises was again laid on providing an NCR Component Plan by all the Central Ministries in order to initiate the Central Sector Schemes in a proper time frame. In order to give incentives to the development of industries, Haryana may be provided with additional power

out of the Central unallocated reserves to make this area a power cut free zone. In order to facilitate the movement of the commuters for this Region there should be periphery rail services and the integrated MRTS contemplated for Delhi should necessarily be extended to Gurgaon, Faridabad, Kundli and Bahadurgarh. In order to develop the backward Mewat Region in the District. of Gurgaon and Faridabad and open them up for economic development, Gurgaon should be linked up with Nuh, Ferozpur-Jhirka and Alwar by a direct railway line and Palwal-Sohna-Rewari-Rohtak rail bye-pass be constructed on priority. In order to develop the counter-magnet town of Hissar a direct railway line connecting Hissar with Rohtak may be provided, for which the Haryana Government has already approached the Railway Ministry. A regional policy should be formulated for shifting of economic and industrial activities from Delhi and tax structure should be rationalised to remove the present imbalances.

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

**Agenda Item No.1 :** Confirmation of the Minutes of the 17th and 17th Adjourned Meeting of the NCR Planning Board held on 21.3.94 and 23.4.94 respectively.

1.1 The Minutes were confirmed.

**Agenda Item No.2 :** Review of the Action Taken on the Decisions of the 17th and 17th Adjourned meeting held on 21.3.94 and 23.4.94 respectively.

2.1 The Secretary, Urban Development hoped that by now most of the issues raised in the action taken report would have been gone through and necessary actions taken. However, he requested the participants to make any specific observations.

2.2 At this point, Shri J.C. Gambhir, Commissioner (Planning) DDA observed that the R.G's projections had



worked out a population range between 133-139 lakhs by 2001 for Delhi and NCR Planning Board had suggested a population range of 113-119 lakhs after deflecting 20 lakhs of population. As such, he suggested that it will be realistic to plan Delhi for the population range of 133-139 lakhs for the purposes of providing facilities.

2.3 The Secretary MOUD pointed out that the existing Committee under the Chairmanship of Mr. Mir Nassarula, Chairman, D.U.A.C. would go into the question of population ranges of 113-119 lakhs vis-a-vis 133-139 lakhs and the matter would be looked into when the report comes. The Member Secretary, NCR Planning Board intervened to point out that these figures of 133-139 lakhs are of the total population of Delhi as projected by 2001, without any positive intervention of the NCR, while the NCR's Plan specifically aims at reducing the pressure of population on Delhi by deflecting 20 lakhs population. Since we are slightly late in initiating full scale development process in NCR, we should not plan anything in Delhi for more than 120 lakhs by 2001, which in view of the NCR, would be a more realistic and optimum figure. However, the region must be planned for a total of 3.5 crore population. Finally it was decided that we would wait for the report of the Steering Committee Chaired by Mr. Mir Nassarula before finalising the matter. Responding to the issue regarding the N.C.R. Cell in DDA, raised by the Commissioner, DDA, the Secretary U.D. observed that since, the Sub-regional Plan for Delhi Sub-region has already been drafted, it was no longer required.

2.4 The Chief Engineer (Planning), Ministry of Surface Transport, Sh. R.L. Kaul raising a point with regard to the feasibility studies for expressways, mentioned that the Ministry of Surface Transport can directly take up the work only of National Highways, whereas in respect of other Highways, it can only help the State Government by way of posing certain projects on their behalf to the agencies like World Bank, ADB etc. The Secretary, UD emphasised that since all these expressways were inter-State roads, it would be very difficult for the two or more States to come together and jointly present the papers to the Ministry of Surface Transport for taking up these projects. In fact Ministry of Surface Transport should Suo-Moto take up the matter and sponsor the feasibility studies. Further, he was of the view that all the regional roads are of the specification of the National Highways and they should be taken up and studied by an agency which the M.O.S.T.

considers appropriate as that could be a much faster route for posing the projects to the agencies like World Bank or ADB or for any other bilateral assistance. The Member Secretary pointed out that all these three expressways are already included in the list of projects proposed to be taken on BOT basis by the Ministry of Surface Transport and as such these projects have to be taken up by the Ministry of Surface Transport itself, on the lines of the F.N.G. Expressway. The Minister for Housing and Urban Development, U.P., Sh. Rama Shankar Kaushik, emphasised that unless Meerut-Ghaziabad-Delhi Expressway is also taken up, the study which had already been completed in the case of FNG Expressways may also go a waste. In fact with regard to the other question of financing the land acquisition for the expressways, the Ministry of Surface Transport had also raised the issue that these expressways had not been declared as National Expressways. The question of declaring these expressways as National expressways, the Secretary (UD) pointed out, being a legal matter may take some time, however, in the meanwhile administrative decision is to be taken that the Ministry of Surface Transport would take up the responsibility of these Expressways & coordinate with the concerned State Governments if necessary. The Financial Commissioner, Haryana Shri Deepak Dass Gupta, welcomed the suggestion and it was finally decided that Ministry of Surface Transport would take initiative and coordinate the actions for getting the feasibility studies in respect of the expressways initiated.

2.5 Regarding the financing of the land acquisition for expressways, the representative of the Ministry of Surface Transport pointed out that they have not accepted the inclusion of Rs.125 crores as a part of the Central Sector Programme of the Ministry of Surface Transport. The Secretary, UD made it clear that this matter had been settled long back and the investment programme of Rs.1846 crores wherein an outlay of Rs.384 crores had been made for the works to be undertaken by the Ministry of Surface Transport had already been approved in the Board itself, as such now there is no going back in the matter and they should immediately include this amount in their plan outlay. Regarding the improvement of the railways in the Region, it was pointed out by the Member Engineering, Railways Shri Raj Kumar, that they are already taking a number of steps which would provide a lot of relief to the traffic in Delhi and the surrounding areas. The Railways have already completed the gauge conversion, which brings a number of counter-



magnet towns on the broadgauge lines. In fact a number of trains have been added on the Delhi-Jaipur route via Alwar. Since the Railways have also completed the electrification upto Sonapat it will be possible to run E.M.U. Services between Delhi & Sonapat shortly. Regarding the bypass line between Khurja, Palwal, Bhiwadi, Rewari, Rohtak, they were expecting the report by the end of April 1995 and then the matter will be taken up with the Planning Commission for its approval. The matter regarding Muradnagar-Meerut line was under active consideration of Railway Ministry and would try to include it in the next budget. In response to the questions regarding the connection between Hapur, Delhi & Rewari-Bhiwadi, etc., the Member Engineering pointed out that Khurja-Hapur-Meerut-Saharanpur line is being electrified. Regarding the augmentation at Delhi-Khurja and Delhi Palwal rail lines, corridors, it was pointed out by the Member Engg. Railways that the new bypass lines going to come up in the Northern sector will relieve the capacity on these radial lines connecting Delhi-Khurja and Delhi-Palwal. As such, the existing electrified double lines along these radial corridors will be able to take the load of traffic and the earlier proposal to add 3 lines along these directions has been frozen. In fact on the Saharanpur-Delhi route already DMU services have been started, which have reduced the travel time by 1 1/2 hours. In respect of Madhya Pradesh, the Member Engineering pointed out, that sidings have already been provided at Malanpur and the work on broadgauge line upto Malanpur has been completed a month back. The container depot would become functional by the end of this year, he added.

2.6 Shri. Madan Lal Khurana, Chief Minister, Delhi pointed out that after the last meeting of the NCR Planning Board, he had held detailed discussion with the Planning Commission, Ministry of Railways and Surface Transport, wherein a decision was taken to use the existing ring railway, on which substantial expenditure had been incurred during ASIAD-82, for commuter traffic within Delhi and it was accordingly required to be made fully functional by 15.8.1994. He recalled that he had also offered to provide free buses on an experimental basis between the railway stations on the ring railway and the next Bus Stop on the main road, for an year so that the commuters can be ferried between the two points. In fact the trains were supposed to run at 20 minutes interval. However it was finally made known, that, because of some difficulties, only the Southern

segment of the ring between Nizamuddin and Kishanganj could be utilised. The Member (Engg.) Railway Board, informed that the ring railway was constructed during the period 1970-74, while during April, 82, Rs.22 crores were spent to provide some road over-bridges, in order to ease the movement of traffic. Some EMU's had also been brought and started on this track, however, because there was lesser concentration of activities along the ring railways, ridership was low and they had to be withdrawn. In view of the fact that the Northern Segment is very heavily loaded with long distance trains during the morning hours, specially between 7 A.M. & 10 A.M. when most of the commuter services are also required i.e. it is not possible to run additional local trains on this segment between Kishanganj-Delhi Main and Tilak Bridges. As such, the Northern Segment can be used for local trains only if additional tracks are laid by the MRTS along this section, out of MRTS funds. The Secretary, (UD) suggested that the matter may be discussed in detail in the Unified Transport Planning Group which is meeting very shortly. It was further clarified by the Railways that these two additional tracks along the northern segment can be constructed within the existing railway land. The Chief Minister, Delhi further offered that in case Railways agreed to start operating the electric trains on the ring rail and spurs, he would be willing to provide financial assistance to the tune of Rs.150 crores for connecting the system to Shahadra-Meerut etc. next year.

2.7 The next issue discussed was regarding the establishment of the NCR University. It was pointed out by the Member Secretary that the Task Force has in principle agreed to the setting up the University and a Drafting Committee had been set up which is preparing the memorandum for the same. The Secretary (UD) was of the view that in NOIDA about 400 acres of land is lying developed for institutional use, out of which about 30-40 acres of land could be ear-marked for this University. Chief Secretary, Haryana requested that the matter regarding location should be kept open and should be discussed in the Task Force. However in principle, the setting up of the Central University was agreed upon and it was decided that the issue of location of the proposed University could be considered afresh and on its recommendations a final view could be taken by the Chairperson.



Agenda Item No.3 : Mobilisation of Resources and Application of Funds for Financing of Investment Programme for the State Sector (joint programmes) for the year 1994-95 and the balance period of VIII Plan.

3.1 It was explained by the Member Secretary that the matter had been discussed in the Planning Committee Meeting and with the State Governments of Haryana, Rajasthan and Uttar Pradesh who have concurred with the proposals. Broadly the present approach envisages raising of about Rs.800-900 crores through bonds by HUDCO, who are already floating bonds for themselves. Through this money, line of credit would be provided by HUDCO to NCR Planning Board. The other major change is that the rate of interest is being adjusted in such a manner that after amalgamating the money raised through bonds, the Central and State Government contributions and the internal accruals of the Board, the average rate of interest on the loan may remain between 9-10%. An other important feature of the new financing pattern is the creation of revolving funds by the States of about Rs.10-20 crores in each of the selected towns which would be used to finance the projects which cannot be identified immediately, on the lines of the la bank created for Delhi in 1965 through the revolving fund by the DDA. To sum up the States would provide about 22-25% of the funds required for the projects, while 75-78% of the financing will be provided by the NCR Planning Board as against the existing funding on 50:50 basis. The Chief Minister, Delhi, Shri Madan Lal Khurana pointed out that in order to achieve an average 9% rate of interest, some commercial projects would have to be financed at a commercial rate of interest whereas development projects at a lower rate of interest. The Minister for Urban Development and Housing, U.P. stated that in principle they agreed to the proposal and would communicate their concurrence shortly. However, he suggested that the period for return of the loans should be between 15-20 years. He welcomed the NCR suggestion of providing loans for land acquisition for regional roads and suggested that projects for private investment in the sectors of power, bridges and roads should be prepared. He further stated that keeping in view time required for preparation of projects, their approval and sanction, execution of projects according to the new financing policy could be started in June or July 1995. The Member Secretary pointed out that Haryana had



asked for a longer initial moratorium period, but since bonds have to be paid back in about 6 years time, it will be difficult for the Board to provide large sums on a long term basis. However as far as State Governments are concerned, they can fix the recovery period in respect of the State Share in the Projects in accordance with their own policies & priorities.

3.2 Summing up the discussion, the Secretary, UD pointed out that since most of the finances are raised through bonds, the financing pattern will have to be determined and governed by the condition of return of funds. Only in case the portion of funds flowing out of the State Government or the Central Government contributions, some sort of relaxation may be considered as a part of loan package. Regarding loans to private sector, it was suggested that they should approach the financial institutions. Member Secretary pointed out that the public sector investment of Rs.8000 crores would invite atleast Rs.20,000 crores of private sector investment, and a very good example of the same is the type of development being undertaken in Bombay, where, a sort of partnership has developed between the development agency and the private sector and benefits of ultimate development could be shared. For this purpose all the development authorities would have to amend the rule. It was pointed out by the Member Engineering, Railway that they have already taken up BOT concept and involved private capital in the doubling of Murad Nagar-Meerut section. It was pointed out by the Chief Secretary, Haryana, that though finally the re-payment of public money/bonds, would determine the period of return of the loan assistance by the States/implementing agencies, but since there is a mix of projects, it is suggested that long gestation period projects should be considered in a separate manner and the nature and character of the scheme should be the determining factor for the financial pattern to be adopted for any scheme. The rate of interest could be determined by the P.S.M.G. while approving the Project.

3.3 Mr. D.C. Gupta, Joint Secretary, Department of Expenditure while endorsing the proposal for mobilisation of resource, suggested that the Board should check up whether it could legally contribute to the equity of HUDCO out of the Plan allocation of Rs.200 crores. He also wanted to know if against the expenditure of Rs.55 crores only in the earlier 3 years, the Board will be able to take up the financing of the remaining of Plan allocation of Rs.200

crores. He further suggested that in the revolving fund concept the terms of re-payment should be clearly specified, otherwise it gives an impression that the loan is in perpetuity. It was pointed out by the Member Secretary that the funds required towards equity of HUDCO could be directly provided by the Govt. (Ministry of Urban Development) out of N.C.R. Plan outlay.

3.4 Shri D.N. Basu, Adviser, Planning Commission congratulated the Board for the new Resource Mobilisation Programme worked out and expressed Planning Commission's agreement to the same. He, however, proposed that there should be no interest free loan, rather there should be low interest loan and he cautioned the Board that generally when we talk of project mix, there will be a tendency on the part of the State Governments to take re-course to low cost loans only and to shy away from high cost loans, which would mean that the rate of 9% would be difficult to attain. He further suggested that in order to help HUDCO provide funds at 13% interest rate, the NCR Planning Board, should initiate a dialogue with Finance Ministry and the Planning Commission, to enable the HUDCO to raise tax free Bonds next year. The Secretary (UD) confirmed they are now looking towards a low interest regime in fiscal management and would keep all these aspects in view while finalising the guidelines. Finally, the proposal was approved.

Agenda Item No.4 : Construction of Inner and Outer Road Grids provided in the Regional Plan through the World Bank Assistance.

4.1 The Member Secretary pointed out that the inner and outer grid roads had been posed to the Ministry of Surface Transport for being sent to the World Bank for funding. The Chief Engineer MOST Shri R.L.Kaul welcomed the suggestion and hoped that all the States would cooperate with them to push forward the same to the funding agency. Shri Deepak Das Gupta, Finance Commissioner, Haryana while welcoming the concept again insisted that since it is a bye-pass to the National Highway system culminating in Delhi, it should essentially be an adjunct to the same, and, the World Bank loan should be borne either by the Ministry of Surface Transport or by the NCR Planning Board, if they can, because it will be very difficult for the State Government to bear this type of loan. In fact, the Haryana Government was

already under heavy burden for the other roads outside NCR for which World Bank Assistance had been sought. The Chief Secretary, Haryana, supported the Financial Commissioner in this matter. Member Secretary pointed out that under the existing legal system these roads cannot be taken up as National Highway's and as such will have to come under a new concept of regional highways. At the moment NCR is the only region recognised by an Act of the Parliament but the other Acts have not been modified accordingly. Accordingly, the financing pattern evolved by the NCR Planning Board and its willingness to participate in the development of these grid roads is clear from the fact that we are ready to provide loan finance for land acquisition component of these roads. In fact it is very small amount compared to the total Rs.8000 crore Plan. Since the financing under the World Bank loan is at marginal rate of interest which are lower than NCR funds, it was impressed upon the Government of Haryana, the main beneficiary, to accept the proposal. Specially because of the personal intervention of Minister of Surface Transport, Shri Tytler, the matter is being taken at the highest level, the Member-Secretary expressed the hope of the project coming through. The Secretary, UD appreciating the need for creating these bye-passes connecting Panipat, Rohtak, Rewari, Dharuhera, Palwal, Bulandshahr, etc., pointed out that it will relieve the existing National Highways of a lot of traffic and suggested that we should accept the proposal and may discuss with the Ministry of Surface Transport if they will be able to share some of the burden. It was decided to keep the matter open and discuss it in further detail in the Unified Transport Planning Group under the Chairmanship of Minister. The Financial Commissioner, Haryana, Shri Deepakdass Gupta said that they were willing to go ahead with the BOT projects of bye-passes.

Agenda Item No.5 : Approval of Annual Plan proposals for the year 1995-96

The matter was approved.

Agenda Item No.6 : Approval of Revised budget estimates 1994-95 under Non-Plan (Revenue) & Plan (Capital) and budge estimates 1995-96 under Non-Plan (Revenue)

The matter was approved.

Agenda Item No.7 : Presentation of Audited Accounts of  
NCR Planning Board for the year  
1993-94

The report was accepted.

Agenda Item No.8 : Presentation of Annual Report 93-94

The report was approved.

Agenda Item No.9 : Review of Loans and Advances  
released to the State  
Governments/Implementing Agencies  
during 1993-94.

The information was noted.

Agenda Item No.10 (a): Amendments of National Capital  
Region Planning Board  
Rules/Regulations

The matter was approved.

Agenda Item NO.10(b) & (c) were withdrawn.

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

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सं. के-14011/47/94-रा.रा.वे.योजना बोर्ड #18वीं#

राष्ट्रीय राखपना क्षेत्र योजना बोर्ड

जोन-10, एन.ए.ए.ए.

भारत फार्मास केन्द्र,

नई दिल्ली - 110003.

कार्यकृत की प्रति अध्यक्ष तथा बैठक में सम्मिलित सभी सदस्यों / सहभागियों को सूचना तथा आवश्यक कार्यवाही के लिये प्रेषित ।

( उमेश सेल )  
सदस्य सचिव

दिनांक : 6.3.95

I/17



MINUTES OF THE FIRST MEETING OF THE UNIFIED TRANSPORT PLANNING GROUP (UTPG) OF NATIONAL CAPITAL REGION PLANNING BOARD  
HELD AT 11 A.M. ON OCT. 20, 1995 IN THE  
PARLIAMENT HOUSE ANNEXE, COMMITTEE ROOM 'C', NEW DELHI.

The list of participants is annexed.

- 2.0 Extending a cordial welcome to the members and the invited participants, Shri R K Dhawan, Union Minister for Urban Development and Chairman, UTPG expressed great pleasure in organising the first meeting of the UTPG. He emphasised the importance of Transport System in the implementation of Regional Plan for NCR and expressed the need for co-ordinating various transport systems in the region. While describing the Functional Plan for transportation prepared by NCR Planning Board Secretariat, he mentioned that the plan covers Highways, Expressways, Railways, Rapid Transit System, HSTS etc., and requires an overall investment of approximately Rs.26,000 crore over the next 15 years, of which projects of about Rs.14,000 crore are proposed to be taken up in the first phase upto 2004 A.D. Chairman clarified that neither his Ministry nor the NCRPB is opposed to the HSTS planned by Ministry of Surface Transport.
- 3.0 As Chief Minister of Delhi was to leave for another meeting, Chairman requested him to deliver the speech. The Chief Minister of Delhi, Shri Madan Lal Khurana, while describing the emerging scenario in Delhi, stressed the following aspects:
- i) The Ring railway built at the time of ASIAD should be extended, improved and operationalised. The cost of laying the additional tracks on the ring railway can be borne by the Government of Delhi on the pattern of CIDCO, wherein 1/3 of the total cost to be borne by the Railways and the 2/3 by the State Governments.
  - ii) The Government of Delhi is in principle in agreement with the proposal of perimeter road-cum-rail corridor (on the same alignment of Urban expressway being planned by Government of Delhi) connecting four directional terminals as outlined in the Functional Plan. To meet the required expenditure towards land acquisition to the extent of Rs.800 Crore by the Government of Delhi, the Chief Minister requested the Central Government for a special allocation.
  - iii) In respect of HSTS scheme mooted by Ministry of Surface Transport and Government of Delhi, he stressed the need for implementing the scheme immediately. He stated that Delhi Government had



supported the HSTS scheme because they were assured of its immediate and early implementation. In this regard he also stated that the Delhi Government was not against the implementation of the MRTS plan.

4.0 The Chairman then requested the Member Secretary of the NCRPB to give a brief presentation of the Functional Plan for the transport sector in NCR. Shri Omesh Saigal, Member Secretary of the NCR Planning Board explained in detail the proposals relating to Road Network and Rail Network in the region. He emphasised that the Functional Plan aims at adding more than 5000 lane kms of highways and expressways to the existing road system in the region at a cost of Rs.9000 crores. In the road network proposals apart from widening of national highways, the plan proposes construction of four new expressways and elevated expressway on the ring road. He also described the need for augmenting the rail capacity on the ring rail and radials by constructing additional tracks and extending them along the radials to the NCR Towns. The plan also proposes an underground rail corridor from Delhi University to Central Secretariat via Chandni Chowk and Connaught Place. The plan further outlines the need for high speed tramways system in Delhi, which can act as feeder services to the ring and radial rail corridor. The plan also envisaged the need for having a 300 mt. wide perimeter road-cum-rail corridor connecting the four directional terminals and freight complexes at Holambi Kalan, Anand Vihar, Tuglakabad and Bijwasan. The Plan further proposes HSTS (Tramways) system in 10 NCR Towns and 3 Counter Magnate Towns of Bareilly, Kota and Gwalior.

5.0 Shri P K Dave, Lt. Governor of Delhi welcomed the proposal of perimeter road-cum-rail corridor in Delhi. In this regard the Chairman requested the Lt. Governor to initiate the process of land acquisition (300 meter right of way) for this road-cum-rail corridor and also for directional terminals immediately. Shri Dave stated the need for conducting a detailed feasibility study on this road-cum-rail corridor proposal before going for land acquisition. Chairman agreed to this and asked NCRPB to help in financing the study. Shri Dave further opined that the transportation plan presented should be linked with the regional plan aspects so as to ensure the development of the regional towns so that the inflow of migrants into Delhi could be reduced. He also stated that the attempts should be made to lower down the travel demand projections. He offered the full cooperation of the Government of Delhi in the implementation of the functional plan. Shri Saigal, Member Secretary replied that Functional Plan proposals have been arrived at after taking dispersal of economic activities and deflection of population from Delhi.

6.0 In this speech, Shri Rohtash Kumar, Transport Minister, Rajasthan stated that the movement of Buses, Taxis and Autos should be made free without any restrictions in the National Capital Region. He also stressed on the following proposals:

- i) 4 laning of Delhi-Gurgaon-Sohna-Alwar.
- ii) Broadgauge rail link between Rewari and Bhiwadi.
- iii) Construction of Bypass in Kota.

7.0 The speech of the Minister for transport, Government of Haryana, Shri Balbir Pal Shah, who could not attend the meeting, was circulated and treated as having been read. The following points were mentioned in his speech:

- i) Need for formulation of Uniform Transport Policy in the region.
- ii) Need for evolving broad guidelines for increasing/introduction of bus services on various routes within the region.

8.0 On conclusion of these speeches, the matters relating to transport sector in the region referred to UTPG by the NCRPB in different meetings were taken up for consideration as under:

8.1 Regarding development of expressways in the region, Chairman emphasised the need for declaring them as National expressways, and requested Ministry of Surface Transport (MOST) to initiate feasibility studies. The Director General (Road Development), MOST, Shri A D Narain mentioned that the MOST can directly take up the work only of National Highways, whereas in respect of the expressways in NCR, it can only render technical assistance to NCRPB/State Governments in the conduct of feasibility studies. Chairman requested MOST to suggest a suitable agency for getting the feasibility studies conducted. With regard to the question of financing the land acquisition for the expressways, Shri Narain pointed out that these expressways have not been declared as National Expressways. Chairman reiterated that some way has to be found to implement these projects and if need be MOST may seek special allocation from Planning Commission. Regarding implementation of Regional Roads, Member Secretary, NCRPB informed that the proposal for financial assistance was sent to World Bank through MOST and the matter is still pending. Chairman requested the MOST to expedite the follow up action in this respect.



Member Secretary stated that the implementation schedule of bypass is postponed beyond 2001 in view of the alternative rail bypasses being built by Railways. Regarding doubling of Murad Nagar and Meerut, Chairman Railway Board, Shri G K Khare explained that even after doubling this line, there will not be any surplus capacity to run commuter trains. He suggested construction of additional tracks along this corridor. In respect of augmenting the line capacity on the ring rail and radials, he agreed to examine the proposal. In this context the Advisor (Planning) Shri G K Kanchan stated that railways will not be able to take up the responsibility of running intra-city commuter services in Delhi as their main objective was to serve long distance passenger and freight traffic. Moreover, the demand on the ring railway was not sufficient to run frequent services as the alignment and stations are located in the remote corners of the colonies, where sufficient traffic is not being generated. To this Chairman requested the Ministry of Railways to run feeder bus services to the ring railway stations so as to have sufficient traffic on the ring rail. He also requested railways to examine this proposal, to bring respite to the commuters in Delhi.

9.0 In respect of inter State movement of STU buses, Taxis and Auto Rikshaws Chairman suggested that there should not be any restrictions for movement in the region. The existing bilateral agreements (like Tax structure, permits etc.,) in respect of these services may be smoothened for movement of these services. In this context, Shri Raj Kumar, Transport Commissioner, Government of Haryana informed that the Government of Haryana has already promulgated notification with respect to movement of taxis and auto rikshaws between Delhi and Gurgaon without any restrictions. He assured that similar provision shall be extended for the services between the towns in Haryana sub region and Delhi. Chairman requested the participating State Governments and Delhi to work out the modalities for movement of these services.

10.0 Concluding the meeting Chairman, Shri R K Dhawan, assured the participants of immediate action in implementing the proposals of Functional Plan for Transport Sector. He directed NCR Planning Board to immediately start feasibility studies on the various projects and also take advance action for acquisition of land if it is necessary. He requested the Ministry of Railways to ensure the services on the ring rail are frequent and effective. He also assured that the recommendations of this group and Functional Plan would be placed before the NCR Planning Board, which would be represented by the respective Chief Ministers, which is scheduled on 17th November, 1995.

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

\*\*\*\*\*

No.K-14011/6774-NCRPB  
NCR Planning Board  
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Copy forwarded to all the members of the Group

*Omash*

(Omash Saigal)  
Member Secretary



**POINTS FOR ACTION ON THE DECISIONS TAKEN IN THE 1st MEETING  
OF THE UNIFIED TRANSPORT PLANNING GROUP**

**MINISTRY OF SURFACE TRANSPORT:**

- \* To assist NCRPB in conducting the feasibility study of the following expressways:
  - a) Delhi-Ghaziabad-Meerut
  - b) Panipat-Sonepat-Ghaziabad
  - c) Delhi-Khurja
- \* To declare the above expressways as National Expressways.
- \* To allocate requisite funds for land acquisition for these expressways and if need be special plan allocation be sought from Planning Commission for this purpose.

**MINISTRY OF RAILWAYS:**

- \* To examine the following projects proposed in the Functional Plan:
  - a) Building of perimeter rail-cum-road corridor connecting Directional terminals at Holambikalan, Anand Vihar, Tuglakabad and Bijwasan and Freight complexes for segregating inter and intra city rail traffic and reducing congestion in Delhi/New Delhi areas.
  - b) Electrification/doubling/further enhancing the capacity of Ring rail and radial corridors for running both long distance and commuter trains.
  - c) Financing on CIDCO pattern for the above projects.
- \* To examine the feasibility of running bus services to feed the ring rail and radials by Ministry of Railways.
- \* To consider running of frequent and effective commuter trains on the ring rail and the radials.

**GOVERNMENT OF DELHI:**

- \* To initiate feasibility studies on perimeter road-cum-rail corridor connecting four directional terminals and freight complexes and elevated expressway on the ring road in Delhi. NCRPB shall help in financing these studies.

- \* To enter into an agreement with Ministry of Railways on CIDCO pattern for the construction of additional tracks on the Northern segment of the ring rail from Patel Nagar-Dayabasti -Delhi-New Delhi-Nizamuddin.
- \* To help Railways in acquiring the land for development of directional terminals at Holambikalan, Anand Vihar, Tuglakabad and Bijwasan.
- \* To initiate action for construction of underground railway corridor from Delhi University to Central Secretariat.
- \* To issue a notification allowing DLT taxis and Auto-rikshaws to move freely in the region.

#### **NCR PLANNING BOARD:**

- \* To initiate feasibility studies on the expressways suggested in the Functional Plan.
- \* To initiate feasibility studies for introduction of Tram services in ten NCR towns and three counter magnet towns of Bareilly, Kota and Gwalior.
- \* To help Government of Delhi in conducting feasibility studies on perimeter road-cum-rail corridor and elevated expressway on the ring road.
- \* To pursue vigorously with the concerned agencies for the implementation of Functional Plan for Transport Sector.

#### **GOVERNMENTS OF HARYANA, UTTAR PRADESH AND RAJASTHAN:**

- \* To initiate feasibility studies in the regional towns and three counter magnet towns (Bareilly, Kota and Gwalior) falling in their respective States. NCRPB shall finance the cost of the studies.
- \* To examine the proposal of entering into an agreement with the Ministry of Railways on the pattern of CIDCO (1/3 of the total cost by Railways and 2/3 by State Government) for constructing additional rail tracks along the radials traversing in the respective States.
- \* To examine the proposal of removing restrictions on the movement of Taxis and Autos from NCR Towns to Delhi and vice versa.

## LIST OF PARTICIPANTS

- 1) Shri R K Dhawan  
Union Minister for Urban ~~Affairs~~ Development  
New Delhi
- 2) Shri P K Dave  
Lt. Governor of Delhi  
Raj Niwas  
New Delhi
- 3) Shri Madan Lal Khurana  
Chief Minister, Delhi  
Secretariat Building  
Delhi
- 4) Shri Rohtash Kumar  
Minister for Transport  
Govt. of Rajasthan, Secretariat  
Jaipur
- 5) Shri G K Khare  
Chairman  
Railway Board  
Rail Bhawan
- 6) Shri P P Chauhan  
Chief Secretary  
Govt. of India  
Secretariat Building  
Delhi
- 7) Shri Omesh Saigal  
Member Secretary  
NCR Planning Board  
New Delhi
- 8) Shri G K Kanchan  
Advisor (Planning)  
Railway Board
- 9) Shri L C Jain  
Advisor (Projects)  
Railway Board
- 10) Shri R K Sarkar  
Executive Director (MTP)  
Railway Board
- 11) Shri A D Narain  
Director General (Road Development)  
Ministry of Surface Transport  
Transport Bhawan  
Delhi
- 12) Shri Rajiv Maharshi  
Secretary (Transport)  
Govt. of Rajasthan  
Jaipur

- 13) Shri Raj Kumar  
Transport Commissioner  
Secretariat Building  
Govt. of Haryana  
Chandigarh
- 14) Shri A K Verma  
Corporation (B&RCL)  
Lucknow
- 15) Smt. K Dhingra  
Commissioner & Secretary (Transport)  
Transport Department  
Govt. of Delhi
- 16) Shri R L Kaul  
Chief Engineer (Planning)  
Ministry of Surface Transport  
Transport Bhawan
- 17) Shri D F Kelkar  
Addl. Commissioner (Engg.)  
Municipal Corporation of Delhi  
Town Hall, Delhi

NCR PLANNING BOARD

Shri R C Aggarwal  
Shri K L Sachar  
Shri N K Aneja  
Shri N B Johri  
Shri R P Rastogi  
Shri V K Thakore  
Shri M M A Baig  
Shri S Surendra  
Shri N K Dhiran  
Shri P Sisupalan  
Shri Manmohan Singh



# **FUNCTIONAL PLAN**

## **TRANSPORT SECTOR**

## **NATIONAL CAPITAL REGION**

**NCR Planning Board  
Ministry of Urban Affairs & Employment  
IHC, Lodhi Road  
New Delhi**

# AT A GLANCE

## INTERIM PLAN (1995-2004)

### FOR DELHI

(Rs.Crore)

1. Perimeter Expressway
2. Elevated Expressway on Ring Road
3. Feeder Transit System (H.S.T.S.)
4. North-south underground corridor

COST - 7350

### REGIONAL RAPID TRANSPORT SYSTEM

1. Dedicated tracks upto DMA towns, doubling of northern portion of the ring rail, additional tracks along Ghaziabad - Meerut, Ghaziabad - Khurja and Delhi-Palwal tracks.

COST - 1830

### FOR DMA/SATELLITE TOWNS & COUNTER MAGNETS

Studies

COST - 15

### UPGRADATION OF NATIONAL HIGHWAYS

- |                             |       |
|-----------------------------|-------|
| 1. Delhi-Panipat            | NH-1  |
| 2. Delhi-Faridabad-Hodal    | NH-2  |
| 3. Delhi-Gurgaon-Behror     | NH-8  |
| 4. Delhi-Bahadurgarh-Rohtak | NH-10 |
| 5. Delhi-Ghaziabad-Hapur    | NH-24 |

COST - 540

### EXPRESSWAYS

1. Faridabad-NOIDA-Ghaziabad
2. Ghaziabad-Meerut
3. Panipat-Kundli-Ghaziabad

COST - 3450

### GRIDS

1. Inner
2. Outer

COST - 630

### DEVELOPMENT FUND

100

TOTAL COST : 13,900

## TOTAL PLAN (1995-2011)

### FOR DELHI

(Rs.Crore)

1. Elevated Expressway on Ring Road
2. Feeder Transit System (HSTS)
3. Perimeter Multimode Transport Corridor (Rail & Road)
4. North-south underground corridor

COST - 9750

### REGIONAL RAPID TRANSPORT SYSTEM

1. Ring Rail
2. Five Radial Rail corridors to Panipat, Meerut/Khurja, Palwal, Rohtak & Rewari

COST - 3920

### FOR DMA/SATELLITE TOWNS & COUNTER MAGNETS

HSTS (Tramways)

COST - 4550

### UPGRADATION OF NATIONAL HIGHWAYS

- |                             |       |
|-----------------------------|-------|
| 1. Delhi-Panipat            | NH-1  |
| 2. Delhi-Faridabad-Hodal    | NH-2  |
| 3. Delhi-Gurgaon-Behror     | NH-8  |
| 4. Delhi-Bahadurgarh-Rohtak | NH-10 |
| 5. Delhi-Ghaziabad-Hapur    | NH-24 |

COST - 540

### EXPRESSWAYS

1. Faridabad-NOIDA-Ghaziabad
2. Ghaziabad-Meerut
3. Panipat-Kundli-Ghaziabad
4. Loni-Noida-Surajpur-Bulandshahr-Khurja

COST - 5700

### GRIDS

1. Inner
2. Outer

COST - 1790

### DEVELOPMENT FUND

100

TOTAL COST : 26,350

# **NATIONAL CAPITAL REGION PLANNING BOARD**

## **FUNCTIONAL PLAN FOR TRANSPORT SECTOR IN NCR**

### **1.0 INTRODUCTION:**

The section 16 of the National Capital Region Planning Board Act 1985 provides for preparation of functional plans by the Board, with the assistance of the Planning Committee, for the proper guidance of the participating States and the Union Territory after the Regional Plan has come into operation. Section 2 (d) of the National Capital Region Planning Board Act defines 'Functional Plan' as a plan prepared to elaborate one or more elements of the 'Regional Plan'. Functional plan for the Transport Sector is one of such plans. As in the case of the Regional Plan, which is a statutory document, the Functional Plan for the transport sector is also statutory and therefore, the policies and programmes contained in the document, after due process of approval by National Capital Region Planning Board and notification thereafter, would be binding on all concerned.

### **2.0 NEED:**

In the context of the developments proposed in the Regional plan, there is going to be intense traffic movement between NCR towns and Delhi and also among each other. This shall also be supported from the fact of enhanced role envisaged for these towns. As such, total transportation system of region must be viewed as a single multi-mode system and strategies for transportation planning should be evolved treating the region as a single zone for planning. Further, the existing transport infrastructure should be optimized for maximum output in terms of capacity and efficiency of traffic operations and for better transport environment.

The functional plan for transport sector stems from the following considerations :

- a) The Regional Plan-2001 is a policy document, wherein certain broad policies and strategies for the transport sector have been mentioned but not sufficiently elaborated ;
- b) Problems faced by implementing agencies in projectizing these strategies in the absence of such detailed elaboration ;
- c) Need for proper institutional, regulatory and fiscal framework support for the transport sector plan ; and
- d) Need to integrate various mass transport systems being planned for Delhi.

### 3.0 OBJECTIVES :

To plan a transport system by treating the region as a single zone for planning purposes especially with a view to :

- a) Provide a transport planning framework that is robust and clear and responsive to the inevitable and changing circumstances.
- b) Provide direction and priority for specific transport projects identified in the plan.
- c) Identify the implementing agencies and fixing the responsibility for the development of transport projects.
- d) Provide a broad financial strategy for financing the transport projects

### 4.0 THE REGION:

The National Capital Region (NCR) extends over an area of 30,242 sq.km., comprising Delhi and parts of the three adjoining States namely, Haryana, Rajasthan and Uttar Pradesh as under:

- a) National Capital Territory of Delhi (1,483 sq.km.).
- b) Haryana Sub Region (13,413 sq.km.) comprising Faridabad, Gurgaon, Rohtak and Sonapat Districts; Rewari and Bawal Tehsils of Mahendragarh District and Panipat Tehsil of Karnal District, constituting 30.33% of the area of the State.
- c) Rajasthan Sub-region (4,493 sq.km.) comprising six tehsils of Alwar district, namely, Alwar, Ramgarh, Behror, Mandawar, Kishangarh and Tijara constituting 1.31% of the total area of the State.
- d) Uttar Pradesh Sub-region (10,853 sq.km.) comprising three districts, namely, Meerut, Ghaziabad and Bulandshahr, constituting 3.68% of the area of Uttar Pradesh.

### 5.0 THE REGIONAL PLAN - 2001:

#### 5.1 OBJECTIVE:

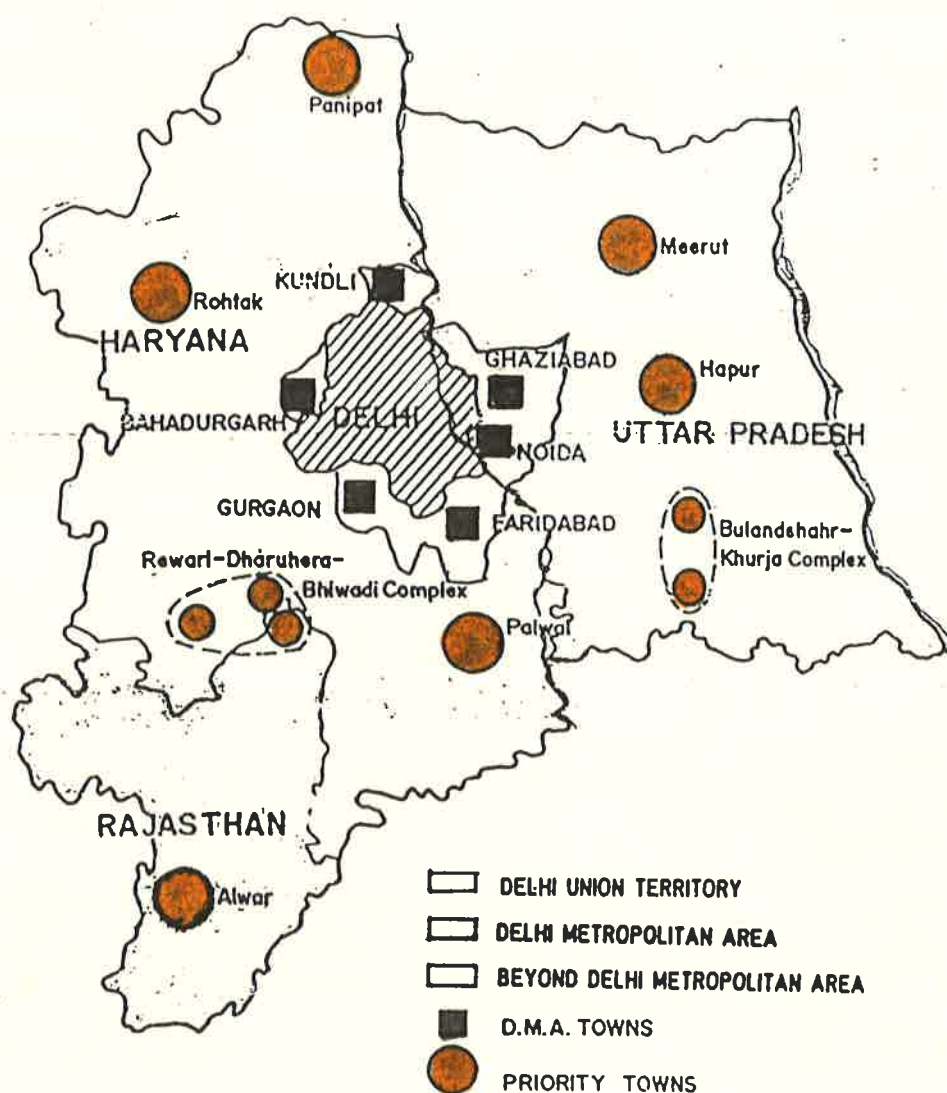
The main objective of the Regional Plan - 2001 is to evolve harmonised policies for control of land use and development of infrastructure in the region so as to avoid any haphazard development of the region and contain the growth of Delhi by deflecting 2 million population to the region.



## 5.2 POLICY ZONES

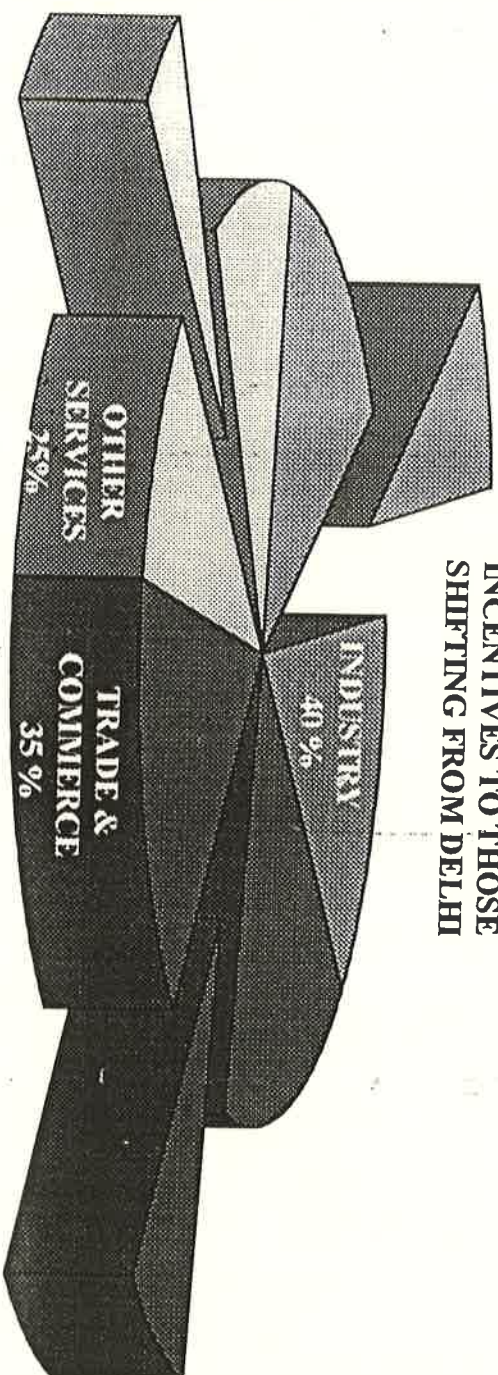
Three distinct zones have been identified viz., Delhi, Delhi Metropolitan Area (DMA) and rest of the region stipulating a restricted growth of Delhi, moderate growth of DMA towns and induced growth of the priority towns and complexes in the rest of the region.

### DELHI METROPOLITAN PRIORITY TOWNS AND POLICY ZONES



# REGIONAL PLAN FOCUS SHIFT ECONOMIC ACTIVITIES AND JOBS OUTSIDE DELHI

***JOBS TO BE SHIFTED - SIX LAKHS***



NO LARGE & MEDIUM  
INDUSTRIES IN DELHI  
INCENTIVES TO THOSE  
SHIFTING FROM DELHI

ONLY OFFICES HAVING PROTOCOL  
LIAISON AND MINISTERIAL FUN-  
CTIONS REMAIN IN DELHI. OTHERS  
GIVEN INCENTIVES TO MOVE OUT

DECENTRALISATION AND  
DISPERSAL THROUGHOUT  
THE REGION

### **5.3 TRANSPORT PLAN:**

Regional Plan-2001 has identified transport as one of the key sectors of development in the regional context. The transport sector envisages an organized transport network in conformity with the major objectives of organizing vertical and horizontal links both across and between the settlements identified for priority development to reduce the pressure of population and economic growth on the metropolis.

### **6.0 EXISTING TRANSPORT CHARACTERISTICS:**

#### **Transport Network:**

The existing primary road transport network in National Capital Region exhibits a pattern of "radial corridor" development. There are at present five national highways and twelve state highways in the region forming the backbone for the traffic movement in the region. In addition, there are seven orbital corridors which provide the linkages among important urban centres of the region.

The rail network in the region comprises both Broad Gauge (BG) and Metre Gauge (MG) lines covering three zonal railways and five divisions.

#### **Traffic & Transport characteristics - Road and Rail:**

- ◆ The generation of total daily passenger movement by all modes in the Region was 0.88 million trips in 1987. This figure was estimated as 2.35 million trips in 1994. These trips are projected to increase to 3.07 million and 4.25 million by 2001 and 2011 respectively.
- ◆ The component of public transport (Bus & Rail) out of the total trips was estimated as 62% in 1994. This is projected to rise to 65% in 2001 and 70% in 2011.
- ◆ The component of the freight traffic out of the total traffic was estimated as 5% during 1994, and is expected to rise to 10% during 2001 and 12% during 2011.

## 6.1 ROAD NETWORK

The existing road network in the region is radial in nature. There are nine major corridors which forms the backbone for the traffic movement in the region. In addition there are seven orbital corridors which provides the linkage between the urban centres. Delhi has been the nucleus with major corridors converging into it.

These roads are :

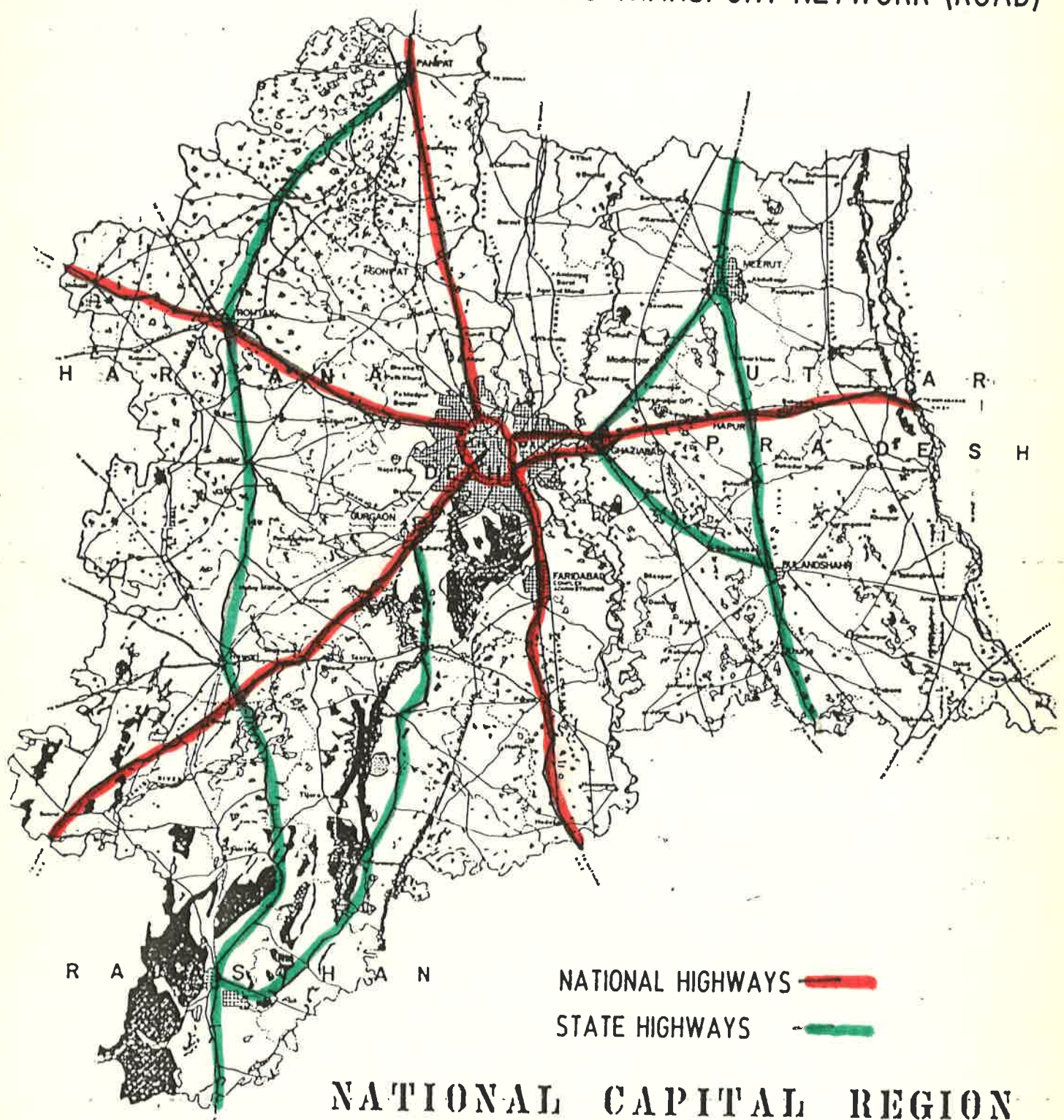
1. Delhi - Ghaziabad - Hapur - Garhmukteswar (NH 24)
2. Delhi - Faridabad - Palwal - Hodal (NH 2)
3. Delhi - Gurgaon - Behror (NH 8)
4. Delhi - Bahadurgarh - Rohtak - Meham (NH 10)
5. Delhi - sonapat - Panipat (NH 1)
6. Delhi- Ghaziabad - Meerut (SH 45)
7. Delhi - Ghaziabad - Bulandshahr - Khurja (SH 22)
8. Delhi - Gurgaon - Sohna - Alwar (SH 20)
9. Delhi - Loni - Baghpat - Baraut (SH 57)

The seven orbital links are :

1. Panipat - Gohana - Rohtak (SH 16)
2. Rohtak - Jhajjar - Rewari (SH 15)
3. Rewari - Sohna - Palwal (SH 12 - 18 - 28)
4. Palwal - Khurja
5. Bulandshar - Hapur - Meerut (SH 18)
6. Meerut - Baghpat
7. Baraut - Panipat



## EXISTING TRANSPORT NETWORK (ROAD)



**Table : Traffic levels on the sections of the Regional roads**

S.No.	Name of the Section	Traffic Level			Optimum Traffic level (2 lane) (PCUs/Day)
		(PCUs/Day)	1991	2001	2011
1.	Panipat - Gohana	12479	23788	43415	15000
2.	Meerut - Baghpat	9323	19429	31984	15000
3.	Khurja - Bulandshahr	14450	33171	53279	15000
4.	Hapur - Meerut	9083	18533	27906	15000
5.	Rohtak - Jhajjar	11915	21521	38719	15000
6.	Sonepat - Kharkhoda	12115	21258	22705	15000
7.	Bulandshahr - Hapur	10435	18337	31993	15000
8.	Gohana - Rohtak	9365	17785	32632	15000
9.	Rewari - Sohna	8848	18129	31207	15000
10.	Jewar - Khurja	7186	8568	13215	15000
11.	Kharkhoda - Rohtak	6534	11735	19869	15000
12.	Baghpat - Sonepat	4675	8186	15938	15000
13.	Jhajjar - Rewari	6087	11463	21199	15000
14.	Sohna - Palwal	5568	11348	20787	15000
15.	Palwal - Jewar	2443	3861	6839	15000
16.	Jhajjar - Farruknagar	3626	8002	12824	15000
17.	Gurgaon - Faridabad	3626	6124		15000
18.	Farruknagar - Gurgaon	3626	5829		15000

Source : DPR on Regional Roads

## 6.2 RAIL NETWORK :

The rail network in the region consists of the following radial lines converging in Delhi:

1. Delhi Area (Broadgauge )
2. Delhi - Shakur Basti - Rohtak (70 km-Broadgauge Double line unelectrified)
3. Delhi - Shahdara - Shamli (94 km - Broadgauge Single line unelectrified)
4. Delhi - Ghaziabad - Meerut (68 km- Broadgauge Double/Single line unelectrified)
5. Delhi - Ghaziabad - Hapur ( 57 km-Broadgauge Single line electrified)
6. Delhi - Ghaziabad - Khurja (Broadgauge Double line electrified)
7. Delhi - Tuglakabad - Palwal (61 km - Broadgauge Tripple line electrified)
8. Delhi - Sonapat - Panipat (89 km - Broadgauge Double line electrified)
9. Delhi - Gurgaon - Rewari - Alwar (83 km - Broadgauge/Metergauge Single line unelectrified)



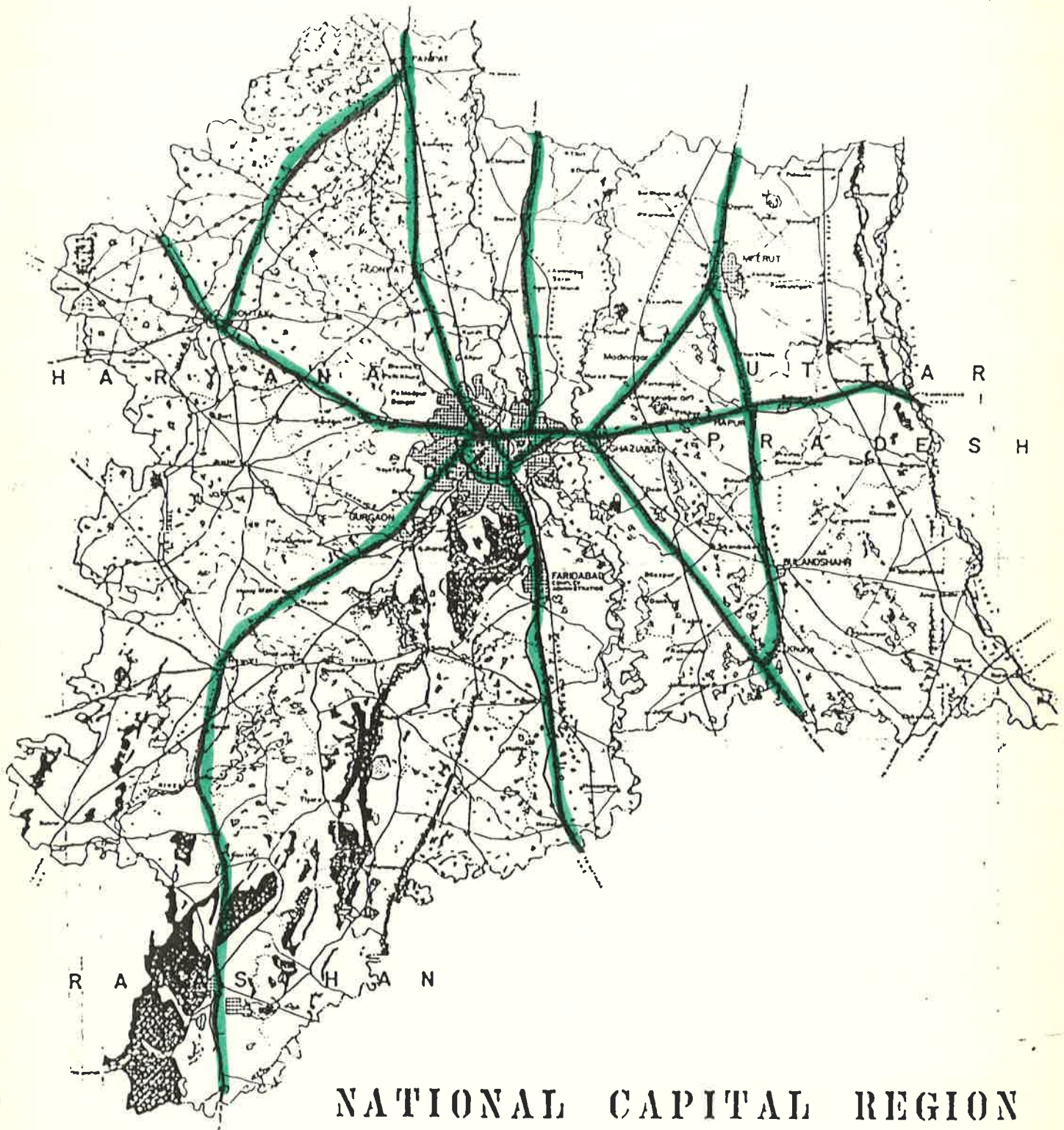
The following feeder routes converge in Delhi Area:

1. Mughal Sarai-Delhi at Ghaziabad
2. Moradabad-Delhi at Ghaziabad
3. Saharanpur-Delhi at Ghaziabad
4. Saharanpur-Shamli-Delhi at Delhi Shahdara
5. Ambala Cantt-Delhi (DUK) at Delhi/New Delhi
6. Bathinda-Delhi (SPR) at Delhi/New Delhi
7. Mathura-Delhi (C.Rly) at Tuglakabad
8. Rewari-Delhi (BG Line) at Delhi Cantt.
9. Rewari-Delhi (MG Line) at Delhi Queen's Road

1. DELHI AREA - Sub Sections:

S.No.	SUB-SECTIONS	EXISTING STATUS
1.	Delhi-Delhi-Shahdara	Double Line
2.	Delhi-Shahdara-Sahibabad	Double Line
3.	Sahibabad-Ghaziabad	Quadruple Line
4.	Sahibabad-Tilak Bridge (26 km)	Double Line ( GAL)
5.	New Delhi-Tilak Bridge (2.8 km)	(Main line and GAL) (Quadruple Line)
6.	Tilak Bridge-Nizamuddin (3.55 km)	(GAL) Double Line
7.	Nizamuddin-Okhla (3.66 km)	(GAL) Double Line
8.	Okhla-Tughlakabad (6.85 km)	(GAL) Double Line
9.	Nizamuddin-Lajpat Nagar(2 km)	(DAL) Double Line
10.	Okhla-Lajpat Nagar (3 km)	(DAL) Double Line
11.	Lajpat Nagar-Patel Nagar (17.39km)	(DAL) Double Line
12.	Patel Nagar-Rampur Cabin (2.51 km)	(DAL) Double Line
13.	Rampura Cabin- Naya Azadpur (3.2 km)	Single Line
14.	Rampura Cabin-Shakurbasti	Double Line
15.	Delhi-Kishanganj-Dayabasti	Double Line
16.	Subzimandi-Naya Azadpur	Double Line
17.	Tilak Bridge-Nizamuddin	(Main Line) Double
18.	Nizamuddin-Tughlakabad	(Main Line) Double
19.	Delhi-New Delhi	Double Line
20.	Delhi-Subzimandi	Double Line
21.	New Delhi-Subzimandi	Double Line
22.	New Delhi-Kishanganj	Tripple Line
23.	Delhi-Delhi-Kishanganj	Double Line

## EXISTING TRANSPORT NETWORK (RAIL)





### Existing Sub-urban Passenger services :

The following passenger services are running in Delhi area :

- i) EMU services
- ii) Suburban shuttle trains
- iii) Long distance passenger trains

The EMU services are running on the following corridors :

- i) Delhi/New Delhi - Ghaziabad;
- ii) Delhi/New Delhi - Palwal;
- iii) Delhi/New Delhi - Shakurbasti; and
- iv) On ring railway between Nizamuddin-New Delhi - Patel Nagar/Shakurbasti-Safdarjung-Nizamuddin in clock-wise and anti-clockwise directions.

The sub-urban shuttle trains are running on the following corridors :

- i) Delhi/New Delhi - Palwal/Mathura
- ii) Delhi/New Delhi - Rohtak/Bhiwani
- iii) Delhi/New Delhi - Panipat/Kurukshetra
- iv) Delhi/Delhi Shahdra - Shamli/Saharanpur
- v) Delhi/New Delhi - Meerut Cantt
- vi) Delhi/New Delhi - Hapur
- vii) Delhi - New Delhi - Aligarh

**Table :Current status of passenger carrying trains on each radial (1994)**

Name of the radial	Sub urban	EMU	Total
1. Ghaziabd - Aligarh	4	-	4
2. Delhi - Palwal	2	11	13
3. Delhi - Panipat	5	-	5
4. Delhi - Rohtak	8	-	8
5. Ghaziabad - Meerut	1	-	1
6. Ghaziabad - Hapur	1	-	1
7. Delhi - Rewari (BG)	1	-	1
8. Delhi - Ghaziabad	2	15	17
9. Ring railway	1	5	6
Total eachway	25	31	56
Total bothways	50	62	112

**Table : Projection of Freight and Passenger trains to be handled in Delhi area -Daily**

S.No.	Design Year	Projected Freight Trains	Projected Long Distance Passenger Trains
1.	1992-93 (base year)	29.1	354
2.	2000-01	37.4	392
3.	2010-11	48.8	460
4.	2020-21	57.9	520
5.	2030-31	66.0	564

Source: Northern Railways Study.

## 7.0 DEVELOPMENT PROPOSALS - ROAD

### i) Upgradation (4-laning) of the following National Highways

- National Highway No.1 - Delhi to Panipat;
- National Highway No.24 - Delhi to Hapur;
- National Highway No.2 - Delhi to Palwal;
- National Highway No.8 - Delhi to Behror and
- National Highway No.10 - Delhi to Rohtak and Hansi.

### ii) Construction of the following expressways

#### a) Faridabad - Noida - Ghaziabad expressway

A detailed feasibility study was conducted with the technical assistance of Asian Development Bank. The salient features of the study are:

Length : 56 Km.  
 Construction Cost : Rs. 623 Cr.  
 Land Acquisition Cost: Rs. 129 Cr.  
 Total Cost : Rs. 751 Cr.  
 EIRR (Include. Time benefits) 36.26 %

#### b) Ghaziabad-Meerut (with a spur to Delhi) expressway (60 Km)

c) Delhi -Panipat Expressway (parallel to NH 1).

At the border of Delhi, it is proposed to branch off into two segments, one will connect to the orbital expressway in Delhi at Kundli/Narela with a spur to outer ring road and the other will take off to Ghaziabad (on a new alignment) to meet F-N-G and Ghaziabad - Meerut expressways.(120 km approx.)

In addition to the above expressways, we suggest following expressway on new alignment beyond 2001:

1. Delhi - Loni - Noida - Surajpur - Bulandshahr -Khurja (To Aligarh)  
(150 Km)

We suggest that since expressways are interconnecting the National Highways and diverting their through traffic from converging to Delhi, the Ministry of Surface Transport should consider declaring them as National Expressways and take up the responsibility of developing them. If necessary amendments of the existing law may be made.

Also the Ministry of Surface Transport may provide requisite funds in their budget for contributing to atleast 12.5% of their cost to match the contribution of the concerned States. This would go to pay for the cost of the land acquisition. The rest of the funds could come from private sector.

iii) Widening (4 laning) of Grid Roads

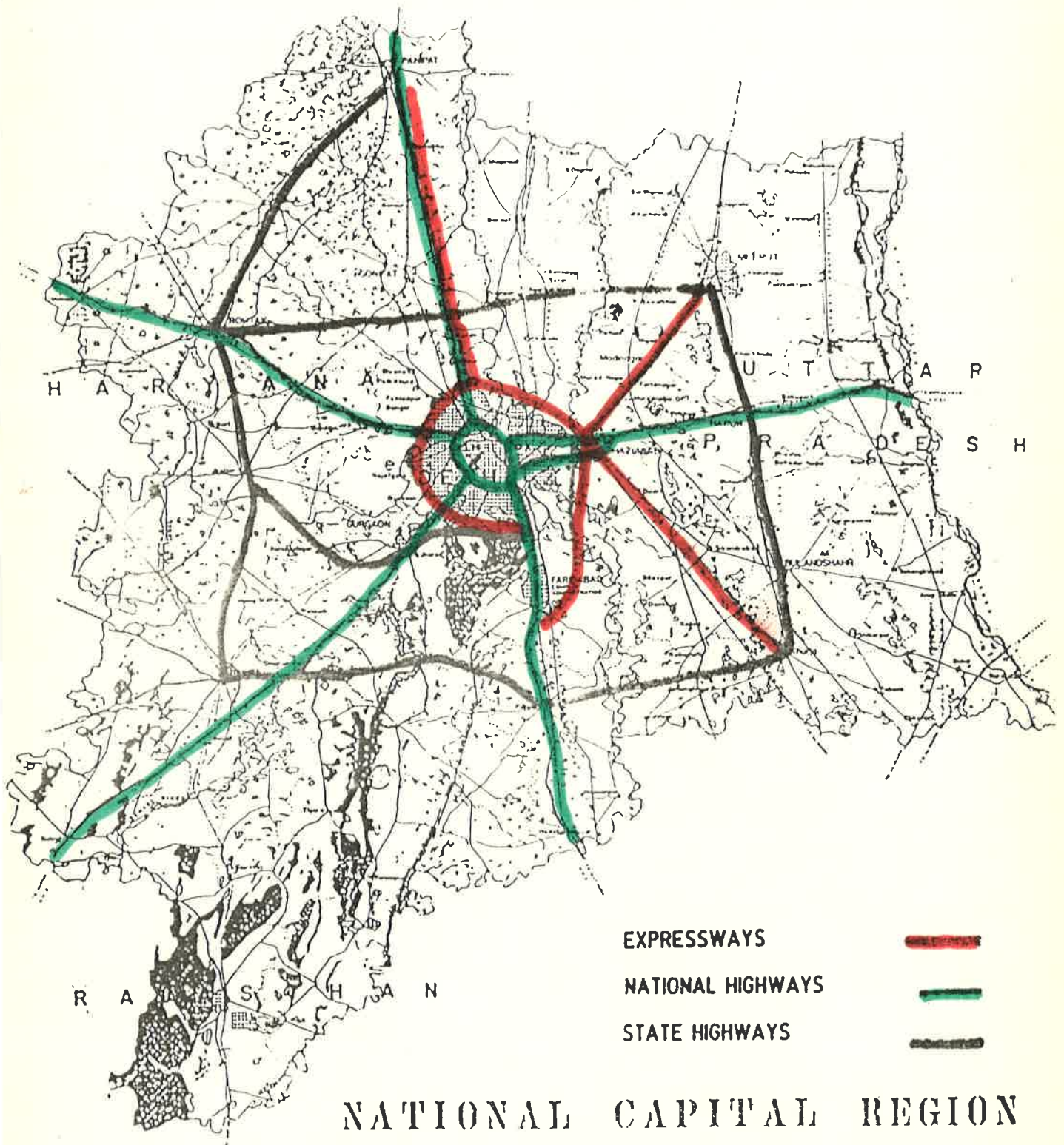
a) Inner Grid:

- i) On new alignments to connect Murthal to Baghpat, and
- ii) Strengthening and widening of existing alignments on Rohtak-Sonepat-Murthal, Baghpat-Meerut and Jhajjar-Gurgaon-Faridabad stretches.

b) Outer Grid:

- i) Strengthening and widening of existing alignment on Palwal-ohana-Rewari - Jhajjar, Rohtak - Gohana - Panipat, Meerut - Hapur - Bulandshahr - Khurja - Palwal, Khurja - NCR boundary (south), Meerut-NCR boundary (north) and Bhiwadi-Tijara-Kishangarh-Alwar stretches.

## PROPOSED TRANSPORT NETWORK



NATIONAL CAPITAL REGION



**iv) Perimeter Expressway**

There is a need to develop an orbital road corridor of expressway standard circumscribing Delhi (85 km) to siphon off the inter-city (regional) traffic. Though the Govt. of Delhi is contemplating such a proposal, the location and also to connect the Directional Terminals needs to be examined in detail keeping in view the overall perspective of the Regional plan objectives and also to link it with a Perimeter Rail Corridor.

**v) Elevated Expressway on the Existing Ring Road in Delhi**

The present plan of MOST for an elevated HSTS on the Ring Road will be inadequate to cope up with the projected demand, so an Expressway is proposed.

**8.0 DEVELOPMENT PROPOSALS -RAIL**

**8.1 REGIONAL RAPID TRANSIT SYSTEM (RRTS)**

There are about 4 lakh commuters come into Delhi every day from NCR. This will increase to 7.5 lakh by 2001. This figure will be even higher with the implementation of NCR plan, which aims at deflecting 2 million population out of Delhi. Out of the total number of commuters about 40% come by rail. The commuters from NCR use 5 main rail corridors viz. Palwal, Rewari, Rohtak, Panipat and Ghazibad/Meerut/Khurja. Railways are running only token services on these lines. In the absence of any integration with the ring rail system, the commuters are literally on the roads straining road transport system of Delhi.

We feel that a larger and broader complementary system, which would connect the central portions of Delhi with the NCR towns can provide relief to the over crowded core of Delhi and help in the dispersal of various activities to the NCR Towns. The strategy is based on the utilization of the following elements :

- i) Ring Rail
- ii) Underground Rail line from Viswa Vidyalaya to Central Secretariat
- iii) Radials (Rail) from Delhi to Regional towns
- iv) High Speed Tramway System (HSTS) in Delhi to feed the above ring and radials.
- iv) High Speed Tramway System in the Regional towns
- v) Directional Terminals
- vi) Perimeter Rail Corridor

In order to satisfy the future commuter traffic requirements the following are required to be done :

- a) Construction of two additional (dedicated) lines along the existing ring rail (34 km).
- b) Construction of two additional (dedicated) electrified lines along the radials upto priority towns

**Electrification :**

1. Delhi - Rewari- Alwar (120 Km)
2. Delhi - Rohtak (59 km)
3. Ghaziabad - Meerut (47 Km)
4. Ghaziabad - Hapur (37 Km)
- Total 263 Km**

**Additional Lines :**

**Projected Trips (2011)**

	<b>Total</b>	<b>Assigned (Rail)</b>
1. Delhi -Ghaziabad (20 Km)	4,60,000	3,22,000
2. Ghaziabad - Khurja (83 km)	400,000	2,80,000
3. Delhi - Palwal (61 Km)	300,000	2,10,000
4. Delhi - Panipat (89 Km)	300,000	2,10,000
5. Delhi - Rohtak (70 Km)	300,000	2,10,000
6. Ghaziabad - Meerut (47 km)	200,000	1,40,000
7. Ghaziabad - Hapur (37 Km)	140,000	9,80,000
8. Delhi - Rewari-Alwar (120 Km)	300,000	2,10,000
<b>Total</b>	<b>527 Km</b>	

- c) Provision of appropriate HSTS in Delhi to act as a feeder system to the ring and radial rail transport system
- d) Construction of Under Ground Rail Corridor from Viswavidyalaya to Central Secretariat via ISBT
- e) Provision of HSTS network in regional towns to satisfy intra - urban transport needs.
- f) Construction of Rail Directional Terminals in Delhi

Presently, the long distance passengers are being served at New Delhi, Old Delhi, Hazrat Nizamuddin and Sarai Rohilla Railway Stations and ISBT's at Kashmiri Gate and Sarai Kale Khan. In order to accommodate the future traffic the Delhi

Master Plan suggested four Rail Directional Terminals in Delhi. They are located at four directional locations in Delhi viz., Anand Vihar, Tuglakabad, Bhartal and Holambikalan. Out of these Anand Vihar is being developed as a passenger terminal to cater to the long distance passengers from the East as well as for the trans Yamuna population in Delhi. Land for this terminal has already been acquired. The proposal to develop the rest of the terminals is being considered by the Ministry of Railways.

**g) Perimeter Rail Corridor :**

In order to segregate Inter city and Intra-city rail passenger/freight traffic. It is proposed to have an orbital rail corridor (approx. 150 Km) circumscribing Delhi inter-connecting Directional rail terminals and Integrated Freight Complexes envisaged in the Delhi Master Plan. As per the traffic assignments done by us, the demand on this corridor is 130,000 passenger trips/day.

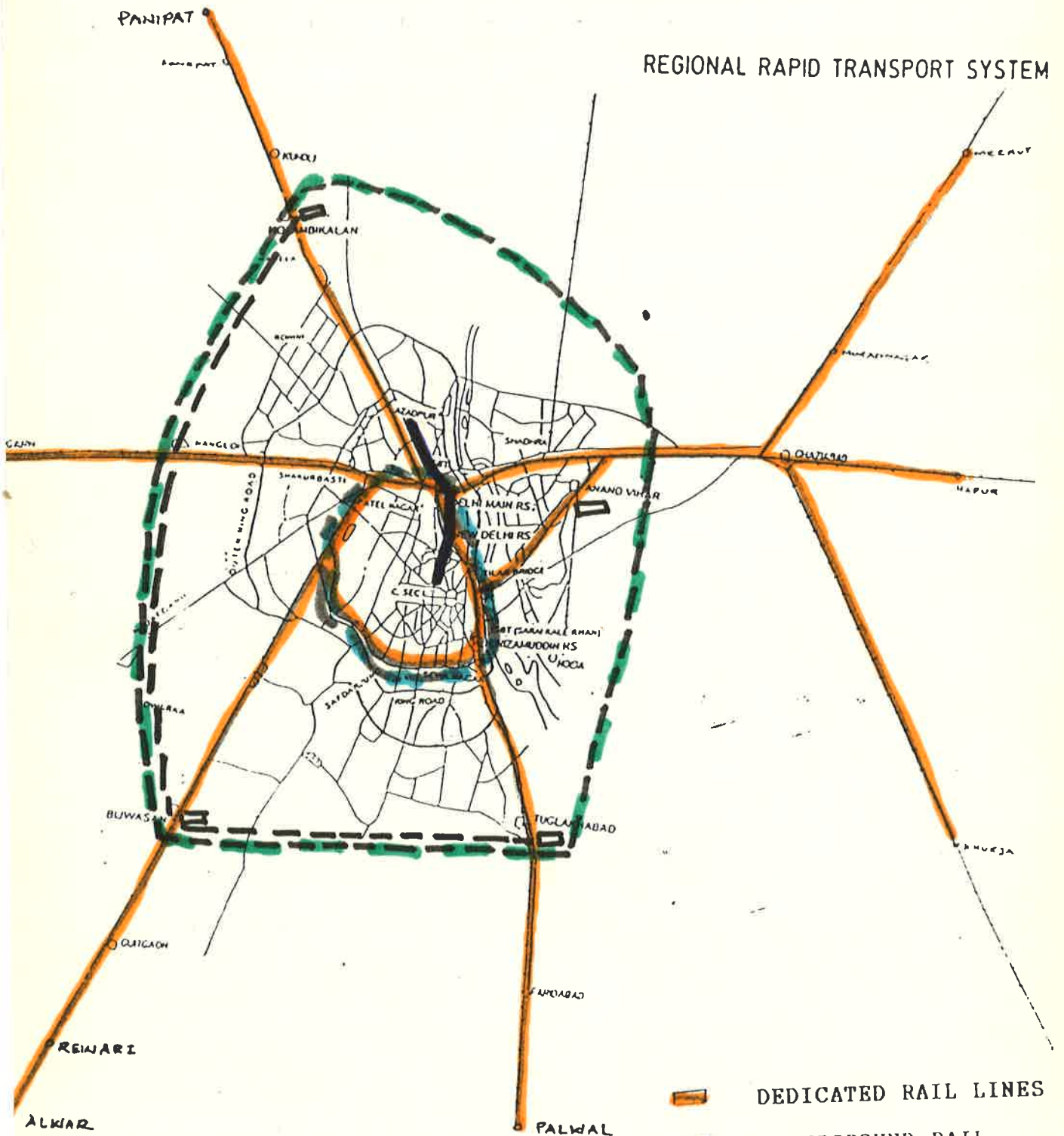
To accommodate both the road and rail corridors, it is suggested to have 300 Metre Right of Way .







**Immediate requirements**

- a) Dual Track along Northern portion of the ring rail from Dayabasti to Nizamuddin via New Delhi.
- b) Dedicated rail tracks from Delhi to DMA towns (Ghaziabad, NOIDA, Faridabad, Bahadurgarh, Gurgaon and Sonapat).
- c) Additional rail tracks along Ghaziabad-Meerut, Ghaziabad-Khurja & Delhi-Palwal line.
- d) North-south underground corridor in Delhi.
- e) Feeder Transit System in Delhi (HSTS).

The entire rail component, including underground railway, of the RRTS will be under the control of Ministry of Railways.

# REGIONAL RAPID TRANSPORT SYSTEM



-  DEDICATED RAIL LINES
-  UNDERGROUND RAIL
-  ELEVATED EXPRESSWAY
-  PERIMETER RAIL
-  DIRECTIONAL TERMINALS
-  PERIMETER ROAD



## **9.0 OPERATIONAL POLICIES :**

In order to have uniform transport operations in the region, we suggest a uniform transport policy and rational fare structure immediately followed by a single transport zone for inter state transport and intermediate public transport vehicle operations ultimately.

At present in the region, the bus services are provided by Delhi transport Corporation (DTC), Haryana Roadways, Uttar Pradesh State Road Transport Corporation and Rajasthan State Road Transport Corporation under a bilateral agreement. For uniformity of the services in the region, the entire region should be a single zone for planning, routing and scheduling of services for avoiding duplication of services and competition among each other. For this purpose all State Road Transport Undertakings can either enter into an agreement in lines of NOIDA with DTC or the number of services should be increased under the existing bilateral arrangements among Delhi, U.P, Haryana and Rajasthan.

As the supply of Bus services under Public Sector would not be able to meet the growing travel demands in the region, introduction of private bus services under fixed schedules and routes similar to private bus operation system under DTC should be identified and a proper framework may be evolved.

## **10.0 PROPOSAL FOR AIRPORTS:**

With the growing air traffic within the region, we suggest the development of an International Airport at a suitable location within the region to act as an alternative to the existing International Airport in Delhi. In addition, it is also suggested to develop domestic air terminals within the region.

## **11.0 Urban Transport System within NCR Towns:**

Beyond the year 2001 the intra-city traffic within the major Regional Towns as well as Counter Magnet Towns would increase tremendously, which requires an integrated mass transport system within these towns. The following towns will be the candidates to have a intra-city mass transport system beyond 2001.

1. Meerut
2. Ghaziabad
3. Faridabad
4. Noida
5. Panipat
6. Rohtak
7. Rewari - Dharuhera - Bhiwadi
8. Gurgaon
9. Alwar
10. Bulandshahr-Khurja

### Counter Magnet Towns :

1. Bareilly
2. Kota
3. Gwalior

The NCR Planning Board suggests development of a High Speed Tramway System (HSTS) in the towns, where the population would be in the range of 5 to 8 lakh by 2011. In Meerut, already there is a proposal to develop LRT system costing Rs. 1300 Cr.

## 12.0 INVESTMENT PLAN (1995 - 2010)

The total investment requirement for various transport sector proposals has been calculated as under:

### ROADS:

1. NATIONAL HIGHWAYS :	Length (Km)	Cost (Crs.)
a) 4- laning of Faridabad-Hodal section (NH-2)	70	140
b) 4- laning of Gurgaon-Behrur (NH-8)	102	204
c) 4-laning of Bahadurgarh-Rohtak-NCR Boundary (NH-10)	78	156
d) 4-laning of Ghaziabad - Hapur (NH-24)	20	40
e) 4-laning of Delhi- Panipat (NH-1)	Progressing under WorldBank	
Total		540

### 2. EXPRESSWAYS:

	Length (Km)	Cost (Crs.)
a) Faridabad-NOIDA-Ghaziabad Expressway	56	750
b) Ghaziabad-Meerut Expressway	60	900
c) Panipat-Kundli-Ghaziabad Expressway	120	1800
d) Loni-Noida-Surajpur-Bulandshahr-Khurja Expressway	150	2250
Total		5700

### 3. REGIONAL ROADS:

	Length (Km)	Cost (Cr.)
a) Inner Grid Road (4 lane)	189	590
b) Outer Grid Road (4 lane)	391	1200
<b>Total</b>		<b>1790</b>

### 4. PERIMETER MULTI MODE TRANSPORT CORRIDOR (Perimeter Road & Rail)

a) Land Acquisition of 300 Mt. wide corridor	800
b) Perimeter Expressway road	1000
c) Perimeter Rail	1000
d) Directional Terminals	600
<b>Sub Total</b>	<b>3400</b>

### 5. REGIONAL RAPID TRANSIT SYSTEM

a) Dedicated dual tracks upto NCR Towns and along the ring rail	3920
b) North-south underground corridor between Vishwavidyalaya-Central Secretariat	2200
c) Elevated Expressway over ring road	750
d) Feeder Transit System (HSTS)	3400

**TOTAL** **10270**

### 6. URBAN TRANSPORT SYSTEMS

1. High Speed Tramway System in NCR towns (350 Cr. per town)	4550
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**GRAND TOTAL** **26250**

### FIRST PHASE (1995-2004)

1.	National Highways	540
2.	Expressways	3450
3.	Inner & Outer Grid (2 lanes)	630
4.	Perimeter Multi Mode Transport Corridor (Feasibility, land acquisition and 2 lane Expressway)	1000
5.	RRTS	
	a) Dedicated tracks upto DMA Towns	960
	b) Dual Track along Northern ring	370
	c) Additional Tracks along Ghaziabad-Meerut, Ghaziabad-Khurja & Delhi-Palwal tracks	500
	d) North-south underground corridor	2200
	e) Elevated Expressway over ring road	750
	f) Feeder Transit System	3400
6.	Project Development	100
	<b>TOTAL</b>	<b>13900</b>

### 13.0 FINANCING STRATEGIES

The projects listed for being taken up in the first phase of the Investment Plan are in fact required to be implemented under the aegis of either the Central Ministries (i.e. M.O.S.T., Railways, etc.) or the State Government or both. However in view of the new development strategy, it is proposed to intimately involve the private sector for the financing the Regional Transport Projects, which are likely to cost around 13,900 crores. Accordingly these projects are being divided into two categories:

#### (A) Developmental Projects

These projects are absolutely essential for the basic development of transport activities in the NCR but may not be commercially viable. As such, in view of their necessity and importance they are required to be taken up through the Central and State budgetary sources. Of course, in certain cases where budgetary sources are not immediately available, for their immediate financing, help may be taken from the international financing agencies like World Bank, ADB, OECF, etc. and the repayment of these loans may be made in due course out of the future plans.



**(B) Other Projects:**

It is felt that in implementation of all other projects, private sector can be beneficially involved. As such, various options of public and private participation for funding these projects have been considered and based on that the following modes have been suggested:

**i) Rail Projects:**

Vide general letter dated 22nd February, 1995 Railways have recommended to the State Governments to accept the pattern of investment as adopted by CIDCO in New Bombay. By this formula, total project cost would be shared as under:

- Railways                      - 1/3rds
- State Agencies              - 2/3rds

Part of the cost of the State agencies could be loaned by NCRPB. State agencies would recover their investment through property development either locally or on overall basis.

**ii) Road Projects:**

Most of the Expressway projects and Feeder transit systems (tramways) are proposed to be taken up on BOT basis by involving private capital. There would broadly be two type of projects:

- a) which are commercially viable yielding an FIRR more than Bank rates and can be fully funded by the private sector.
- b) the projects which may be viable in the long run but the FIRR worked out for them is much below the bank rates and as such require some elements of subsidy. This subsidy can be either in the form of direct financial inputs from the sponsoring agency or in the form of land development rights being provided by the authorities to the operators whose profits can subsidise to improve the FIRR. A rational mix of the two systems could be worked depending on the bid offers received from BOT operators.

### 13.1 NATIONAL HIGHWAYS:

Regarding upgradation of National Highways, the Ministry of Surface Transport has taken the full responsibility of completing the 4-laning of all the National Highways traversing in NCR by the year 2001. The VIII Plan programme of Ministry of Surface Transport for upgradation of these National Highways from 2-lane to 4-lane envisages:

- National Highway No.1 - Delhi to Panipat:

(An on-going Seventh Plan Programme). Widening and upgradation of this stretch to be completed by 1994-95.

- National Highway No.24 - Delhi to Hapur:

Provision for land acquisition made in 1991-92 budget. Work to be taken up immediately and completed by 1996-97.

- National Highway No.2 - Delhi to Palwal

Widening of this stretch is in progress since 1990 (under the Asian Development Bank Assistance) and will be completed in 1995-96.

- National Highway No.8 - Delhi to Behror:

Work on the Delhi-Gurgaon section (which is the only stretch to be widened to 6-lane) will commence in 1995-96 and on the Gurgaon-Behror stretch in 1993-94. Both these projects will be completed by 1998-99 (IX Plan).

- National Highway No.10 - Delhi to Rohtak and Hansi:

Work on the stretch extending from Bahadurgarh to Rohtak is to commence in 1993-94 and be completed by 1998-99 (IX Plan) while the stretch beyond Rohtak upto NCR boundary at Hansi is proposed to be both taken up and completed during the IX Plan.

The total cost of Rs.540 crores, for the upgradation these National Highway projects is proposed to be met out of the central budget of the Ministry of Surface Transport, since these are essential developmental projects.

### 13.2 EXPRESSWAYS:

Regarding Expressways since they have not been declared as National Expressways, the MOST has declined to take up these. However, we are of the view that, the expressways in NCR should be declared as National Expressways immediately. These expressways can be taken up on Build, Operate and Transfer (BOT) basis.

The feasibility study for one of the Expressways (F.N.G. Expressway ) has shown that though ultimately the Expressway starts to pay for itself but initially some inputs in the form of equity are required from the Govt. side. In this case it has been suggested by the consultant that of the total estimated cost of Rs.751 Crores, an amount of Rs.200 Crores, covering land acquisition cost of Rs.130 Cr. and upfront contribution Rs.70 Cr., be provided as an equity. This contribution is expected to improve the project FIRR from about 8% to 16%. Another method of improving the FIRR by offering land development rights for some area in the vicinity of this Expressway is also being considered so that financial burden on the Government can be minimised.

However, for the other proposed expressways, an amount of Rs. 700 Crores have been assigned for investment by the sponsoring authorities as under:

M.O.S.T / N.H.A.I	: Rs. 350 Crs.
N.C.R.P.B & States	: Rs. 350 Crs.
(as per the approved NCR financing pattern)	

### 13.3 REGIONAL GRID ROADS:

The investment plan for the 8th five year plan prepared by NCRPB has stipulated that the development of regional roads (outer grid and inner grid) would be the responsibility of the NCR participating State Governments namely, Govt. of Haryana and Govt. of Uttar Pradesh. The NCR Planning Board keeping in view the meager resources available with these Governments has requested the MOST to finance these roads through World Banks assistance. Further, the NCR Planning Board is willing to finance the cost of the land acquisition for these roads as per the following pattern:

a)	Share of NCR Planning Board	75%
b)	Share of Concerned State Government	25%

### 13.4 PERIMETER MULTI MODE TRANSPORT CORRIDOR AND DIRECTIONAL TERMINALS.

The 300 Mt. wide perimeter corridor encircling Delhi provides for PERIMETER EXPRESSWAY, PERIMETER RAILWAY AND THE DIRECTIONAL TERMINALS. In the I phase it is proposed to acquire the land for the entire 300 metre wide corridor along with the directional terminals at an expected cost of around Rs.800 Crs. and construct a 2-lane expressway.

The cost of land acquisition (approx. Rs. 800 Cr) would have to be borne by the G.N.C.T. Delhi whereas the construction of the expressway in the I phase, its expansion in the II phase, and ultimately construction of the perimeter rail and development of directional terminals are proposed to be taken up through the private sector on B.O.T/B.O.L.T basis. However, this would involve a policy decision to allow the Private BOT/BOLT

operators to develop commercial centres above/within the Direction terminals, whose profits can help recover the investments required to be made by them.

### 13.5 REGIONAL RAPID TRANSIT SYSTEM:

The RRTS has a number of components which are to be executed by different agencies. Each of these projects falls in different financing pattern according to its requirements as given below:

- i) Laying of dedicated tracks upto DMA towns, dual tracks along the Northern Ring and additional tracks along Ghaziabad-Meerut, Ghaziabad-Khurja and Delhi-Palwal tracks, are the projects that are essential required to be executed by the Railways and are proposed to be taken up on sharing basis (CIDCO Pattern). Accordingly, the Railways would share one-third of the cost (Rs.610 crores) and the rest of the two-third of the cost (Rs.1220 crores) would be shared by the participating States, while the NCR provide loan assistance for the same to them. The State can recover the same through overall property development.
- ii) The North-South Underground Metro Corridor is also proposed to be taken up by the Railways on 'sharing basis'. The railways would bear 1/3 cost of the project while 2/3 cost be borne by the N.C.T., for which a loan assistance can be provided by the NCRPB as per financing pattern of 22% State share and 78% NCRPB share. A major part of the cost is proposed to be recovered through property development.
- iii) The anticipated traffic volumes on the ring road are 1,73,000 PCU's per day during 2001 and 3,35,000 PCU's during 2011. As such this transport link will soon get choked. For meeting the requirements of 2011 traffic, 4 to 6 additional lanes are required. Since no land is physically available for this major expansion, it is proposed that a 6-lane elevated expressway be constructed on the top of inner ring road. The FIRR in this case is expected to be much higher than the bank rate and, therefore, the elevated expressway can profitably be taken up on BOT basis.
- iv) The Feeder Transit System (H.S.T.S.) can be directly taken up on BOT basis by the Private Sector, on the basis on which offers have been invited by Ministry of Surface Transport.

### 13.6 TRAMWAY SYSTEM IN NCR TOWNS

This would be taken up on BOT mostly in the private sector.



**FIRST PHASE PROPOSALS ARE SUMMARIZED BELOW:**

Sr.No.	Project	Mode of Financing	Sources/Extent of Funds (Rs.Cr.)					Remarks
			Central Budget	State Bud- get	NCT Bud- get	NCRPB Funds	Private Sector	
			MOST	RAIL- WAYS				
1.	National Highways	C.B.F.	540					540
2.	Express Ways	B.O.T.	350	88		262	2750	3450 Recovery through toll & property development.
3.	Regional Roads	S.B.F.		630			630	Loans to be taken by state Govts. from World Bank /NCRPB and to be refunded subsequently out of State plan funds.
4.	Perimeter multi mode Transport corridor including Directional Terminals	B.O.T.			800		200	1000 Initial work for rail corridor may also be taken up on B.O.L.T. basis.

Sr.No.	Project	Mode of Financing	Sources/Extent of Funds (Rs.Cr.)					Remarks
			Central Budget	State Bud-	NCT Bud- get	NCRPB Funds	Private Sector	Total
			MOST	RAIL- WAYS	get	get		
5.	<b>Regional Rail transit System</b>							
a)	Dedicated tracks upto DMA Towns				*			
b)	Dual Track along Northern ring	Sharing Basis	610	215	360	645		1830
c)	Additional Tracks along Ghaziabad-Meerut, Ghaziabad-Khurja & Delhi-Palwal tracks							Recovery through property development.
d)	North-south underground corridor	Sharing Basis	750		1450		2200	OECF loan is being arranged
e)	Elevated Expressway over ring road					750	750	Recovery through toll.
f)	Feeder Transit System					3400	3400	Financing through property development.
6.	<b>Project Development</b>					100	100	
			890	1360	933	2610	1007	7100, 13900

Say Rs. 14000 Cr.

Note :

C.B.F Central Budgetary Funds

S.B.F State Budgetary Funds

B.O.T Build, Operate, and Transfer

B.O.L.T. Build, Own, Lease and Transfer

\* Represent cost of dual track on Northern ring already agreed to by NCT.

Accordingly the following amounts of funds would tentatively have to be arranged by different organizations upto 2004 so that these projects can be implemented.

*	<b>Central Government</b>		
	<b>M.O.S.T.</b>	-	<b>Rs. 890 Crores</b>
	<b>Railways</b>	-	<b>Rs. 1360 Crores</b>
*	<b>State Governments</b>	-	<b>Rs. 933 Crores</b>
*	<b>NCT Delhi</b>	-	<b>Rs. 2610 Crores</b>
*	<b>NCRPB</b>	-	<b>Rs. 1007 Crores</b>
*	<b>Private Sector</b>	-	<b>Rs. 7100 Crores</b>
	<b>Total</b>		<b>Rs. 13900 Crores</b>

## ANNUAL PLAN FOR 1996-97 : A BRIEF ON THE PROPOSALS

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

- i) To contain Delhi's population size within manageable limits and,
- ii) To develop 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 Regional Plan policies, funded a number of small projects relating to residential, industrial, commercial, institutional, infrastructural and work-cum-shelter in the new towns through the implementing agencies of the Participating State Governments. These schemes related primarily to land acquisition and land development.

### Outlay Anticipated During 8th Plan

A budgetary allocation of Rs.200 crore under the State Sector has been made to the Board for the 8th plan period, 1992-97, by the Central Government. It is proposed to raise a total investment capital of Rs.1265 Crore for the State Sector (excluding investment for the regional roads and power transmission/distribution lines totalling Rs.702 crore, which is to be entirely financed by the participating States). The Board is proposed to receive a total budgetary support of (Central and State) Rs.400 crore. An amount of Rs.800 crores to be mobilised by the Board. The Board had estimated to generate internal resources, to an extent of Rs.65 crore during the 8th Plan. The investment programme mainly involves development of 10 integrated new townships programme mainly involves development of 10 integrated new townships adjacent to the existing 8 Priority Towns and 2 undeveloped DMA Towns.

At the beginning of the 8th Plan, the Board had 0.85 crore as unspent internal accruals to be utilised for development expenditure. There were further accruals amounting to Rs. 51.00 crores during 1992-93 to 1994-95 and after spending a portion of them for development expenditure the unspent left at the end of March 1995 was Rs. 41 crore (approx.). Thus with the anticipated accruals of Rs. 20.00 crore during 1995-96, the total accruals available for development is Rs. 61 crore.

Out of Rs. 200 crores allocated as budgetary support from the Central Government, the Board has actually received so far Rs. 55.00 crores from 1992-93 to 1994-95. (1992-93 - Rs. 10.00 crore, 1993-94 - Rs. 20.00 crore and 1994-95 - Rs. 25.00 crore).



It is proposed to receive the remaining budgetary support as under :

1995-96	-	Rs. 65.00 Crore
1996-97	-	Rs. 80.00 Crore

**8th Plan Projects in State Sector to be financed by the NCR Planning Board**

1. For financing extensive land acquisition and physical infrastructure development programmes in the 8 Priority Towns, 2 selected DMA Towns, as also for developing 34 Sub-regional Centres and 5 Counter-magnet areas, the total investment requirement as approved by the Board is Rs. 1260 crore. This apart about Rs. 5 crore has been provided for strengthening the NCRPB Secretariat. In the 8 Priority Towns, and 2 DMA Towns, land acquisition and land development component is estimated to cost Rs. 1024 crore during the 8th Plan. The 34 Sub-regional Centres will be developed mainly by improving their infrastructural facilities, at the rate of Rs. 4 crore per centre. In addition, the 5 counter-magnet areas, namely Patiala, Hissar, Bareilly, Gwalior and Kota will be provided another Rs. 20 crore each. For strengthening of the Secretariat of the NCR Planning Board, an amount of Rs. 5 crore during the 8th Plan is proposed.
2. The Board is also fully financing Planning Cells set up in the NCR Sub-regions for their functioning. This forms part of the on-going schemes for the VIII Plan.

In 1996-97, with a likely net internal resource generation of Rs. 25 crore, the Central Government's allocation of Rs. 80 crore with matching contribution of Rs. 80 crore from NCR constituents with an additional contribution of Rs. 21.5 crore from NCT Delhi, the total funds available would be Rs. 206.5 crore. In addition, Rs. 700 crore is to be mobilised through bonds/loans to meet the total resource mobilisation would be Rs. 907 crore out of which Rs. 100 crore will be subscribed towards the equity of HUDCO for the purpose of raising bonds in the market on behalf of the Board and Rs. 807 crores would thus be available for investment on projects.

## Central Public Enterprises/Undertakings and Schemes of Department.....

## Financing of Plan Projects

Annual Plan (1996-97)

(Rs. in Crores)

(Rs. in Crores)																
Sl.No.	Name of the Undertaking (with detailed list of Schemes)/ individual Schemes	Outlay anticipated/ proposed		Estimates 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 ARM (changes in user price etc.)		Provision for other expenditure	Accretion to working Capital	Non-Plan Capital Works	Net Internal Resources available for Plan outlay (Col.5-(8+9+10))	Bonds/ Debenture	ECB/SC	Others	Centre
		Gross Yield	Net Yield													
		1	2				3	4								
Eighth Plan (1992-97)																
1.	L.A. & L.D.	1265	-	65	-	-	-	-	-	-	65	900	-	-	200	200
2.	.....														-100 #	
	Total for all undertakings	1265	-	65	-	-	-	-	-	-	65	900	-	-	200	200
(Total of Schemewise subtotals)/Total for all individual Schemes															-100 #	
Annual Plan 1992-93 (Actual)																
1.	L.A. & L.D.	20.11	-	10.70	-	-	1.20	-	-	-	9.50	-	-	-	10	9.92
2.	.....															
	Total for all undertakings	20.11	-	10.70	-	-	1.20	-	-	-	9.50	-	-	-	10	9.92
(Total of Schemewise subtotals)/Total for all individual Schemes																
Annual Plan 1993-94 (Actual)																
1.	L.A. & L.D.	11.41	-	22.21	-	-	0.59	-	-	-	21.62	-	-	-	20	19.95
2.	.....															
	Total for all undertakings	11.41	-	22.21	-	-	0.59	-	-	-	21.62	-	-	-	20	19.95
(Total of Schemewise subtotals)/Total for all individual Schemes																

# Rs. 100 crores for contribution towards equity to HUDCO out of the budgetary support.



## Central Public Enterprises/Undertakings and Schemes of Department.....

## Financing of Plan Projects

Annual Plan (1996-97)

(Rs. in Crores)

Sl.No.	Name of the Undertaking (with detailed list of Schemes)/individual Schemes	Outlay anticipated/ proposed		Estimates 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 ARM (changes in user price etc.)		Provision for other exp-entiture	Accretion to working Capital	Non-Plan Capital Works	Net Internal Resources available for Plan outlay  (Col.5-(8+9+10))	Bonds/ Debenture	ECB/SC	Others	Centre	State
					Gross Yield	Net Yield									
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Annual Plan 1994-95 (Actual)															
1.	L.A. & L.D.	28.52	-	41.39	-	-	-	-	-	41.39	-	-	-	25	25
2.....															
Total for all undertakings		28.52	-	41.39	-	-	-	-	-	41.39	-	-	-	25	25
(Total of Schemewise subtotals)/Total for all individual Schemes															
Annual Plan 1995-96 (Anticipated)															
1.	L.A. & L.D.	393	-	61	-	-	-	-	-	61	200	-	-	65	85 *
2.	Others	5												-25	
Total for all schemes		398	-	61	-	-	-	-	-	61	200	-	-	65	85 *
Annual Plan 1996-97 (Proposed)															
1.	L.A. & L.D.	807	-	25	-	-	-	-	-	25	700	-	-	80	101.5
2.....														-75	
Total for all undertakings		807	-	25	-	-	-	-	-	25	700	-	-	80	101.5
(Total of Schemewise subtotals)/Total for all individual Schemes															

(a) Total for the Department for Eighth Plan (1992-97) for outlay (Col.3) budget support (Col. 15) and internal and extra-budgetary resources (i.e., Col. 11 plus Cols. 12 through 14) should tally with the respective Eighth Plan approved figures shown in Eighth Plan, Vol. 1, Chapter 3, Table 3.19:

Rs. 25 crores in 1995-96 and Rs. 75 crores in 1996-97 for contribution towards equity to HUDCO out of the budgetary support.

\* Figures include Rs. 20 crores as contribution from NCT Delhi in 1995-96 and Rs. 21.5 crores in 1996-97.

## FINANCIAL OUTLAYS : ANNUAL PLAN (1996-97)

MAJOR HEAD : 42.17 CC MINISTRY : Urban Affairs & Employment  
 SUB-HEAD : CCI - NCRPB DEPARTMENT: NCRPB

CCI Other expenditure		(Rs. crores)	
	CENTRAL SCHEMES	CENTRALLY SPONSORED SCHEMES	TOTAL
(1)	(2)	(3)	(4)
Eighth Plan (1992-97) - As finalised (x)		200	200
1992-93 (Outlays as Budgetted)		10	10
1992-93 (Actuals)		10	10
1993-94 (Outlays as Budgetted)		20	20
1993-94 (Actuals)		20	20
1994-95 (Outlays as Budgetted)		25	25
1994-95 (Actuals)		25	25
1995-96 (Outlays as Budgetted)		40	40
1995-96 (Anticipated)		65	65
1996-97 (Proposed)		80	80

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

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



## ANNEXURE-IV

## DEPARTMENT SUMMARY

ANNUAL PLAN 1996-97 - PROPOSALS FOR PROJECTS/PROGRAMMES TO BE FINANCED BY DOMESTIC RESOURCES [See Footnote (1)]

NAME OF UNDERTAKING/DEPARTMENT/MINISTRY : NATIONAL CAPITAL REGION PLANNING BOARD

(Rs. crores)									
PARTICULARS	CODE NO. MAJOR HEAD/ MINOR HEAD	ESTIMATED COST	EIGHTH PLAN (1992-97)  (Proposed Outlay)	ANNUAL PLAN 1992-93 (Actual Expenditure)	ANNUAL PLAN 1993-94 (Actual Expenditure)	ANNUAL PLAN (1994-95) (Actual Expenditure)	ANNUAL PLAN 1995-96  Outlay	Anticipated Expenditure	ANNUAL PLAN (1996-97)  Proposed Outlay
1	2	3	4	5	6	7	8	9	10
1. SCHEMES COMPLETED DURING 1993-94/ LIKELY TO BE COMPLETED DURING 1994-95 (SPILL OVER LIABILITY, IF ANY, FOR 1995-96 AND BEYOND) (Vide Annexure IV 'A')									
				LA & LD are continuing schemes					
2. CRITICAL ONGOING SCHEMES (Vide Annexure IV 'A')			1265	20.11	11.41	20.52	398	398	807
3. SCHEMES AIMED AT MAXIMISING BENEFITS FROM THE EXISTING CAPACITY AS ON 31.3.1995 (Vide Annexure IV 'B')									
4. NEW SCHEMES (Vide Annexure IV 'C')									
6. DEPARTMENT TOTAL			1265	20.11	11.41	20.52	398	398	807

(1) Only those programmes/projects/schemes 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 Annexure V A to V D.

(6) - 5 copies

## ANNUAL PLAN (1996-97) - PROPOSALS FOR PROGRAMMES/PROJECTS TO BE FINANCED BY DOMESTIC RESOURCES [See Footnote (1)]

NAME OF DEPARTMENT/MINISTRY/UNDERTAKING : NATIONAL CAPITAL REGION PLANNING BOARD

(Rs. crores)

PARTICULARS	CODE NO.	NATURE AND LOCATION OF THE SCHEME	COMMENCE- MENT YEAR	ESTIMATED COST		EIGHTH PLAN (1992-97) Approved Outlay	ANNUAL PLAN (1992-93) Actual Expdr.	ANNUAL PLAN (1993-94) Actual Expdr.	ANNUAL PLAN (1994-95) Actual Expdr.	ANNUAL PLAN (1995-96)		ANNUAL PLAN (1996-97) Proposed Outlay	ANTICIPATED BENEFITS (IN UNITS)					REMARKS		
				Original	Revised					Approved Outlay	Anticipated Expenditure		Proposed Outlay	Eighth Plan	1992-93 (actual)	1993-94 (actual)	1994-95 (actual)	1995-96 (anti- cipated)	1996-97	Beyond Eighth Plan
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
A-1. Schemes completed during 1994-95/ likely to be completed during 1995-96 (Spill over liability, if any, for 1996-97 beyond)																				
i)																				
ii)																				
iii).....																				
TOTAL (A-1)																				
A-2	Critical Ongoing Schemes as on 31.03.1995					1265	20.11	11.41	28.52	398	398	807	L.A. & L.D.							
i)																				
ii)																				
iii).....																				
TOTAL (A-2)																				
=====																				

- Spill over liability refers to such financial commitments which are part of the plan schemes/projects, but are set after the physical completion of the schemes/projects.

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

# ANNEXURE IV "C"

## ANNUAL PLAN 1996-97 - PROPOSALS FOR PROJECTS/ PROGRAMMES TO BE FINANCED BY DOMESTIC RESOURCES (\*)

NAME OF UNDERTAKING/ DEPARTMENT/ MINISTRY : (Outlay/Expenditure in Rs. crores and Physical Target/Benefits in relevant units of Measurement)

PARTICULARS	CODE NO.	NATURE AND MAJOR HEAD/ MINOR HEAD OF THE SCHEME	COMENCEMENT YEAR	ESTIMATED COST	ANNUAL: PLAN 1976-97 PROPOSED PLAN OUTLAY	ANTICIPATED BENEFITS (in Units) EIGHTH 1996-97 BEYOND EIGHTH PLAN	REMARKS (Specifically Environmental Measures/ Costs)		
1.	2.	3.	4.	5.	6.	7.	8.	9.	10.

NEW SCHEMES ARE

1)

112

111)

14)

15)

TOTAL

NIL

as (1) the proposals for new schemes may be listed after exhausting schemes : (a) covered under Annexure IV "A", viz., ecological engineering 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.

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

ANNUAL PLAN (1996-97) - PROPOSALS FOR EXTERNALLY AIDED SCHEMES/ PROGRAMMES/ PROJECTS (See footnotes (1) (2) (3))

(Outlay/Expenditure in Rs. crores and Physical targets/benefits in relevant units of measurement)

PARTICULARS CODE NO NATURE & COMMERCE LOCATION YEAR OF THE OF SCHEME OF	ESTIMATED COST	ANTICIPATED BENEFITS (in Units)													SOURCE Deptt.		2 (years)							
		1992-93 Approved Outlay	1992-93 Actual	1993-94 Actual	1993-94 Approved Outlay	1993-94 Actual	1993-94 Approved Outlay	1993-94 Actual	1993-94 Approved Outlay	1993-94 Actual	1993-94 Approved Outlay	1993-94 Actual	1993-94 Approved Outlay	1993-94 Actual	1993-94 Approved Outlay	1993-94 Actual		1993-94 Approved Outlay	1993-94 Actual	1993-94 Approved Outlay	1993-94 Actual	1993-94 Approved Outlay	1993-94 Actual	1993-94 Approved Outlay
1994-95 Approved Outlay	1994-95 Actual	1994-95 Approved Outlay	1994-95 Actual	1994-95 Approved Outlay	1994-95 Actual	1994-95 Approved Outlay	1994-95 Actual	1994-95 Approved Outlay	1994-95 Actual	1994-95 Approved Outlay	1994-95 Actual	1994-95 Approved Outlay	1994-95 Actual	1994-95 Approved Outlay	1994-95 Actual	1994-95 Approved Outlay	1994-95 Actual	1994-95 Approved Outlay	1994-95 Actual	1994-95 Approved Outlay	1994-95 Actual	1994-95 Approved Outlay	1994-95 Actual	1994-95 Approved Outlay
1995-96 Approved Outlay	1995-96 Actual	1995-96 Approved Outlay	1995-96 Actual	1995-96 Approved Outlay	1995-96 Actual	1995-96 Approved Outlay	1995-96 Actual	1995-96 Approved Outlay	1995-96 Actual	1995-96 Approved Outlay	1995-96 Actual	1995-96 Approved Outlay	1995-96 Actual	1995-96 Approved Outlay	1995-96 Actual	1995-96 Approved Outlay	1995-96 Actual	1995-96 Approved Outlay	1995-96 Actual	1995-96 Approved Outlay	1995-96 Actual	1995-96 Approved Outlay	1995-96 Actual	1995-96 Approved Outlay
1996-97 Approved Outlay	1996-97 Actual	1996-97 Approved Outlay	1996-97 Actual	1996-97 Approved Outlay	1996-97 Actual	1996-97 Approved Outlay	1996-97 Actual	1996-97 Approved Outlay	1996-97 Actual	1996-97 Approved Outlay	1996-97 Actual	1996-97 Approved Outlay	1996-97 Actual	1996-97 Approved Outlay	1996-97 Actual	1996-97 Approved Outlay	1996-97 Actual	1996-97 Approved Outlay	1996-97 Actual	1996-97 Approved Outlay	1996-97 Actual	1996-97 Approved Outlay	1996-97 Actual	1996-97 Approved Outlay
1997-98 Approved Outlay	1997-98 Actual	1997-98 Approved Outlay	1997-98 Actual	1997-98 Approved Outlay	1997-98 Actual	1997-98 Approved Outlay	1997-98 Actual	1997-98 Approved Outlay	1997-98 Actual	1997-98 Approved Outlay	1997-98 Actual	1997-98 Approved Outlay	1997-98 Actual	1997-98 Approved Outlay	1997-98 Actual	1997-98 Approved Outlay	1997-98 Actual	1997-98 Approved Outlay	1997-98 Actual	1997-98 Approved Outlay	1997-98 Actual	1997-98 Approved Outlay	1997-98 Actual	1997-98 Approved Outlay
1998-99 Approved Outlay	1998-99 Actual	1998-99 Approved Outlay	1998-99 Actual	1998-99 Approved Outlay	1998-99 Actual	1998-99 Approved Outlay	1998-99 Actual	1998-99 Approved Outlay	1998-99 Actual	1998-99 Approved Outlay	1998-99 Actual	1998-99 Approved Outlay	1998-99 Actual	1998-99 Approved Outlay	1998-99 Actual	1998-99 Approved Outlay	1998-99 Actual	1998-99 Approved Outlay	1998-99 Actual	1998-99 Approved Outlay	1998-99 Actual	1998-99 Approved Outlay	1998-99 Actual	1998-99 Approved Outlay
1999-00 Approved Outlay	1999-00 Actual	1999-00 Approved Outlay	1999-00 Actual	1999-00 Approved Outlay	1999-00 Actual	1999-00 Approved Outlay	1999-00 Actual	1999-00 Approved Outlay	1999-00 Actual	1999-00 Approved Outlay	1999-00 Actual	1999-00 Approved Outlay	1999-00 Actual	1999-00 Approved Outlay	1999-00 Actual	1999-00 Approved Outlay	1999-00 Actual	1999-00 Approved Outlay	1999-00 Actual	1999-00 Approved Outlay	1999-00 Actual	1999-00 Approved Outlay	1999-00 Actual	1999-00 Approved Outlay
2000-01 Approved Outlay	2000-01 Actual	2000-01 Approved Outlay	2000-01 Actual	2000-01 Approved Outlay	2000-01 Actual	2000-01 Approved Outlay	2000-01 Actual	2000-01 Approved Outlay	2000-01 Actual	2000-01 Approved Outlay	2000-01 Actual	2000-01 Approved Outlay	2000-01 Actual	2000-01 Approved Outlay	2000-01 Actual	2000-01 Approved Outlay	2000-01 Actual	2000-01 Approved Outlay	2000-01 Actual	2000-01 Approved Outlay	2000-01 Actual	2000-01 Approved Outlay	2000-01 Actual	2000-01 Approved Outlay
2001-02 Approved Outlay	2001-02 Actual	2001-02 Approved Outlay	2001-02 Actual	2001-02 Approved Outlay	2001-02 Actual	2001-02 Approved Outlay	2001-02 Actual	2001-02 Approved Outlay	2001-02 Actual	2001-02 Approved Outlay	2001-02 Actual	2001-02 Approved Outlay	2001-02 Actual	2001-02 Approved Outlay	2001-02 Actual	2001-02 Approved Outlay	2001-02 Actual	2001-02 Approved Outlay	2001-02 Actual	2001-02 Approved Outlay	2001-02 Actual	2001-02 Approved Outlay	2001-02 Actual	2001-02 Approved Outlay
2002-03 Approved Outlay	2002-03 Actual	2002-03 Approved Outlay	2002-03 Actual	2002-03 Approved Outlay	2002-03 Actual	2002-03 Approved Outlay	2002-03 Actual	2002-03 Approved Outlay	2002-03 Actual	2002-03 Approved Outlay	2002-03 Actual	2002-03 Approved Outlay	2002-03 Actual	2002-03 Approved Outlay	2002-03 Actual	2002-03 Approved Outlay	2002-03 Actual	2002-03 Approved Outlay	2002-03 Actual	2002-03 Approved Outlay	2002-03 Actual	2002-03 Approved Outlay	2002-03 Actual	2002-03 Approved Outlay
2003-04 Approved Outlay	2003-04 Actual	2003-04 Approved Outlay	2003-04 Actual	2003-04 Approved Outlay	2003-04 Actual	2003-04 Approved Outlay	2003-04 Actual	2003-04 Approved Outlay	2003-04 Actual	2003-04 Approved Outlay	2003-04 Actual	2003-04 Approved Outlay	2003-04 Actual	2003-04 Approved Outlay	2003-04 Actual	2003-04 Approved Outlay	2003-04 Actual	2003-04 Approved Outlay	2003-04 Actual	2003-04 Approved Outlay	2003-04 Actual	2003-04 Approved Outlay	2003-04 Actual	2003-04 Approved Outlay
2004-05 Approved Outlay	2004-05 Actual	2004-05 Approved Outlay	2004-05 Actual	2004-05 Approved Outlay	2004-05 Actual	2004-05 Approved Outlay	2004-05 Actual	2004-05 Approved Outlay	2004-05 Actual	2004-05 Approved Outlay	2004-05 Actual	2004-05 Approved Outlay	2004-05 Actual	2004-05 Approved Outlay	2004-05 Actual	2004-05 Approved Outlay	2004-05 Actual	2004-05 Approved Outlay	2004-05 Actual	2004-05 Approved Outlay	2004-05 Actual	2004-05 Approved Outlay	2004-05 Actual	2004-05 Approved Outlay
2005-06 Approved Outlay	2005-06 Actual	2005-06 Approved Outlay	2005-06 Actual	2005-06 Approved Outlay	2005-06 Actual	2005-06 Approved Outlay	2005-06 Actual	2005-06 Approved Outlay	2005-06 Actual	2005-06 Approved Outlay	2005-06 Actual	2005-06 Approved Outlay	2005-06 Actual	2005-06 Approved Outlay	2005-06 Actual	2005-06 Approved Outlay	2005-06 Actual	2005-06 Approved Outlay	2005-06 Actual	2005-06 Approved Outlay	2005-06 Actual	2005-06 Approved Outlay	2005-06 Actual	2005-06 Approved Outlay
2006-07 Approved Outlay	2006-07 Actual	2006-07 Approved Outlay	2006-07 Actual	2006-07 Approved Outlay	2006-07 Actual	2006-07 Approved Outlay	2006-07 Actual	2006-07 Approved Outlay	2006-07 Actual	2006-07 Approved Outlay	2006-07 Actual	2006-07 Approved Outlay	2006-07 Actual	2006-07 Approved Outlay	2006-07 Actual	2006-07 Approved Outlay	2006-07 Actual	2006-07 Approved Outlay	2006-07 Actual	2006-07 Approved Outlay	2006-07 Actual	2006-07 Approved Outlay	2006-07 Actual	2006-07 Approved Outlay
2007-08 Approved Outlay	2007-08 Actual	2007-08 Approved Outlay	2007-08 Actual	2007-08 Approved Outlay	2007-08 Actual	2007-08 Approved Outlay	2007-08 Actual	2007-08 Approved Outlay	2007-08 Actual	2007-08 Approved Outlay	2007-08 Actual	2007-08 Approved Outlay	2007-08 Actual	2007-08 Approved Outlay	2007-08 Actual	2007-08 Approved Outlay	2007-08 Actual	2007-08 Approved Outlay	2007-08 Actual	2007-08 Approved Outlay	2007-08 Actual	2007-08 Approved Outlay	2007-08 Actual	2007-08 Approved Outlay
2008-09 Approved Outlay	2008-09 Actual	2008-09 Approved Outlay	2008-09 Actual	2008-09 Approved Outlay	2008-09 Actual	2008-09 Approved Outlay	2008-09 Actual	2008-09 Approved Outlay	2008-09 Actual	2008-09 Approved Outlay	2008-09 Actual	2008-09 Approved Outlay	2008-09 Actual	2008-09 Approved Outlay	2008-09 Actual	2008-09 Approved Outlay	2008-09 Actual	2008-09 Approved Outlay	2008-09 Actual	2008-09 Approved Outlay	2008-09 Actual	2008-09 Approved Outlay	2008-09 Actual	2008-09 Approved Outlay
2009-10 Approved Outlay	2009-10 Actual	2009-10 Approved Outlay	2009-10 Actual	2009-10 Approved Outlay	2009-10 Actual	2009-10 Approved Outlay	2009-10 Actual	2009-10 Approved Outlay	2009-10 Actual	2009-10 Approved Outlay	2009-10 Actual	2009-10 Approved Outlay	2009-10 Actual	2009-10 Approved Outlay	2009-10 Actual	2009-10 Approved Outlay	2009-10 Actual	2009-10 Approved Outlay	2009-10 Actual	2009-10 Approved Outlay	2009-10 Actual	2009-10 Approved Outlay	2009-10 Actual	2009-10 Approved Outlay
2010-11 Approved Outlay	2010-11 Actual	2010-11 Approved Outlay	2010-11 Actual	2010-11 Approved Outlay	2010-11 Actual	2010-11 Approved Outlay	2010-11 Actual	2010-11 Approved Outlay	2010-11 Actual	2010-11 Approved Outlay	2010-11 Actual	2010-11 Approved Outlay	2010-11 Actual	2010-11 Approved Outlay	2010-11 Actual	2010-11 Approved Outlay	2010-11 Actual	2010-11 Approved Outlay	2010-11 Actual	2010-11 Approved Outlay	2010-11 Actual	2010-11 Approved Outlay	2010-11 Actual	2010-11 Approved Outlay
2011-12 Approved Outlay	2011-12 Actual	2011-12 Approved Outlay	2011-12 Actual	2011-12 Approved Outlay	2011-12 Actual	2011-12 Approved Outlay	2011-12 Actual	2011-12 Approved Outlay	2011-12 Actual	2011-12 Approved Outlay	2011-12 Actual	2011-12 Approved Outlay	2011-12 Actual	2011-12 Approved Outlay	2011-12 Actual	2011-12 Approved Outlay	2011-12 Actual	2011-12 Approved Outlay	2011-12 Actual	2011-12 Approved Outlay	2011-12 Actual	2011-12 Approved Outlay	2011-12 Actual	2011-12 Approved Outlay
2012-13 Approved Outlay	2012-13 Actual	2012-13 Approved Outlay	2012-13 Actual	2012-13 Approved Outlay	2012-13 Actual	2012-13 Approved Outlay	2012-13 Actual	2012-13 Approved Outlay	2012-13 Actual	2012-13 Approved Outlay	2012-13 Actual	2012-13 Approved Outlay	2012-13 Actual	2012-13 Approved Outlay	2012-13 Actual	2012-13 Approved Outlay	2012-13 Actual	2012-13 Approved Outlay	2012-13 Actual	2012-13 Approved Outlay	2012-13 Actual	2012-13 Approved Outlay	2012-13 Actual	2012-13 Approved Outlay
2013-14 Approved Outlay	2013-14 Actual	2013-14 Approved Outlay	2013-14 Actual	2013-14 Approved Outlay	2013-14 Actual	2013-14 Approved Outlay	2013-14 Actual	2013-14 Approved Outlay	2013-14 Actual	2013-14 Approved Outlay	2013-14 Actual	2013-14 Approved Outlay	2013-14 Actual	2013-14 Approved Outlay	2013-14 Actual	2013-14 Approved Outlay	2013-14 Actual	2013-14 Approved Outlay	2013-14 Actual	2013-14 Approved Outlay	2013-14 Actual	2013-14 Approved Outlay	2013-14 Actual	2013-14 Approved Outlay
2014-15 Approved Outlay	2014-15 Actual	2014-15 Approved Outlay	2014-15 Actual	2014-15 Approved Outlay	2014-15 Actual	2014-15 Approved Outlay	2014-15 Actual	2014-15 Approved Outlay	2014-15 Actual	2014-15 Approved Outlay	2014-15 Actual	2014-15 Approved Outlay	2014-15 Actual	2014-15 Approved Outlay	2014-15 Actual	2014-15 Approved Outlay	2014-15 Actual	2014-15 Approved Outlay	2014-15 Actual	2014-15 Approved Outlay	2014-15 Actual	2014-15 Approved Outlay	2014-15 Actual	2014-15 Approved Outlay
2015-16 Approved Outlay	2015-16 Actual	2015-16 Approved Outlay	2015-16 Actual	2015-16 Approved Outlay	2015-16 Actual	2015-16 Approved Outlay	2015-16 Actual	2015-16 Approved Outlay	2015-16 Actual	2015-16 Approved Outlay	2015-16 Actual	2015-16 Approved Outlay	2015-16 Actual	2015-16 Approved Outlay	2015-16 Actual	2015-16 Approved Outlay	2015-16 Actual	2015-16 Approved Outlay	2015-16 Actual	2015-16 Approved Outlay	2015-16 Actual	2015-16 Approved Outlay	2015-16 Actual	2015-16 Approved Outlay
2016-17 Approved Outlay	2016-17 Actual	2016-17 Approved Outlay	2016-17 Actual	2016-17 Approved Outlay	2016-17 Actual	2016-17 Approved Outlay	2016-17 Actual	2016-17 Approved Outlay	2016-17 Actual	2016-17 Approved Outlay	2016-17 Actual	2016-17 Approved Outlay	2016-17 Actual	2016-17 Approved Outlay	2016-17 Actual	2016-17 Approved Outlay	2016-17 Actual	2016-17 Approved Outlay	2016-17 Actual	2016-17 Approved Outlay	2016-17 Actual	2016-17 Approved Outlay	2016-17 Actual	2016-17 Approved Outlay
2017-18 Approved Outlay	2017-18 Actual	2017-18 Approved Outlay	2017-18 Actual	2017-18 Approved Outlay	2017-18 Actual	2017-18 Approved Outlay	2017-18 Actual	2017-18 Approved Outlay	2017-18 Actual	2017-18 Approved Outlay	2017-18 Actual	2017-18 Approved Outlay	2017-18 Actual	2017-18 Approved Outlay	2017-18 Actual	2017-18 Approved Outlay	2017-18 Actual	2017-18 Approved Outlay	2017-18 Actual	2017-18 Approved Outlay	2017-18 Actual	2017-18 Approved Outlay	2017-18 Actual	2017-18 Approved Outlay
2018-19 Approved Outlay	2018-19 Actual	2018-19 Approved Outlay	2018-19 Actual	2018-19 Approved Outlay	2018-19 Actual	2018-19 Approved Outlay	2018-19 Actual	2018-19 Approved Outlay	2018-19 Actual	2018-19 Approved Outlay	2018-19 Actual	2018-19 Approved Outlay	2018-19 Actual	2018-19 Approved Outlay	2018-19 Actual	2018-19 Approved Outlay	2018-19 Actual	2018-19 Approved Outlay	2018-19 Actual	2018-19 Approved Outlay	2018-19 Actual	2018-19 Approved Outlay	2018-19 Actual	2018-19 Approved Outlay
2019-20 Approved Outlay	2019-20 Actual	2019-20 Approved Outlay	2019-20 Actual	2019-20 Approved Outlay	2019-20 Actual	2019-20 Approved Outlay	2019-20 Actual	2019-20 Approved Outlay	2019-20 Actual	2019-20 Approved Outlay	2019-20 Actual	2019-20 Approved Outlay	2019-20 Actual	2019-20 Approved Outlay	2019-20 Actual	2019-20 Approved Outlay	2019-20 Actual	2019-20 Approved Outlay	2019-20 Actual	2019-20 Approved Outlay	2019-20 Actual	2019-20 Approved Outlay	2019-20 Actual	2019-20 Approved Outlay
2020-21 Approved Outlay	2020-21 Actual	2020-21 Approved Outlay	2020-21 Actual	2020-21 Approved Outlay	2020-21 Actual	2020-21 Approved Outlay	2020-21 Actual	2020-21 Approved Outlay	2020-21 Actual	2020-21 Approved Outlay	2020-21 Actual	2020-21 Approved Outlay	2020-21 Actual	2020-21 Approved Outlay	2020-21 Actual	2020-21 Approved Outlay	2020-21 Actual	2020-21 Approved Outlay	2020-21 Actual	2020-21 Approved Outlay	2020-21 Actual	2020-21 Approved Outlay	2020-21 Actual	2020-21 Approved Outlay
2021-22 Approved Outlay	2021-22 Actual	2021-22 Approved Outlay	2021-22 Actual	2021-22 Approved Outlay	2021-22 Actual	2021-22 Approved Outlay	2021-22 Actual	2021-22 Approved Outlay	2021-22 Actual	2021-22 Approved														

a-1 Schemes completed during 1990-95/ likely to be completed during 1995-96 (Spill over liability, if any, for 1996-97 and beyond)

- (a) External aid Component - in foreign currency
- (b) Domestic Resource Counterpart
- (c) SCARC TOTAL (a+b) (Rs. crores)

TOTAL (a-1)

a-2. Critical Gaping Schemes as on 31.03.1996

- (a) External aid Component - in foreign currency
- (b) Domestic Resource Counterpart
- (c) SCARC TOTAL (a+b) (Rs. crores)

TOTAL (a-2)

1 - 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) - Expenditure as well as external aid component, i.e., total outlay/ expenditure of externally aided schemes (for which aid is coming through Central Budget) should be shown in Annexure V A to V D (2) - The outlay, expenditure and cost of such scheme in Annexure V A to V D should be specified in three rows as shown in Col. 1, viz., (a) amount through external aid, (b) repay, i.e., domestic resource counterpart and (c) total (i.e., a+b). (3) - Data to which exchange rate pertains may be given for the respective columns.



Iceberg/Expansive in H. errors and Physical Inputs/Outputs in relevant value of output!

[illegible]

1. Letter to Corroborate - in foreign contract

cc: SCAMF 1374; 14-01105. CREF001

7298

1. 2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13. 14. 15. 16. 17. 18. 19. 20. 21. 22. 23. 24. 25. 26. 27. 28. 29. 30. 31. 32. 33. 34. 35. 36. 37. 38. 39. 40. 41. 42. 43. 44. 45. 46. 47. 48. 49. 50. 51. 52. 53. 54. 55. 56. 57. 58. 59. 60. 61. 62. 63. 64. 65. 66. 67. 68. 69. 70. 71. 72. 73. 74. 75. 76. 77. 78. 79. 80. 81. 82. 83. 84. 85. 86. 87. 88. 89. 90. 91. 92. 93. 94. 95. 96. 97. 98. 99. 100. 101. 102. 103. 104. 105. 106. 107. 108. 109. 110. 111. 112. 113. 114. 115. 116. 117. 118. 119. 120. 121. 122. 123. 124. 125. 126. 127. 128. 129. 130. 131. 132. 133. 134. 135. 136. 137. 138. 139. 140. 141. 142. 143. 144. 145. 146. 147. 148. 149. 150. 151. 152. 153. 154. 155. 156. 157. 158. 159. 160. 161. 162. 163. 164. 165. 166. 167. 168. 169. 170. 171. 172. 173. 174. 175. 176. 177. 178. 179. 180. 181. 182. 183. 184. 185. 186. 187. 188. 189. 190. 191. 192. 193. 194. 195. 196. 197. 198. 199. 200. 201. 202. 203. 204. 205. 206. 207. 208. 209. 210. 211. 212. 213. 214. 215. 216. 217. 218. 219. 220. 221. 222. 223. 224. 225. 226. 227. 228. 229. 230. 231. 232. 233. 234. 235. 236. 237. 238. 239. 240. 241. 242. 243. 244. 245. 246. 247. 248. 249. 250. 251. 252. 253. 254. 255. 256. 257. 258. 259. 260. 261. 262. 263. 264. 265. 266. 267. 268. 269. 270. 271. 272. 273. 274. 275. 276. 277. 278. 279. 280. 281. 282. 283. 284. 285. 286. 287. 288. 289. 290. 291. 292. 293. 294. 295. 296. 297. 298. 299. 300. 301. 302. 303. 304. 305. 306. 307. 308. 309. 310. 311. 312. 313. 314. 315. 316. 317. 318. 319. 320. 321. 322. 323. 324. 325. 326. 327. 328. 329. 330. 331. 332. 333. 334. 335. 336. 337. 338. 339. 340. 341. 342. 343. 344. 345. 346. 347. 348. 349. 350. 351. 352. 353. 354. 355. 356. 357. 358. 359. 360. 361. 362. 363. 364. 365. 366. 367. 368. 369. 370. 371. 372. 373. 374. 375. 376. 377. 378. 379. 380. 381. 382. 383. 384. 385. 386. 387. 388. 389. 390. 391. 392. 393. 394. 395. 396. 397. 398. 399. 400. 401. 402. 403. 404. 405. 406. 407. 408. 409. 410. 411. 412. 413. 414. 415. 416. 417. 418. 419. 420. 421. 422. 423. 424. 425. 426. 427. 428. 429. 430. 431. 432. 433. 434. 435. 436. 437. 438. 439. 440. 441. 442. 443. 444. 445. 446. 447. 448. 449. 450. 451. 452. 453. 454. 455. 456. 457. 458. 459. 460. 461. 462. 463. 464. 465. 466. 467. 468. 469. 470. 471. 472. 473. 474. 475. 476. 477. 478. 479. 480. 481. 482. 483. 484. 485. 486. 487. 488. 489. 490. 491. 492. 493. 494. 495. 496. 497. 498. 499. 500. 501. 502. 503. 504. 505. 506. 507. 508. 509. 510. 511. 512. 513. 514. 515. 516. 517. 518. 519. 520. 521. 522. 523. 524. 525. 526. 527. 528. 529. 530. 531. 532. 533. 534. 535. 536. 537. 538. 539. 540. 541. 542. 543. 544. 545. 546. 547. 548. 549. 550. 551. 552. 553. 554. 555. 556. 557. 558. 559. 560. 561. 562. 563. 564. 565. 566. 567. 568. 569. 570. 571. 572. 573. 574. 575. 576. 577. 578. 579. 580. 581. 582. 583. 584. 585. 586. 587. 588. 589. 590. 591. 592. 593. 594. 595. 596. 597. 598. 599. 600. 601. 602. 603. 604. 605. 606. 607. 608. 609. 610. 611. 612. 613. 614. 615. 616. 617. 618. 619. 620. 621. 622. 623. 624. 625. 626. 627. 628. 629. 630. 631. 632. 633. 634. 635. 636. 637. 638. 639. 640. 641. 642. 643. 644. 645. 646. 647. 648. 649. 650. 651. 652. 653. 654. 655. 656. 657. 658. 659. 660. 661. 662. 663. 664. 665. 666. 667. 668. 669. 670. 671. 672. 673. 674. 675. 676. 677. 678. 679. 680. 681. 682. 683. 684. 685. 686. 687. 688. 689. 690. 691. 692. 693. 694. 695. 696. 697. 698. 699. 700. 701. 702. 703. 704. 705. 706. 707. 708. 709. 710. 711. 712. 713. 714. 715. 716. 717. 718. 719. 720. 721. 722. 723. 724. 725. 726. 727. 728. 729. 730. 731. 732. 733. 734. 735. 736. 737. 738. 739. 740. 741. 742. 743. 744. 745. 746. 747. 748. 749. 750. 751. 752. 753. 754. 755. 756. 757. 758. 759. 760. 761. 762. 763. 764. 765. 766. 767. 768. 769. 770. 771. 772. 773. 774. 775. 776. 777. 778. 779. 780. 781. 782. 783. 784. 785. 786. 787. 788. 789. 790. 791. 792. 793. 794. 795. 796. 797. 798. 799. 800. 801. 802. 803. 804. 805. 806. 807. 808. 809. 810. 811. 812. 813. 814. 815. 816. 817. 818. 819. 820. 821. 822. 823. 824. 825. 826. 827. 828. 829. 830. 831. 832. 833. 834. 835. 836. 837. 838. 839. 840. 84

# ANNEXURE V "C"

## ANNUAL PLAN 1996-97 - PROPOSALS FOR EXTERNALLY AIDED SCHEMES/PROJECTS/ PROGRAMMES (1) (2) (3)

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

NAME OF UNDERTAKING/ DEPARTMENT/ MINISTRY :

| PARTICULARS | CODE NO.<br>MAJOR HEAD/<br>MINOR HEAD OF THE<br>SCHEME | NATURE AND<br>LOCATION<br>YEAR | COMMENCEMENT<br>YEAR | ESTIMATED<br>COST | ANTICIPATED BENEFITS (in Units)                 |                |                                     |    | SOURCE<br>OF<br>AID | Department<br>of Economic<br>Affairs<br>Approval<br>Letter No. | REMARKS<br>(Specifically<br>Environmental<br>Measures/<br>Costs) |
|-------------|--|--------------------------------|----------------------|-------------------|---|----------------|-------------------------------------|----|---------------------|--|--|
|             |  |                                |                      |                   | ANNUAL<br>PLAN<br>1996-97<br>PROPOSED<br>OUTLAY | EIGHTH<br>PLAN | 1996-97<br>BEYOND<br>EIGHTH<br>PLAN |    |                     |  |  |
|             |  |                                |                      |                   | 6.  | 7.             | 8.                                  | 9. | 10.                 | 11.  | 12.  |
|             |  |                                |                      | 5.                |   |                |                                     |    |                     |  |  |
|             | 3.   |                                |                      |                   |   |                |                                     |    |                     |  |  |

### NEW SCHEMES #

- (1) Name of the Scheme
- (a) External aid Component : in foreign currency
- (b) Domestic Resource Component : in Rupees Crores
- (c) SCHEME TOTAL (a+b) (Rs. Crores)

### 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.

(3) Rupee component as well as external aid component, i.e., total outlay/ expenditure of externally aided schemes (for which aid is routed through Central Budget) should be shown in Annexures IV A to IV D.

(4) The outlay, expenditure and cost of each scheme in Annexure V A TO V D should be specified in three rows as shown in Col. 1, viz., (a) amount through external aid, (b) Rupee, i.e., domestic resource counterpart and (c) total (i.e., a+b).

(5) Date to which exchange rate contains may be given for the respective columns.

# ANNEXURE V "D"

## DEPARTMENT SUMMARY

### ANNUAL PLAN 1996-97 - PROPOSALS FOR EXTERNALLY AIDED PROJECTS/ PROGRAMMES

( See footnotes (1);(2)&(3) )

#### NAME OF UNDERTAKING/ DEPARTMENT/ MINISTRY :

| PARTICULARS               |  |           |  |             |  |             |  |             |  |
|---------------------------|--|-----------|--|-------------|--|-------------|--|-------------|--|
| CODE NO.                  |  | ESTIMATED |  | EIGHTH PLAN |  | ANNUAL PLAN |  | ANNUAL PLAN |  |
| MAJOR HEAD/<br>MINOR HEAD |  | COST      |  | (1992-97)   |  | 1992-93     |  | 1993-94     |  |
|                           |  |           |  |             |  | ANNUAL PLAN |  | ANNUAL PLAN |  |
|                           |  |           |  |             |  | 1994-95     |  | 1995-96     |  |
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1. SCHEMES COMPLETED DURING 1994-95/  
LIKELY TO BE COMPLETED DURING 1995-96.  
(SPILL OVER LIABILITY, IF ANY, FOR 1996-97 AND BEYOND)  
(Vide Annexure V "A")

2. CRITICAL ONGOING SCHEMES  
(Vide Annexure V "A")

3. SCHEMES AIMED AT  
MAXIMISING BENEFITS  
FROM THE EXISTING  
CAPACITY AS ON 31.3.1996  
(Vide Annexure V "B")

5. NEW SCHEMES  
(Vide Annexure V "C")

6. DEPARTMENT TOTAL

- (1) Rupee component as well as external aid component, i.e., total outlay/ expenditure of externally aided schemes.  
(For which aid is routed through Central Budget) should be shown in Annexure V A to V D.
- (2) The outlay, expenditure and cost of each scheme in Annexure V A TO V D should be specified in three rows as shown in Col. 1, viz., (a) amount through external aid, b) rupee, i.e., domestic resources counterpart and (c) total (i.e., a+b).
- (3) Date to which exchange rate pertains may be given for the respective columns.

Nil

ANNEXURE VI  
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ANNUAL PLAN 1993-97 - LIST OF EARLIER SCHEMES/ PROGRAMMES TO BE WEEDED OUT

NAME OF UNDERTAKING/ DEPARTMENT/ MINISTRY : .....

(Outlay/Expenditure in Rs. crores)

| PARTICULARS | CODE NO. | NATURE AND<br>LOCATION<br>OF THE<br>SCHEME | COMMENCEMENT<br>YEAR | ESTIMATED<br>COST | SEVENTH<br>PLAN<br>(ACTUAL<br>EXPENDITURE) | TOTAL FOR TWO<br>SEPARATE ANNUAL<br>PLANS:1990-91<br>AND 1991-92<br>(ACTUAL<br>EXPENDITURE) | FIRST YEAR OF<br>EIGHTH PLAN -<br>ANNUAL PLAN<br>1992-93<br>(ACTUAL<br>EXPENDITURE) |    | SECOND YEAR OF<br>EIGHTH PLAN -<br>ANNUAL PLAN<br>1993-94<br>(ACTUAL<br>EXPENDITURE) |     | THIRD YEAR OF<br>EIGHTH PLAN -<br>ANNUAL PLAN<br>1994-95<br>(ACTUAL<br>EXPENDITURE) |  | FOURTH YEAR OF<br>EIGHTH PLAN -<br>ANNUAL PLAN<br>1995-96<br>(ANTICIPATED<br>EXPENDITURE) |  | REMARKS |
|-------------|----------|--|----------------------|-------------------|--|---|---|----|--|-----|---|--|---|--|---------|
|             |          |  |                      |                   |  |   | 8.  | 9. | 10.  | 11. | 12.   |  |   |  |         |
| 1.          | 2.       | 3.   | 4.                   | 5.                | 6.   | 7.  | 8.  | 9. | 10.  | 11. | 12.   |  |   |  |         |

NAME OF THE SCHEMES/  
PROGRAMMES

Nil

TOTAL



.....

• • • • •

... 300 ...

ANNUAL REPORT  
FOR THE

FINANCIAL YEAR

APRIL 1994 - MARCH 1995

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- I. Introduction
  - II. Constitution of the Board
  - III. Meetings of the Board
  - IV. Constitution of the Planning Committee
  - V. Meetings of the Planning Committee
  - VI. Details of the activities in the various Sub-regions
  - VII. Details of activities in urban areas outside the National Capital Region selected under sub-section 'f' of Section 8.
  - VIII. Finance, Accounts and Audit.
  - IX. Other activities
- Appendix:  
Annexure - A  
Annexure - B  
Annexure - C

## NATIONAL CAPITAL REGION PLANNING BOARD

ANNUAL REPORT FOR 1994 - 1995

### I. INTRODUCTION

Under Section 24 of the National Capital Region Planning Board Act 1985 an Annual Report is to be prepared giving a full account of its activities during the financial year immediately preceding the financial year in which such report is prepared and forward copies to the Central Government and the participating States and NCT - Delhi.

The National Capital Region Planning Board has completed a decade of service in March, 1995. During this relatively brief period, the Board has succeeded in bringing a detailed development plan for the National Capital Region, keeping 2001 A.D. as the target year. Regional Plan 2001, as it is called, has the distinction of being the only statutory plan in the entire country for the development of an inter-state region, which in this case, comprises the National Capital Territory of Delhi and neighbouring districts of the States of Haryana, Rajasthan and Uttar Pradesh, covering geographical area of 30.242 sq. km. The Regional Plan, which has the core objectives of containing the population size of Delhi at the level of 112 lakhs by 2001 and developing NCR in a balanced and harmonious manner, lays emphasis on developing large-scale employment generating activities in 8 identified priority towns/complexes and 2 DMA towns, strategically located, to retard the flow of



migrants to Delhi, the bulk of whom come from the neighbouring states. Keeping this in view it also provides for the improvement of the essential urban civic services and transport infrastructure, both at regional and local levels, so as to attract and absorb the surplus population to be deflected from Delhi through a simultaneous decentralisation and dispersal of economic and administrative activities now concentrated in the National Capital.

#### **Finanlisation of VIII Plan Investment Programme :**

---

In order to achieve targets and objectives of the Regional Plan, the NCR Planning Board in its 16th Meeting held on 28.6.93 had approved a multi-sectoral investment programme for the VIII Plan Period (1992-97) comprising the following outlays:

|  |              |
|--|--------------|
| Central Sector   | Rs. 1846 cr. |
| (National Highways, Expressways, Railways, Telecommunications in NCR Towns and counter magnet towns and water supply in Delhi) |              |

#### **State sector:**

|   |              |
|---|--------------|
| I. Land acquisition and development of Regional Centres | Rs. 1024 Cr. |
| II. Development of Sub-regional Centres                 | Rs. 136 Cr.  |
| III. Development of Counter- Magnet Areas               | Rs. 100 Cr.  |
| IV. Power (T&D)   | Rs. 492 Cr.  |
| V. Upgradation of Regional Roads                        | Rs. 210 Cr.  |
| VI. Institutional Strengthening for Plan Implementation | Rs. 5 Cr.    |

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|       |              |
|-------|--------------|
| Total | Rs. 1967 Cr. |
|-------|--------------|

---

|   |              |
|---|--------------|
| Grand total (Central Sector & State Sector) | Rs. 3813 Cr. |
|---|--------------|

The Central Ministries i.e. Railways, Surface Transport and Telecommunications, on the one hand, and participating State Governments on the other have been asked to earmark requisite finances for the implementation of NCR Schemes included in the Central Sector for VIII Plan Period and to prepare their own NCR Sub-Plan performance budgets for the purpose.

## **II. CONSTITUTION OF NCR PLANNING BOARD**

### **Composition**

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 coopted. The Board has further been reconstituted on 22.3.94. The final list of the reconstituted Board is at Annexure 'A'

## **III. MEETINGS OF THE BOARD**

Since April 1994 NCR Planning Board has met twice i.e. on 23.4.94 & 10.1.95.

In the 17th Adjourned Meeting of the Board held on 23.4.94, the following business has been transacted and decisions taken:-

### **1. Sub-Regional Plan for Rajasthan:**

The Board approved the Sub-regional Plan for Rajasthan.

### **2. Alternatives for Resource Mobilisation to meet additional financial requirements of the VIII Plan Investment Programme:**

Based on the discussions on the issue, the Board agreed to set up ad-hoc Committee at the Central level with representatives

of Ministries of Urban Development & Finance, Planning Commission and NCR Planning Board to draw a concrete proposal for mobilising additional resources and place it before the NCR Planning Board.

3. Constitution and functions of proposed Unified Transport Planning Group (Formerly unified Transport Authority) for NCR.  
-----

The Board approved the proposal for setting up of the UTPG with the proviso that the Transport Ministers of participating States (including GNCT-Delhi) should be members in place of respective Transport Secretaries.

4. Package of Incentives and Modalities for speedy Decentralisation of Delhi:  
-----

The Board's proposal for setting up a Standing Committee under 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.

In the 18th Board Meeting held on 10.1.95 the following business has been transacted and decision taken:

1) Mobilisation of resources and application of funds for financing of investment programme for State Sector (joint programmes) for the year 1994-95 and the balance period of 8th plan.

In order to achieve the targets and objectives of Regional Plan the Board approved the proposal for raising of about Rs. 800-900 crores during 8th Plan period, against an equity

contribution of Rs. 100 crores to be provided by the Board directly or through the Ministry of Urban Development, through bonds by HUDCO who are already floating such bonds. Through this money line of credit would be provided by HUDCO to NCR Planning Board. The rate of interest would be adjusted in such a manner that after amalgamating the money raised through bonds, the Central & State Govt. contributions and the internal accruals of the Board the average rate of interest on the loan would remain between 9-10%. The proposal also envisages creation of revolving funds by the States of about Rs. 10-20 crores in each of the selected towns which would be used to finance the projects which cannot be identified immediately, on the lines of the land bank created for Delhi in 1965 through the revolving fund by the DDA. The States would provide about 22-25% of the fund required for the projects while 75-78% of the financing will be provided by the NCR Planning Board as against the existing funding on 50:50 basis. The Board also approved that in order to achieve an average 9% rate of interest, some commercial projects should be financed on a commercial rate of interest. The proposal also envisages providing of loans for land acquisition for regional roads.

Since most of the finances are proposed to be raised through bonds, the financing pattern will have to be determined and governed by the condition of return of funds. It was hoped that the public sector investment of Rs. 8,000/- crores would invite at least Rs. 20,000/- crores of private sector investment. The proposal of the Planning Commission that there should be no



interest-free loan, rather there should be low interest loan, was approved.

2.2.2. Construction of inner and outer road grids provided in the Regional Plan through the World Bank Assistance.

The proposal regarding construction of inner and outer road grids provided in the Regional Plan through the World Bank assistance was taken up for discussion. The total cost of implementation of the project had been estimated at Rs. 480 crores at 1992-93 price level. The implementation of the project consisted of the two parts viz. i) construction of town by-passes for augmentation/new alignments of the remaining portion of existing roads. It was proposed by the Secretariat of the Board that the town by-passes which can be taken up on BOT basis may be implemented in the 8th plan period itself for which land acquisition component may be financed on a sharing basis between the States and the NCRPB on the pattern similar to financing of all other NCR project and that the rest of the construction cost can be made by the Private Company who would undertake the project on a BOT basis. As regards augmentation of the remaining sections of the roads the Secretariat of the Board proposed that the State Govts. should avail of the World Bank loan facility offered to the Govt. of India for the augmentation of State Highways. After detailed deliberations it was decided to keep the matter open and discuss it in further detail in the Unified Transport Planning Group under the Chairmanship of Minister for Urban Development.

#### IV. CONSTITUTION OF THE PLANNING COMMITTEE

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As provided in the NCR Planning Board Act, 1995 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 Govt. of India and Senior Representatives of the concerned Central Ministries and the Planning Commission, has been set up under the Chairmanship of Member Secretary, NCR Planning Board, to assist in the discharge of its functions. The composition of the Planning committee is at Annexure - 'B'.

#### V. MEETINGS OF THE PLANNING COMMITTEE

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Two meetings of the Planning Committee were held during the period April 1994 to March 1995 and the following business had been transacted and decision taken:-

##### 1. SUB-REGIONAL PLAN FOR NCR-DELHI

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In both the meetings held on 9.11.94 and 31.1.95 it was reported that the said Regional Plan for Delhi was still under consideration by the Govt. of NCT- Delhi.

##### 2. Time bound programme for the preparation of ODPs and formulation of detailed project plan for proposed integrated townships.

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###### a) Haryana

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The Haryana Authorities reported that the detailed project

report of Kundli would be finalised and submitted to NCRPB by March 95 and that the preparation of detailed project reports for Bahadurgarh, Rohtak, Rewari, Panipat, Dharuhera & Palwal was expected to be completed by June '95.

b) Uttar Pradesh

The Secretary Housing Deptt. Govt. of U.P. reported that project report for Meerut town and that for Bulandshahr had been submitted to the NCR Planning Board. He further reported that in regard to Hapur Project preparation of the approved Master Plan was at an advanced stage. The U.P. Govt. concurred in the suggestion that a development authority may be created for Hapur under the Chairmanship of District Magistrate with a full-time Vice-Chairman.

3. Sub-Regional Plan for Haryana.

The Chief Co-ordinator Planner, Haryana had reported that plotting of the present status of development on either side of Delhi-Haryana Border on DMA base map was in progress and that the manual plotting of the map was time consuming process and that it would take some more time to be completed.

4. Amendment of the U.P. Sub-Regional Plan

Secretary Housing Deptt. Govt. of UP reported that the detailed proposals on proposal for development of Bulandshahr-Khurja, Khurja growth centre and Chola was under preparation. Detailed proposal for development of Tronika City was also under preparation.

5. Implementation of NCR Inner and Outer Ring Roads (Inner-Outer grids)

It was decided to discuss this matter in the first meeting of the UTPG to be held shortly.

6. Mid term review of the Plan

The various stages of completion of studies undertaken for mid-term review of the Regional Plan - 2001 were reported.

7. Consideration of the application of M/s Delhi Auto. Ltd., forwarded by the Government of U.P. regarding change of land use from recreational to residential in Ghaziabad Master Plan.

Planning Committee decided not to encourage change of land use from areas reserved for recreational/green use to be converted into a different uses and even where such conversion may be required, it should be compensated by adding equivalent area into recreational and green area, within the Development Plan Area.

8. Proposal for setting up of Central NCR University in the National Capital Region.

It was reported that the Task Force set up for the purpose had narrowed down the choice for setting up a Central NCR University to either at Noida in UP and or at Gurgaon/Faridabad in Haryana. The Govt. of U.P. and Haryana have to send their offer a site of approx. 30-50 acres to be provided free of cost.

9. Integrated Mass Rapid Transit System Plan for Delhi, Delhi Metropolitan Area (DMA) and National Capital Region (NCR)

It was decided that this proposal will be discussed in the first meeting of UTPG to be held shortly.



In the 34th meeting of the Planning Committee held on 9.11.94, the following business has been transacted and decisions taken :: the decisions taken in the 34th Meeting of the Planning Committee were reviewed. These are as follows:-

**1. Approval of Sub-regional Plan for Haryana**

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It was decided that the modified Sub-regional Plan for Haryana would be placed before the NCR Planning Board for its approval.

**2. Proposed amendment to the U.P. Sub-regional Plan:**

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(a) Inclusion of Masauri-Gulaothi and khurja Growth Centre as additional Sub-regional Centre & proposal for inclusion of Chola in the bulandshahr-khurja complex:

The Planning Committee while agreeing with the proposal for development of Khurja growth centre as Sub-regional Centre stated that the proposal for Masauri-Gulaothi Sub-regional Centre may be reviewed.

(B) Proposal for inclusion of development of proposed Tronika City by UPSIDC in the U.P. Sub-regional plan and the Regional Plan NCR -2001: The proposal has been agreed to in principle to be accommodated at the time of review of Regional Plan - 2001.

**3. Mobilisation of resources for financing of the investment programme for the State Sector (Joint Programmes) for the year 1994-95 and the balance period of the VIII Plan :**

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Proposal for financing VIII Plan investment programme of NCRPB was although approved in principle, however, it was decided that a reference should be made to the State Governments

regarding the entire proposal.

4. Implementation of NCR Inner and Outer Ring Roads (Inner & Outer Grids)

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It was decided that the detailed procedure of loaning for implementation of the project will be discussed with the Chief Secretaries of Govt. of Haryana & U.P.

5. Mid-term review of the Plan - Approval of the paper on population projection for Delhi:

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The Planning Committee agreed with the suggestion of the Study Group on Demography.

6. Constitution of revolving fund for NCR Schemes:

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The proposal to constitute revolving fund for NCR Scheme was considered and it was decided that the representatives of the participating State Govt. will formally send their concurrence to the scheme after consulting their respective State Govts.

7. Khurja, Palwal, Rohtak Regional By-pass:

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The Railway Board has presented the proposal to provide a rail by-pass to Delhi for freight movement by adding conversion of meter gauge between Hathras and Mathura and laying of new broad gauge between Meerut and Panipat. The proposal was considered vis-a-vis twin objectives of Regional rail by-pass proposed in the Regional Plan-2001 viz (i) diverting the by passable freight movement away from Delhi and (ii) inter-connecting the priority towns of NCR. It was observed that the

rail by-pass suggested by Railway Board was serving only on purpose i.e. of diverting the by-passable freight traffic away from Delhi but it did not serve the other purpose of providing a rail link between priority towns of NCR. The Planning Committee felt that there was no harm in providing the wider rail by-pass as proposed by the Railway Board for diversion of by-passable freight traffic but as it did not serve the other purpose of the NCR Rail by-pass of linking priority towns which was of a vital importance in opening up the developmental avenues for the backward areas of Haryana & UP. It was suggested the Railway Board should not ignore the regional rail by-pass proposed in the Regional Plan-2001.

## **VI. DETAILS OF THE ACTIVITIES IN THE VARIOUS SUB-REGIONS**

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### **1. HARYANA SUB-REGION**

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The National Capital Region Planning Board Act was passed by the Parliament in January, 1985 and ratified by the Legislative Assemblies of Haryana, Uttar Pradesh and Rajasthan and came into being with effect from 28th March, 1985. The Act provided for preparation of a Draft Regional Plan by the Board and its publication for inviting objections and suggestions from the public. In order to assist the NCR Planning Board in the ~~various~~ functions, a Planning Committee has been constituted u/s 11 of the NCR Act. In order to channelise the funds and to ensure development within the NCR Board has constituted a group consisting of Secretary, Ministry of Works and Housing as its Chairman and Secretaries and other officials of Constituent States as Members, known as Project Sanctioning

and Monitoring Group.

The NCR Planning Cells participated in the various meetings held by NCRPB viz. meeting of the Board, of Planning Committee, of the Projects Sanctioning and Monitoring Group and of the Standing Committee.

The Development schemes are prepared by this cell in concurrence with HUDA, the implementing agency regarding NCR Schemes, within sub-region of Haryana. The Central assistance is given to HUDA directly by NCRPB through State guarantee. Until now HUDA has received Rs. 40.94 crores and central assistance against 22 schemes. Out of these 22 schemes, 7 schemes have been recently approved and Rs. 42.72 crores have been sanctioned by NCR Planning Board.

Up till now Rs. 63.94 crore against 22 schemes out of which 7 are on going schemes for which the sum of Rs. 42.72 crores have been sanctioned by the NCRPB, as reported by the Cell.

## **2. U.P. SUB - REGION**

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The U.P. Sub-Regional Plan which was approved in June 1992 by the Board.

### **Preparation of Master Plan and New township Plans :**

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- a) The Master Plan is reported to have been prepared by Meerut, NCR Cell and published for the perusal of the public. However, the final draft Master Plan is yet to be approved by MDA.
- b) Master Plan for Bulandshahr has been approved by the Govt. of U.P. The New township Plan for Bulandshahr-Khurja has been completed and made available to the NCR Planning Board.



c) The Master Plan for Khurja has been approved by the govt. of Uttar Pradesh.

d) **Preparation of Master Plan for Sub-regional Towns:**  
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i) Out of the 17 Sub-Regional Centres, the Draft Master Plan for Modinagar Sub-regional Centre is reported to have been prepared and approved. The suggestions and objections of public on the Draft Master Plan have been invited.

ii) A press release is reported to have been issued to include Sikendrabad and its adjoining areas in Bulandshahr-Khurja Development Area. The work of preparing Base Maps & physical survey is pending for want of sufficient funds.

iii) The work for preparation of Master Plan for Plaikhua and its adjoining area is reported to be pending for want of sufficient funds. Preparation of base Map after including Surya Map is also reported to be under progress.

e) The revised Draft Master Plan for Hapur has been prepared: After its acceptance by the Chief Town & Country Planner, U.P. and approval in the next meeting of the Controlling Officer, Regulated Area, Hapur, the same will be published for inviting objections and suggestions from the public.

f) **Basic Village**  
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Out of the 64 Basic Villages in U.P. Sub-region, the development plan for Jani Khurd has been approved and forwarded to NCR Planning Board. The survey work for Niwari Basic Village has been completed and preparation of Development Plan is under progress.

g) Preparation of New Townships Report.

After considering the suggestions made by NCR Planning Board, the New Township Report for Meerut, Bulandshahr and Khurja has been amended and final report forwarded to NCR Planning Board. The work on New Township for Hapur is under progress.

h) Preparation of projects/schemes:

The NCR Planning Cell has scrutinised Projects for onward transmission of the same to the Govt. of U.P. and NCR Planning Board for financing. The NCR Planning Cell has also guided the MDA in the new township Development Project with total cost of Rs. 5311.82 lakhs and the estimate for preparation of Hathkargha Nagar, Kainchi (Scissors) Udhog and Sports Goods Complex projects and Raychandi Commercial Scheme Khurja with total cost of Rs. 93.50 lakhs of BKDA have been forwarded to NCR Planning Board for funding. These have been approved by NCRPB during the financial year 1994-95.

i) Project Implementation and Monitoring:

The NCR Planning Cell has been monitoring the physical & financial progress of the NCR Schemes.

3. DELHI SUB -REGION

a) During the Year 1994-95 the NCR Planning Cell, Delhi has prepared the revised draft Sub-regional Plan for the NCT Delhi based on the observations/suggestions received from different departments of NCT Delhi and submitted to the Govt. of NCT Delhi.

#### 4. RAJASTHAN

##### Planning & Monitoring Cell

a) During the period under review Rajasthan PMC has prepared the following plans and projects:

Rajasthan Sub-regional Plan prepared which was approved by NCR Planning Board.

b) Bhiwadi Master Plan prepared and submitted to Govt. for approval after processing of the objections/ suggestions. Existing land use map of Shahjahanpur Sub-Regional Centre prepared and socio-economic surveys conducted. Existing land use of Khairthar Sub-regional Centre prepared.

##### c) Projects for Financing

- i) Augmentation of water supply scheme at Alwar
- ii) Sewerage scheme at Bhiwadi
- iii) Construction of Kota by-pass and bridge over river Chambal.
- iv) The project for construction of tunnel at Jindoli Ghati on State Highway No. 14 between Behror and Alwar.

##### Urban Improvement Trust, Alwar:

During the year 1994-95 development works in two ongoing scheme of UIT, Alwar were executed. the details for the works carried out are given below:

##### e) Surya Nagar Residential Scheme:

In the year 1994-95 an expenditure of Rs. 153.13 lakhs has been incurred on construction of WBM roads, laying of main water

& electric supply lines. out of a total of 1590 plots available in the scheme 1050 plots were allotted and disposed off.

f.) Vaishali Nagar Residential Scheme:

The total area of this scheme is 145 acres. The total project cost is Rs. 1036 lacs as sanctioned in 1993-94. During the year 1994-95 an expenditure of Rs. 359.59 lakhs has been incurred on acquisition of 92 acres of land.

g. Besides above the following ongoing schemes were also carried out:

| Sl. No. | Name of Scheme  | Project cost (Rs. in lacs) | Expenditure incurred during 1994-95 (Rs. in lacs) | Physical progress   |
|---------|---|----------------------------|---|---|
| i)      | Budh Vihar Residential Scheme Alwar.                                  | 375.00                     | 7.38  | Water supply to Development of Parks  |
| ii)     | Chandra Nagar, Vasundhara Nagar & Chitrakoot Nagar Integrated Scheme. | 3652.00                    | 34.70   | Land acquisition development of roads & Drainage of water supply and electrification work |
| iii)    | Bhagat Singh colony Bhiwadi   | 250.00                     | 3.62  | Minor development works.  |

g.) Kota Counter Magnet:

Under counter magnet scheme acquisition of land and development works in Srinathpuram integrated scheme were taken up. in the year 1994-95 an amount of Rs. 122.25 lakhs were spent on acquisition of land, construction of roads, laying of water supply lines, electric lines and construction of drains etc.



h) . The NCR Planning Cell prepared comments on the agenda notes for the following meetings:

- i) NCR Planning Board
- ii) Planning Committee.
- iii) Project SAnctioning & Monitoring Group.
- iv) Study Group on Demographic Profile
- v) Inter State Task Force for creation of a Central University for NCR.

**VII. DETAILS OF ACTIVITIES IN URBAN AREAS OUTSIDE THE NATIONAL CAPITAL REGION SELECTED UNDER SUB-SECTION 'F' OF SECTION 8.**

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1. Section (8) (f) of the NCR Planning Board Act 1985 empowers the Board to select, in consultation with the concerned State Governments any 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.

**2. Concept and Role**

The Trans-NCR Count - Magnet area 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. 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.

3. The following 5 Counter-Magnet areas were selected by the Board:

a) Hissar (Haryana)

b) Patiala (Punjab)

c) Gwalior (Madhya Pradesh)

d) Kota (Rajasthan)

e) Bareilly (Uttar Pradesh)

4. As per policy guidelines for development of Counter-Magnet areas, the following are the pre-requisites for release of funds from NCR Planning Board. The Projects Sanctioning and Monitoring Group (PSMG) of the Board would consider release of matching assistance for the funds during the current year after the following actions have been taken by the State Governments:

a) Finalisation of the development plan for the counter-magnet town:

b) Constitution of Project Sanctioning Committee at the town level.

c) Preparation of Annual Action Plan:

d) Allocation by the State Government of its matching share in the Development Fund for the Counter-Magnet area.

## 5. Activities in the Counter-Magnet Areas

### a) Patiala:

The State Government has complied with all the prescribed conditions as indicated above and accordingly a sum of Rs.1.0 crore was released by the NCR Planning Board for being credited to the Development Fund.

### b) Hissar:

The Govt. of Haryana has constituted a City Planning and Monitoring Committee for Hissar Counter Magnet Town. The formulation of the development plan is still in process and the development fund is yet to be set up.

### c) 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 released Rs.2.0 crore for the implementation of the Development Plan by way of its matching contribution in 1993-94. The NCR Planning Board has so far released Rs.2.0 crores.

### d) Gwalior:

Government of Madhya Pradesh has fulfilled all pre-conditions and a sum of Rs.1.0 crore was accordingly released in 1991-92 as the Board's contribution to the Development Fund for Gwalior.

e) Bareilly:

Government of Uttar Pradesh has prepared Bareilly Counter-Magnet Project (Development Plan) and Constituted Project Sanctioning and Monitoring Committee. The Development Fund has been created by the Government of U.P. and sanctioned Rs.1.0 crore as contribution to the fund. The Annual Action Plan for the year 1995-96 is under preparation.

VIII. FINANCE, ACCOUNTS AND AUDIT

Under Section 22(1) of the NCR Planning Board Act, 1985 a fund has been constituted to be called the "National Capital Region Planning Board Fund". During the year 1994-95 the amounts credited into the fund and the expenditure therefrom were as under:

1) An amount of Rs.57.00 lakhs was received from the Deptt. of Urban Development as grants-in-aid out of their Non-Plan funds for meeting the expenditure towards salaries and 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.0.10 lakhs was available for the purpose. Various other receipts for the year totalled upto Rs.4.86 lakhs. The aggregate expenditure on pay and allowances and other administrative expenses amounted to Rs.59.42 lakhs, leaving an unspent balance of Rs.2.54 lakhs which has been carried forward to the year 1995-96.



Further an amount of Rs.50.78 lakhs which was transferred from Board's internal accruals in the Capital section of the account, was utilised by way of grant-in-aid in reimbursement of expenditure incurred by the State Govts. on their respective NCR Planning & Monitoring Cells.

2) An amount of Rs.2500.00 lakhs was received from the Deptt. of Urban Development as contribution from their plan funds for:-

- a) Providing financial assistance to the participating State/Development Authorities for the implementation of both on-going and new NCR Schemes and
- b) Conducting surveys, studies and drawing up plans for the NCR.

In addition, an amount of Rs.650.00 lakhs (Rs.350 lakhs for the year 1993-94 & Rs.300 lakhs for the year 1994-95) was contributed by the Govt. of NCT Delhi into the fund of the Board.

Also, unspent balance of the previous year amounting to Rs.2630.00 lakhs and fresh receipts of Rs.2058 lakhs by way of debt service payments, interest on bank deposits etc. were 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 1994-95:

|    |   |                  |
|----|---|------------------|
| a) | Government of Uttar Pradesh                     | Rs. 967.00 lakhs |
| b) | Urban Improvement Trust, Alwar                  | Rs. 384.50 lakhs |
| c) | Rajasthan State Bridge Construction Corporation | Rs. 66.00 lakhs  |

Rs. 1417.50 lakhs

The expenditure incurred on studies/surveys & preparation of plans amounted to Rs.53.00 lakhs. Further an amount of Rs.48.88 lakhs was paid for the purchase & interiors for the office accommodation in the new building complex of India Habitat Centre, Lodhi Road, New Delhi and an amount of Rs.0.01 lakh was paid towards conveyance advances to the employees of the Board.

The unspent balance aggregating to Rs.6319.00 lakhs has been carried forward to the accounts for the year 1995-96.

#### **IX. OTHER ACTIVITIES**

##### **1. Composition of Project Sanctioning and Monitoring Groups**

The Group met twice in the year on 6.3.95 & 20.3.95 & approved the following projects:-

- a. Residential Sector 2 & 3 (Part), Rohtak
- b. Residential Sector 3 (Part), Rewari
- c. Residential Sector 13 & 17 Panipat
- d. Construction of Tunnel at Jindoli Ghati near Alwer on Bharatpur-Alwar-Behrur Road, near Sector-14.
- e. Development of Industrial Township at Manesar, Distt. Gurgaon.
- f. Residential Sector 12 Sonapat
- g. Residential Sector 39, Gurgaon
- h. Industrial Sector 59, Faridabad
- i. Residential Sector 40 Gurgaon
- j. Shatabdi Nagar Infrastructural Dev. Project at Meerut
- k. Vedvyas Puri Residential scheme at Meerut.

The total estimated cost of the projects was Rs.547 crores

out of which the 1st loan instalment amounting to Rs.168.39 crores was sanctioned for release to State Govt. or their implementing agencies.

## 2. Resource Mobilisation

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In order to finance the 8th Plan Investment Programme (State Sector) a decision was taken in the 15th Meeting of the NCR Planning Board held in September 1992 for the creation of a dedicated financial institution to be called "National Capital Region Development Finance Corporation" which would use 8th Plan Central Budgetary support along with matching contribution of the State Governments as its equity base to raise the required additional resources from various financial institutions and the capital market. However the participating State Governments expressed reservations in giving concurrence to the concept of Finance Corporation. Ministry of Finance also did not support the proposal.

As an alternative to the above and with a view to speed up the process of resource mobilisation, the Board decided in its 18th meeting held in January, 1995 a new financing pattern, the broad features of which are as under :-

- a) HUDCO would raise funds by floating various types of bonds on behalf of NCR Planning Board of the order of Rs.800-900 crores during the 8th Plan Period against an equity contribution of Rs.100 crores to be provided by the Board directly or through the Department of Urban Development. The HUDCO would pass on the funds to the NCR Planning Board through line of credit.

b) As against the existing funding on 50-50 basis, the State would provide 22-25% of the funds required for the projects in the shape of interest free loan, while 75-78% of financing will be provided by the NCR Planning Board. With this financing pattern, the average cost of funds at the project level would be between 9-10%.

c) The States would create revolving funds of about 10-20 crores for each of the selected towns in order to finance the projects which cannot be identified immediately.

### 3. MID - TERM PLAN REVIEW

Under Section 15 (1) of the NCR Planning Board Act 1985, the Regional Plan - NCR is required to be reviewed/revised after every 5 years. The Board has undertaken the task of review/revision of the Regional Plan and in this endeavour, some studies have been entrusted to consultants and various sub-groups and task forces have been formed to carry out the revision.

#### a) STUDIES

| Sl. NO. | STUDY                                   | CONSULTANTS                   | DATE OF COMMENCEMENT | LIKELY DATE OF COMPLETION |
|---------|---|-------------------------------|----------------------|---------------------------|
| i.      | Environment & Ecology                   | School of Pla. & Architecture | 7.6.93               | July '95                  |
| ii.     | Water Resource Drainage & Flood Control | WAPCOS                        | 1.6.93               | Completed                 |
| iii.    | Economy & Industrial Potential          | ORG                           | 11.11.93             | Completed                 |



b) STUDY GROUPS/TASK FORCES

i. Development of In-house GIS Capabilities :

As part of the mid-term review of the Regional Plan - 2001 for NCR, action has been taken to prepare up-to-date base maps for NCR coupled with development of in-house geographical information system capability for the Region. A Task Force for this purpose was constituted with representatives from various experts/organisations in February, 1993 which has held 3 meetings during the year 1994-95. The following progress has been achieved with the help of the Task Force during the year under Report.

ii) Digitisation of Basemap

The digitisation of the updated and coded 66 base maps on 1:50,000 scale along with the concerned spatial data have been entrusted to two vendors namely M/s Pegasus Software Consultants Pvt. Ltd. Bangalore and M/s Era Software Systems Pvt. Ltd. Hyderabad. The special software i.e. ISROGIS developed by the Space Application Centre, Department of Space, Ahmedabad is being employed for digitisation of the base maps through 2 franchised vendors. The digitisation of the base maps has been completed and the validation of spatial data is in progress. For establishing the GIS capability in the office of the NCR Planning Board, AT 486 along with a jet printer has already been acquired. A plotter of A0 size has also been acquired. The A0 size digitiser is being procured.

### iii) Study Group on Demography

As part of the on-going mid-term review of Regional Plan 2001, a Task Force of experts was set up in August 1992 to go into the various demographic features of NCR in the light of the census of 1991 and make population projections upto 2011 A.D. keeping in view the dynamics inherent in the NCR Development process. So far this Task Force has met 5 times and brought out a paper giving the revised population projections for NCT-Delhi and the three other Sub-regions of NCR inclusive of both rural and urban components, for the year 2001 A.D. These projections are being further refined in the light of the latest census data on the total number as well as sex-wise composition of migrants during the 1981-91 decade.

A full-fledged Study Group on Demographic Profile has been constituted to discuss the Demographic dynamics in NCR, which met 2 times during the year. A paper on Demography has been prepared by the Study Group and placed before the Board in its 18th Meeting held on 10.1.95. In this paper population of Delhi was estimated in the range of 133-139 lakhs by 2001 without deflection. However this figure will be revised in the light of the final migration data whenever made available by the Registrar, General, Census of India.

iv) **Incentives and the modalities for speedy implementation of the decentralisation process :**

Detailed proposals based on the recommendation of the Committee constituted under the Chairmanship of Commissioner (Plg.) DDA, to suggest a package of incentives coupled with the requisite modalities for speedy implementation of the decentralisation process, has been discussed in the 17th Adjourned Meeting of the Board held on 23.4.94. As decided in the Board Meeting, a Standing Committee under the Chairmanship of Chief Secretary Delhi has been constituted to draw up a time-bound programme for this purpose and monitor its implementation. The Standing Committee met on 28.2.95 and constituted a Sub-Group under the Chairmanship of Member Secretary, NCRPB, to consider linkages and suggest concrete measures for dispersal of economic activities from Delhi. The Sub-Group is in the process of framing the recommendations.

v) **Study Group on Power**

A Study Group on Power Development in NCR was constituted in June, 1992 with the core purpose of (a) studying the present status and projected development of electrical power in terms of both quality and quantity within the NCR vis-a-vis the objectives of Regional Plan - 2001, and (b) suggesting appropriate measures to ensure supply of adequate power in NCR including the concomitant transmission and distribution systems. The Study Group is also expected to extend these demand-supply projections in the power sector for the year 2011 A.D., as part of the on going mid-term review of the Regional Plan. There was no meeting

during the year. However the information on power development is being collected.

vi) SUB GROUP ON TELECOMMUNICATION :

A Sub-Group on Telecommunications was constituted in 1992 in the NCR in the context of :

- Review of the demand supply projection made by the Department of Telecommunication for DMA and Priority Towns in the NCR for 8th Plan Period.

- Augmentation of the same relating to commissioning of additional lines telephone exchange and provision of STD, telex and fax facilities on demand in all NCR towns by 1997 and 2001.

The concerned Ministry and the town development agencies have been pursued to comply with the Plan prepared by them in this regard for the current Five Year Plan.

vii) Core Group on Transport

A Core Group on Transport was constituted in 1992 in the NCR Planning Board with the following objectives viz. :

- Evolving terms of reference for the comprehensive mid-term review study in the Transport Sector of NCR.
- Constitution of an overall coordinating agency for better management of the transport sector in NCR.
- Development of NCR Integrated Concept Plan for the integration of proposed Delhi-MRTS with the transport network of DMA/NCR.



As these objectives have been achieved during 1994-95 no further meeting of the Group has been held.

**viii) Unified Transport Planning Group**

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As decided in the 17th Meeting of the Board a Unified Transport Planning Group has been constituted under the Chairmanship of Minister of Urban Affairs and Employment for Planning, Monitoring and Coordinating the transport system in the NCR.

**ix) NCR Integrated Concept Plan for proposed Delhi MRTS :**

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As Phase I of the MRTS Plan prepared by M/s RITES for NCT-Delhi was approved by a Group of Ministers (GOM) of Govt. of India, the NCRPB on the suggestion of Ministry of Urban Affairs and Employment prepared a complementary Plan to integrate the approved Phase-I Plan of MRTS by Govt. of India with the MRTS for the whole DMA by optimising the existing ring rail with additional line in the northern segment and the radial spurs upto DMA towns so that more ridership may be provided to the approved Plan and may encourage people and economic activities to shift from Delhi to outside areas. The Plan was discussed in the meetings of the Planning Committee held in 1994-95.

**X) Strategies and Action Plans for re-settling the squatters of Delhi in various towns of the National Capital Region.**

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In order to reduce the pressure of population and the consequential strain on the infrastructural facilities in Delhi the NCR Planning Board has been exploring the possibilities of

evolving appropriate strategies for the planned re-settlement of squatters who encroach upon public land and live in jhuggies and jhompri clusters mushrooming all around. In this regard, at the instance of the Delhi Development Authority and the Municipal Corporation of Delhi (Slum & JJ Department) the Board had sponsored a detailed survey-cum-study to assess the socio-economic characteristics of these squatters for providing alternative integrated work and shelter spaces in the NCR towns, in accordance with the overall development strategies of new townships in the NCR.

The study carried out by the Society for Development Studies (SDS) has been completed and copies of the final report have been made available to the Land & Buildings Department of the Govt. of Delhi, Delhi Development Authority and the Slum Wing of the Municipal Corporation of Delhi for drawing up pilot projects to implement the resettlement programme.

**xii) Studies for Plan Implementation :**

| Sl. No. | Study                    | Consultants        | Date of Commencement | Completed/ Likely date of completion |
|---------|--------------------------|--------------------|----------------------|--------------------------------------|
| 1.      | Solid Waste Management   |                    |                      |                                      |
|         | a) Faridabad Complex     | NEERI              | 17.7.93              | Completed                            |
|         | b) Kota                  | CES                | 31.5.93              | Completed                            |
|         | c) Hapur                 | CDS                | 20.5.93              | Completed                            |
| 2.      | New Township Projects    |                    |                      |                                      |
|         | a) Panipat               | TCS                | 7.6.93               | Completed                            |
|         | b) Hapur                 | TCS                | 7.6.93               | Completed                            |
|         | c) Alwar                 | CES                | 4.6.93               | Completed                            |
| 3.      | Informal Sector in Delhi | SDS                | 1.2.94               | Completed                            |
| 4.      | Land Management          | Mr. Krishna Pratap | 30.3.94              | July '95                             |

**xiii) Workshops, Seminars and Training Programmes**

For the purpose of skill upgradation, building exposure to latest technological and other development activities and/or facilitating wider interaction in the field of Urban Planning Management, Transportation, resettlement of slum, environmental issues, officers of the NCRPB have attended workshops/seminars during the year. The list is appended.

# APPENDIX

## CONFERENCES, SEMINARS, WORKSHOPS AND TRAINING PROGRAMMES PARTICIPATED BY OFFICERS OF NCRPB

| S.N. | NAME OF THE<br>COURSES/PROGRAMMES  | DURATION                         | SPONSORING<br>ORGANISATION                              |
|------|--|----------------------------------|---|
| 1.   | Environmental Auditing   | 12-13th August 1994              | Indian Environmental society New Delhi.                 |
| 2.   | 14th EAROPH World Planning Congress "Human Settlement towards the 21st Century Issues and Challanges at Beijing, China | 15th to 21st Sept., 1994         | Ministry of Construction, People's Republic of China    |
| 3.   | Short Senior Level QIP Course on Urban Development   | 24th October to 1st November '94 | School of Planning & Architecture, New Delhi            |
| 4.   | High Level Policy Seminar on Integrated Human settlements Programme  | 8-9th December 1994              | Society for Development Studies, New Delhi              |
| 5.   | National Workshop on Master Plan Approach 1995   | 24th & 25th Feb. 1995            | Ministry of Urban Development                           |
| 6.   | Seminar on Resource Mobilisation Strategy for Urban Sector in the context of Economic Reforms                          | 23-24th March, 1995              | Society for Development Studies                         |
| 7.   | National Conference on Urban Transport Safety and Development  | 30-31st March, 1995              | Association of Metropolitan Development Authority & CIT |



**ANNEXURE - 4**

**LIST OF MEMBERS OF THE 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.  | Lieutenant Governor of National Capital Territory of Delhi                    | 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, Urban Development, Government of Uttar Pradesh                      | Member   |
| 11. | Secretary, Housing & Urban Development, Government of Uttar Pradesh           | Member   |
| 12. | Chief Minister of Delhi   | Member   |
| 13. | Chief Secretary, Government of National Capital Territory of Delhi            | Member   |
| 14. | Secretary, Ministry of Urban Development, Government of India                 | Member   |
| 15. | Member, Planning Commission - dealing with Urban Development                  | Member   |
| 16. | Chief Town Planner, Town & Country Planning Organisation, Government of India | Member   |
| 17. | Minister of Power, Government of India  | Member   |
| 18. | Minister for Telecommunication, Government of India                           | Member   |
| 19. | Minister for Railways, Government of India                                    | Member   |

- |     |  |        |
|-----|--|--------|
| 20. | Minister for Surface Transport,<br>Government of India | Member |
| 21. | Member-Secretary, NCR Planning Board                   | Member |

#### **Co-opted Members**

---

1. Chief Minister,  
Government 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. Secretary, Department of Expenditure,  
Government of India
8. Secretary, Department of Power,  
Government of India
9. Secretary, Urban Development & Housing Department,  
Government of Punjab
10. Secretary, Urban Development & Housing Department,  
Government 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. Surface Transport
2. Energy (Deptt. of Power)
3. Communications
4. Railways
5. Planning Commission
6. Deptt. of Environment
7. Chairman cum Managing Director, Housing & Urban Development Corporation.
8. Chief Regional Planner, NCR Planning Board.



**ANNEXURE - G**

**COMPOSITION OF PROJECT SANCTIONING & MONITORING GROUP**

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- |    |  |          |
|----|--|----------|
| 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 in the States and Delhi U.T.     | Member   |
| 6. | Chief Planner, TCPO, New Delhi.  | Member   |
| 7. | Member Secretary, NCR Planning Board                                   | Member   |

**COMPOSITION OF PROJECT SANCTIONING & MONITORING GROUP II**

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- |    |   |          |
|----|---|----------|
| 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 |

MINUTES OF THE 35TH MEETING OF THE PLANNING COMMITTEE HELD AT 11:30 A.M. ON 31.1.1995 IN THE OFFICE OF THE NCR PLANNING BOARD, 1st FLOOR, ZONE - IV, INDIA HABITAT CENTRE, LODHI ROAD, NEW DELHI - 110 003.

AGENDA ITEM NO. 1 : CONFIRMATION OF THE MINUTES OF THE 34TH MEETING OF THE PLANNING COMMITTEE OF THE NCR PLANNING BOARD HELD ON 9.11.1994.

Minutes were confirmed.

AGENDA ITEM NO. 2 : REVIEW OF THE ACTION TAKEN ON THE DECISIONS OF THE 34TH PLANNING COMMITTEE MEETING HELD ON 9.11.1994.

i) Sub-Regional Plan for NCT-Delhi

It was reported that Sub-regional Plan for Delhi is still under consideration by the Government of NCT-Delhi.

ii Time-bound programme for the preparation of ODPs and formulation of detailed project plan for proposed Integrated Townships.

a. Haryana

The Chief Co-ordinator Planner (NCR), Haryana reported that the detailed project report of Kundli will be finalised and submitted to the NCR Planning Board by March 1, 1995. Member Secretary suggested that active co-ordination with the Government of NCT-Delhi will be required for preparation of plan for Kundli vegetable market. The Chief Co-ordinator Planner further intimated that the preparation of detailed project reports for Bahadurgarh, Rohtak, Rewari, Panipat, Dharuhera and Palwal will take some more time and expected to be completed by June, 1995.

b. Uttar Pradesh

The Secretary, Housing Department, Government of U.P. reported that the project report for Meerut town had been prepared by the Planning Cell and submitted to the NCR Planning Board which was further discussed and suggested some amendments. The modifications to the project report are being undertaken, and will be submitted to the NCR Planning Board within a weeks' time. The detailed project report with respect to Bulandshahr had been prepared and submitted to the NCR Planning Board in the last week of January, 1995. In regard to Hapur project.

preparation of the draft Master Plan is at an advanced stage and the project report had already been prepared by the NCR Planning Board through professional consultants. It was pointed out that there is no Authority/ Agency to execute any project / schemes in Hapur. Secretary, Housing Department, Government of U.P. stated that the Government of U.P. had designated U.P. Housing Board as nodal agency for development of Hapur new township. Member Secretary, NCR Planning Board was of the view that Housing Board would not be the right nodal agency for development of a new township which includes number of other developmental aspects such as economic activities etc. Member Secretary further suggested that a Development Authority may be created for Hapur under the chairmanship of District Magistrate, with a full time Vice-Chairman. Secretary, Housing Department assured that he will take necessary action for creation of Development Authority for Hapur. Member Secretary indicated that the various problems regarding development of Hapur and other towns of U.P. Sub-region, may be discussed separately with the Government of U.P. The Chief Regional Planner, NCR Planning Board requested that based on the detailed project report prepared by TCS, some projects may be prepared by the Government of U.P. on priority basis and submitted to the NCR Planning Board expeditiously.

**Agenda Item No. 3 : Approval of Sub-regional Plan for Haryana.**

The Chief Co-ordinator Planner, Haryana had reported that the plotting of the present status of development on either side of Delhi-Haryana border on DMA base map is in progress. Manual plotting of the map is a time-consuming process and it will take some more time to complete.

**Agenda Item No. 4 : Proposed Amendment of the U.P. Sub-Regional Plan.**

Secretary, Housing Department, Government of U.P. has reported that the detailed proposals on proposal for development of Bulandshahr-Khurja, Khurja Growth Centre and Chola is under preparation and would be sent to the NCR Planning Board within a weeks' time. Secretary, Housing Department further reported that the detailed proposals for development of Tronika City on an area of 1230 acres after deducting equivalent area from the urbanisable area from the proposed industrial area in the Ghaziabad Master Plan is under preparation and it would take some time to finalise and submit to the NCR Planning Board. Shri H.S. Mathur, Chief Town Planner (NCR), Rajasthan stressed that in developing the Tronika City, the work force of Ghaziabad should not be increased which will in turn increase the concentration of population in Ghaziabad and the equivalent area to be deducted from the proposed industrial land use only, so as not to generate any additional work force.



**Agenda Item No. 6 : Implementation of NCR Inner and Outer Ring Roads (Inner and Outer Grids).**

The Chief Regional Planner, NCR Planning Board stated that this matter will be discussed in the first meeting of the UTPG to be held shortly.

**Agenda Item No. 8 : Mid-Term Review of the Plan.**

The Chief Regional Planner, NCR Planning Board had reported the various stages of completion of studies undertaken for mid-term review of the Regional Plan- 2001.

**AGENDA ITEM NO. 3 : GUIDELINES FOR THE NEW FINANCING PATTERN FOR NCR PROJECTS**

The Chief Regional Planner, NCRPB explained the guidelines for the new financing pattern for the NCR Projects and requested comments from the representatives of the participating States. Shri B.D. Gulati, Chief Co-ordinator Planner, Haryana, stated that he would take some time to give reaction on this matter. It was decided that the representatives of the participating States would send their comments in writing to the NCR Planning Board.

**AGENDA ITEM NO. 4 : CONSIDERATION OF THE APPLICATION OF M/S. DELHI AUTO LTD. FORWARDED BY THE GOVERNMENT OF UTTAR PRADESH REGARDING CHANGE OF LAND USE FROM RECREATIONAL TO RESIDENTIAL IN GHAZIABAD MASTER PLAN.**

The matter was discussed in the 35th meeting of the Planning Committee held on 31.1.1995 in the light of the reference made by the Urban Development Minister and the comments received from the U.P. Government.

After great deal of deliberations, the Planning Committee felt that we should not encourage any area reserved for recreational/green use to be converted into a different use and even where such conversion may be required, as in the instance case, the same should be compensated by adding equivalent area into recreational and green area within the development area. This should be communicated to the U.P. Government.



**AGENDA ITEM NO.5 : PROPOSAL FOR SETTING UP OF CENTRAL NCR UNIVERSITY IN THE NATIONAL CAPITAL REGION.**

Member Secretary explaining the proposal for setting up of an affiliating Central NCR University stated that an inter-State Task Force for creation of a separate Central University in NCR has already approved the proposals in principle. On the issue of the location of the proposed Central University, he indicated that the Task Force narrowed down the choice to NOIDA in U.P., Gurgaon and Faridabad in Haryana. He further stated that a Sub-Committee has been set up which would look into the broad financing requirements for setting up of the proposed University. He indicated that the land requirement for the proposed University would be approximately 30 - 50 acres and the Government of U.P. and Haryana may send their offer for a site free of cost to the NCR Planning Board, at the earliest.

**SUPPLEMENTARY AGENDA ITEM : INTEGRATED MASS RAPID TRANSIT SYSTEM PLAN FOR DELHI, DELHI METROPOLITAN AREA (DMA) AND NATIONAL CAPITAL REGION (NCR).**

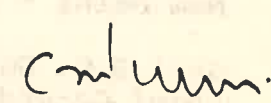
The Chief Regional Planner while explaining the concept of Integrated Mass Rapid Transit System for Delhi, Delhi Metropolitan Area and National Capital Region stated that the Cabinet considered and approved the concept plan for IMMRTS. On financing the IMMRTS Plan for Delhi, DMA and NCR, it was decided that the representatives of the participating State Governments will get back to the NCR Planning Board after consulting their respective State Governments. This proposal is going to be discussed in the first meeting of the UTPG to be held shortly.

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

**No. K-14011/1/95(35th)-NCRPB**

National Capital Region Planning Board  
1st Floor, Zone - IV,  
India Habitat Centre,  
Lodhi Road,  
New Delhi - 110003.

Dated: 10.2.1995

  
(R.C. AGGARWAL)  
Chief Regional Planner

Copy to:-

1. Chairman and all members of the Planning Committee.
2. All officers of the NCR Planning Board.

# LIST OF PARTICIPANTS

Chairman

1. Shri Omesh Saigal,  
Member Secretary,  
NCR Planning Board.
2. Shri Vijay Sharma,  
Secretary,  
Housing Department,  
Government of Uttar Pradesh,  
U.P. Secretariat,  
Lucknow - 226 001.
3. Shri Jagdish Sagar,  
Secretary (L & B),  
Government of NCT-Delhi,  
'B' Block, Vikas Bhawan,  
I.P. Estate,  
New Delhi - 110 002.
4. Shri H.S. Mathur,  
Chief Town Planner (NCR),  
Town & Country Planning Department,  
Govt. of Rajasthan,  
Nagar Niyojan Bhawan,  
Jawahar Lal Nehru Marg,  
Opp. Birla Mandir,  
Jaipur, Rajasthan - 302 004.
5. Shri R.K. Sarkar,  
Executive Director (MTP),  
Railway Board,  
Rail Bhawan,  
New Delhi - 110 001.
6. Shri R.L. Koul,  
Chief Engineer (Planning),  
Ministry of Surface Transport,  
Transport Bhawan,  
Parliament Street,  
New Delhi - 110 011.
7. Shri K.T. Gurumukhi,  
Additional Chief Planner,  
Town & Country Planning Organisation,  
'E' Block, Vikas Bhawan,  
Indraprastha Estate,  
New Delhi - 110 002.
8. Shri B.D. Gulati,  
Chief Co-ordinator Planner (NCR Planning Cell),  
Government of Haryana,  
Kothi No. 1095, Sector - 4,  
Gurgaon.

9. Shri V.K. Sharma,  
Deputy Secretary (OM),  
Ministry of Energy,  
Department of Power,  
Shram Shakti Bhawan,  
New Delhi - 110 001.
10. Shri P.C. Jain,  
Additional Commissioner (AP),  
Delhi Development Authority,  
Vikas Minar, New Delhi - 110 002.
11. Shri R. Anandakumar,  
Additional Director (S),  
Ministry of Environment & Forests,  
Parvyavaran Bhawan,  
CGO Complex,  
Lodhi Road, New Delhi - 110 003.
12. Ms. Bindu Jeswani,  
Regional Chief (NCR),  
Housing & Urban Development Corpn. (HUDCO),  
India Habitat Centre,  
1st Floor, HUDCO Block,  
New Delhi.
13. Shri M.P. Aneja,  
Senior Town Planner,  
Town & Country Planning Department,  
Government of Uttar Pradesh,  
7, Bandaria Bagh,  
Lucknow - 226 001.
14. Shri A.K. Bhatnagar,  
Economic Planner (NCR Cell),  
Vikas Vihar, New Mohanpuri,  
Meerut, U.P.
15. Shri R.C. Aggarwal  
Chief Regional Planner,  
NCR Planning Board.

Member-Convenor

OFFICERS OF THE NCR PLANNING BOARD

1. Shri R.P. Rastogi,  
Regional Planner
2. Shri K.L. Sachar,  
Finance & Accounts Officer
3. Shri J.N. Barman,  
Associate Planner
4. Shri V.K. Thakore,  
Senior Research Officer

5. Shri M.M.A. Baig,  
Asstt. Town Planner
6. Shri Naresh Dhiran,  
Asstt. Town Planner
7. Shri S. Surendra,  
Asstt. Town Planner
8. Shri Manmohan Singh,  
Research Officer
9. Shri P. Sisupalan,  
Research Officer



AGENDA ITEMS FOR THE 36TH MEETING OF THE PLANNING COMMITTEE TO BE HELD AT 11:30 A.M. ON 31.5.1995 IN THE OFFICE OF THE NCR PLANNING BOARD, 1ST FLOOR, ZONE - IV, INDIA HABITAT CENTRE, LODHI ROAD, NEW DELHI - 110 003.

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AGENDA ITEM NO. 1 : Confirmation of the minutes of the 35th meeting of the Planning Committee held on 31.1.1995.

AGENDA ITEM NO. 2 : Review of the action taken on the decisions of the last Planning Committee held on 31.1.1995.

AGENDA ITEM NO. 3 : Linkages and concrete measures for the dispersal of industrial activities from Delhi.

AGENDA ITEM NO. 4 : Any other item with the permission of the Chair.

ANNEXURE VIIA

AGENDA NOTES FOR THE 36TH MEETING OF THE PLANNING COMMITTEE TO BE HELD AT 11:30 A.M. ON 31.5.1995 IN THE OFFICE OF THE NCR PLANNING BOARD, 1st FLOOR, ZONE - IV, INDIA HABITAT CENTRE, LODHI ROAD, NEW DELHI - 110 003.

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AGENDA ITEM NO. 1 : CONFIRMATION OF THE MINUTES OF THE 35TH MEETING OF THE PLANNING COMMITTEE HELD ON 31.5.1995.

The minutes of the 35th meeting of the Planning Committee held on 31.5.1995 were circulated vide letter no. K-14011/1/95(35th)-NCRPB dated 10-2-1995 may be confirmed.

AGENDA ITEM NO. 2 : REVIEW OF THE ACTION TAKEN ON THE DECISIONS OF THE LAST PLANNING COMMITTEE HELD ON 31.1.1995.

i) Sub-Regional Plan for NCT-Delhi

The Government of Delhi has submitted the draft Sub-regional Plan for NCT-Delhi prepared by the NCR Planning Cell, Delhi Development Authority. The NCR Planning Board has constituted a sub-group to examine the draft Sub-regional Plan for NCT-Delhi and the group will be meeting shortly. The Government of NCT-Delhi also sent the draft sub-regional plan for NCT-Delhi to the various departments / agencies for their views.

ii) Time-bound programme for the preparation of ODPs and formulation of detailed project plan for proposed Integrated Townships.

A. Haryana

The Chief Co-ordinator Planner (NCR) may report the status of preparation of detailed Project Report of Kundli which was indicated earlier as at the advanced stage of finalisation" was to be submitted by March 01, 1995. The CCP may also indicate the progress of preparation of detailed Project Reports for Bahadurgarh, Rohtak, Rewari, Panipat, Dharuhera and Alwar.

B. Uttar Pradesh

The modified detailed Project Report for Meerut has been received in the office of the Planning Board. The detailed Project Report with respect to Bulandshahr has also

been received from the Town & Country Planning Department, Government of Uttar Pradesh. As decided in the last meeting that a Development Authority may be created for Hapur under the Chairmanship of District Magistrate with a full time Vice-Chairman. The Secretary, Housing Department, may report the progress in this respect.

**iii) Approval of Sub-regional Plan for Haryana.**

The Chief Co-ordinator Planners of Haryana and Uttar Pradesh may report the progress on the plotting of the present stages of development on either side of Delhi-Haryana-Uttar Pradesh border on DMA base map.

**iv) Proposed Amendment of the U.P. Sub-Regional Plan.**

The detailed note on proposal for development of Bulandshahr-Khurja Growth Centre and Chola, prepared by the Government of Uttar Pradesh has been received by the NCR Planning Board. The detailed proposal for development of Tropika city on an area of 1230 acres after deducting equivalent area from the urbanisable area (industrial area) in the Ghaziabad Master Plan has not yet been received from the Government of Uttar Pradesh.

**Agenda Item No. 3 : Guidelines for the new financing pattern for NCR Projects.**  
(34th Meeting)

The matter was discussed with the State Governments and all of them have agreed to the new financing pattern for NCR Projects. In fact, based on this new pattern they have already submitted a number of projects for loan assistance from the Board quite a few of which have been approved by the Project Sanctioning and Monitoring Group (PSMG).

**Agenda Item No. 4 : Consideration of the application of M/s. Delhi Auto Ltd. founded by Govt. of U.P. regarding change of land use.**  
(34th meeting)

As decided in the last meeting, necessary communication has been sent to Govt. of U.P.

**Supplementary Agenda Item : Integrated Mass Rapid Transit System Plan for DMA and NCR.**  
(34th meeting)

The matter is being discussed as a supplementary Agenda Item.



AGENDA ITEM NO. 3 : LINKAGES AND CONCRETE MEASURES FOR THE  
DISPERSAL OF INDUSTRIAL ACTIVITIES FROM  
DELHI.

The matter regarding decentralisation of economic activities into the National Capital Region has been under active consideration for quite some time. In fact, it was discussed in great detail in the 17th and 18th meeting of the NCR Planning Board and the Chairperson, NCRPB has laid special emphasis on the urgent need for establishing necessary physical, social and economic linkages to facilitate the process of dispersal specially of the economic activities throughout the National Capital Region. In fact, while giving an example, it was suggested by her that in order to encourage establishment of industries in the region to act as a source of employment generation, the industries which are shifting out of Delhi may be allowed to split their existing units retaining their front offices in Delhi on their existing sites and be encouraged to and provided incentives for locating their industries in the region itself.

Consequent upon the decision taken in the above two meetings of the National Capital Region Planning Board, a Standing Committee, formed under the Chairmanship of the Chief Secretary, Government of NCT of Delhi to prepare an Action Programme and Monitor the Dispersal of Economic Activities from Delhi, constituted a Sub Group, exclusively, to prepare an Action Programme for industrial dispersal. This Sub Group met on 12-4-1995 at Sariska, District Alwar (Rajasthan). The important decisions arrived at during the meeting are at Annexure - I.

2. In the meanwhile, the Honourable Supreme Court had issued an Order dated 24-3-1995 directing about 9000 industries to be shifted out of Delhi. These obnoxious, hazardous and general industries located either in non-conforming areas or in conforming industrial zones. In order to concretise the proposal for the re-location of these and other similarly placed industries from Delhi in the National Capital Region, the following strategy is placed before the Planning Committee for discussion and consideration:-

- (1) Identification of units to be shifted outside and their closure in Delhi.

Action to close the units identified by the Order of the Hon. Supreme Court will have to be taken by the Government of National Capital Territory of Delhi and a list of such units, along with the programme of their closure, will have to be provided to the State Governments so that advance action can be taken by them.



- (2) Relocation of units outside Delhi in the National Capital Region on which actions are required to be taken by the State Authorities:

(a) Identification of sites for re-location:

The industries to be relocated are broadly of two types:-

- (i) Non-polluting industries
- (ii) Polluting industries

As far as non-polluting industries are concerned, they can be straightway accommodated in the regular planned industrial areas, estates/zones already developed or being developed in the National Capital Region by the concerned authorities of the respective States.

For locating the industries currently listed as polluting / hazardous, there could be two alternatives :-

- (i) whenever these industries are set up at their new locations, they improve their technologies and no longer remain polluting and hazardous. Under such circumstances, they can be located alongside the other non-polluting industries in regular planned industrial areas.
- (ii) for those of the industries, which cannot immediately upgrade / improve their technologies and still continue to remain polluting, special industrial zones for accommodating them could be created, so that they do not adversely affect the living environment in the vicinity, such industrial zones may have special infrastructural facilities to take care of the pollutants and provide protective belts around them to mitigate the effect of their polluting effluents and smokes, gases, noise etc. and any accidental release thereof.

The State Governments / concerned Agencies, may indicate at the time of the Planning Committee meeting, the sites earmarked for regular industrial estate / areas / zones where non-polluting industries can be accommodated and the extent to which they can be accommodated. As well as they may also indicate the sites where exclusive industrial areas for polluting / hazardous industries can be specifically developed.

In respect of the existing and proposed industrial areas, information in the prescribed proforma enclosed as per Appendix 'A', may be brought along with in the meeting.

(b) Package of Incentives :  
(to be provided by the State where these industries are to be relocated).

- i) Land to be allotted to the shifting units on priority and without any delay, according to their requirements keeping in view future expansion programme and modernisation of technology.
- ii) Land should be allotted at pre-determined rates.
- iii) For heavy industries, requiring large sites, additional land may be acquired and allotted by the States wherever necessary.
- iv) Consequent upon their relocation, these units be treated as new units and be provided with all facilities and concessions as per the industrial policy of the State.
- v) Additional back-up facilities may be provided for employees housing of such industries wherever necessary.

The NCR Planning Board can provide loan assistance for the creation and development of such industrial areas / estates and provision of infrastructure concomitant to shifting of these units.

(c) Incentives to be provided by the Government of NCT - Delhi / DDA / Government of India in respect of the lands being vacated by the shifting industries in Delhi.

Master Plan of Delhi - 2001 has made the following provisions in respect of the land to be vacated by Heavy and Medium as well as Hazardous and Noxious Industries required to be shifted -

- " The land which would become available on account of shifting as administered in (b) above, would be used for making up the deficiency, as per the needs of the Community; based on norms given in the Master Plan; if any land or part of land so vacated is not needed for the deficiency of the community services, it will be used as per prescribed land use; however, the land shall be used for light and service industries, even if the land use according to the Master Plan / Zonal Development Plan is extensive industry. "

This, Delhi Master Plan - 2001 provision, seems to be one of the biggest impediments in the shifting process, as there is hardly any area from where such industries are to be shifted, which would have no deficiency in terms of the Master Plan. As such the implication is that most of the industries opting to shift will have to surrender their land for community services, a position which may not be acceptable to any land owner.

In fact, in the subsequent Sub-regional Plan for NCT - Delhi which is under consideration, it has been suggested that the land vacated consequent upon the shifting of the industries be used on the lines of Bombay Control Act as given in the following table:-

**TABLE - I**

OPEN LANDS AND LANDS AFTER DEMOLITION OF EXISTING STRUCTURES IN CASE OF A REDEVELOPMENT SCHEME TO BE USED AS IN THE TABLE BELOW:-

| Serial | Extent                         | Percentage to be earmarked for Recreation Ground, playground or any other open uses as specified by the Commissioner | Percentage to and handed over for development by DDA, public sector undertakings   | Percentage to be earmarked and to be developed for residential or commercial user to be developed by the owner |
|--------|--------------------------------|--|--|--|
| (1)    | (2)                            | (3)  | (4)  | (5)  |
| 1.     | Upto 5 ha.                     | 33   | 27 (to be developed by DDA for Public Housing).  | 40   |
| 2.     | Between 5 ha. and upto 10 hac. | 33   | 34 (out of which 50 per cent to be developed by DDA for Public Housing and remaining 50 per cent to be developed by public sector undertakings for their housing to be developed according to normal Regulations). | 33   |
| 3.     | Over 10 ha.                    | 33   | 37 (out of which 50 per cent to be developed by DDA for Public Housing and remaining 50 per cent to be developed by public sector undertakings for their Housing to be developed according to normal Regulations). | 30   |

Note : \* (This issue is being separately processed by Technical Committee / Authority).



Note: (i) In addition to the land to be earmarked for recreation garden / playground or any other open user as in column (3) of the above Table as otherwise required under these Regulations shall also be provided.

(ii) Segregating distance as required under these Regulation shall be provided within the lands intended to be used for residential / commercial purposes.

(iii) The owner of the land will be entitled to Development Rights in accordance with the Regulations for grant of Transferable Development Rights as in Appendix VII only in respect of the lands earmarked for open spaces in column (3) of the above Table and for the lands earmarked and handed over to DDA Public Housing as in column (4) of the above Table.

However, during the course of the discussion, in the meeting held on 12-4-95, it was felt that the fragmentation of very small plots and parcelling out such fragmented areas to different authorities may lead to a lot of complications. As such, it was decided that plots up to 2,000 sq.m. size (for larger plots, their areas up to 2,000 sq.m.) may be allowed to be fully retained by their owners themselves and their future use after vacation may be as under:

- i) In case, such vacated areas are located in residential zones while these areas could be used for residential land use prescribed in the Master Plan of Delhi, within it, a part of the same building say up to 10% could be utilised as a front office.
- ii) In case, such vacated lands are located in designated commercial areas of the Master Plan of Delhi, they would be used as per the land use prescribed in the Master Plan.
- iii) In case, such vacated areas are re-located in the industrial zones in Master Plan, they may be allowed to be used for a front office and management residences subject to a maximum ceiling of 25% FAR of the plot. For larger plots, i.e., above 2000 sq. m. and the portions of the plots more than 2000 sq.m., the vacated land could be re-used according to Table - I.

In order to implement these proposals, necessary amendments would be required in the following provisions of Delhi Master Plan - 2001. Under Part II - Sec. 3 (ii) on pages 123 and 124 of the Gazette dated 1st August, 1990, part C of the clauses under Hazardous and Noxious industries and Heavy and Large industries are amended.

In addition enabling provision is also necessary in development code sub-clause 8 (2) [pages 152 and 153] to allow other uses, i.e., commercial offices (serial no. 025), residential flats (Serial No. 003) to the extent of 25% FAR, in



the industrial zones M1 and M2 in case of vacated industrial sites up to 2000 sq.m. Similar amendment may also be necessary in the case of use zone RD (residential) to allow 10% use of the residential building constructed on vacated plots, for commercial offices.

It may be pointed out over here that already in the industrial zones MI, Guest house, Boarding houses and lodging houses and convenient shopping as well as night shelters and weekly markets have been permitted. Likewise, in residential areas (RD), residence-cum-work plots (sr. no. 004) have been permitted.

## PROFORMA - I

## LAND ACQUISITION AND DEVELOPMENT COST

| Town /<br>Area | Land Acquisition<br>Cost (per hect.) | Land Development<br>Cost (per hect.) |
|----------------|--------------------------------------|--------------------------------------|
|----------------|--------------------------------------|--------------------------------------|

## PROFORMA - II

## AVAILABILITY OF LAND UNDER INDUSTRIAL USE

## A. Position of availability of vacant plots (latest)

| S.No. | Name of the<br>Industrial<br>Area | No. of vacant<br>plots | Land allotment<br>rates<br>(Rs. per sq.Km) | Total area<br>vacant plc<br>in acres |
|-------|-----------------------------------|------------------------|--|--------------------------------------|
|-------|-----------------------------------|------------------------|--|--------------------------------------|

## B. Position of land under acquisition

| S.No. | Name of the Industrial Area | Land under acquisition |
|-------|-----------------------------|------------------------|
|-------|-----------------------------|------------------------|

NATIONAL CAPITAL REGION PLANNING BOARD.

A SUMMARY RECORD OF DISCUSSIONS HELD AND DECISIONS TAKEN THEREOF IN THE MEETING OF THE SUB-GROUP TO CONSIDER LINKAGES AND SUGGEST CONCRETE MEASURES FOR DISPERSAL OF INDUSTRIAL ACTIVITIES FROM DELHI, HELD ON 12.04.1995 AT 10.30 A.M. AT SARISKA (ALWAR).

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1. A list of the participants is annexed.
2. A two-minute silence was observed as a mark of respect in the memory of former Prime Minister, Late Shri Morarji Desai, who passed away on 10 th April, 1995.
3. Shri Omesh Saigal, Member-Secretary, NCR Planning Board welcomed the participants and gave in brief a background of Regional Plan objectives and policies. While apprising the members about the background of the sub-group, Member-Secretary said that a Standing Committee under the Chairmanship of Chief Secretary was constituted by the NCR Planning Board on the recommendations of an another committee set up by the Board on the subject, headed by Commissioner (Planning), DDA. This sub-group which has been constituted by the above Standing Committee will go into the details of the linkages and concrete measures needed for the dispersal of industrial activities from Delhi. He further mentioned that the Supreme Court Order dated March 24, 1995, which has issued directions with regard

to shifting of about 9000 hazardous and polluting units out of Delhi, has given an added significance to the deliberations being held in this meeting today.

4. A detailed presentation on the broad policies of NCR, decentralisation of economic activities from Delhi and linkages and concrete measures needed for the dispersal of industrial activities was made by Shri R.C. Aggarwal, Chief Regional Planner, NCR Planning Board.

5. After detailed discussion on the various issues raised in the presentation, following decisions were taken in the meeting :-

**I. Identification of Industrial Units :**

- i) The Govt. of Delhi (Industries Department/DDA) to identify and prepare a comprehensive list of all industrial units which are to be relocated outside Delhi.
- ii) To start with, large and medium scale industrial units, out of the 9038 industrial units mentioned in the Supreme Court order, could be taken up in the first instance for the purpose of shifting.

VIA/C(11)



iii) In view of the fact that sufficient developed vacant unallotted industrial plots/areas are available in the National Capital Region outside Delhi Union Territory, which can be straightaway allotted to the industries to be shifted out of Delhi, Delhi Government should initiate a time-bound programme for their closure in Delhi.

iv) The Govt. of Delhi to provide details of such industries (Nature of Industry, Employment, space requirement, capital requirement etc.) to the participating State Govts. under intimation to the NCR Planning Board.

v) The Govt. of Delhi may identify specific units for relocation in specified industrial areas in the States after interaction with the concerned States.

## II. Package of Incentives :

i) Priority allotment of land to be given to the shifting units.

ii) The land so provided be given at the pre-determined rates.

iii) In addition to allotting the industrial plots in the Industrial Estates, additional land may be acquired and allotted by the States, wherever necessary, to meet the requirements of large industrial units who opt to shift.

- iv) The land allotted be more than the existing areas, depending upon the demand/requirement for expansion and modernisation.
- v) The land to be so vacated by these industries in Delhi may be permitted to be used in the following manner :

Units located in conforming use zones may be allowed to use the vacated premises for front offices and managerial residences permitting FAR not more than 25%.

Industries located in non-conforming zones i.e. residential, commercial, institutional etc. may use the vacated site according to the Master Plan land use and FAR.

- Rank encroachers, without any title of the land, not to be given any concession.

- vi) The State Finance Corporations (SFC's) to take the loan responsibility of the shifting units financed by DFC, for which an agreement/MOU to be reached between Delhi and the States Finance Corporations with the concurrence of appropriate refinancing apex bodies. For financing the creation of new assets of the shifted units, the SFC's to take the responsibility as per the existing practice in vogue. The surplus funds of DFC may be parked with SFC's for this purpose.

### III. GENERAL

- i) The provisions of the Delhi Factory Act, Delhi Municipal Act and Delhi Development Act, which by and large govern the location and operational aspects, may be suitably amended to facilitate shifting of units.
- ii) The units which are to be relocated will have to abide by the provisions of the State Pollution Control laws. The State Govts. to take necessary facilitative steps in this regard.
- iii) The State Govt. shall provide back-up infrastructure (housing etc.) as may be required for functioning of the industries. A package may be evolved through which the shifting industries can be allotted residential plots for their employees, in addition to the industrial plots.
- iv) All facilities and concessions may be provided as per the industrial policies of respective State Govts.
- v) DDA may develop one of their district centre as NCR commercial centre for setting up front offices of the shifting units in Delhi to facilitate proper linkages for the shifted units. The space for front office, may be allotted on pre-determined rates to the shifted industries, once they start functioning at their new locations.

vi) The incentives recommended w.r.t. linkages be applicable only to those units which are shifting within NCR.

vii) The NCRPB will provide loan assistance for creation of Industrial Estates and provision of infrastructure concomitant to shifting of these units.

viii) The States may also create and plan separate Industrial Estates for locating hazardous and noxious units to be shifted from Delhi.

6. It was decided that, Govt. of Delhi will provide necessary information in the light of above recommendations, so that the same could be discussed with the Chief Secretary, Govt. of U.P. in the Steering Committee meeting to be held on 21st April, 1995.

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

(R.C. AGGARWAL)  
Member-Convenor

Copy to the participants and members of the Sub-group.





राष्ट्रीय राजधानी क्षेत्र योजना बोर्ड  
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Ministry of Urban Development  
Fax No. : 4642163

सं. के-14011/28/95।र.पी.।-रा.रा.वे.वो.वो.।36वीं।

दिनांक : 24.5.95

सेवा में

संयुक्त सूची के अनुसार

विषय : दिनांक 31.5.95 को प्रातः 11.30 बजे राष्ट्रीय राजधानी क्षेत्र योजना बोर्ड के कार्यालय में होने वाली योजना समिति की 36वीं बैठक ।

\*\*\*\*\*

संदर्भ : पत्र संख्या के-14011/28/95।र.पी.।-रा.रा.वे.वो.वो.।36वीं। दिनांक 16.5.95 व दिनांक 23.5.95.

\*\*\*\*\*

उपरोक्त विषयवस्तु संबंधित पत्रों के अनुसार र.रा.वे.वो.वो. के सहायक श्री कृष्ण प्रसाद द्वारा बैठक के त्रैमासिक संख्या-3 के विषय को लेकर बाबू भो पेर की प्रति योजना समिति की बैठक में तत् क्षे प्राप्तो प्रेषित की जा रही है ।

2. कृष्ण बैठक में प्राप्त तै का रुट करें ।

*(Signature)*

। जार.पी. प्रसाद ।

मुख्य क्षेत्रीय निदेशक

संयुक्त : उपरोक्तानुसार

प्रति:-

1. अध्यक्ष व योजना समिति के सभी सदस्य
2. विशेष प्रबंधित अधिकारी
3. बोर्ड कार्यालय के सभी अधिकारी

NCR Planning Board

**Subject:** Shifting/closure of hazardous, noxious, heavy and/or large industries from/in NCT of Delhi—Utilisation of land to be vacated by such units & related issues.

Ripples in staid waters

The Supreme Court, on 24.3.95, created ripples in the staid waters of Delhi's urbanisation scene. Though the Master Plan of Delhi (MPD) stipulated, as far back as 1962, shifting industries from non-conforming to conforming locations under a 20-year time-bound programme, no tangible results materialised. The MPD-2001, re-inforcing the resolve, required shifting of hazardous and noxious industrial units within 3 years, viz by 31.8.93, and heavy and large industries as per the national industrial policy and the NCR Plan. No material work has yet been done in this direction. A general sense of complacency overtook, and it was thought that while paper plan may continue, no polluting/non-conforming industry could be moved out of its present location unless it wanted to do so for its own reasons. Even the industries, which were eager to shift/close down, did not have a smooth sailing because of uncertainties about utilisation of land to be vacated by them. The DDA initiated an exercise in this behalf about 2 years ago, which is yet to crystalise. The Supreme Court's order of 24.5.95 has, however, suddenly brought a new sense of urgency and revived hopes of improving environment in Delhi, which is now rated as one of the most polluted metropolises.

2. A status note on the Supreme Court's intervention is at Annexure I.

Present scenario

3. Some of the more important aspects of the present situation are:

(1) Though the MPD-1964 & 2001 provided the basis for formulations for the non-conforming industries and the DDA is the nodal agency, both for planning & implementation, the Supreme Court's intervention is through the forum of the Central Pollution Board and the Secretary (Environment), Delhi Government. Notices to industrial units have mostly been issued with reference to a survey conducted by the Delhi Pollution Control Committee (DPCC) during 1993-94 (Appendix-I of Annexure I) and not the surveys made earlier for preparation of MPD-1962 & 2001. The role of the DDA has been marginalised in the present scenario.

....p.2.

(ii) Notices to about 9,000 industrial units have been issued without due preparations in the DDA and the Delhi Government to deal with the resultant situation. The Supreme Court has left it to the affected industries to come up with their requirements for shifting/closure and the modalities for the same are yet to be worked out.

(iii) Approval/clearances from atleast 7 main official agencies and about 20 sub-agencies are required for closure/shifting of industrial units and redevelopment of the vacated land. This could be an endless process without a co-ordinated and well-timed approach.

#### Utilisation of land vacated by industry

4.1 A crucial policy-frame, which could make or mar the scheme for shifting/closure of the non-conforming/polluting industries, is regarding utilisation of land to be vacated by such units.

4.2 The MPD-1962 wanted suitable inducements to be given to the industrial units slated for shifting.

4.3 The MPD-2001 broadly provides that the land vacated by the said industries will be used for making up the deficiency as per the needs of the community on norms given in the Master Plan, and the rest as per the prescribed land use.

#### DDA's proposals

4.4 The DDA, at functional level, thought that instead of working out land requirements to meet community facilities' deficiencies in each case, a formula may be prescribed for use of land vacated by industries, and found the Regulation no. 58 of the Development Control Regulations for Greater Bombay, 1991 (relevant extracts at Annexure II), dealing with redevelopment of land of sick and/or closed mills in Bombay, handy for the purpose. The same pattern has been proposed in the Delhi's Sub-Regional Plan of the NCR Plan, which is now under consideration of the NCR Planning Board's Planning Committee.

4.5 The DDA's Technical Committee undertook detailing of the said broad approach and, in March, 1994, constituted a small Committee of 3-4 officers to prepare a policy note within the broad parameter that one-third each of the vacated land may be utilised for community facilities (social infrastructure), residential use and commercial use. The Technical committee's resolution dated 8.3.94 and its preamble give an idea of the DDA's thought process on the subject (copy at Annexure III).

4.6 The said committee is understood to have suggested that out of the total land available after closure/shifting an industrial unit from a non-conforming area, 20% be kept open/green for recreational purposes and handed over by the owner of the land to a local body free of cost, and the rest 80% be developed and disposed of by the owner of the land for the



following purposes:

- 20% Community facilities-'institutional' land use (FAR: 100)
- 30% 'residential' land use-group housing (FAR : 133) on plots of 4,000 sq. mts. or more and plot-housing on smaller plots (FAR : 83).
- 30% flatted factories-'industrial' land use (FAR : 60-75)

Total 80%

( Note: Plots upto certain size may not be subjected to the above stipulations and be allowed to be utilised as per the prescribed land use).

The proposal is now before the DDA's Technical Committee.

#### Appraisal of DDA's proposal & some suggestions

##### 5. Feed-back on the role model necessary-

The provisions of the Regulation no.58, Development Control Regulations for Greater Bombay, 1991, which has been treated as the role model for Delhi, does not seem to have been well tested even in Bombay. The DDA is trying to adopt the pattern without getting a feed-back from Bombay. According to news-paper reports, redevelopment of land of sick mills in Bombay has mostly bogged down in litigation. It is, therefore, necessary to gather information about the implementation of the said Regulation through a short study. A questionnaire for the purpose is placed at Annexure IV.

##### 6.0 Compensation for land to be kept 'green' & utilised for other community facilities-

6.1 The DDA's proposal envisages that atleast the portion of land to be developed as 'green' should be contributed by its owner free of cost, which may be questioned in court of law. A recent judgement of the Supreme Court on a similar issue is not favourable to such a proposition.

6.2 Moreover, the said Regulations for Greater Bombay permit Transfer of Development Rights (TDR), wherein the owner of a plot may be allowed to build more with higher FSI (known as FAR in Delhi) elsewhere in the city in lieu of the restrictions placed on construction on his plot, but the Master Plan of Delhi has no provision for the same. So, following the Bombay pattern in Delhi without providing for TDR in the MPD-2001 may become lop-sided.

...p.4.



6.3 Compensation has been paid under the Land Acquisition Act for any land acquired for public purpose in Delhi. The only exception has been leaving a strip of land without monetary compensation for future road widening while redeveloping a property. For taking over land for community facilities, the owner should either be paid compensation under the Land Acquisition Act and/or allowed, in lieu thereof, additional FAR on the portion of land left for him to build.

7. Data about land covered by the affected industries-

The industrial surveys made so far in Delhi have been confined to their product and workforce. Except for about a dozen large units, there is no reliable information available about the sizes of their plots, which is crucial for working out viable land utilisation pattern. On a very rough estimate, about 80 percent of the units may cover less than 2000 sq. mts. of land each. It may, however, be appropriate to call for relevant information from the units, to which notices have been issued under the Supreme Court's order.

8. Pattern of land utilisation-

So far only uniform pattern of land utilisation has been thought of, which may, perhaps, not be appropriate in view of the diverse nature of the locations of industrial units in Delhi. For planning exercise, the units may broadly be categorised location-wise :

(i) Industrial units located in Walled City, Karolbagh and Shahadra.

(ii) Units located in other residential/commercial areas.

(iii) Units located in 'industrial areas'.

9. Linkage between Delhi and NCR Towns in respect of shifting units -

The industrial units, which shift to NCR Towns, may be allowed to utilise their existing site or a part thereof for office and residential purposes. This may help in preserving a link between the existing site and the new site of the unit.

10. While working out land requirements for community facilities, take into account existing community facilities within the premises-

Several of the large industrial units, slated for shifting/closure, have, over the years, built community facilities like schools, parks etc. within their premises, which should be kept in view while calculating the requirements of land to be taken over for community facilities.

# 11. Package for redevelopment of land-

Urban renewal is the most difficult part of the urbanisation process. Redevelopment of land, vacated by shifting/closing industries, involves many imponderables and needs flexibility in approach. For instance, a particular land may not have enough road openings to accommodate community facilities and structures to be constructed by the owner. In most cases, land may be vacated in stages over time. Moreover, official agencies may find difficult to garner resources for construction of community facilities in isolated pockets. So, the entire redevelopment on plot of say over 50 acres should be conceived and executed as a package. The owner of the land should be encouraged to construct the required community facilities while undertaking development/redevelopment on the portion of land left for his use. Thereafter, the community facilities may be handed over to a public agency for maintenance.

# 12. Consultation with industry-

In none of the exercises, carried out so far, the affected party, viz. industry, has been consulted in any manner. For arriving at workable solution, it may be helpful to discuss the matter in a broad perspective with a few representative bodies of the industry, like the PHD Chamber of Commerce & Industry.



(KRISHNA PRATAP)

Advisor

22.5.1995

... Ministry of Urban Development

## REGIONAL MASS RAPID TRANSIT SYSTEM

The NCR Plan 2001, in order to achieve its objective of containing the population growth in Delhi and achieving a harmonious development of the Region, aims at deflecting approximately 20 lacs population along with economic activities from Delhi to DMA and NCR Priority Towns by 2001. Development of an efficient transport network and system between Delhi and DMA/NCR is one of the most needed and immediate requirements to offer facilities for fast movement of commuters between Delhi and the rest of NCR.

Govt. of National Capital Territory has got a MRTS Plan prepared through RITES of which Phase-I has been approved by the Group of Ministers of Govt. of India (refer map 1). This was followed by presentation of 7 comparative options by RITES before the Ministry of Urban Development which have been compared in Table I at Annexure-I. During the course of discussion, the most preferred option, for implementation in the first phase was option III. This option has been shown on map No.2 and has the following broad parameters:

- i) Length:
- |                |   |
|----------------|---|
| a) Underground | 10 km (V. Vidyalaya to Central Secretariat) |
| b) Surface     | 18 km (Shahdara-Nangloi)                    |
| c) Elevated    | 13 km & ISBT to Azadpur Subzi Mandi)        |

-----  
Total : 41 km  
-----

- |  |             |
|--|-------------|
| ii) Project Cost:                      | 2024 Crores |
| iii) No. of passengers carried per day | 14.9 lacs   |



Subsequently, at the time of presentation of the DPR, the modified version of option No.III was explained. This version is shown in the Plan No.3 placed below.

Though, the broad configuration is the same as option III, only the surface/elevated corridor between ISBT and Azadpur Subzimandi has been extended upto Holambi Kalan. Finally the parameters of the modified MRTS as per the DPR are as under:-

- |      |  |   |
|------|--|---|
| i)   | Length:  |   |
| a)   | Underground  | 11.0 km (V.Vidyalaya to Central Secrtt.)                |
| b)   | Surface  | 22.5 km (Nangloi to Shahdara and ISBT to Holambi Kalan) |
| c)   | Elevated   | 22.0 km   |
|      | Total:   | 55.5 km   |
| ii)  | Project Cost (1995 prices)                               | Rs.4182 Crores*   |
| iii) | No. of passengers per day                                | 27.0 lacs   |
| iv)  | Financial Implications of the Plan proposed through DPR: |   |
|      | - Debt/equity ratio                                      | 1:1   |
|      | - Debt proposed from OECF                                | Rs.2091 Crs. (@ 3% int.)                                |
|      | - Investment required from Govt. of India/ GNCT Delhi:   |   |
|      | a) Equity  | Rs.2091 Crs.  |
|      | b) Cost of Exchange                                      | Rs.190 Crs. p.a.  |
|      | Rate of fluctuation @ 9%                                 | (Approximately) for 20 years.                           |

\*According to this presentation, the earlier project cost of option III i.e. Rs.2024 crores, discussed in the Jan., 1995 meeting, was based on 1989-90 prices and this cost is based on 1995 prices & DPR.

It was felt that the proposals prepared by RITES for GNCT Delhi & MOUAE would only take care of the central portions of Delhi i.e. Shahdara, walled city, Patel Nagar,



Connaught Place and Central Secretariate. In fact when this system becomes operational, there is likelihood of the central portion of Delhi getting more and more congested because Connaught Place, Central Secretariate and ISBT will become the hubs of transport concentration, consequently attracting more and more activity & population.

# 1. N.C.R.'s COMPLEMENTARY PLAN:

The NCR Planning Board felt that a larger & broader complementary system, which would connect the central portions of Delhi with the NCR Towns can provide relief to the over crowded core of Delhi and help in the dispersal of various activities to the NCR towns. Accordingly, a Complementary Plan consisting of the following proposals was referred to the U.D.(Ministry). This Plan is Annexed as Plan No.4 and consists of adding new tracks for MRTS as given below to the proposed option

III.

## COSTS:

| SECTION                     | LENGTH (KM) | COST (RS. IN CRS.)<br>(1992-93 price level) |
|-----------------------------|-------------|---|
| 1. Nangloi-Bahadurgarh      | 12          | 164   |
| 2. Narela-Sonepat           | 18          | 246   |
| 3. Ramprastha-Sahibabad     | 4           | 55  |
| 4. Shahdara-NOIDA           | 11          | 150   |
| 5. New Azadpur-Holambikalan | 17          | 249   |
| GRAND TOTAL:                | 62          | 864 CR.                                     |

Say 900 crs.

|               | Total Cost |
|---------------|------------|
| Haryana       | : 659 Cr.  |
| Uttar Pradesh | : 205 Cr.  |

In case the above additions/complementary proposals are to be dove-tailed with the D.P.R. configuration now given by RITES, the portion from New Azadpur to Holambikalan can be eliminated and the cost will then come down to Rs.615 crores (at 1992-93 price level). Adding an average annual escalation factor of 15% per annum, the revised cost would be Rs.891.75 crores.

This complementary system would directly connect the towns of Bahadurgarh, Sonapat, Ghaziabad & NOIDA generating heavier commuter traffic in DMA to the M.R.T.S. at a comparatively smaller cost. However, this complementary system assumes that by adding on the above mentioned new tracks, the M.R.T.S. get extended upto the DMA towns and the MRT trains would move freely from DMA to the Central Delhi on this total system. In order to make this system operational the jurisdiction of the MRT Company will have to be extended beyond NCT Delhi upto various NCR towns which are proposed to be connected to this system. It may further be pointed out that this complementary system will start functioning only when MRT proposed for Delhi has been made operational i.e. between 2001-2004. As such the phasing of the extensions should correspond with the laying of MRT Sections in different directions.

## 2. PLAN FOR INTERIM PERIOD:

For the intervening period, in order to provide some relief to the Delhi traffic and the present commuters from DMA towns like Ghaziabad, NOIDA, Faridabad, Sonapat etc., it is proposed that the existing network of the Indian

Railways between the DMA towns and Delhi ring rail may be optimally utilised for which the following proposals are made:

#### I. Utilisation of existing tracks:

Currently EMUs (though very few in number) are running on the following tracks:

- i) Palwal, Faridabad, Hajrat Nizammuddin, New Delhi.
- ii) Hajrat Nizammuddin, Naraina Vihar, Patel Nagar, New Delhi, Tilak Bridge, Hajrat Nizammuddin (ring rail).
- iii) Ghaziabad, Shahdara, New Delhi.
- iv) In addition some DMUs are running between Panipat - New Delhi and Rohtak - New Delhi.

It will, therefore, be desirable that in the first instance, on these stretches where EMUs and DMUs are running, these multiple units may take continuous routes from one end-point to the other end-point, traverse the entire ring so that the commuters can get down at the nearest point to their destination/work centres.

#### II. Additional/New Tracks:

As the major problem in this system, is the non-availability of capacity during peak hours on the track between Daya Basti, Old Delhi, New Delhi, Tilak Bridge, and Nizammuddin, two new tracks are required to be laid down between Nizammuddin, New Delhi, Old Delhi and Patel Nagar. During the discussion with the railways it was confirmed that land for laying of these two tracks can be made available, but the cost of laying them will have to be borne either by GOI or by GNCT, Delhi. The cost of laying a pair of electrified tracks between Patel Nagar, Old Delhi, New Delhi & Nizammuddin, a stretch of 18 km should be



approximately 360 crores and the system can be made effective within a year or so, with the fullest cooperation of Indian Railways.

#### COMPARISON OF PROPOSALS

These proposals for Interim Development are shown in Plan No. 5.

A comparative statement of various proposals of MRTS is shown in table II. Planning Committee may deliberate upon various pros & cons of these proposals and suggest the most suitable integrated system to the Delhi MRTS.

|    |      |      |      |     |      |      |     |
|----|------|------|------|-----|------|------|-----|
| 1  | 10.0 | 18.0 | 13.0 | 1.0 | 34.0 | 17.0 | 2.0 |
| 2  | 10.0 | 18.0 | 13.0 | 1.0 | 34.0 | 17.0 | 2.0 |
| 3  | 10.0 | 18.0 | 13.0 | 1.0 | 34.0 | 17.0 | 2.0 |
| 4  | 10.0 | 18.0 | 13.0 | 1.0 | 34.0 | 17.0 | 2.0 |
| 5  | 10.0 | 18.0 | 13.0 | 1.0 | 34.0 | 17.0 | 2.0 |
| 6  | 10.0 | 18.0 | 13.0 | 1.0 | 34.0 | 17.0 | 2.0 |
| 7  | 10.0 | 18.0 | 13.0 | 1.0 | 34.0 | 17.0 | 2.0 |
| 8  | 10.0 | 18.0 | 13.0 | 1.0 | 34.0 | 17.0 | 2.0 |
| 9  | 10.0 | 18.0 | 13.0 | 1.0 | 34.0 | 17.0 | 2.0 |
| 10 | 10.0 | 18.0 | 13.0 | 1.0 | 34.0 | 17.0 | 2.0 |
| 11 | 10.0 | 18.0 | 13.0 | 1.0 | 34.0 | 17.0 | 2.0 |
| 12 | 10.0 | 18.0 | 13.0 | 1.0 | 34.0 | 17.0 | 2.0 |
| 13 | 10.0 | 18.0 | 13.0 | 1.0 | 34.0 | 17.0 | 2.0 |
| 14 | 10.0 | 18.0 | 13.0 | 1.0 | 34.0 | 17.0 | 2.0 |
| 15 | 10.0 | 18.0 | 13.0 | 1.0 | 34.0 | 17.0 | 2.0 |
| 16 | 10.0 | 18.0 | 13.0 | 1.0 | 34.0 | 17.0 | 2.0 |
| 17 | 10.0 | 18.0 | 13.0 | 1.0 | 34.0 | 17.0 | 2.0 |
| 18 | 10.0 | 18.0 | 13.0 | 1.0 | 34.0 | 17.0 | 2.0 |
| 19 | 10.0 | 18.0 | 13.0 | 1.0 | 34.0 | 17.0 | 2.0 |
| 20 | 10.0 | 18.0 | 13.0 | 1.0 | 34.0 | 17.0 | 2.0 |



TABLE - I

COMPARISON OF NETWORKS

| NETWORK | LENGTH ( KM ) |       |      |       | COST<br>(Rs.<br>CRS.) | PASS.<br>PER<br>DAY<br>(LAKHS) | PASS.<br>PER KM.<br>(LAKHS) |
|---------|---------------|-------|------|-------|-----------------------|--------------------------------|-----------------------------|
|         | U/G           | S     | E    | TOTAL |                       |                                |                             |
| 1A      | 21.5          | 39.5* | 6.5  | 67.5  | 3098                  | 31.8                           | 3.9                         |
| 1B      | 16.0          | 19.0  | 24.0 | 59.0  | 3252                  | 22.2                           | 3.1                         |
| II      | 21.0          | 12.0  | 36.0 | 69.0  | 3455                  | 19.0                           | 2.1                         |
| III     | 10.0          | 18.0  | 13.0 | 41.0  | 2024                  | 14.9                           | 2.8                         |
| IV      | -             | 18.0  | 27.0 | 45.0  | 1313                  | 14.4                           | 2.7                         |
| V       | -             | 30.0  | 13.0 | 43.0  | 1098                  | 10.8                           | 2.6                         |
| VI      | -             | 5.0   | 23.0 | 28.0  | 877                   | 11.0                           | 3.3                         |

\* Including 17.5 Kms Busway.

TABLE - 11

## BROAD PARAMETERS OF VARIOUS MRTS OPTIONS

| O P T I O N S / P R O P O S A L S |  |                            |                                     |                                     |  |   |                         |
|-----------------------------------|--|----------------------------|-------------------------------------|-------------------------------------|--|---|-------------------------|
| S.No.                             | Parameters   | MRTS Full System           | Option I Presented to G.O.M. (6/94) | Opt.III Presented to U.D.M. (12/94) | Modified Option III based on DPR presented to Secy. U.D. C.S. Delhi (5/95) | NCR Intergrated Plan submitted to Secy. U.D. (1/95) | NCR Inter-rin Proposals |
| 1.                                | Type of New Tracks and Length (Kms):                         |                            |                                     |                                     |  |   |                         |
|                                   | a) Underground   | 27                         | 21.5                                | 10                                  | 11   |   |                         |
|                                   | b) Surface   | 140                        | 22                                  | 18                                  | 22.5   |   |                         |
|                                   | c) Elevated/Busway   | 17.5                       | 24                                  | 13                                  | 22   |   |                         |
|                                   | Total:   | 184.5                      | 67.5                                | 41                                  | 55.5   |   |                         |
| 2.                                | Optimization of Existing Tracks & Length (KM)                |                            |                                     |                                     |  | 45 (New Tracks)                                     | 18 (New Line)           |
| 3.                                | Project Cost (Crores)/year                                   | 7469 (1992-93 price level) | 3098                                | 2024 (1989-90)                      | 4182 (1995 price level)  | 892   | 360                     |
| 4.                                | Special Features of Financial Plan:                          |                            |                                     |                                     |  |   |                         |
|                                   | - Debt: Equity Ratio   |                            |                                     |                                     | 1:1  |   |                         |
|                                   | - Equity Amount (Cr.)  |                            |                                     |                                     | 2091   |   |                         |
|                                   | - Debt Amount (Cr.)  |                            |                                     |                                     | 2091   |   |                         |
|                                   | - Annual Cost of Debt Services (Rs. Crores)                  |                            |                                     |                                     |  |   |                         |
|                                   | on (i) MRTS  | 3%                         |                                     |                                     | 60   |   |                         |
|                                   | (ii) G.O.I.  | 9%                         |                                     |                                     | 190  |   |                         |
| 5.                                | Anticipated ridership (lakh trips/day)                       | 64                         | 31.8                                | 14.9                                | 27.0   |   |                         |
| 6.                                | No. of Buses required to cater to passengers not using MRTS. | 7000                       | 14500                               | 20000                               | 12000  |   |                         |

# MRTS-2001 AD

PRESENTED TO GOM ( JUNE 94 )

OPTION 1

## OPTION 1 (GOM)

|             |            |
|-------------|------------|
| Length      | 67.5 km    |
| Underground | 21.5       |
| Surface     | 39.5       |
| Elevated    | 6.5        |
| COST        | Rs 3098 Cr |

TOTAL NUMBER OF PUBLIC TRANSPORT TRIPS BY 2001

129 Lakh

TRIPS TO BE CATERED BY OPTION 1

32 Lakh (25%)

UNCOVERED TRIPS

97 Lakh

Number of buses required

14,500

## LEGEND

EXISTING NETWORK

RAIL

ROAD

PROPOSALS APPROVED BY GOM

SURFACE RAIL

UNDER GROUND RAIL

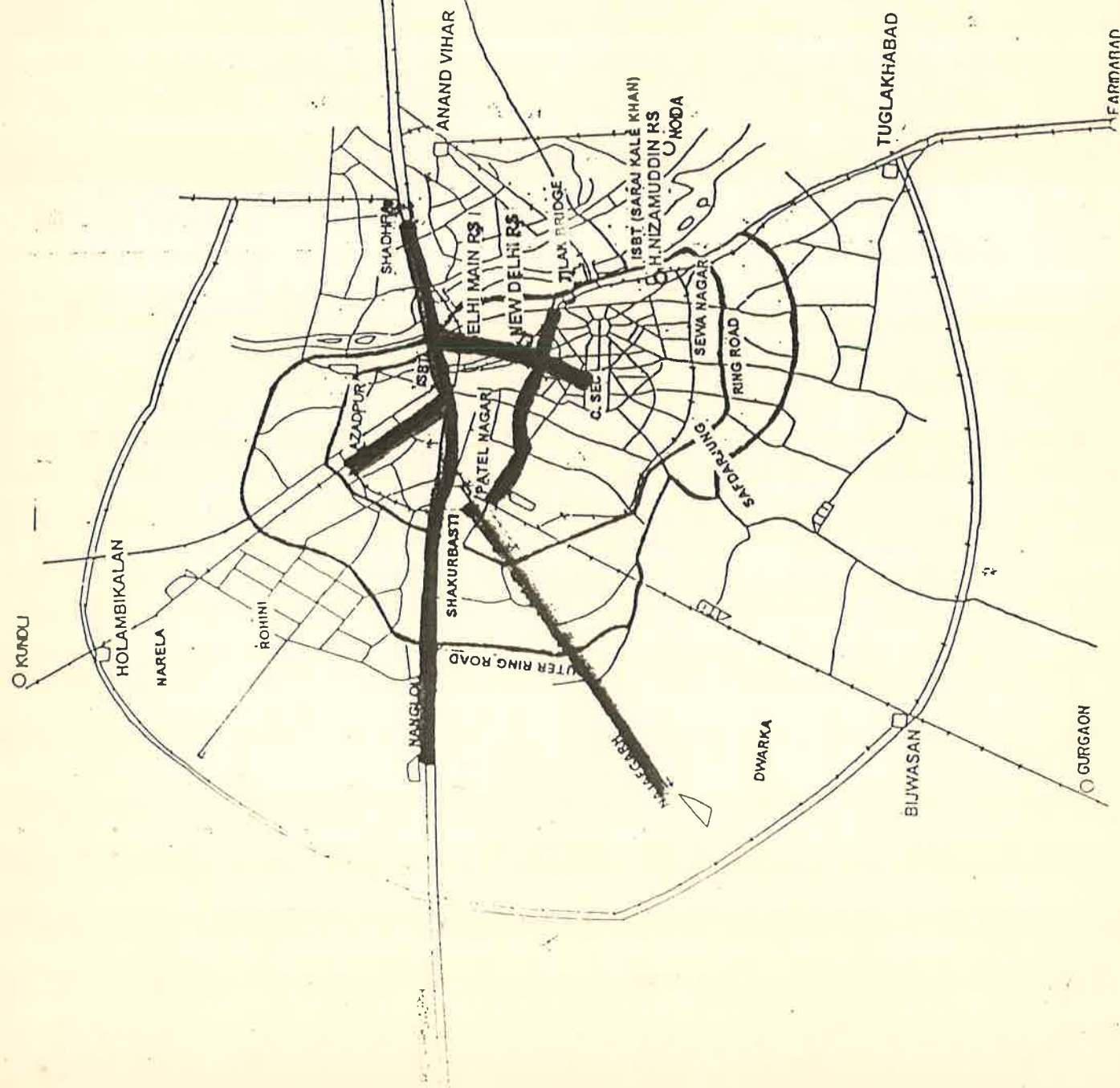
NCR-COMPLEMENTARY PROPOSALS

OPTIMIZATION OF RING RAIL & SPURS

NEW RAIL LINES

BUS-WAY

DIRECTIONAL ROAD CUM RAIL TERMINAL



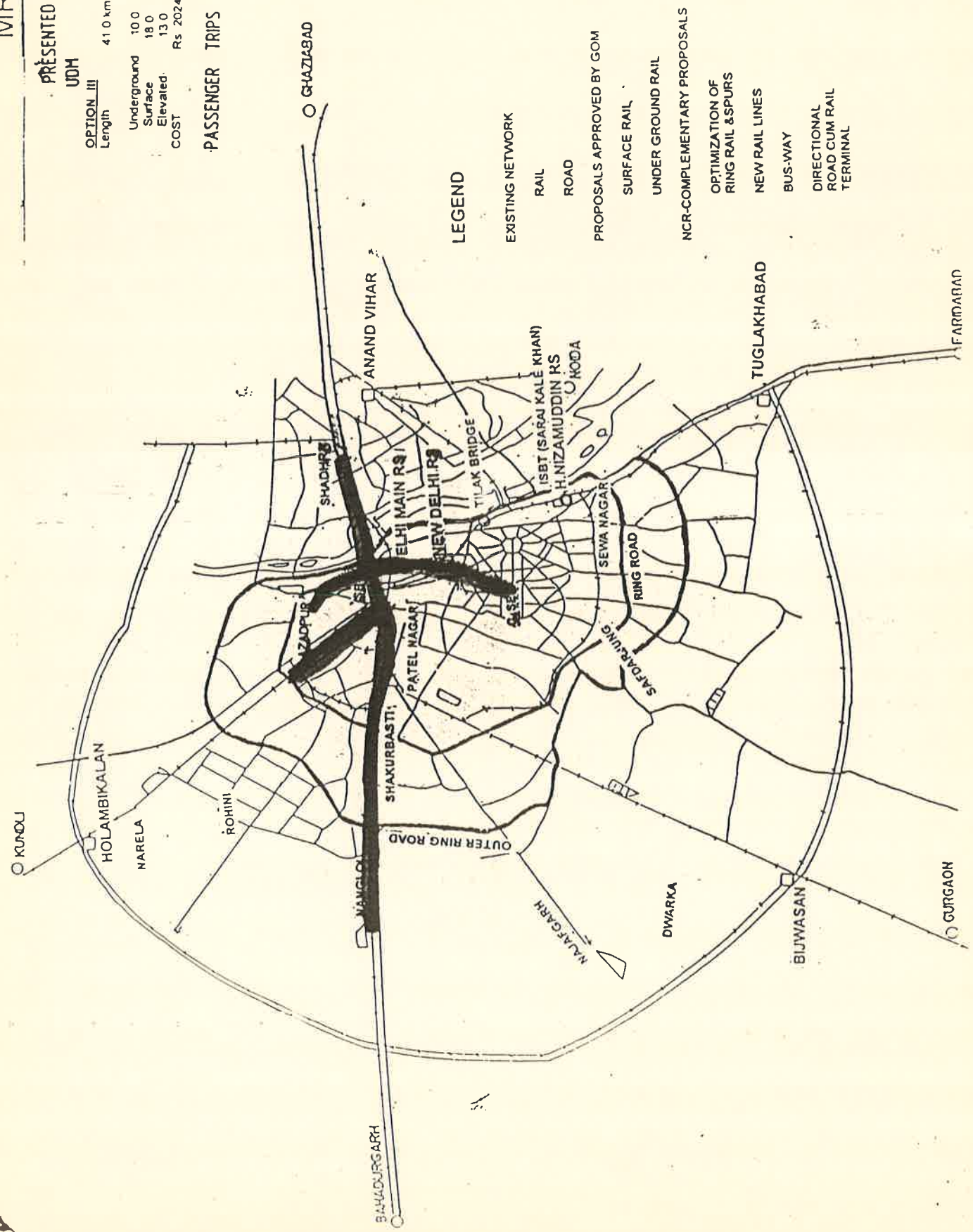
# MRTS-2001 AD

PRESENTED TO ( DEC 94 )

UDM

|             |            |
|-------------|------------|
| OPTION III  |            |
| Length      | 41.0 km    |
| Underground | 10.0       |
| Surface     | 18.0       |
| Elevated    | 13.0       |
| COST        | Rs 2024 Cr |

## PASSENGER TRIPS



## LEGEND

EXISTING NETWORK

RAIL

ROAD

PROPOSALS APPROVED BY GOM

SURFACE RAIL

UNDER GROUND RAIL

NCR-COMPLEMENTARY PROPOSALS

OPTIMIZATION OF RING RAIL & SPURS

NEW RAIL LINES

BUS-WAY

DIRECTIONAL ROAD CUM RAIL TERMINAL

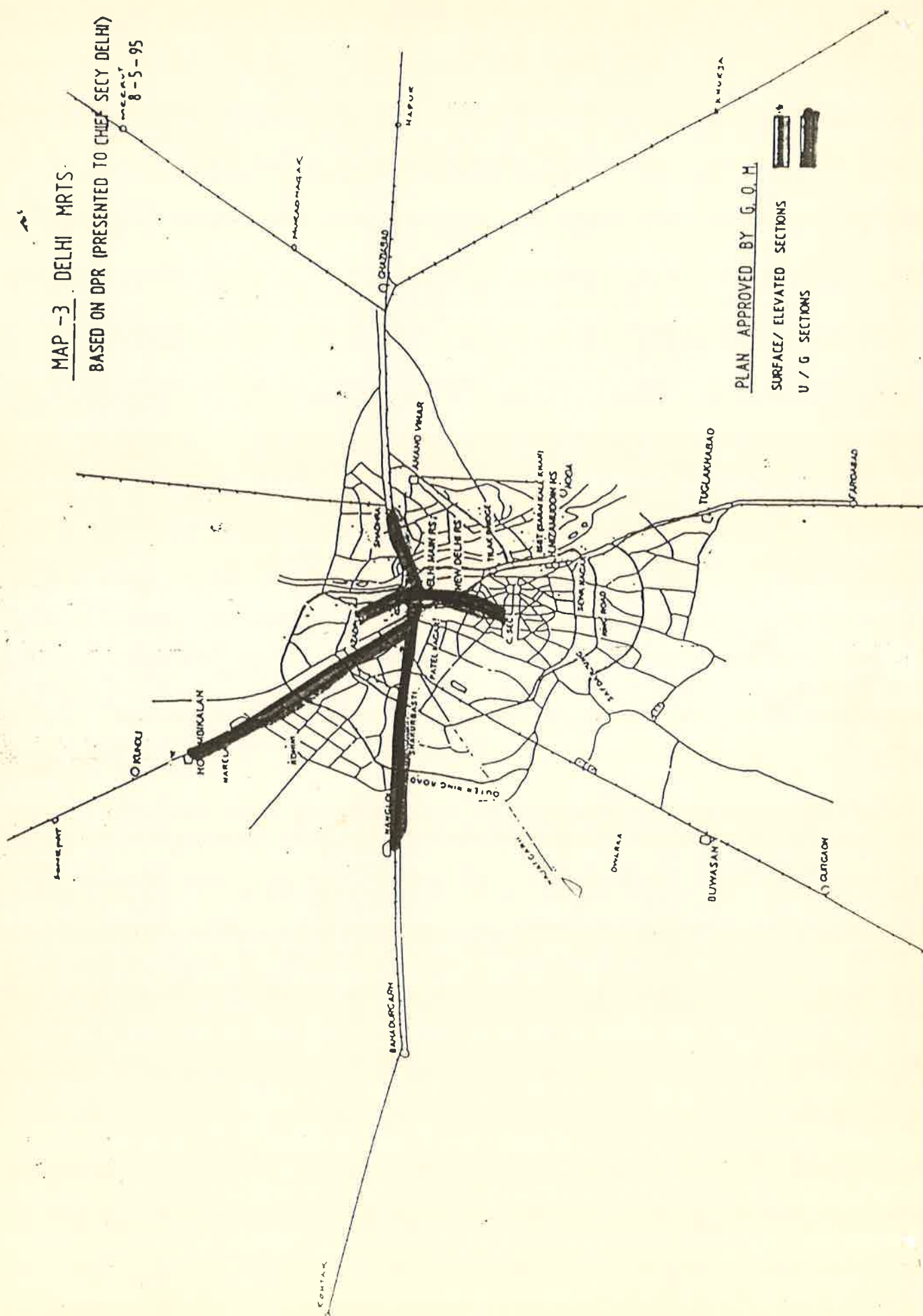
VI/4/31



































































BASED ON DPR (PRESENTED TO CHIEF SECY DELHI)

8-5-95

VI 4/32

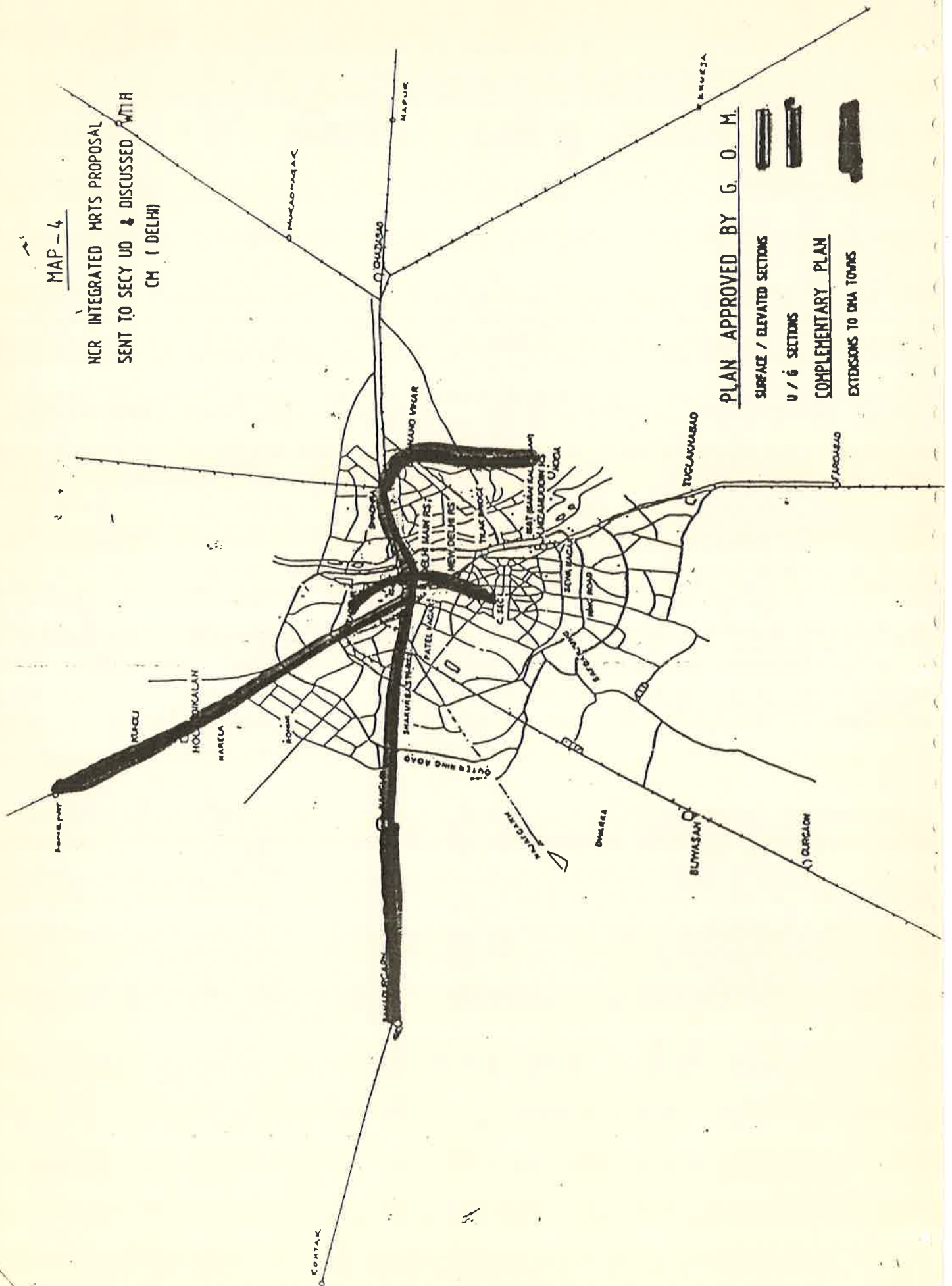


PLAN APPROVED BY G.O.H.

|    | SURFACE/ ELEVATED SECTIONS  | U / G SECTIONS  |
|----|---|---|
| 1  |  |  |
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| 3  |  |  |
| 4  |  |  |
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| 26 |  |  |
| 27 |  |  |
| 28 |  |  |
| 29 |  |  |
| 30 |  |  |
| 31 |  |  |
| 32 |  |  |
| 33 |   |   |

# MAP - 4

NCR INTEGRATED MRTS PROPOSAL  
SENT TO SECY UD & DISCUSSED WITH  
CM (DELHI)



PLAN APPROVED BY G. O. M.

SURFACE / ELEVATED SECTIONS

U / G SECTIONS

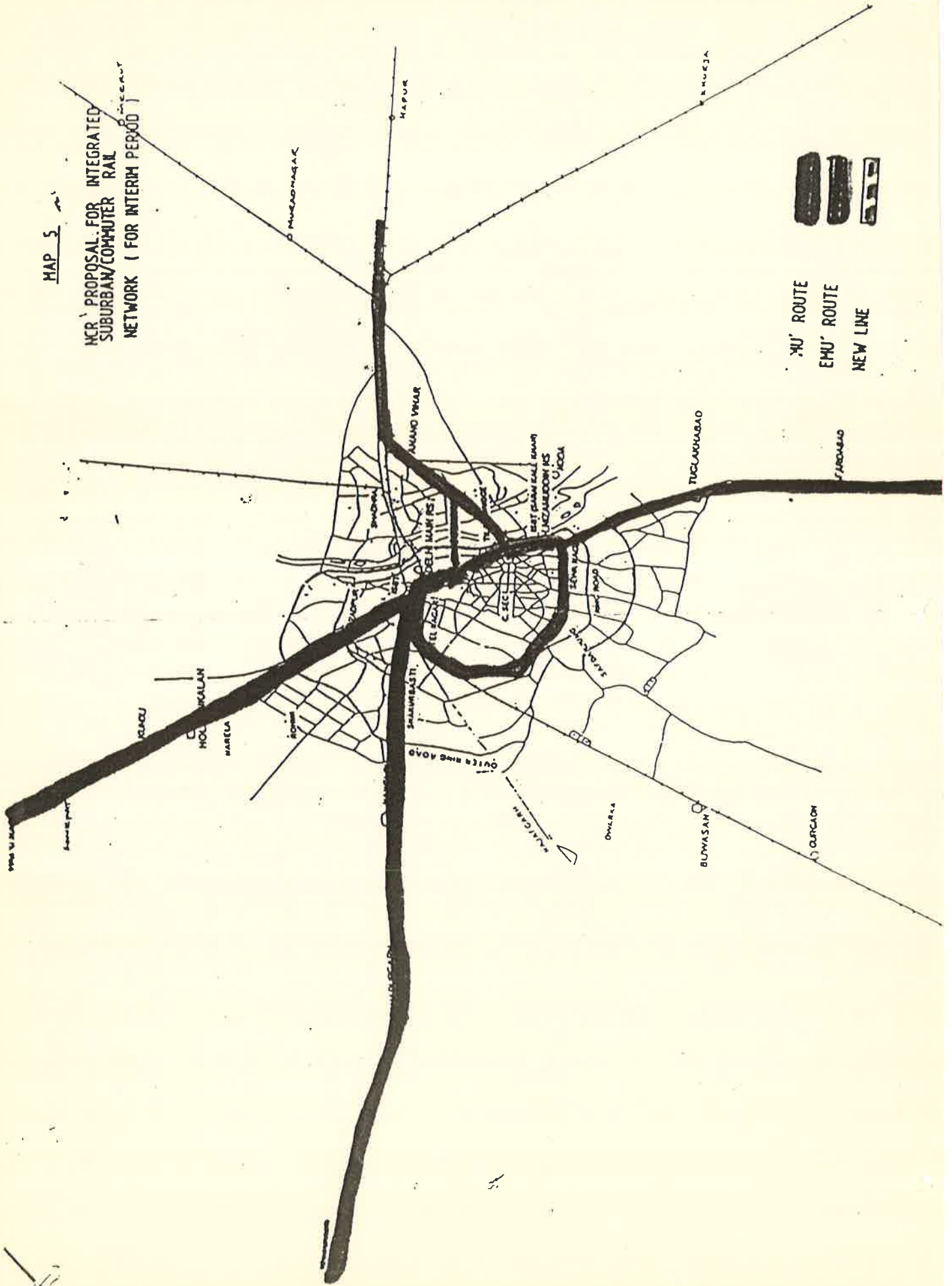
COMPLEMENTARY PLAN

EXTENSIONS TO DMA TOWNS

# MAP 5

MCR PROPOSAL FOR INTEGRATED  
SUBURBAN/COMPUTER RAIL  
NETWORK (FOR INTERIM PERIOD)

VII A / 34



MINUTES OF THE 36TH MEETING OF THE PLANNING COMMITTEE HELD AT 11.30 A.M. ON 31.5.1995 IN THE OFFICE OF THE NCR PLANNING BOARD, 1ST FLOOR, ZONE-IV, INDIA HABITAT CENTRE, LODHI ROAD, NEW DELHI.

AGENDA ITEM NO.1. Confirmation of the minutes of the 35th meeting of the Planning Committee held on 31.1.1995.

Minutes were confirmed.

AGENDA ITEM NO.2. Review of the action taken on the decisions of the 35th Planning Committee Meeting held on 31.1.95

1) The Draft Sub-regional Plan for NCT-Delhi received from Govt. of NCT Delhi is under examination. The Govt. of NCT Delhi has also circulated the draft Sub-regional Plan to various departments/agencies for their views.

ii) Time bound programme for the preparation of ODPs and formulation of detailed project Plan for proposed integrated townships.

A. Haryana : The Chief Coordinator Planner, NCR, Haryana reported that detailed project report of Kundli, Bahadurgarh and Rohtak were being finalised and would be made available to the NCR Planning Board by the end of June 1995. The detailed project reports of Rewari, Dharuhera, Palwal is under revision.

B. Uttar Pradesh: Senior Town Planner, Town and Country Planning Deptt. Govt. of U. P. reported that creation of Development Authority for Hapur is under consideration.

iii) Approval of Sub-regional Plan for Haryana.

Mapping of the present status of development on either side of Delhi-Haryana-U.P. Border is in progress. Once this map is ready, the land use plan for Haryana will be prepared.

iv) Proposed amendment of the U.P. Sub-regional Plan.

Shri Siraj Hussain, MD, UPSIDC reported that for preparation of the detailed proposal for development of the electronics city at Loni, a joint survey is being carried out and expected to complete by end of the June '95. After the survey is completed the detailed proposal would be prepared and sent to NCR Planning Board.



Referring to the earlier decision on the proposal of development of Masuri-Gulaothi as industrial park, MD, UPSIDC requested that a Agro-park may be permitted to develop at Masuri-Gulaothi.

**AGENDA ITEM NO. 3. Linkages and Concrete measures for the dispersal of Industrial Activities from Delhi.**

Member Secretary briefly explained the context of constituting a Standing Committee under the Chairmanship of the Chief Secretary, Delhi to prepare an action programme and monitor the dispersal of Economic activities from Delhi, as a follow up of a decision to that effect by the NCR Planning Board. This Standing Committee had set up a Sub-Group to prepare an action programme for the industrial dispersal which had its meeting at Sariska on 12.4.95 and decided, inter-alia, that a comprehensive list of all industrial units which are to be relocated outside Delhi to be prepared and in the first instance, the large and medium units may be taken up. The Sub-Group had also concluded that a package of incentives in the nature of: (a) priority land allotment and at pre-determined rates; (b) permission to utilise the vacated land as per Master Plan norms and denying any concessions to rank encroachers, who do not have any title of land, and; (c) providing financial back up for transferring the loan liability of shifting units etc.; may be provided as facilitative steps to enable the units to re-locate from their present sites in Delhi. Member Secretary also appraised the Planning Committee of the recent judgement of the Supreme Court wherein about 9000 industrial units have been directed to be shifted outside Delhi.

Shri Kishna pratap, Consultant read out his paper giving a status note on the Supreme Court's intervention and narrated the emerging scenario which called for taking appropriate policy decisions regarding incentives for redevelopment of vacated land and the need, in general for a continuous interaction with the entrepreneurs to resolve the issues to everybody's advantage.

Member Secretary then requested the participants to give their views on the various issues involved and explained in the Agenda Notes and come up with directions to evolve appropriate follow up measures.

Shri Virendra Singh, Secretary, Industries Department, Delhi gave the background of the list appended to the Supreme Court judgement and intimated that the actual number of units which may qualify for shifting could be much larger than that contained in the present list, which is only an annexure of an affidavit submitted by the Environment Department of Govt. of NCT- Delhi, before the Supreme Court and based on a sample survey.

Member Secretary at this point suggested that the discussions need not be confined only to the Supreme Court judgement, but should be in the larger perspective of decongesting Delhi and decentralising the various economic activities as envisaged in the Regional Plan 2001 for NCR.

As regards the incentives that could be made available to the units intending to shift, the Member Secretary informed the committee about the open offer made by Rajasthan Govt. who has proposed to convert the land use appropriately if the shifting units buys sites which may be currently under agricultural use.

Shri Bansal, Director, DDA informed the Committee about the tentative decisions of the technical Committee regarding the controls on the land vacated to be redeveloped on the pattern of the Bombay land control Act. However, Member Secretary pointed out that the condition stipulated therein that about 25-30 percent of such vacated land would have to be transferred to DDA for housing development, appeared to a restrictive clause because, the same level of housing output could be achieved, if instead, the owners of the land are permitted to use that land in accordance with the Master Plan provisions. The representatives of the PHD Chamber of Commerce and Industry with whom he had interacted on this topic earlier, had also expressed their desire on these lines, he added.

Shri Siraj Hussain, Managing Director, UPSIDC observed that there is no dearth of industrial plots in the nearby areas of Delhi and therefore a closer liaison between the various departments of Delhi, the industrial units earmarked for shifting and the Development Authorities/Industrial Development Authorities of the neighbouring States would hopefully speed up the shifting/relocation of the industrial units. For this, he suggested that the Government of Delhi may like to take a lead and organise a one day seminar of the concerned agencies and the entrepreneurs. Member Secretary welcomed this suggestion and opined that Delhi would have to adopt a single window system and preferably locate it at Directorate of Industries to give spot clearance and information support.

The suggestions made by the NCR Planning Board in respect to the various package of incentives and modalities for facilitating the shifting of industries from Delhi to NCR in the Agenda Notes were discussed and the following decisions on each of the item was taken:-

1. Identification of Units to be shifted outside and action for their closure in Delhi.



The Departments of Environment and the Industries of Government of National Capital Territory of Delhi would proceed in the matter and take appropriate action and inform the NCR Planning Board periodically about the progress therein. They would provide the list of such industries as could be shifted immediately.

(Action by GNCT-Delhi)

2. Relocation of units outside Delhi in the National Capital Region.

a) Identification of sites for relocation of Units:

- (i) Existing/New Industrial Estates where non-polluting industries can be located. The information regarding these to be made available to the NCR Planning Board within a month by the participating State Govts.

(Action by the participating NCR State Governments)

- (ii) Identification of dedicated industrial estates where polluting units could be located.

Such sites to be identified and indicated to the NCR Planning Board by the participating NCR States within a month.

(Action by participating NCR State Govts.)

b) Package of Incentives:

The incentives to be provided by the State Government where these industries are to be relocated as proposed in the Agenda Notes were all agreed to upon by the respective State Governments.

- c) Incentives to be provided by the Govt. of NCT-Delhi/DDA/Govt. of India in respect of reuse of lands being vacated by the shifting industries in Delhi:

In view of the restrictions provided in the Delhi Master Plan, it was decided that the NCR Planning Board may recommend action to suitably amend the Delhi Master Plan, to provide for the following pattern of utilisation of land vacated by the industries:-

OPEN LANDS AND LANDS AFTER DEMOLITION OF EXISTING STRUCTURES IN CASE OF RE-DEVELOPMENT SCHEME TO BE USED AS IN THE TABLE GIVEN BELOW:-

| Sl. No.  | Extent  | Percent-<br>age to be<br>earmarked<br>for Recrea-<br>tion Ground,<br>Playground<br>or any<br>other open<br>uses as<br>specified<br>by the Com-<br>missioner | Percent-<br>age of<br>land to<br>be used<br>for provi-<br>ding hou-<br>sing faci-<br>lities by<br>the owner<br>at norms<br>to be deter-<br>mined by<br>DDA/GNCT-<br>Delhi. | Percent-<br>age to be<br>earmarked<br>and to be<br>developed<br>for resi-<br>dential or<br>commercial<br>user to be<br>developed<br>by the<br>owner. |
|--|---|---|--|--|
| 1  | 2   | 3   | 4  | 5  |
| 1.   | Upto 2000 sq.mts.<br>(including the first<br>2000 sq.mts of the<br>larger plots)* | -   | -  | 100% to be de-<br>veloped by the<br>owner in accor-<br>dance with the<br>zoning regula-<br>tions of the<br>Master Plan*                              |
| 2.   | 0.2 to 5 Ha.  | 33  | 27   | 40   |
| 3.   | 5 Ha. to 10 Hac.  | 33  | 34   | 33   |
| 4.   | Over 10 Ha.   | 33  | 37   | 30   |
| * i) In case such vacated areas are located in a residential zone, while the total area can be reused for residential landuse as prescribed in the Master Plan of Delhi, a part of the building upto 10% so constructed in conformity with the Master Plan could also be utilised as a Front Office of the shifted industry. |   |   |  |  |
| ii) In case, such vacated lands are located in designated commercial areas of the Master Plan of Delhi, they would be used as per the land use prescribed in the Master Plan.  |   |   |  |  |
| iii) In case, such vacated areas are relocated in the industrial zones in Master Plan, they may be allowed to be used for a front office and management residences subject to a maximum ceiling of 25% FAR of the plot.  |   |   |  |  |



The above concessions for re-use of vacated land will not be made available to rank encroachers in whose case the land will revert to original owner of the land.

In order to implement the above proposals necessary amendment would be required to the following provisions of Master Plan-2001:

- a) Part II - Sec. 3(ii) on pages 123 and 124 of the Gazette dated 1.8.1990, part C of the clauses under Hazardous and Noxious industries and Heavy and Large industries.
- b) Development Code sub-clause 8(2) (pages 152 and 153) to allow other uses, i.e. commercial offices (serial No.025), residential flats (Serial No.003) to the extent of 25% FAR, in the Industrial zones M1 and M2 in case of vacated industrial sites upto 2000 sq. m. Similar amendment may also be necessary in the case of use zone RD (residential) to allow 10% use of the residential building constructed on vacated plots, for front offices.

(Action by Ministry of Urban Affairs & Employment, Delhi Development Authority and GNCT, Delhi)

#### AGENDA ITEM NO.4. Regional Mass Rapid Transit System.

A complementary proposal to the Delhi MRTS to link it with four DMA towns and three Priority towns of NCR was circulated among the members for obtaining their views. As no representative from Railway Board and Transport Department of NCT Delhi could attend the meeting, discussion on the proposal could not take place.

The meeting ended with a vote of thanks to the chair.

No. K-14011/1/95(36th) - NCRPB  
National Capital Region Planning Board  
1st Floor, Zone - IV  
India Habitate Centre  
New Delhi - 110003

Dated 10.7.95



(R.C. Aggarwal)  
Chief Regional Planner

Copy to:

1. Chairman and all members of the Planning Committee.
2. All Officers of the NCR Planning Board.

LIST OF PARTICIPANTS:

- Chairman
1. Shri Omesh Saigal,  
Member Secretary,  
NCR Planning Board
  2. Shri Suman Swarup,  
Secretary (L&B), Delhi  
Vikas Bhawan, New Delhi.
  3. Shri D.S. Meshram,  
Chief Planner, TCPO
  4. Shri C.S. Mehta,  
Chief Town Planner,  
Rajasthan.
  5. Shri B.D. Gulati,  
Chief Coordinator Planner,  
NCR, Haryana.
  6. Shri M.P. Aneja,  
Senior Planner,  
Town & Country Planning Deptt.,  
U.P.
  7. Shri R. Ananda Kumar,  
Min. of Environment & Forests
  8. Shri V.K. Sharma,  
Deputy Secretary,  
M/o Power.
  9. Shri S.P. Bansal,  
Director, DDA.
  10. Mr. B. Jeswani,  
Regional Chief, NCR,  
HUDCO.
  11. Shri P.N. Dongre,  
A.C. (Planning), DDA.
  12. Shri V.K. Vidyarthi,  
Associate Planner,  
NCR Cell, Meerut.
  13. Shri K.C. Aggarwal,  
Chief Regional Planner,  
NCR Planning Board.
- Member Convenor

Special Invitees:

1. Shri Krishna Pratap,  
Advisor, NCR Planning Board.
2. Shri K. Nath, Advisor,  
NCR Planning Board.
3. Shri Sanat Kaut,  
Chairman & MD,  
DSIDC, Delhi.
4. Shri Virendra Singh,  
Commissioner (Ind.),  
Delhi.
5. Shri R.K. Gupta,  
Chief Engineer,  
DSIDC.
6. Shri J.S. Walia,  
D.M., DSIDC
7. Shri M.K. Datta,  
G.M., HSIDC,
8. Shri D.K. Mahle,  
Dy. General Manager, UPFC, NOIDA.
9. Shri Siraj Hussain,  
MD, UPSIDC, Kanpur.
10. Shri R. Pareek,  
Dy. General Manager,  
Rajasthan Finance Corporation,  
Jaipur.
11. Shri P.M. Ansari,  
Director (Env.),  
Govt. of Delhi.
12. Shri S.K. Gupta,  
Dy. General Manager,  
Delhi Financial Corporation.
13. Shri Ajit Privantarn  
Jt. Director (Ind.)  
Govt. of Delhi.
14. Shri S.N. Sharma,  
Additional Director (Ind.,)  
Rajasthan, Jaipur.

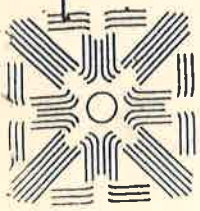
15. Shri A.S. Verma,  
Sr. Regional Manager,  
RIICO, Jaipur.
16. Shri B.N. Sharma,  
Distt. Town Planner (I&G)  
Rep. of Director,  
Industrial Deptt.  
Haryana.

**NCR Planning Board:**

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1. Shri R.P. Rastogi,  
Regional Planner,
2. Shri K.L. Sachar,  
Finance & Accounts Officer,
3. Shri V.K. Thakore,  
Sr. Research Officer,
4. Shri N.K. Aneja,  
Deputy Director.
5. Shri J.N. Barman,  
Associate Planner.
6. Shri M.M.A. Baig,  
Assistant Town Planner.
7. Shri Mannohan Singh,  
Research Officer.
8. Shri Sisupalan,  
Research Officer.
9. Shri N.K. Dheeran,  
Asstt. Town Planner.
10. Shri Surendra,  
Asstt. Town Planner.





आर. सी. आश्रित  
मुख्य क्षेत्रीय नियोजन

राष्ट्रीय राजधानी क्षेत्र योजना बोर्ड  
NATIONAL CAPITAL REGION  
PLANNING BOARD

1st Floor, Zone-IV  
India Habitat Centre  
Lodhi Road, New Delhi-110003  
शहरी कार्य एवं रोजगार मंत्रालय  
Ministry of Urban Affairs & Emplo  
Fax No : 4642163

दिनांक: 11.10.1995

सेवा में,

संलग्न सूची के अनुसार

विषय: राष्ट्रीय राजधानी क्षेत्र योजना बोर्ड की योजना समिति की 37वीं बैठक के कार्यवृत्त का प्रेषण ।

प्रहसित,

दिनांक 21.9.95 को राष्ट्रीय राजधानी क्षेत्र योजना बोर्ड कार्यालय, नई दिल्ली में संलग्न योजना समिति की 37वीं बैठक के कार्यवृत्त संलग्न आपको सूचना एवं उचित कार्यवाही हेतु प्रेषित हैं ।

आर. सी. आश्रित

संलग्न: उपरोक्तानुसार

VII/1

MINUTES OF THE 37TH MEETING OF THE PLANNING COMMITTEE  
OF THE NATIONAL CAPITAL REGION PLANNING BOARD HELD AT  
11.30 A.M. ON 21-5-1995 IN THE OFFICE OF THE N.C.R.  
PLANNING BOARD, FIRST FLOOR, ZONE-IV, INDIA HABITAT CENTRE,  
LODHI ROAD, NEW DELHI- 11 00 03.

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The list of the participants is annexed.

AGENDA ITEM NO. 1 : Confirmation of the minutes of the  
36th meeting of the Planning Committee  
held on 31-5-1995.

The minutes of the meeting were confirmed.

AGENDA ITEM NO. 2 : Review of the Actions taken on the  
decisions of the 36th meeting of the  
Planning Committee held on 31.5.1995.

(i) Sub Regional Plan for NCT-Delhi.

It was intimated by the representatives  
of GNCT-Delhi that in view of the observations of the  
Chief Minister, Delhi and the Lt. Governor, a quick study  
of the various aspects in Delhi is being conducted.  
However, as far as Delhi is concerned the Sub-Regional  
Plan for NCT-Delhi is final and the same may be processed  
and placed before the NCR Planning Board for its approval.

(ii) Time-bound programme for the preparation of  
O D Ps and formulation of detailed project Plan  
for the proposed Integrated Townships.

A), HARYANA :- The matter could not be discussed.

B). UTTAR PRADESH : It was intimated by the Secretary,  
Urban Development and Housing, Uttar Pradesh Shri Bains, that  
the Uttar Pradesh Government is very shortly going to make  
suitable arrangements for the development of Hapur and according  
it is proposed to be brought under the Ghaziabad Development  
Authority for the time being. With regards

To Bulandshahr-Khurja, it was further pointed out that very shortly a full time Vice Chairman and Secretary would be appointed and the Bulandshahr-Khurja Development Authority will be made fully operational.

iii) Approval of Sub-regional Plan of Haryana

This could not be discussed.

iv) Linkages and concrete measures for the dispersal of industrial activities from Delhi.

Shri M.S. Srinivasan, Joint Secretary (Housing), representing Ministry of Urban Affairs & Employment mentioned that various aspects of re-use of the land vacated by industries is under examination by the Ministry in consultation with the Delhi Development Authority and the Delhi Administration. Member Secretary, NCRPB said that the pattern suggested in the 36th meeting of the Planning Committee could also be applied in case of utilisation of land vacated by the Public Sector Undertakings which are to be shifted from Delhi.

v) Separate Central NCR University for NCR.

It was intimated that the Chairperson had taken the decision to locate the University Hqrs at NOIDA. Further, in order to work out the rest of the modalities, a meeting was to be held between the Minister of Urban Affairs and Employment and the HRD Minister. However, the meeting had to be postponed. Now a fresh meeting would shortly be arranged.

AGENDA ITEM NO. 3 : Review of the Regional Plan-2001.

The various issues involved were broadly discussed and it was decided to set up a Sub-group exclusively to review the Regional Plan. In this review various aspects like population, flood control, water, power, land use etc. would be reviewed and wherever necessary, the suggested amendment in the Regional Plan would be brought before the NCRP Board.

AGENDA ITEM NO.4 : Setting up of Satellite Air Freight City near the IGI Airport Village Choma, District Gurgaon (Haryana).

The above proposal sent by the Ministry of Urban Affairs & Employment for the concurrence of the NCR Planning Board was discussed and the proposal was approved subject to the following conditions :-

a) either the location of Satellite Air Freight City should be shifted to the area earmarked for Warehousing Facility in the Gurgaon Development Plan.

or

b) if the present site cannot be changed, equivalent amount ( 200 acres ) of area to be earmarked as green out of Urbanisable area proposed in the Development Plan of Gurgaon.

AGENDA ITEM NO.5 :- Amendment of the Sub-regional Plan for Uttar Pradesh Sub-region and consequent amendment to the Regional Plan for - Inclusion of Khurja Growth Centre and Chola in Bulandshahr-Khurja Complex.

The proposal placed before the Planning Committee to include Khurja Growth Centre and Chola in the Bulandshahr-Khurja Complex, was approved and the same was recommended for being placed before the next meeting of the NCR Planning Board. However, during the detailed planning and implementation of the projects for this complex, Khurja Growth Centre



and Chola would have a greater emphasis on industrial activity to provide a strong economic base to the complex whereas the other activities could come in Bulandshahr-Khurja towns.

AGENDA ITEM NO.6: Framing of Issues for discussion in the Unified Transport Planning Group (UTPG) meeting to be held shortly.

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The Planning Committee has approved the items and suggested that a functional plan for transport sector may be presented to the Unified Transport Planning Group meeting scheduled to be held in the middle of October, 1995.

AGENDA ITEM NO.7 : Regional Mass Rapid Transport System for National Capital Region.

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The Planning Committee has deliberated on Regional Rapid Transport System ( RRTS) for NCR proposal and approved the elements of the total system.

AGENDA ITEM NO.8 : Establishment of Project Development Fund.

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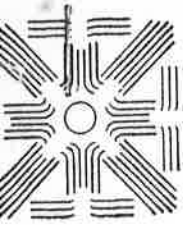
The item was discussed in detail. The consensus in the meeting was that, such a fund should be created for speedy preparation of project plans for development of the region. Members were of the view that, to begin with the Board may contribute from its internal accruals upto Rs. 1 crore per annum into this fund. The size of the fund may be kept about Rs. 10 crore. It was decided that the matter would be placed before the Board for its approval.

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No. K-14011/30/(AP)/95-NCRP3(37th)  
National Capital Region Planning Board,  
1st Floor, Zone -IV, India Habitat Centre,  
Lodhi Road, New Delhi-110003.

New Delhi, the 11th October, 1995.

VII/5



राष्ट्रीय राजधानी क्षेत्र योजना बोर्ड  
NATIONAL CAPITAL REGION  
PLANNING BOARD  
1st Floor, Zone-IV  
India Habitat Centre  
Lodhi Road, New Delhi-110003  
शहरी विकास मंत्रालय  
Ministry of Urban Development  
Fax No. : 4642163

आर. सी. अग्रवाल  
मुख्य क्षेत्रीय नियोजक

सं० के-14011/1/95-ए. सी. रा. रा. क्षेत्र योजना बोर्ड 19वीं

दिनांक 30-1-96

विषय:- राष्ट्रीय राजधानी क्षेत्र योजना बोर्ड की 17-11-95 को संमन 19वीं बैठक के कार्यवृत्त ।

राष्ट्रीय राजधानी क्षेत्र योजना बोर्ड की दिनांक 17-11-95 को संमन 19वीं बैठक के कार्यवृत्त आपके सम्मुख उचित कार्यवाई के लिए प्रेषित है ।

भवदीय

आर. सी. अग्रवाल

मुख्य क्षेत्रीय नियोजक

संलग्न - उपरोक्तानुसार

**MINUTES OF THE 19TH MEETING OF THE NATIONAL CAPITAL REGION  
PLANNING BOARD HELD AT 11.30 AM ON NOVEMBER 17, 1995 IN THE  
PARLIAMENT HOUSE ANNEXE, NEW DELHI.**

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- 1.0 List of the participants is annexed.
- 1.1 Welcoming the members and the participants, the Chairman, Shri R.K. Dhawan congratulated member states of NCR for the initiatives to draw up the plan requirements for all round development of the National Capital Region. He expressed concern over the present problems of the NCR and Delhi due to its uncontrolled growth and called upon the members to make vigorous efforts for speedy implementation of the Regional Plan for the NCR. Shri Dhawan emphasised the need for creating better employment opportunities in the NCR towns through dispersal of administrative and economic activities supported by adequate infrastructural facilities to make them viable anti-magnets to Delhi.
- 1.2 He emphasised two vital inputs required to achieve the plan objectives i.e. (i) the availability of efficient transportation network and (ii) the economic development of NCR towns. The Chairman informed the Board that the Ministry and the NCR Planning Board had prepared a Functional Plan for transport sector. This plan envisages coordinated development of road and rail network at the regional level and the development of local transport within the NCR towns to act as a feeder to this system. It was intimated that this Functional Plan had been approved by the Unified Transport and Planning Group (UTPG), where a vital decision had been taken that the Ministry of Surface Transport will declare the Expressways, proposed in the plan, as National Expressways and initiate feasibility studies to link them with Delhi-Ghaziabad-Meerut, Panipat-Sonepat-Ghaziabad and Delhi-Khurja Expressways. The Group had also decided that the Ministry of Railways would examine the construction of perimeter rail-cum-road corridor connecting the directional terminals at Holambi-Kalan, Anand Vihar, Tughlakabad and Bijwasan. This would also include electrification and doubling of ring rail and radial corridors for enhancing their capacities. The Minister further suggested that the Ministry of Railways should examine the feasibility of introducing linked bus services to the ring rails and radials to make the commuter services more attractive. He informed that it had been decided by the Board that the Govt. of Delhi should start feasibility studies on the construction of the perimeter road-cum-rail corridor connecting the four directional terminals and for elevated Expressways along the ring road. The Govt. of Delhi would also arrange with the Railways construction of additional tracks along the northern segment of the ring rail between Patel Nagar, Daya Basti, New Delhi, Delhi and Nizamuddin. He also requested the Govt. of Delhi to issue

notification allowing DLT taxis and Autorikshaws to move freely in the entire region.

- 1.3 The Chairman, Shri Dhawan requested the State Governments to immediately take up feasibility studies for the local urban transport system for which the finances will be provided by the NCR Planning Board. He further asked the States to examine the proposal of entering into an agreement for sharing the cost on CIDCO pattern with the Ministry of Railways for construction of additional tracks along the radials in their sub-regions.
- 1.4 Expressing his happiness over the initiatives taken by the NCR States to assemble land at various industrial estates in NCR towns and developing infrastructure therein, Sh. Dhawan expected further improvement in the industrial and economic activities through simplification of policies, availability of uninterrupted power and improvement in transport systems. He further hoped that the package of incentives suggested by the NCR Planning Board to facilitate and streamline the reuse of land vacated by industrial units and the new amendments to the Urban Land Ceiling Act, to rationalise the surplus urban land would lead to providing of better social housing projects.
- 1.5 The Chairman called upon the States to formulate detailed projects, in regard to capital intensive services like water supply, sewerage, treatment plants etc. for NCR towns/new township, which could be posed to the National and International fora to seek funding arrangements.
- 1.6 Shri Dhawan further called upon the ministries of Surface Transport, Railways and Communications to draw up separate sub-component Plans within their five year plans and corresponding annual plans to provide for adequate funds for NCR projects. He also pointed out that he would be taking up the matter of structuring a comprehensive fiscal plan for the NCR with the Planning Commission reflecting the NCR. Sub-components of Central Ministries as well as the State Plans.
- 1.7 Concluding his speech, Shri Dhawan pointed out that the meetings of the NCR Planning Board have been taking place after long interval of 9 to 10 months and as such regular monitoring of the projects has not been possible. He further observed that in future the Board's meeting should be held once in every 3 to 4 months. The Chairman directed that in order to sort out various inter state problems and those with the other ministries, more frequent meeting should be held at the official level and sorted out there only. The problems which require decisions at the Board level or those which cannot be resolved through mutual discussions need to be brought before the Board in future.



2.0 The meeting was also addressed by Shri Bhajan Lal, Chief Minister of Haryana, Shri Madan Lal Khurana, Chief Minister of Delhi, Shri Bhawar Lal Sharma, Minister for Urban Development & Housing, Govt. of Rajasthan, Shri Rohtash Kumar, M/o Transport, Govt. of Rajasthan. The Speech of Shri Motilal Vohra, the Governor of U.P., was circulated and treated as read in his absence. Following issues were raised by these speakers:

- i) Functional Plan for Transport: This plan was welcomed by all speakers. It has been requested that these projects be financed either by the Central Govt. or by the Delhi Govt., being the main beneficiary of the project.
- ii) New International Airport: Haryana Govt. has proposed a new International Airport at Kundli and the Govt. of Rajasthan has proposed it at Tapookra.
- iii) Shifting of economic activities and industries from Delhi to DMA and Priority towns of NCR.
- iv) Uniform Sales tax structure
- v) Water Supply schemes from Tehri Dam, Renuka Dam and Keshau Dams.
- vi) Inclusion of Deeg, 'Bharatpur, Cama and Nagar tehsils in NCR and Dholpur as counter magnet town in Rajasthan.

The extracts of the speeches are at the annexure.

3.0 Based on the discussions in the Board meeting, the following decisions were taken in respect of the individual items:

3.1 **Agenda Item No.1 : Confirmation of the Minutes of the 18th Meeting of the National Capital Region Planning Board held on 10.1.95**

Minutes of the 18th meeting of the National Capital Region Planning Board held on 10.1.95 were confirmed.

3.2 **Agenda Item No.2 : Review of the Actions taken on the decisions of the 18th meeting of the Board held on 10.1.95**

1. Preparation of Functional Plans and provisioning of physical infrastructure eg. roads and rail transport network, power and water supply grids, drainage and flood control and environment protection measures, in the entire National Capital Region including Delhi.

It was intimated that the Functional Plan for transport sector has already been finalised after approval of the UTPG and is being placed as Agenda Item No. 3. The rest of the functional plans were under preparation.

2. Evolving comprehensive policy linkage for land/space allotment in NCR and Delhi for commercial, industrial, residential, institutional and Government/Semi-Government and Public Sector offices.

Recommendations of the NCR Planning Board in respect of industries is under finalisation by the Delhi Development Authority for necessary amendments to the Delhi Master Plan 2001.

3. Setting up of an Expert Group by the Planning Commission to take up the formulation of Five Year Plan and Annual Plans for the National Capital Region.

The matter is being taken up with the Planning Commission.

4. To finalise the location of the site of the proposed National Capital Region University in consultation with the inter-State Task Force for creation of separate Central University.

It was intimated that the matter would be finalised shortly after a meeting with the Union Minister for Human Resource Development.

5. Finalisation of Project Reports for Kishau and Renuka and the Carrier System by the respective NCR States and the Central Government, to provide water to Delhi.

It was again emphasised by the CM, Delhi that the State Governments should take up these projects on priority basis and the Central Government should provide necessary funds for their implementation.

6. To include Dholpur in Rajasthan and Saharanpur and Ferozabad in U.P. as Counter-magnet towns and provide funds for the same.

The Chairman, requested the concerned states to send formal proposals giving the detailed reasons thereof.

7. At the time of mid term review, Bharatpur, Deeg, Kama and Nagar tehsils of Bharatpur district may be included in the NCR.

The Chairman asked the Rajasthan Govt. to send detailed proposals which could be looked into by the NCR Planning Board.

### 3.3 Agenda Item No. 3 : Functional Plan for the Transport Sector of National Capital Region.

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3.3.1 The Functional Plan was welcomed by the members and they emphasised the need for speedy implementation of the plan components. Some of the more important views expressed by the members on the elements of the Functional Plan are as follows:

3.3.2 National Highways :

The members have unanimously requested Ministry of Surface Transport to expedite the widening of all the national highways in NCR to four lanes.

3.3.3 Expressways :

Chairman suggested that the M.O.S.T. should declare the Expressways proposed in the functional plan as National Expressways and initiate feasibility studies immediately. The Chief Minister of Haryana also welcomed the proposal but made it clear that state government would not be in a position to provide any funds for land acquisition for this project. The Governor of U.P. has also requested that the total cost of Land Acquisition should be borne by NCR Planning Board and M.O.S.T.

3.3.4 Outer and Inner grid roads :

Regarding these roads, the Chief Minister of Haryana stated that since these roads are acting as by-pass to the National Highways, their construction should be taken up by Ministry of Surface Transport, for which the Central Government should make special funds available for this project. The State Government will not be in a position to make available the requisite funds.

3.3.5 Rail Network Improvements :

The Chairman requested Ministry of Railways to examine the construction of a perimeter rail-cum-road corridor connecting directional terminals at Holambi-Kalan, Anand Vihar, Tughlakabad and Bijwasan. He further stated that the capacity of the existing ring and radials should be enhanced with suitable measures. He directed the Govt. of Delhi to initiate feasibility studies for the construction of perimeter rail-cum-road corridor and elevated expressway on the ring road. The Govt. of Delhi should also help Ministry of Railways in constructing additional tracks on the northern segment of the ring rail between Patel Nagar and Nizamuddin. The Chief Minister of Haryana while fully supporting the proposal of regional rapid transport system in NCR suggested development of an

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additional rail directional terminal on National Highway No.10. He also suggested shifting of directional terminal at Bijwasan to Gurgaon. He further emphasised the need for Palwal-Sohna-Rewari-Rohtak railway line with a rail link from Rewari to Bhiwadi in the first instance. While referring to the financing strategy (CIDCO Pattern) enunciated in the functional plan with respect to railway projects, he was of the view that the recommended pattern was not acceptable to Govt. of Haryana as they cannot arrange the requisite funds to the tune of 2/3rds of the total project cost. As the major advantage of developing rail transportation would go to Delhi, this expenditure could be met either by the Govt. of Delhi or by Govt. of India. Chairman stated that the CIDCO Pattern had worked successfully in Maharashtra and all state Govts. represented in the NCRPB to consider adopting this pattern for developments of efficient transportation links within the region.

The CM of Delhi emphasised the need for speedy implementation of HSTS and MRTS in Delhi and requested the Chairman for coordinating the three transportation systems under consideration i.e. regional rapid transport system, MRTS and HSTS (Tramways).

#### 3.3.6 International Airport in NCR :

The CM of Haryana suggested Kundli as the appropriate site for locating the international airport. Govt. of Rajasthan on the other hand suggested location of the airport at Tapookra.

#### 3.3.7 Augmentation of Bus Services :

In order to have coordinated and uniform transport operations, the Chairman requested the members to consider augmenting bus transport operations in NCR. Regarding this the Chief Minister of Haryana stated that the Govt. of Haryana is not in favour of issuing permits to private operators. In order to meet the future requirements, the Chief Minister requested the Central Government to make funds available for augmenting the State Transport facilities for Haryana.

#### 3.4 Agenda Item No.4 : Approval of Annual Plan proposal for the year 1996-97.

The annual plan proposals were approved.



- 3.5 **Agenda Item No.5 : Approval of Revised Budget Estimates for the year 1995-96 under non-plan (Revenue) and Plan (Capital) and Budget-Estimates 1996-97 under non-plan (Revenue).**

The Revised budget estimates for the year 1995-96 and budget estimates for 1996-97 as sent by the Board to the Ministry were approved.

- 3.6 **Agenda Item No.6 : Presentation of Audited Accounts of NCR Planning Board for the year 1994-95.**

The contents of the report of the Director of Audit, Economic and Service Ministries on behalf of the CAG was noted and the certified accounts were adopted and approved.

- 3.7 **Agenda Item No.7 : Presentation of Annual Report 1994-95.**

The Annual Report 1994-95 was approved.

- 3.8 **Agenda Item No.8 : Review of loans & advances released to the State Govts./implementing agencies during 1994-95.**

The position of loans and advances during 1994-95 to the State Governments/Implementing Agencies was noted.

- 3.9 **Agenda Item No.9 : Issues arising out of the 35th, 36th and 37th meetings of the Planning Committee held on 31.1.95, 31.5.95 and 21.9.1995.**

- i) Consideration of the application of M/s. Delhi Automobiles Ltd. forwarded by the Government of U.P. regarding the change of land use from 'Recreational' to 'Residential' in Ghaziabad Master Plan.

The recommendations of the 35th meeting of the Planning Committee were approved.

- ii) Linkages and concrete measures for the dispersal of industrial activities from Delhi.

The recommendations of the 36th meeting of the Planning Committee were approved.

- iii) Setting up of Satellite Air Freight City near Indira Gandhi International Airport at Village Choma, District Gurgaon (Haryana)

It was pointed out by the Commissioner-cum-Secretary Town and Country Planning, Haryana that it may not be possible for Haryana to convert any portion out of its urbanisable areas at Gurgaon into green in order to accommodate the site for the Satellite Air Freight City.

- iv) Amendment of Sub-regional Plan for Uttar Pradesh Sub-region and the consequent Amendments to the Regional Plan-2001 for NCR for inclusion of Khurja Growth Centres and Chola in Bulandshahr-Khurja Complex.

The recommendations of the 37th meeting of the Planning Committee were approved.

- v) Establishment of Project Development Fund.

The recommendations of the 37th meeting of the Planning Committee were approved.

The meeting came to an end with a vote of thanks.

## ANNEXURE

### EXTRACTS OF SPEECHES

#### Speech of the Chief Minister, Haryana

Shri Bhajan Lal, Chief Minister, Haryana expressed his gratitude to the Chairman for affording him the opportunity to attend the 19th meeting of the Board and express his views. He emphasised the need for reducing the growth rate of population in Delhi and the important role the NCR plan has to play in it. Shri Bhajan Lal informed that in the sub-region of Haryana substantial urban development has been undertaken by the Govt. at Faridabad, Gurgaon, Panipat, Rewari to reduce the pressure of economic activities on Delhi. In addition to the already advertised institutional sector 32 at Gurgaon, another sector for this purpose is shortly going to be floated. However, it was intimated that sufficient cooperation was not coming forth from the Central/PSU offices for location in these institutional areas and requested the Chairman to take affective steps in this direction.

The Chief Minister further informed that Haryana State had been badly affected by the recent floods and as such requested the NCR Planning Board to allocate special funds for the repair of roads, buildings and the sewerage and drainage systems in the NCR towns so that they can be developed according to NCR plan. He further requested that the Central Government should take effective steps to get the pending work of four laning of National Highways completed through the Ministry of Surface Transport as the pressure of traffic is increasing day by day and the proeject has been substantially delayed. He further requested that the different central ministries should make special sub component plans and special funds be allocated therein for the NCR.

Welcoming the Functional Plan for the transport sector as approved by the UTPG, the Chief Minister requested that sufficient funds be made available for implementing the projects. He expressed the following views in respect of various projects included in the Functional Plan.

- \* Expressways : Haryana welcomed the Expressways propsoed in the Functional Plan and requested that the feasibility studies should be taken up immediately and implementation of the project should be started as early as possible. However, he was of the view, that work on these projects should be taken up by the Ministry of Surface Transport and National Highway Authority of India and funds be provided by them. The State Government would not be in a position to provide any funds for projects. He further requested the construction of an elevated highway between

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Ashram Chowk at Delhi to Faridabad and similar elevated roads at Panipat and Bahadurgarh, since, by-passes to National Highways were not possible over there. In view of the industrialisation taking place in the area, a high speed Expressways be constructed between Delhi and Bawal (Riwari), the first phase of which could be upto Manesar.

- \* Upgradation of National Highways : National Highway No.10 be four lanned from Bahadurgarh to Mahem. The work of widening National Highway No.8 should be started and it should be made six lane between Gurgaon and Behror in view of the increasing traffic.
- \* Inner and Outer grids : Since the inner and outer grid act as by-pass to the National Highways, their construction should be undertaken by the Ministry of Surface Transport or the Central Government should make especial funds available for these, because it is not possible for the State Government to make funds available for the same. Ofcourse as far as the by-passes around various towns are concerned, the State Government is ready to construct them on BOT basis.
- \* Directional Terminals : It was suggested that in addition to the 4 directional terminals mentioned in the Functional Plan, a 5th directional terminal may also be established on NH-10 and all the 5 directional terminals be connected through the perimeter Expressways.
- \* Integrated Mass Rapid Transit System : The State Government appreciates and fully supports the provision of dedicated electrified railways connecting NCR towns with Delhi and requested that it should be implemented as early as possible. It was further requested that these trains should be run at high frequency between Delhi and NCR towns for solving the transport problems.
- \* Bijwasan interstate rail-cum-road terminal : It was pointed out by the Chief Minister that they had offered sufficient land for the development of a rail-cum-road terminal near Haryana border in Gurgaon to the Railway Board, not very far from Bijwasan and as such requested that the terminal should be located in Haryana area.
- \* Palwal, Sohna and Rewari rail by-pass : The Chief Minister emphasised the need for construction of the regional rail by-pass at an early date, especially its first phase to provide a rail link between Rewari and Bhiwadi, which could help in the development of this region.



- 5
- \* Arranging finances for railway projects : The NCR has suggested the CIDCO pattern for financing new rail proposals by sharing of 2/3rds cost thereof by the State Governments. This pattern is not acceptable to Haryana Government since the conditions in Haryana are nowhere parallel to those of Bombay and they cannot arrange the requisite amount of funds. Since the major advantage of the rail transportation would go to Delhi, this expenditure could be met either by the Govt. of Delhi or by Govt. of India.
  - \* New International Airport : The Haryana Government has requested for establishing another International Airport for exports from north Indian states of Punjab, Himachal Pradesh, Jammu & Kashmir and Western U.P. at Kundli, where the Govt. of Haryana had undertaken the construction of a modern fruit and vegetable complex and the development of a new town.
  - \* Augmentation in bus services : Though the Haryana Government is ready to prepare a coordinated time table with all the neighbouring states for running of buses, however, they are not in favour of giving permits to private bus services. In order to meet the future requirements, the Chief Minister requested the Central Government to make funds available for adding to the facilities of the State road transport.

The Chief Minister further asked special attention towards the following projects :

- \* A new rail connection between Gurgaon-Nuh-Ferozpur-Jhilka-Alwar for which a long standing demand from Haryana Government is pending with the Railways. This would greatly help in the development the backward Mewat area of the Sub-Region.
- \* Direct rail link between Rohtak and Hissar so as to make the Counter-Magnet directly accessible from Delhi.
- \* The Haryana Government is facing shortages of funds for providing water supply to Sonapat, Faridabad and Bahadurgarh towns of NCR. For these schemes the NCR Planning Board should provide special funds which may have atleast 50% grant component and 50% loan which may be returnable over a period of 25 to 30 years.

Despite a number of incentives being provided by the Haryana Government for establishing new industrial units, their efforts are not being fully rewarded because of the shortages of power. As such maximum power should be provided out of the central unallocated reserve so that this

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region can become power-cut free area. Concluding his speech, Shri Bhajan Lal emphasised the need for uniformity of taxation in the Region and enforcement of consignment tax.

While thanking the Chief Minister, Haryana for expressing his views on the development of NCR, the Chairman Shri Dhawan pointed out that he was not very happy at the slow progress of the projects. He suggested changes in pattern of working and asked for all the NCR tasks/Projects, to be placed in 3 lists/ categories:

- \* The list of Projects which are not getting enough cooperation of the Central ministries, as pointed out by the Haryana CM. The Board should sort them out and if necessary he could assist in getting them cleared at his level.
- \* The project already on the agenda and have been discussed and are held up for want of inter-departmental coordination like finances and loans etc.
- \* The New Projects being posed by the State, which should be examined and the States be explained which of them can be taken up and the modalities for the same and which cannot be taken up and reasons thereof.

Regarding the funding of the Expressway projects, Shri Dhwan, though agreeing that the financial position of the State was not very good and they could not go on making commitments for all type of projects, pointed out that the development such projects would greatly benefit the states also and as such some burden should be shared by them also. He further requested that Chief Minister to instruct the various officers of different state departments to examine the matter afresh and provide the funds to the extent possible and of course the rest of the funds and loans can be arranged by the Board.

While complementing the CM for providing the best State Transport Services to Haryana, Shri Dhawan emphasised the need for a uniform and unanimous decision in the matter of issue permits which should be sorted out at the official level.

With regards to the financing of the Rail projects, the Chairman suggested that the Maharashtra pattern had worked very successfully and the Member Secretary, NCR Planning Board could convince the Haryana officers about the details of the System.

The Chairman expressed his desire that the Board should evolve a unique system of transacting its bussiness to sort out the problem by sitting across the table and coming out with unanimous decisions.

Speech of Chief Minister, Delhi

Shri Madan Lal Khurana, Chief Minister, Delhi while expressing his happiness on attending the Board meeting explained that though Delhi was the 3rd largest metropolitan city in India, it had the highest population density amongst them. Though some other cities around the World may have even higher densities but, in view of the existing economic situation and level of available technology, the strain on the basic services was extremely high. In this context, the major problems arose out of the unprecedented population growth and accordingly emphasised the need for effective implementation of the NCR proposals, which would not only benefit Delhi but also help in the economic development of the neighbouring states.

The Chief Minister, Shri Khurana pointed out that the Delhi Govt. had so far provided Rs. 6.5 crores for NCR development. However, it had not been able to provide more funds in the last year, because of the unexpected cuts in the plan budget. A provision of Rs. 5 crores had been made in the current year. In 1996-97, the Board has proposed a provision of Rs. 21.5 crores by Delhi, but the contributions to be made by other participating states have not been indicated. Since these states are going to derive maximum benefit through the implementations of these projects, they should also contribute liberally to it. As far as Delhi was concerned, it will try to increase its contributions. Shri Khurana further emphasised the urgent need for a rail based transport system for commutor movement within Delhi. In this context, he suggested that since MRTS is a very long term proposal, for solving Delhi's immediate need for the intrim period the ring rail should be reactivated, which in its form of '8' (the double ring) could provide an effective link to the trans Jamuna areas of Eastern Delhi if duly expanded and fully coordinated with the road transportation systems. He also emphasised the earliest implementation of the HSTS which is likely to be completed within next 3 to 4 years and would provide immediate relief to citizens of Delhi. He extended his full support to the transportation functional plan, which had been approved by the UTPG and hoped that this plan will be implemented very soon, with the active cooperation of the ministries of Railway, Urban Affairs and Employment and Surface Transport. As far as Delhi is concerned, it would fully cooperate in its implementation.

In order to mitigate the problems of pollution caused mostly by motor vehicles and hazardous industries, Shri Khurana emphasised the need for preparing a time bound programme for shifting such industries outside Delhi. He however mentioned that it was neither possible to shift all the

industries out of Delhi in one go nor it was in the interest of Delhi. The process of shifting of industrial units involved numerous problems including that of the labour and the facilities required for them.

Intervening in the discussion, the Chairman, Shri Dhawan intimated that the facilities for labour etc. could be provided for at the new sites.

Shri Khurana further suggested that in the first phase, only the dangerous units should be shifted out of Delhi.

The Delhi Govt. would like to maintain to distributive character of Delhi. The suggestion of CM, Haryana to have a uniform sales tax structure, on the face of it is a good suggestion, but the practical situation in each state is different. Other states had agriculture and industry as their revenuebase where as Delhi was totally dependent on Sales tax for 70-75% of its income. Delhi, in fact, would not be able to sustain it self without it.

The Chairman intervened that Sales tax is only applicable to those items which are locally consumed, but in case of inter state transaction, it is hardly one to one and a half percent. In fact this was an important issue and in the same way would have to be sorted out through mutual discussions.

Shri Khurana pointed out that shifting of whole sale trade in Delhi does not involve a question of Sales tax only, rather it affects a number of people involved like the shopkeepers, traders and labourers and the NCR towns would have to make comprehensive arrangements for the purpose.

The Chairman pointed out that in the near future a meeting of the State Finance Minister is going to be held with the Union Finance Minister, Shri Manmohan Singh and this is an important item on the agenda.

The Member Secretary, NCR Planning Board pointed out that some of the State had not brought their Sales tax to even the floor level, on which there was even a national consensus.

Shri Khurana continuing his speech pointed out that Power and water were the important basic public necessities. An important agreement had been reached sometime last year under which Delhi was to get 0.724 BCM of additional raw water, however, full quantity has not been made available so far. This agreement should be fully implemented. In this context, he requested the Chief Minister of the neighbouring states to implement the schemes relating to Tehri, Renuka and Keshau dams and also requested the Central Govt. to make necessary funds available for these projects.



In the end he requested the Central Govt. and the related ministries and the neighbouring states to implement the National Capital Region plans and hoped that before the next meeting of the Board we will be able to place before the public a concrete programme which will solve some of the problems in this area. Shri Bhajan Lal, CM, Haryana welcomed the suggestion that all the problems, should be sorted out at the level of Secretaries of the concerned departments and be brought before the board at the final stage only.

Referring to the points raised by C.M., Delhi, the Chairman, Shri Dhawan, said that since the development programmes of the NCR are going to greatly benefit the population of Delhi, the Government of Delhi should substantially raise its contribution to NCR as their current contribution is much less compared to their over all budget.

With regards to the MRTS, Shri Dhawan informed that the apprehension of the C.M. Delhi that MRTS will take 30-35 years was not correct. In fact extensive work was going on in this regard in the Ministry and interactions taking place with the Japanese and the matter was shortly going to be placed before the Union Cabinet. Once a final view is taken in this matter, MRTS should not take more than 5 or 6 years. He welcomed the offer of the C.M. Delhi to start free bus services from the Railway Station and suggested that the same be introduced as quickly as possible. This would benefit in two ways. One by providing easy access, better rider ship and consequently the viability of the trains would improve and secondly, the people would get habituated to use the rail system.

Regarding the policy on shifting of industries, the Chairman pointed out that if Delhi insists only on shifting of dangerous units and retaining the other so called non-dangerous units with-in Delhi itself, the position may not be acceptable to the States. Infact in such a case the non dangerous industries would never shift. It was therefore, considered prudent that a common yard stick may be applied to all industries required to be shifted out. The Chairman further expressed the view that once industries shift and creat an economic base in the region, other issues like labour and employment will be automatically taken care off, since most of the in-migration takes place in search of jobs.

Shri Khurana, C.M. Delhi intervened to raise two points:

- (i) The need for coordinating the three transportation system under consideration i.e., the RRTS, the MRTS and the HSTS.

- (ii) The need for widening the NH-8 and NH-10, which were six lane highway outside Delhi, but as they entered Delhi, they were reduced to 4 lane roads only.

The Chairman Shri R K Dhawan pointed out that as far as the first issue of coordination of the transport system was concerned, already there was full coordination between RRTS and MRTS, where as the HSTS was being looked after by the Ministry of Surface Transport. The Urban Development Ministries was in regular touch with the MOST in the matter.

Regarding the other issue of National Highways, the Chairman asked for the matter to be examined.

Intervening, Shri M C Gupta, Chief Secretary (Haryana), expressed his views that Haryana had slightly different perception about the dispersal of Industries from Delhi. As far as non-polluting Industries were concerned, they were welcome to Haryana. Regarding the polluting industries, since they were in the process of relocating, they would like to expand and if through recourse to better technology they could reduce their pollution level, their relocation would become smooth. However for this an understanding would have to be reached between GNCT-Delhi and State Governments, after which Haryana can take a view in the matter.

Speech of Minister for Urban Development & Housing, Rajasthan

Shri Bhawar Lal Sharma, Minister for Urban Development & Housing, mentioned regarding some of the points discussed in the earlier meeting of the Board, i.e., rail connection to Bhiwadi and amendments in the notification of the Environment Ministry, as well as inclusion of some additional areas of the Rajasthan in the NCR on which the decisions were still awaited. Based on the new industrial policy of the state, the Rajasthan Govt. was finalising an Industrial Area Development Act, which could look into the establishment of industrial areas in private sector. Under this act, they proposed to set up an Industrial Development Authority for Bhiwadi in NCR. In this context, Behror-Neemrana-Shajahanpur was rapidly developing into an industrial corridor and since the population by 2001 is expected to be 1,10,000, these 3 centres should be treated as regional centre for development. RICO had notified 3000 acres of land for acquisition which could be offered to the industries being shifted out of Delhi, in the light of the Supreme Court judgement. Of the two regional centres, the Master plan for Alwar has already been approved by the Govt. and the Master Plan for Bhiwadi has been prepared. The Master plans for Shajahanpur, Kherthal and Tijara were being

prepared. It is also proposed to prepare development schemes for some of the selected service centres and basic villages.

Shri Bhanwar Lal Sharma, Housing & Urban Development Minister, Rajasthan pointed out that a combined master plan had been formulated for Bhiwadi and Dharuhera. Since the natural slope was from Bhiwadi towards Sahibi river in Haryana, there was no way for disposal of waste water from Bhiwadi except having a combined sewerage system with Dharuhera. He therefore asked the Board to use its good offices to get the matter sorted out.

Shri Sharma further mentioned that Alwar whose population is likely to rise to 5 lacs by 2001, requires proper water supply facilities. In this regard, a feasibility study had been got conducted for bringing water to the region from a far off point. The matter had been discussed with Japanese specialists through the NCR Planning Board in June, 1995 with the State Government officers and the site was also inspected. Since it is not possible through the state resources to complete this water supply project, only if the Board agrees to provide more and more financial assistance for the scheme, the scheme can be taken up. In this regard, he requested the Board to arrange for Japanese assistance at its level. He emphasised the need for providing assistance in the 9th plan for the development of rural areas which could help in checking migration to the towns to a large extent. Shri Sharma welcomed the new financing pattern evolved by the NCR Planning Board for financial assistance for the projects. He emphasised the need for development of basic facilities in the smaller towns and villages, and stressed the need of providing financial assistance in the form of grants for the development of service and rural centres.

While expressing his gratitude to the members of the UTPG, he requested for the early implementation of the transport sector plan especially the four laning of National Highway No.8 and the rail connection between Bhiwadi and Rewari through Palwal-Khurja broadgauge line.

Shri Sharma further requested for the strengthening of the Alwar, Ramgarh, Sohna and Gurgaon road in the first phase and connecting Alwar, Kherthal and Ajraka to the National Highway No.8 near Bawal. He also expressed his gratitude for sanctioning financial assistance for the construction of tunnel across Jandauli valley. Shri Sharma further pointed out that excessive rainfall had caused extensive damage to the roads in the Rajasthan sub-region, for which the Board may provide special financial assistance for reconstruction and repairs of the existing links to the towns and small

villages. He further requested for survey to be got conducted by the Railway Board for a broadgauge railway line connecting Harsoli, Mandawar, Behror and Narnaul and immediately make necessary financial provision for its construction. The Rajasthan Govt. had suggested that construction of an additional airport Tapookra at the UTPG meeting which may be considered favourably. He further requested for the inclusion of Deeg, Bharatpur, Cama and Nagar tehsils in the NCR and also select Dholpur town as a counter magnet. Accordingly he requested that the entire Alwar district should be included in the NCR which would help in a proper administrative control and implementation of the projects in a much better manner. He further requested that the notification dated May 07, 1992 issued by the Environment and Forest Ministry should either be scrapped or amended so that the development works like industrialisation, mining and electrification etc. are not affected. The Rajasthan Govt has made a provision of Rs. 18 crores for the development of towns and small centres in the Rajasthan sub-region of NCR which would include the development of Behror and Kherthal areas also. In the light of the fact that Alwar and Bhiwadi are the backward areas and it is not possible for the development agencies to recover the revenue according to the investments in the development works, he requested the Board to review and provide some relief to these agencies in respect of the previous loans given by the Board.

Shri Sharma thanked the Board for sanctioning Rs. 200 lacs for counter magnet kota and the efforts made by it to get the bridge constructed over river Chambal through Japanese assistance.

Shri Rohtash Kumar, Transport Minister, Rajasthan while thanking the Chairman for calling the UTPG meeting, pointed out that some of the issues raised by him during the meeting had not been recorded in the minutes of UTPG. As such, he said a reference was being made to the Board and requested that the minutes be amended.

Shri Rohtash Kumar thanked the CM, Haryana for suggesting the construction of 6 lane Expressway between Delhi-Gurgaon-Jaipur and the rail connection between Rewari & Bhiwadi. He further requested the location of an airport at Teokara. He further requested that all these project be implemnted early.

While summing up the issues raised by the participants, Shri Dhawan, Chairman, pointed out that most of the matters brought up, were the same as discussed in the last meeting. However the States had not submitted concrete proposals in their regards and requested the states to ask their officer to submit complete proposals to the Board expeditiously.



He further requested the states to view the problems from a broader national perspective , rather than a narrow out-look of benefits of any particular project going to one state or the people of Delhi etc. All the participants of the NCR would have to strive for a common goal.

The Chairman admonished the States on the slow progress of their ongoing projects and submission of new projects.

The Chairman finally mentioned that though at the Central level he would take up the pending issues with various ministries, he would like the states also to expedite the implementation of their projects and preparation and submission of new projects to the Board expeditiously.

He further asked the U.P. Government officer to give a copy of the U.P. Governor's speech to the Member Secretary, who could incorporate the views contained therein. The summary of the speech of Shri Moti Lal Vohra, Governor U.P. is as under.

Speech of Shri Motilal Vora, Governor, U.P.

In his speech the Governor emphasised the need for planned development of the NCR, as also active involvement of the U.P. Government in the development of UP Sub-region as per NCR Plan. In order to check migration from small and medium towns, it is very important to create employment opportunities and facilities at Delhi's level therein. For this, important projects are being identified and implemented in Meerut and Bulandshahr-Khurja towns.

The State Govt. has already approved the new financing pattern in principle. However, due to limited returns expected out of infrastructure projects, the state is hard pressed with the problem to repay the loan. As an example the expenditure on land acquisition for expressways has been proposed to be shared between NCRPB/MOST and the State Government and the construction in any case has to be undertaken on BOT basis. But keeping in view of the financial constraints of the State Governments, the total cost of land acquisition should be borne by NCRPB and MOST.

The proposal to create Project Development Funds with an initial amount of Rs.1.00 crores being proposed by NCRPB should be approved as early as possible so that the same can be applied to prepare required project plans in UP Sub-region.

Keeping in with the NCR Plan for shifting of Central Govt./Public sector offices, wholesale trade and industrial establishments from Delhi to other parts of NCR, the UP Govt. had taken initiative to develop sufficient land in

Meerut for central Government offices and other organisations. Similar projects have also been undertaken in other towns to accommodate industrial and economic activities but since actual shifting has not taken place from Delhi it has caused multiple problems. While on the one hand, in Delhi the problem of growth of population and consequent transportation congestion are getting out of hand, on the other hand, financial loss is being suffered due to non utilisation of the developed infrastructure. Therefore the shifting of Central Government offices to different towns of NCR should be taken up at top priority. The Planning Committee has already approved package of incentives for this purpose and it will be pragmatic for the Central Govt. to make financial resource available to implement the package.

In addition to developing Bareilly as a counter magnet town, Saharanpur and Ferozabad towns may also be taken up as counter magnets.

In his speech, the Governor has emphasised the role played by efficient transportation in development of economic and other activities and the need for the frequent rail services to provide an incentive to the population working in Delhi to live in priority towns of NCR. For this doubling of Muradnagar-Meerut section and its electrification has been suggested. He has further suggested that the Functional Plan prepared by the Unified Transport Planning Group be implemented as early as possible.

In order to implement the plan proposal of dispersal of whole sale trade and commerce from Delhi, it has been proposed that sales tax rates in Delhi be brought at par with those in U.P.

**ACTION TO BE TAKEN AS PER MINUTES OF THE 19TH MEETING OF THE NATIONAL CAPITAL REGION PLANNING BOARD HELD ON 17TH NOVEMBER, 1995.**

| Sl. No. | ISSUES FOR ACTION   | ACTION TO BE TAKEN BY  |
|---------|---|--|
| 1.      | Declaration of Express Highways as National Express Highways & to initiate feasibility studies to link them with Delhi-Ghaziabad-Meerut, Panipat-Sonepat-Ghaziabad and Delhi-Khurja Expressways.  | Ministry of Surface Transport.   |
| 2.      | To examine the construction of perimeter rail-cum-road corridor connecting the Directional terminals at Holambikalan, Anand Vihar, Tughlakabad and Bijuvasan. Also electrification and doubling of ring rail and radial corridors for enhancing their capacities. | Ministry of Railways and Govt. of Union Territory of Delhi.                                      |
| 3.      | Feasibility study of introducing linked bus service to the ring rails and radials to make the commuter service more attractive.   | Ministry of Railways.  |
| 4.      | Construction of additional tracks along the northern segment of the ring rail between Patel Nagar, Dayabasti, New Delhi, Delhi and Nizamuddin.  | Govt. of U.T. Delhi and Ministry of Railways.  |
| 5.      | Free movement of DLT Taxies and Autorickshaws in the entire region.   | Notification has to be issued by the Govt. of U.T. Delhi.  |
| 6.      | Feasibility studies for local urban transport system for which finances will be provided by the NCRPB.  | State Governments of U.P., Haryana and Rajasthan   |
| 7.      | Proposal of entering into an agreement for sharing the cost on CIDCO pattern with the Ministry of Railways for construction of additional tracks along the radials in the sub-regions.  | State Governments of U.P., Haryana and Rajasthan, Ministry of Railways and N C R Planning Board. |

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|-----|---|--|
| 8.  | Formulation of projects of capital intensive services like water supply, sewerage, treatment plant, etc. for NCR towns which could be posed to the national and international arena to seek funding arrangements. | State Governments of U.P., Haryana and Rajasthan.                            |
| 9.  | Separate sub-component plans within their Five Year Plans and corresponding annual plans to provide for adequate funds for NCR projects.  | Ministry of Surface Transport, Railways and Department of Telecommunication. |
| 10. | Structuring of a comprehensive fiscal plan for the NCR.   | Planning Commission.   |
| 11. | Listing of projects which are not getting cleared by Central Ministries, held up for want of inter-departmental coordination and new projects posed by different States.  | National Capital Region Planning Board.                                      |
| 12. | Issue of uniform permits for plying buses in the region.  | State Governments of U.P. and Haryana, Rajasthan & Delhi.                    |
| 13. | Financing of Rail Projects on Maharashtra pattern in Haryana Sub-region.  | N C R Planning Board.  |
| 14. | Implementation of schemes relating to Tehri, Renuka and Koshau dams.  | State Govt. of U.P. & Himachal Pradesh.                                      |
| 15. | Contribution to NCR   | To be raised by Delhi Government.  |
| 16. | Bus Services starting from Railway Stations to work places.   | Delhi Government.  |
| 17. | Combined sewerage system of Bhiwadi in Rajasthan and Dharuhera in Haryana.  | State Government of Haryana & Rajasthan and N C R Planning Board.            |
| 18. | Inclusion of Deeg, Bharatpur, Kama and Nagar Tehsils in the NCR and identification of Dholpur as counter magnet town. Inclusion of entire district of Alwar in NCR.   | Government of Rajasthan to send comprehensive proposals.                     |



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| 19. Construction of 6-lane Expressway between Delhi-Gurgaon-Jaipur.                                   | The proposal should be examined by the Ministry of Surface Transport and a feasibility study should be got conducted for the same. |
| 20. Construction of Rail Link between Rewari and Bhiwadi.   | The action should be taken by the Ministry of Railways to start implementation of the project.                                     |
| 21. The alternate locations for an additional Airport in the NCR in Haryana or Tapookra in Rajasthan. | The proposal should be examined by the Ministry of Civil Aviation/IAAI.  |
| 22. Approval of creation of project development funds with in initial amount of Rs.1.00 crore         | N C R Planning Board.  |
| 23. Inclusion of Saharanpur and Ferozabad towns as counter magnet.                                    | Detailed proposals should be submitted by Govt. of U.P.  |
| 24. Uniform sales tax in the region.  | State Govts. of U.P., Rajasthan, Haryana & GNCT-Delhi.   |

**LIST OF THE MEMBERS/CO-OPTED MEMBERS/STANDING INVITEES**

| S.NO. | NAME & DESIGNATION  | STATUS   |
|-------|---|----------|
| 1.    | SHRI R.K. DHAWAN,<br>MINISTER OF STATE (INDEPENDENT CHARGE)<br>DEPTT. OF URBAN DEVELOPMENT,<br>NEW DELHI.         | CHAIRMAN |
| 2. ✓  | SHRI BHAJAN LAL,<br>CHIEF MINISTER<br>GOVT. OF HARYANA<br>CHANDIGARH.   | MEMBER   |
| 3. ✓  | SHRI BALBIR PAL SINGH,<br>TRANSPORT MINISTER,<br>GOVT. OF HARYANA<br>CHANDIGARH.                                  | MEMBER   |
| 4. ✓  | SHRI M.C. GUPTA,<br>CHIEF SECRETARY,<br>GOVT. OF HARYANA<br>CHANDIGARH.   | MEMBER   |
| 5. ✓  | SHRI PRADEEP KUMAR,<br>COMMISSIONER & SECRETARY,<br>TOWN & COUNTRY PLG. DEPTT.<br>GOVT. OF HARYANA<br>CHANDIGARH. | MEMBER   |
| 6. ✓  | SHRI P.R. KAUSHIK,<br>SECRETARY (PWD&BR)<br>GOVT. OF HARYANA<br>CHANDIGARH.                                       | MEMBER   |
| 7. ✓  | SHRI R.N. PRASHAR,<br>TRANSPORT COMMISSIONER<br>GOVT. OF HARYANA<br>CHANDIGARH.                                   | MEMBER   |
| 8. ✓  | SHRI R.S. GUJRAL,<br>DIRECTOR (TCP& CHIEF ADMN.)<br>HUDA, PANCHKULA<br>HARYANA                                    | MEMBER   |
| 9. ✓  | SHRI MADAN LAL KHURANA<br>CHIEF MINISTER<br>GOVT. OF NCT-DELHI  | MEMBER   |

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|-------|---|--------|
| 10.   | SHRI P.P. CHAUHAN,<br>CHIEF SECRETARY,<br>GOVT. OF NCT-DELHI.   | MEMBER |
| ✓ 11. | MS. SUMAN <del>SWAMY</del> <i>Swamy</i><br>SECRETARY (PWD)<br>NCT, DELHI.                                 | MEMBER |
| 12.   | MS. K. DHINGRA,<br>(COMMISSIONER-SECRETARY TRANSPORT)<br>NCT-DELHI.                                       | MEMBER |
| ✓ 13. | SHRI ARUN MHAISALKAR<br>COMMISSIONER (PLANNING)<br>D.D.A.<br>NEW DELHI.                                   | MEMBER |
| ✓ 14. | SHRI S.P. BANSAL,<br>DIRECTOR (PLANNING)<br>D.D.A.<br>NEW DELHI.  | MEMBER |
| ✓ 15. | SHRI BHANWAR LAL SHARMA,<br>MINISTER (URBAN DEVELOPMENT),<br>GOVT. OF RAJASTHAN<br>JAIPUR.                | MEMBER |
| ✓ 16. | SHRI ROHTASH KUMAR,<br>TRANSPORT MINISTER<br>GOVT. OF RAJASTHAN<br>JAIPUR                                 | MEMBER |
| ✓ 17. | SHRI RAJIV MEHRISHI,<br>SECRETARY (TRANSPORT)<br>GOVT. OF RAJASTHAN<br>JAIPUR                             | MEMBER |
| ✓ 18. | SHRI C.S. MEHTA,<br>CHIEF TOWN PLANNER<br>TOWN & COUNTRY PLANNING DEPTT.<br>GOVT. OF RAJASTHAN<br>JAIPUR. | MEMBER |
| ✓ 19. | SHRI D.S. BAINS,<br>SECRETARY, (HOUSING)<br>GOVT. OF UTTAR PRADESH<br>LUCKNOW.                            | MEMBER |
| ✓ 20. | DR. NASIM ZAIDI<br>COMMISSIONER TRANSPORT,<br>GOVT. OF U.P.<br>LUCKNOW.                                   | MEMBER |

21. ✓ SHRI C.B. PALWAL, MEMBER  
SPL. SECRETARY (URBAN DEV.)  
GOVT. OF U.P.  
LUCKNOW.
22. ✓ SHRI R.P. TYAGI, MEMBER  
VICE-CHAIRMAN  
G.D.A.  
GHAZIABAD (U.P.)
23. ✓ SHRI H.K. SHARMA, MEMBER  
CHIEF TOWN & COUNTRY PLANNER  
TOWN & COUNTRY PLANNING DEPTT.  
GOVT. OF U.P.  
LUCKNOW.
24. ✓ SHRI D.S. MESHAM, MEMBER  
CHIEF PLANNER,  
TOWN & COUNTRY PLG. ORGANISATION,  
NEW DELHI.
25. SHRI OMESH SAIGAL, MEMBER-CONVENOR  
MEMBER-SECRETARY,  
NCR PLANNING BOARD,  
NEW DELHI.
26. SHRI L.C. JAIN, MEMBER,  
ADVISOR (PROJECTS),  
MIN. OF RAILWAYS,  
RAILWAY BOARD,  
NEW DELHI.
27. SHRI A.D. NARAIN, MEMBER  
DIRECTOR GENERAL (ROAD DEV.)  
MIN. OF SURFACE TRANSPORT,  
GOVT. OF INDIA,  
NEW DELHI.
28. SHRI S.C. SHARMA, MEMBER  
CHIEF ENGINEER,  
MIN. OF SURFACE TRANSPORT,  
NEW DELHI.
29. SHRI N.S. JAIN, MEMBER  
SUPRETENDING ENGINEER (PLG.)  
MIN. OF SURFACE TRANSPORT,  
NEW DELHI
30. SHRI K.K. NARANG, MEMBER  
DY. ADVISOR (HUD),  
PLANNING COMMISSION  
NEW DELHI.



31. SHRI T.S. KRISHNAMURTHY, MEMBER  
ADDL. SECRETARY,  
DEPTT. OF EXPENDITURE  
GOVT. OF INDIA,  
NEW DELHI.
32. MS. GAYATHRI RAMACHANDRAN, MEMBER  
JT. SECRETARY,  
MIN. OF POWER,  
GOVT. OF INDIA  
NEW DELHI.
- ✓ 33. SHRI J.N.L. SRIVASTAVA, MEMBER  
PRINCIPAL SECRETARY,  
(HOUSING & U.D. DEPTT.)  
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