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# AGENDA NOTES

AB(20) 1996

20 TH MEETING OF THE  
N.C.R. PLANNING BOARD  
TO BE HELD  
AT 11:00 AM ON AUGUST 19, 1996  
IN VIGYAN BHAWAN

**N.C.R. PLANNING BOARD**  
**MIN. OF URBAN AFFAIRS & EMPLOYMENT**  
**NEW DELHI**

AGENDA ITEMS FOR THE 20TH MEETING OF THE NATIONAL CAPITAL REGION  
PLANNING BOARD TO BE HELD AT 11.00 A.M. ON 19TH AUGUST, 1996 IN  
VIGYAN BHAWAN, NEW DELHI.

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**AGENDA NOTES FOR THE 20TH MEETING OF THE NATIONAL CAPITAL REGION  
PLANNING BOARD TO BE HELD AT 11.00 A.M. ON 19TH AUGUST, 1996 IN  
VIGYAN BHAWAN.**

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**AGENDA ITEM NO. 1 : CONFIRMATION OF THE MINUTES OF THE 19TH  
MEETING OF THE NATIONAL CAPITAL REGION  
PLANNING BOARD HELD ON 17.11.95.**

The minutes of the 19th meeting of the National Capital Region Planning Board held on 17.11.95 were circulated vide NCRP Board's letter No.K-14011/1/95-PMC/NCRPB (19th) dated 30th January, 1996 (copy of the minutes is enclosed at Annexure-I for ready reference).

Since no comments have been received, the Board may confirm the minutes.

**AGENDA ITEM NO. 2 : REVIEW OF THE ACTION TAKEN ON THE DECISIONS OF THE 19TH MEETING HELD ON 17.11.1995.**

Sl.	ISSUES FOR ACTION	STATUS
1.	Declaration of Express Highways as National Express Highways and to initiate feasibility studies to link them with Delhi-Ghaziabad-Meerut, Panipat-Sonepat-Ghaziabad and Delhi-Khurja Expressways.	The M.O.S.T has indicated its inability to declare the NCR Expressways as National Expressways. Board may indicate further course of action.
2.	To examine the construction of perimeter rail-cum road corridor connecting the Directional terminals at Holambikalan, Anand Vihar, Tughlakabad and Bijwasan. Also electrification and doubling of ring rail and radial corridors for enhancing their capacities.	A request was made to the Rail way Board to take up the study. However, in the meanwhile separately 2 short studies have been awarded to RITES by the NCR Planning Board which cover the development of a scheme for integration of MRTS proposed for Delhi with the existing rail system and the integration of the priority & DMA towns with the same.
3.	Feasibility study of introducing linked bus service to the ring rails and radials to make the commuter service more attractive.	The results of these studies would provide necessary feasibility for these 3 proposals under items 2, 3 & 4.
4.	Construction of additional tracks along the northern segment of the ring rail between Patel Nagar, Dayabasti, New Delhi, Delhi and Nizamuddin.	



5. Free movement of DLT Taxies and Autorickshaws in the entire region.

Notification is yet to be issued by the Govt. of U.T. Delhi. They may intimate position in meeting.

6. 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.

The matter was discussed in a meeting with the Chief Secretaries of Haryana and UP. The Govt. of Haryana has taken the view that the situation like that of Bombay did not exist anywhere in the NCR and the financial participation of the State Govt. for providing new rail links may not be possible. A similar stand has also been taken by the U.P. Govt. Board may consider setting up an interstate group under Chairman, Railway Board to consider the issue in depth.

7. 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 flora to seek funding arrangements.

State Governments of U.P., Haryana and Rajasthan may report the progress on preparation of projects for these purposes. The NCRPB had received the following projects from the State Govts. for availing Japanese Grant Aid funds:

- a) Sewerage Scheme for Bhiwadi.
- b) Water supply scheme for Alwar.
- c) Water Supply Scheme for Faridabad.
- d) Bridge on river Chambal at Kota.

These projects have been vetted by the Japanese agencies and the State Governments/their agencies have been requested to

prepare final reports on the basis of the vetted project reports and submit them formally to the D.E.A. for onward transmission to the Japanese Govts./JAICA. Project at item (d) above has already been submitted by the Rajasthan Govt. The rest of the projects are yet to be submitted by the State Govts. of Rajasthan and Haryana to the D.E.A.

A sub-group on NCR issues had been set up to carry out the exercise under the working Group on Urban Development for the 9th Five Year Plan constituted by the Planning commission. The Sub-group has proposed that the concerned Central Ministries and the States should formulate separate sub-component plans for NCR in the respective Five Year Plans. Report of the Sub-group is at Annexure II under Agenda item No.3.

The matter is being taken up by the Ministry of Water Resources. They may report progress in the meeting.

Delhi Govt. may intimate the progress.

The matter has to be sorted out by Haryana & Rajasthan Govts.

8. Separate sub-component plans within their Five Year Plans and corresponding annual plans to provide for adequate funds for NCR projects.
9. Structuring of a comprehensive fiscal plan for the NCR.
10. Implementation of schemes relating to Tehri, Renuka and Koshau dams.
11. Bus services starting from Railways stations to work places.
12. Combined sewerage system of Bhiwadi in Rajasthan and Dharuhera in Haryana.

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|---|---|
| 13. 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. | The matter regarding extending the boundaries of NCR to include the plans of the portion of Alwar district and inclusion of Tehsil of Bharatpur as well as identification of new counter magnet town Dhaulpur would be taken up while reviewing the Regional Plan 2001. |
| 14. Construction of 6-lane Expressway between Delhi-Gurgaon-Jaipur.   | Action being taken by MOST.   |
| 15. Construction of Rail Link between Rewari and Bhiwadi.   | Railway may report the progress of the final alignment survey report.   |
| 16. The alternate locations for an additional Airport in the NCR in Haryana or Tapookra in Rajasthan.   | Matter is being looked into by DGCA.  |
| 17. Approval of creation of project development funds within initial amount of Rs.1.00 crore.   | The fund has been created.  |
| 18. Inclusion of Saharnpur and Ferozabad towns as counter magnet.   | The matter was discussed in the Planning Committee and it was decided to be considered at the time of reviewing of the Regional Plan 2001.  |
| 19. Uniform Sales Tax in the region.  | Action being taken by GNCT Delhi may be reported.   |

**AGENDA ITEM No. 3 : NINTH FIVE YEAR PLAN (1997-2002)  
INVESTMENT REQUIREMENTS FOR DEVELOPMENT  
PROGRAMMES OF THE NATIONAL CAPITAL  
REGION.**

A 'Sub-Group on NCR Issues' was constituted under the Working Group on Urban Development including Urban Transport set-up by the Planning Commission for the Ninth Five Year Plan. The Sub- Group, while formulating its proposals about various development projects and related investments for implementation during the Ninth Plan period, has also made detailed estimates of the overall development requirements for NCR during 1995 - 2005.

These investment estimates by the Sub group are for the development of core infrastructure components of transport, telecommunication and energy as well as for the development of new townships by providing housing and various socio-economic infrastructure, and is expected to be of the order of about Rs.59,000 Crores out of which the Private Sector is envisaged to deploy an amount of over Rs.38,000 Crores and the balance of about Rs.21,000 crores by the public sector.

For the Ninth Plan period, the sub Group has estimated a total investment of about Rs.26,000 Crores - Rs. 11.000 crores by the Central Ministries, the member states of Haryana, Rajasthan, Uttar Pradesh and NCT Delhi mainly for the creation of core infrastructure components and land acquisition & development for new townships and about Rs.15,000 crores by the private sector

for the development of housing and economic activities of industry, wholesale trade etc. for the generation of employment opportunities.

The Sub Group has recommended, inter-alia, that the concerned Central Ministries and the member states should structure separate 'SUB COMPONENT PLAN FOR NCR' and make appropriate financial provisions for the Ninth Plan in their respective Plan proposals so that they will aggregate to the envisaged overall development programmes for the National Capital Region. The Sub Group has also sought a budgetary support of Rs.800 crores for the NCR Planning Board for various development programmes which are to be jointly funded by the Board and the member states.

A copy of the report of the Sub Group is at Annexure II.

The matter is placed before the Board for information.

**AGENDA ITEM NO. 4 : FINANCING OF NCR PROJECTS - RAISING OF ADDITIONAL RESOURCES.**

The 8th-Plan Investment Programme envisages financing of various development and infrastructure projects in the State Sector (shared-programme) of the order of Rs.1260.00 crs. For this, the Planning Commission allocated an amount of Rs.200.00 crs. with a stipulation that matching contribution is provided by the participating State Govts. As regards raising of funds for the remaining Rs.860.00 cr., it was decided to float a financial institution to be called "National Capital Region Dev. Finance Corporation" which would use the 8th plan budgetary support alongwith the matching contributions by the States as its equity base to raise the additional resources from the financial institutions and capital market. This proposal did not find favour with the Ministry of Finance.

In order to speed up the process of resource mobilisation, the NCR Planning Board in its 18th meeting held in Jan.'95 decided that HUDCO, a sister organisation, should undertake raising of funds on behalf of NCRPB from the capital market for an amount of Rs.800-900 crs. during the 8th-plan period for which the Board would provide equity contribution of Rs.100 crs. to HUDCO either directly or through the Ministry of Urban Development. HUDCO would accordingly float various types of

bonds (taxable, taxfree, SLR etc.) and pass on the funds to the Board levying a nominal charge of 1% for the services. Pending this HUDCO would provide initial Line of Credit for Rs.200.00 cr. out of its own corpus of fund at an interest rate of 13% (appx.) plus service charges of 0.50 to 1.00%. Separately, in a meeting held under the chairmanship of Secretary UD, HUDCO also agreed to have the repayment of loan in 7 years with a moratorium for 3 years (copy of minutes enclosed).

With the mobilisation of resources on the above pattern from HUDCO, it was decided in the meeting ibid that hereafter Board would provide funds for the projects on 75:25 basis as against existing 50:50 at an average interest rate of 12-13% whereas Counter-part State funds would be interest free so that average cost of funds at the project level is about 9-10%. This pattern of financing had become essential as most of the projects were of infrastructure nature having low rate of return and long gestation period.

HUDCO has now indicated its inability to enter the capital market & float bonds on behalf of the NCRPB. because of unfavourable conditions prevailing currently in the capital market. Further, for the initial line of credit to be provided out of its own corpus of fund, HUDCO proposes to levy a net rate of interest of 17.50% (appx.), with quarterly payment of interest and repayment of principal and no moratorium. With these set backs

from HUDCO, we will have to work out an alternative strategy for financing such projects. Till this is done, it would not be possible for the Board to undertake financing of new projects. At best, the projects-in-progress could be provided funds for completion out of its internal accruals and usual budgetary support.

The matter is placed before the Board for deliberation and taking a view on the following issues :-

- i) HUDCO may be prevailed upon by the Government to treat NCRPB as a sister organisation (and not an outside borrower) which is engaged in implementation of the Central Govt. policies and programmes and accordingly provide funds by raising resources from the capital market as also from its own corpus on the agreed terms and conditions.

or

- ii) The Government may re-consider the proposal of the Board for setting-up of NCR Development Finance Corporation and for this, make necessary amendments in the NCR Planning Board Act 1985.

or



iii) The NCRPB may be authorised to enter the capital market & float bonds, including its quota of tax-free bonds. In addition, the proposed Infrastructure Development Finance Corporation, the formation of which was announced by the Finance Minister in the recent budget speech, may be asked to provide funds to the NCRPB for financing the development and infrastructure projects.

Enclosure to Agenda Item No.4

The meeting was taken by Secretary U.D. on 2.3.95 at 5.30 PM in his chamber. The following were present:-

Min. of U.D.

- |    |                  |                      |
|----|------------------|----------------------|
| 1. | Shri Ashok Pahwa | Additional Secretary |
| 2. | Shri A.P. Sinha  | Joint Secretary      |
| 3. | Shri R.K. Singh  | Director             |

HUDCO

- |    |                     |                              |
|----|---------------------|------------------------------|
| 1. | Shri K.K. Bhatnagar | Chairman & Managing Director |
| 2. | Shri S. Sunderesan  | Director (Finance)           |

NCRPB

- |    |                   |                            |
|----|-------------------|----------------------------|
| 1. | Shri Omesh Saigal | Member Secretary           |
| 2. | Shri K.L. Sachar  | Finance & Accounts Officer |

The draft "Memorandum OF Understanding" drawn by HUDCO was discussed viz-a-viz viws of the NCRPB with regard to rate of interest on the line of credit and terms and conditions for repayment of loan and payment of interest.

After a detailed discussion the following decisions were taken:-

- Para 2 (i) The HUDCO would work out the average rate of interest of their borrowings in respect of corpus of funds with them out of which they intend to provide line of credit to the NCRPB from March to July 1995. The average rate of interest would include taxable bonds, tax free bonds, SLR bonds and equity contribution received from the Govt. of India. The equity contribution by the NCRPB through the MOUD would not, however, be included in this corpus of funds.
- (ii) In determining the rate of interest to be charged on the line of credit, HUDCO would consider the average rate of interest as (i) above on Rs.175.00 crores and zero rate of interest on Rs.25.00 crores which's to be provided by

NCRPB in to the corpus of HUDCO's fund. With these two distinct elements, a net average rate of interest on Rs.200.00 crores would be worked out.

- (iii) The rate of interest so worked out as (ii) above would be increased by 1% (one percent) to cover the service charges of HUDCO. This rate would be all inclusive rate for the purpose of affording line of Credit to the NCRPB.

Para 3 (iv) The payment of interest and the repayment (C) of of loan would be on annual basis payable on or before the anniversary date of draw of each instalment of line of credit from time to time.

There would be a moratorium of 3 years for the repayment of each instalment of line of credit and, thereafter, it would be paid in four equal annual instalments. Thus, the total period of each loan would be of 7 years.

After the Board has generated enough resources and has paid back all the loans with interest to HUDCO, funds of the NCR Planning Board subscribed into the equity of the HUDCO through the Ministry of Urban Development as in our U.O. No.B-20018(3)/94-95/NCRPB dated 12th January, 1995 (copy placed below at Slip 'X') may be refunded by HUDCO in the same manner.

We may now request the Min. of U.D. to kindly convey their approval to the various terms and conditions of the "Memorandum OF Understanding" subject to the above decisions.

*K.L. Sachar*  
( K.L. SACHAR )  
F.A.O.  
9.3.1995

186  
9/3

M.S.

Secy (Urban Development)

*Mayal*

9/3

I agree. I hope Huker has been consulted.

785-B

about these minutes, can they don't want differ from these minutes.

*Shaf*  
13/3

*M.SACHAR*

**AGENDA ITEM NO. 5 : APPROVAL OF FUNCTIONAL PLAN FOR POWER  
SECTOR IN NCR.**

In pursuance of the NCRPB Act, a draft Functional Plan for the Power Sector in NCR was prepared by NCRPB Secretariat with the assistance of a specialist sub-group on power. The draft plan was put up for consideration of the planning committee and was subsequently approved. The Functional Plan is now placed before the Board for its consideration and approval (copy of the Functional Plan is enclosed as Annexure III).

AGENDA ITEM NO. 6 : FUNDING OF REGIONAL RAIL  
TRANSPORT SYSTEM FOR THE NATIONAL  
CAPITAL REGION.

The Functional Plan for transportation approved by the Board in the 19th meeting, emphasised the need to integrate the MRTS of Delhi with the Regional network of the Railways. The total cost of the regional transportation network was worked out at Rs. 6,120 cr.

The Functional Plan further envisaged the sharing of this cost between the Central Govt./Railways and the State Govts. The State Govts. are also required to assist in the acquisition of land and bearing its cost.

Preliminary discussions have been held with the Chief Secretaries and other authorities of the State Govts. of U.P. and Haryana. Their first reaction to this proposal is that they should not be asked to bear the cost of the regional transportation network and that it should be fully met by the Railways/Central Govt. In any case, cost of resource constrains, it may difficult for them to meet the cost.

However, they are very keen that the proposed MRTS of Delhi should be connected with the satellite town; otherwise they feel that these towns will never be able to attract the deflected population and economic activities of Delhi.

One of the options is to make the funds available as loan assistance on the NCR funding pattern to the agencies concerned which could then be recovered from the increased commercialisation of the area which will benefit cost of these railway linkages. This is what happened in the case of new Bombay where CIDCO was able to recover its investment in this scheme over a very short period of time.

Our preliminary assessment shows that the Regional Transportation Network operated by the Indian Railways which includes the MRTS is substantially more cost effective than stand alone system run by an independent company. At the instance of the Ministry of Urban Development, RITES has been asked to carry out a detailed feasibility study in this regard, the report of which would be available in the next 2-3 months.

This is for the kind information and consideration of the Board. It is also for consideration if we could set up a committee under the Chairmanship of the Chairman, Railway Board with the Chief Secretaries of the four participating states as members to consider the entire issue in-depth and given their recommendations.

**AGENDA ITEM NO. 7 : APPROVAL OF ANNUAL REPORT 1995-96.**

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. The Annual Report - 1995-96 is now placed below as Annexure-IV for approval of the NCR Planning Board.

**AGENDA ITEM NO. 8 : ISSUES ARISING OUT OF THE 38TH AND 39TH MEETINGS OF PLANNING COMMITTEE HELD ON 10.4.96 AND 15.7.96 RESPECTIVELY.**

After the 19th meeting of the National Capital Region Planning Board held on 17.11.95 two meetings of the Planning Committee i.e. 38th and 39th were held on 10.4.96 and 15.7.96 respectively. The agenda & minutes of these two meetings are at Annexure V & VI . The following important issues arising out of the discussion held in the above meetings are placed before the NCR Planning Board.

**1. IMPLEMENTATION OF THE FNG EXPRESSWAY PROJECT : APPROVAL OF THE FORMAT, ADVERTISEMENT, TENDER DOCUMENT ETC.**

The members agreed to the basic proposal to get the project implemented through the NCRPB and for that purpose, the setting up of the Steering Committee, Tender Evaluation Committee and the Monitoring and Execution Committee.

**2. CONSIDERATION OF THE PROPOSAL REGARDING LANDUSE CHANGE CASES/AMENDMENTS OF U.P. SUB-REGIONAL PLAN - RECEIVED FROM GOVT. OF U.P.**

(a) The proposal for inclusion of development of proposed Tronica City by UPSIDC in the U.P. Sub-Regional Plan for NCR.

The Govt. of U.P. submitted a proposal for development



of integrated industrial township at Loni on an area of 1306 acres and for inclusion of the same in the U.P. Sub-Regional Plan and the Regional Plan of the NCR. The matter was deliberated in the 38th Planning Committee meeting and it was decided to incorporate the proposed Tronica City in the U.P. Sub-Regional Plan, however, only an area of 1230 acres was recommended to be developed.

- (b) Inclusion of Masauri-Gulaothi township (Agro Industrial Park) as Sub Regional Centre in the U.P. Sub-Region of NCR.

The proposal for development of Masauri-Gulaothi township (Agro Industrial Park) as Sub Regional Centre was received from the Govt. of U.P. The township proposed to be developed on an area of 946 acres which has already been acquired by UPSIDC. After detailed deliberations in the 38th meeting of the Planning Committee it was decided to include the proposed Masauri-Gulaothi township as a Sub-Regional Centres in the U.P. Sub-Region.

- (c) Proposal for landuse change from agricultural to transport nagar in the Ghaziabad Master Plan.

The proposal for landuse change of an area of 161.62 acres from Agricultural to Transport nagar in Ghaziabad Master Plan was received from the U.P. Govt. The proposal was sent by the U.P. Govt. since one of the areas originally proposed in Ghaziabad Master Plan for the purpose, has been transferred to Noida. The Planning Committee after detailed deliberations has agreed to the proposal to change the landuse of the above mentioned area from agricultural to transport nagar.

**3. CONSIDERATION OF THE OUTLINE DEVELOPMENT PLANS FOR SURAJPUR AND KASNA SUB-REGIONAL CENTRES (GREATER NOIDA) OF U.P. SUB-REGION.**

The hon'ble High Court in its order dt.27.2.96 had directed the Greater Noida Authority to submit their plan of Surajpur and Kasna sub regional centres to the NCR Planning Board for examination and approval. The copy of the High Court order is appended as part of Annexure-VI. In order to review and have an indepth examination of the OutLine development plans for Surajpur and Kasna sub regional centres, an expert sub

groups under the Chairmanship of the Member Secretary, NCR Planning Board was constituted. Based on the recommendations of the sub group, after detailed deliberations the Planning Committee approved the plans for Surajpur & Kasna sub regional centres as at Annexure VII.

#### 4. DELEGATION OF POWERS

The matters regarding the delegation of powers were placed before the Planning Committee, who approved the proposals in respect of the following items:

- (i) Delegations of Powers to the Member Secretary for payment of TA/DA of the employees of the Board.
- (ii) Delegation of powers for appointment of part time advisors, condemnation of vehicles and other stocks.
- (iii) Delegation of enhanced powers to PSMG-II.

**AGENDA ITEM NO.9 : REVIEW OF LOANS AND ADVANCES RELEASED TO  
THE STATE GOVTS./IMPLEMENTING AGENCIES  
DURING 1995-96.**

According to Rule-47 of the NCR Planning Board 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 1995-96 in the prescribed form 'G' is submitted for information of the Board.

Except the following one case, all other payments due on account of interest and re-payment of Principal during the year were received and these have been accounted for in the enclosed statement (Form-'G'). The un-paid dues as on 31.3.96 were received in April, 1996 and as such no default is outstanding as on date.

SL.No.	Name of the state Govt./ implementing Agency	Nature of payment	Amount
1.	Government of Madhya Pradesh Bhopal	Interest & re-payment of principal	Rs.20,56,250/-

The statement of loans & advances received by the Board (Form-'H') may be treated as 'Nil'.

NAME OF PERSON/ PARTY RECEIVING THE LOAN/ADVANCE	AMOUNT OF LOAN ADVANCE SANCTIONED	RATE OF INTEREST	NO. & DATE OF ORDERS AUTHORI- TING LOAN/ ADVANCE	BALANCE FROM LAST YEAR	AMOUNT ADVANCE THIS YR.	TOTAL	PAYMENT OF PRINCIPAL			PAYMENT OF INTEREST			
							INSTALLMENT OF REPAYMENT DURING THE YR. & ARREAR OF INSTT. DUE RE- LAYING TO EARLIER YEAR IF ANY	AMOUNT OF PRINCIPAL REPAID DURING THE YEAR	AMOUNT OF DEFAULT IN REPAYMENTS OF PRINCIPAL OF (COL.8-9) FIGURES TO BE SHOWN YEAR WISE	BALANCE OF LOANS/ADVANCE AT THE CLOSE OF THE YEAR (COL.7-9)	AMOUNT OF INTEREST DUE FOR & UPTO THE YEAR UNDER REVIEW	AMOUNT OF INTEREST RECEIVED & CREDITED TO REVENUE DOR- ING THE YEAR	BALANCE OF INTEREST UNPAID
1.	2.	3.	4.	5.	6.	7.	8.	9.	10.	11.	12.	13.	14.
I. Govt. of UP, Lucknow	46,01,58,000	12%	i. Dev. of Barielly Counter Magnet Town No.B-20018(8) UP(Barielly)/91-92-MCOPB DT.16.11.95	41,25,63,595	46,01,58,000	87,27,21,595	3,67,94,759	3,67,94,759	N I L	83,59,26,836	5,37,31,668	5,37,31,668	N I L
		16%	ii. Lal Talab Commercial Com- plex at Bulandshahr No.I-12012(4)/UP(B.Shahar)/ 94-95 DT.28.11.95										
			Rs.400.00 lacs										
		13%	iii. Shatabdi Mgr.New Township Dev. Scheme at Meerut MO.I-12012(3)/UP(Meerut)/ 94-95 dt.29.3.96										
			Rs.36.58 lacs										
		13%	iv. Vedvyaspuri Resd].Scheme at Meerut,MO.I-12012(1)/UP(Mee- rut)/92-93 dt.29.3.96										
			Rs.900.00 lacs										
		12%	v. Shatabdi Mgr.Sec.4(c) in- fructure Dev.Scheme,Meerut, MO.I-12012(2)/UP(Meerut)/92- 93 dt.26.3.96										
			Rs.385.00 lacs										
		14%	vi. Transport Mgr. Scheme at Ghaziabad,MO.I-12012(12)/UP (G00)/95-96 dt.29.3.96										
			Rs.230.00 lacs										
			Rs.1150.00 lacs										

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13x	vii.	Transport Wgr. Scheme, Jewar Road, Bulandshahr Mo. I-12012(3)/UP(B. Shahr)/ 95-96 dt.29.3.96	Rs.200.00 lacs
14x	viii.	Fruit & Vegetable Martlet at Napur Mo. I-12012(14)/ UP(Napur)/95-96 dt.29.3.96	Rs.300 lacs
13.5x	ix.	Martability of Assets created by MDA Mo. I-12012 (11)/UP(Neerut)/95-96 dt.29.3.96	Rs.1000.00 lacs
2.	13x	Haryana Urban Dev. Authority, Chandigarh.	42,23,31,000
	i.	Resdl. Sec.3 (part II), Rewari MO. I-12013(4)/HMA (Rewari)/93-94 dt.31.1.95	
		Rs.220.00 lacs	
	13x	ii.	Resdl. Sec.13 & 17 at Panipat, MO. I-12013(6)/HMA (Panipat)/93-94 dt.31.1.95
		Rs.720.00 lacs	
	13x	iii.	Resdl. Sec.2 & 3 (Part), Rohtak MO. I-12013(1)/HMA (Rohtak)/93-94 dt.31.1.95
		Rs.350.00 lacs	

NAME OF PERSON/ PARTY RECEIVING THE LOAN/ADVANCE	AMOUNT OF LOAN ADVANCE SANCTIONED	RATE OF INTEREST	NO. & DATE OF ORDERS AUTHORI- ZING LOAN/ ADVANCE	BALANCE FROM LAST YEAR	AMOUNT ADVANCE THIS YR.	TOTAL	PAYMENT OF PRINCIPAL				PAYMENT OF INTEREST		
							INSTALLMENT OF REPAYMENT DURING THE YR. & AMOUNT OF INSTT. DUE RE- LATING TO EARLIER YEAR IF ANY	AMOUNT OF PRINCIPAL REPAID DURING THE YEAR	AMOUNT OF DEFAULT IN REPAYMENTS OF PRINCIPAL OF THE YEAR (COL.8-9) FIGURES TO BE SHOWN YEAR WISE	BALANCE OF LOANS/ADVANCE AT THE CLOSE UP TO THE YEAR UNDER REVIEW	AMOUNT OF INTEREST DUE FOR & UP TO THE YEAR UNDER REVIEW	AMOUNT OF INTEREST RECEIVED & CREDITED TO REVENUE DUR- ING THE YEAR	BALANCE OF INTEREST UNPAID
1.	2.	3.	4.	5.	6.	7.	8.	9.	10.	11.	12.	13.	14.
12x iv.			Indl.Sec.59 at Faridabad No.I-12013(5)/MHA(Farida- bad)/94-95 dt.22.3.95 Rs.623.58 lacs										
12x v.			Resdl.Sec.12 at Sonapat, MO.I-12013(6)/MHA(Sonapat)/ 94-95 dt.22.3.95 Rs.907.00 lacs										
12x vi.			Resdl.Sec.40 at Gurgaon, MO.I-12013(4)/MHA(Gurgaon)/ 94-95 dt.22.3.95 Rs.752.00 lacs										
12x vii.			Resdl.Sec.39 at Gurgaon, MO.I-12013(3)/MHA(Gurgaon)/ 94-95 dt.22.3.95 Rs.650.73 lacs										
3. Urban Impro- vement Trust, Kota.	N I L	-	-	2,00,00,000	N I L	2,00,00,000	N I L	N I L	N I L	2,00,00,000	26,00,000	26,00,000	N I L
4. R.S.B.C.C., Jaipur	N I L	-	-	66,00,000	N I L	66,00,000	N I L	N I L	N I L	66,00,000	7,92,000	7,92,000	N I L
5. Urban Impro- vement Trust, Alwar	N I L	-	-	19,48,93,535	N I L	19,48,93,535	4,82,10,115	4,82,10,115	N I L	14,66,83,420	2,33,50,756	2,33,50,756	N I L
6. Govt. of MP, Bhopal	N I L	-	-	75,00,000	N I L	75,00,000	12,50,000	N I L	Rs 12,50,000	75,00,000	8,06,250	N I L	Rs 8,06,250

Rs This has been received  
in 4/96



## NATIONAL CAPITAL REGION PLANNING BOARD

STATEMENT OF LOANS/ADVANCES SANCTIONED BY THE BOARD DURING THE FINANCIAL YEAR 1995-96  
(AMOUNT IN RS.)  
(SEE RULE 47 (1))

NAME OF PERSON/ PARTY RECEIVING THE LOAN/ADVANCE	AMOUNT OF LOAN ADVANCE SANCTIONED	RATE OF INTEREST	NO. & DATE OF ORDERS AUTHORI- ZING LOAN/ ADVANCE	BALANCE FROM LAST YEAR	AMOUNT ADVANCE THIS YR.	TOTAL	PAYMENT OF PRINCIPAL				PAYMENT OF INTEREST		
							INSTALLMENT OF REPAYMENT DURING THE YR. & AMOUNT OF PRINCIPAL OF THE YEAR (COL. 8-9)	AMOUNT OF PRINCIPAL REPAID DURING THE YEAR	AMOUNT OF DEFAULT IN REPAYMENTS OF PRINCIPAL OF THE YEAR (COL. 8-9)	BALANCE OF LOANS/ADVANCE AT THE CLOSE UP TO THE YEAR UNDER REVIEW	AMOUNT OF INTEREST DUE FOR & UP TO THE YEAR UNDER REVIEW	AMOUNT OF INTEREST RECEIVED & CREDITED TO REVENUE DURING THE YEAR	BALANCE OF INTEREST UNPAID
1.	2.	3.	4.	5.	6.	7.	8.	9.	10.	11.	12.	13.	14.
7. Patiala City Planning & Dev. Board, Patiala.	M I L	-	-	92,30,770	M I L	92,30,770	7,69,230	7,69,230	M I L	84,61,540	9,92,308	9,92,308	M I L
8. RICO, Jaipur	21,50,00,000	13%	i. Dev. of Natsya Ind. Area (Extn.) Alwar Mo.I-12014(4)/ Raj.(Alwar)/95-96 dt.21.3.96 Rs. 550.00 Lacs	7,40,33,334	21,50,00,000	28,90,33,334	3,18,99,999	3,18,99,999	M I L	25,71,33,335	88,20,833	88,20,833	M I L
		13%	ii. Dev. of Indl. Area, Chopanki, Mo.I-12014(6)/Raj.(Tijara)/ 95-96 dt.21.3.96 Rs.1600.00 Lacs										

**AGENDA ITEM NO. 10 : RECRUITMENT RULES AND ASSESSMENT SCHEME  
FOR NCR PLANNING BOARD STAFF-  
RECOMMENDATIONS OF THE GROUP.**

The NCR Planning Board had been set up about a decade ago with the main objective being to prepare Regional and Sub-Regional Plans to evolve harmonised policies for control of land use and development of infrastructure in the NCR, achieving a manageable Delhi, developing large scale employment generating activities in identified priority towns/complexes, improvement in urban civic services, transport and telecommunications infrastructure, setting up NCR University etc.

The Board has been broadly following all the Rules and Regulation as applicable to the employees of the Central Government. Keeping in view the diverse activities of the Board vis-a-vis limited number of staff, the need had been felt to modernise the Administration and to computerise the functioning of the Board. Sufficient progress has been made towards this end. This has necessitated the need for the Board to consider and formulate the Recruitment and Promotion Rules for different categories of staff of the Board.

With the above end in view, the following Group was constituted to formulate Recruitment and Promotion Rules for different categories of staff of the Board :-

1. Sh. Omesh Saigal  
Member Secretary  
NCR Planning Board  
New Delhi.
2. Sh.M.V. Ramakrishnan  
Addl. Deputy Comptroller &  
Auditor General ( Retd. )  
H108/12, 7th Avenue,  
Besant Nagar,  
Madras - 600 090.
3. Dr. M.P. Dhir  
Director ( Engg. Coordn.)  
CSIR (Retd.)  
A-1/133, Safdarjung Enclave,  
Near Kamal Cinema,  
New Delhi - 110029.
4. Shri R.P. Tyagi,  
Vice Chairman,  
Ghaziabad Development Authority,  
Ghaziabad. (U.P.)
5. Shri Kawaljit Singh,  
Former Finance Member, DDA,  
538, Mount Kailash Tower,  
East of kailash,  
New Delhi-64.
6. Shri V.M. Bansal,  
Commissioner (Personnel),  
Delhi Development Authority,  
Vikas Sadan,  
New Delhi-3.
7. Sh. Lakhbir Singh  
Consultant  
NCR Planning Board.

Shri R.P. Tyagi, could not attend the meetings of the Group.

The Group after discussions at its meetings has made recommendations for direct induction of Technical Officers with minimum prescribed qualifications and their periodical assessment, recruitment and promotion policies for various categories of non-technical staff etc. The Report of the Group is enclosed as Appendix 'AA'.

The Board may kindly consider and approve the recommendations of the Group.

REPORT OF THE GROUP CONSTITUTED FOR  
RECRUITMENT RULES AND ASSESSMENT SCHEME  
FOR NCR PLANNING BOARD STAFF.

INTRODUCTION  
-----

The NCR Planning Board had constituted a Group as per Annexure 'A' for formulation of the Recruitment and Promotion Rules for different categories of staff as well as an Assessment Scheme for Technical officers of the Board

The NCR Planning Board had been set up about a decade ago. It has been engaged in wide spectrum of activities for the development of inter-state regions, the main objectives being to prepare Regional and Sub-Regional Plans to evolve harmonised policies for control of landuse and development of infrastructure in the NCR, achieving a managable Delhi, developing large scale employment generating activities in identified priority towns/complexes, improvement in urban civic services, transport and telecommunications infrastructure, setting up NCR University etc.

The Committee observed that broadly, the Board followed all the rules and regulations as applicable to the employees of the Central Govt. Keeping in view the diverse activities of the Board vis-a vis limited number of staff, the need had been felt to modernise the Administration and to computerise the functioning of the Board. Sufficient progress has been made towards this end. This has necessitated the need for the Board to consider and formulate the Recruitment and Promotion Rules for different categories of staff of the Board.

Taking into consideration all aspects and after detailed discussion at its meetings, the Committee recommends as follows :

#### **RECRUITMENT AND ASSESSMENT RULES FOR TECHNICAL OFFICERS.**

The Committee noted that the following posts of Technical Officers have been sanctioned for the Board.

Sl.No.	Designation	Scale	No. of Position
1.	Chief Regional Planner	5100-5700	1
2.	Sr. Planning Engineer	3700-5000	1
3.	Regional Planner	3700-5000	1
4.	Sr. Research Officer	3000-4500	1
5.	Associate Planner	3000-4500	1
6.	Research Officer	2200-4000	2
7.	Asstt. Town Planner	2200-4000	3

All these posts are of technical nature covering wide ranging activities of the Board. With newer developments, technological concepts are changing fast requiring induction of fresh blood to meet the new challenges. Besides, the technical officers of the Board have to inter-act with outside technical bodies and technical personnel and as such they have to be thoroughly, knowledgeable with latest developments and techniques. With this end in view, it would neither be desirable nor practicable to provide normal promotional policy for these officers.

Furthermore, the technical strength in the NCR Planning Board being very small vis-a-vis the diverse and wide ranging activities, the concept of cadre review can also not be made applicable so as to discourage any pyramedical growth.

The Committee is aware that different organisations dealing with technical and scientific subjects, have evolved different personnel policies of induction and assessment for their technologists and scientists. The Committee, in particular, has noted the personnel policies of the premier scientific and technical organisation, viz Council of Scientific and Industrial Research, for its various categories of scientific and technical officers including engineering

staff, which provide for direct induction with minimum laid down qualifications as well as periodical assessments in order to attract the best talent in the country and to get optimum results from them. Keeping in view the specialized nature of activities of the Board, the Committee feels that the policy of direct induction as well as periodical assessments broadly based on the pattern of CSIR system for technical officers could be evolved for the NCR Planning Board.

Besides, keeping in view the nature of activities, hierarchical system would not be suitable for the Board. In order to get the best out of the various technical officers of different expertise, it would be desirable to provide a system by which they directly report to either one or two officers viz. CRP or Member Secretary or both as may be appropriate. This would necessitate the re-designation of the technical posts in the Board.

With the above considerations in view, the Committee recommends the introduction of a mixed scheme for direct induction and periodical assessment of Technical Officer in the Board.

While induction will be in different Grades according to sanctioned positions in diverse fields/disciplines, assessment will be applicable to



the officers in position after they have rendered the minimum prescribed service by way of upgradation of their posts on the recommendations of an expert Assessment Committee.

#### **DIRECT INDUCTION**

The Committee recommends that the posts of Technical Officers be re-designated as follows.

Sl.No.	Designation	Scale
1.	Regional Planner 'A'	2200-4000
2.	Regional Planner 'B'	3000-4500
3.	Regional Planner 'C'	3700-5000
4.	Chief Regional Planner	5100-5700

The Committee further recommends that the following minimum qualifications be prescribed for direct recruitment against these posts.

#### **DESIGNATION & GRADE**

#### **QUALIFICATIONS**

##### **1. Chief Regional Planner**

Scale Rs. 5100-5700

Post Graduate qualifications in Engineering/Planning with 15 years' experience in planning, execution and monitoring of Projects etc.

2. Regional Planner 'C'

-----  
Scale Rs. 3700-5000

Bachelor's Degree in Engineering/Planning etc.  
OR Post Graduation in Economics / Statistics / Sociology or equivalent with 10 years experience,  
OR Master's Degree in Engg./Planning etc. with 8 years' experience OR Ph.D. with 5 years' experience in the relevant field.

3. Regional Planner 'B'

-----  
Scale Rs. 3000-4500

Bachelor's Degree in Engineering/Planning etc.  
OR Post Graduation in Economics / Statistics / Sociology or equivalent with 5- 6 Years experience  
OR Master's Degree in Engg./Planning etc. with 3 years' experience in the relevant field.

4. Regional Planner 'A'

-----  
Scale Rs. 2200-4000

Bachelor's Degree in Engineering/Planning etc.  
OR Post Graduation in Economics / Statistics / Sociology or equivalent with 2 years' experience in the relevant field OR Master's Degree in Engineering / Planning etc. or equivalent

Relaxation in qualifications are not premissible.  
However these could be made in exceptional cases with the prior approval of the MS. This must be done prior to advertising/notifying the post.

## **ASSESSMENT SCHEME**

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The Committee recommends the following Assessment Scheme for Technical Officers :

### **A) General**

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1. The eligibility for assessment will be on completion of service for prescribed number of years and will not be based on vacancy position.
2. There will be no percentage restriction of assessment, it will be on the basis of prescribed thresholds.
3. The officer who is assessed for the next higher grade will carry his existing post. When he leaves the organisation due to any reason, the post will be filled up at the stage where he was originally inducted.
4. Assessment to a higher grade does not necessarily imply higher perks in the form of an office space, telephone, stenographic assistance, furniture, etc. which will continue to depend upon functional needs.

5. Assessment is distinct from promotion under the DPC system and does not necessarily result in change of work pattern or higher supervisory status or power though it does lead to an expectation of better performance.
6. Assessment period will be the financial year and assessments will be done once a year (around July).
7. Assessment will be applicable to regular officers only.
8. Every assessee will be required to submit a work report based on the work done by him during the entire period on the basis of which he is to be considered for assessment.
9. The existing officers will be free to apply against an advertised post for consideration for direct induction in the higher grade.

**B) Eligibility for Assessment /Threshold**  
-----

Eligibility for consideration for assessment against a chance will be determined with reference to completion of required length of service in the grade, the number of chances and the minimum percentage of threshold marks is given below :

Grade	Scale	Eligibility for Assessment (Yrs.)	Minimum Percentage of threshold
I	2200 - 4000	7, 8, 9, and after remaining for one year at the maximum of the scale	70
II	3000 - 4500	8, 9, 10 & after remaining for one year at the maximum of the scale	75
III	3700 - 5000	9, 11 and after remaining for one year at the maximum of the scale	75
IV	5100 - 5700		

Thresholds will be 10% marks less for SC/ST assesseees.

#### C) Pocedure for Assessment

Apportioning of marks for assessment will be as follows:

	Weightage
1) Annual Confidential Reports - Performance Appraisal based on Self-assessment Reports	50%
2) Interview by Areawise Assessment Committees.	50%

ACR marks will be awarded according to assessee's rating on a seven-point scale, as under

Outstanding	100 Marks
Excellent	90 Marks
Very good	75 Marks
Good	60 Marks
Satisfactory	50 Marks
Fair	35 Marks
Poor	20 Marks

#### D) Expert Assessment Committee

Areawise expert panels will be separately prepared with the approval of the Chairman of the Board. These panels may be sufficiently large and will include both Governmental and outside experts.

2. An Assessment Committee comprising of experts from different areas as may be required, will be constituted by the Member Secretary from out of the panels of experts as approved by the Chairman of the Board.

3. There shall be a member of SC/ST category in each Assessment Committee in which reserved category employees are being considered for assessment.

Assessment Committee shall be constituted as follows.

Member Secretary NCR Planning Board	Chairman
Two experts from related area from Govt. Organisations	Members
Three outside experts from the approved panel	Members

All members on the Assessment Committee should be at least one rank higher than the grade for which assessment is being made.

#### **Technical Staff:**

The Committee noted that the following two positions are presently sanctioned.

1. Planning Asstt. 1640-2900
2. Tracer 1200-2040

The Committee recommends direct induction for these posts with the following qualifications :

Planning Asstt. Pay Scale 1640-2900	Diploma in Engineering/Tech. of three years full time duration or equivalent with at least two years experience in the relevant field.
--	--

Tracer Pay scale 1200-2040	ITI Certificate of 2 years duration in drawing/tracing or the relevant field or equivalent.
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#### **GENERAL CADRE**

The Committee noted that the following positions have been sanctioned for the General Administration and Finance & Accounts in the NCR Planning Board.

### **Administration**

Assistant Director (Estt.)	2000-3500	1
Assistant	1400-2600	1
LDC (Asstt. Gr. III)	950-1500	7
The post of Deputy Director in the scale of Rs.		

3000-4500 is presently being utilized in the Technical Wing.

### **Finance & Accounts**

Finance & Accounts Officer	3000-4500	1
Accounts Officer	2375-3500	1
Jr. Accounts Officer	2000-3200	2
Accounts Asstt.	1400-2600	3

The Committee was apprised that taking into consideration the nature of work of the Board, the need for modernisation of Administration had been felt as a result of which steps had been taken to computerise the functioning of the Board. Besides, the overall staff strength being small, the functions of the Administration and accounts have become merged in as much as various administrative functions such as purchases, repairs, caretaking, etc. have been handled



by the Accounts staff. Based on the above considerations, the Committee makes the following recommendations.

(a) The cadres of Administration and Accounts staff be merged .

(b) The direct induction should be at the level of UDC (Asstt. Gr.II) in the scale of Rs. 1200-2040 with minimum qualifications at Graduate level, preferably being B. Com.

(c) The following recruitment and promotion procedure be followed for filling up the various administrative posts in the Board.

#### **RECRUITMENT AND PROMOTION PROCEDURE**

---

##### **A. GENERAL CADRE (Administration & Finance/ Accounts Staff)**

---

##### **(i) Asstt. GR. II(UDC)**

---

Pay Scale Rs. 1200-2040

Recruitment to this Grade shall be made on the result of written test in General English / Hindi and General Knowledge from amongst candidates possessing minimum qualification of Graduation with typing speed of 30 W.P.M. in English / 25 W.P.M. in Hindi OR

knowledge of computer operation, age not exceeding 25 years and interview of the qualified candidates by the Selection Board. Candidates possessing qualifications of B.Com. will be given preference.

The existing LDCs (Assistant Gr.III) in the Board be considered for promotion to the post of Asstt. Gr. II after completion of 5 years approved service on the recommendations of the DPC.

**Asstt. Gr. I/Accounts Assistant**  
-----

Scale Rs. 1400-2600

Recruitment to this Grade shall be made as follows :

- (i) 50% by promotion from Assistant Gr. II who have rendered not less than 5 years approved service on non-selection basis, on the recommendations of the DPC.
- (ii) 50% by promotion on the result of departmental competitive examination limited to Asstt. Gr. II and Stenos Gr. 'D' who have completed three years approved service and to Asstt. Gr. III/II who have completed six years service.

**Asstt. Director/Asstt. Accounts Officer**  
-----

Scale Rs. 2000-3500

- (1) Recruitment to this Grade shall be made as follows:
  - (i) 50% by promotion from amongst Assistant Gr.

I/Accounts Assistant, who have rendered not less than 8 years approved service, ( 4 years in Administration and 4 years in Accounts) on the recommendations of the DPC, which will interview the eligible candidates.

(ii) 25% by way of departmental competitive examination from amongst Assistant Gr. I, Accounts Assistant and Steno Gr. 'C' who have rendered not less than 5 years approved service.

(iii) 25% by direct recruitment on the basis of written test and interview from amongst candidates possessing University Degree and 5 years experience in Administration/Accounts in a Central/State Govt. Organisation Public Sector Undertaking, Autonomous Body etc., age not exceeding 35 years. Departmental candidates possessing the requisite qualifications and experience will be eligible to compete and there will be no age restriction in their case. Those who qualify in the examination shall be required to appear for interview before a duly constituted Selection Committee for final selection.

**Note** : (i) The existing JAOs holding the scale of Rs. 2000-3200 may be considered for promotion to the scale of Rs. 2000-3500 after completion of 5 years approved service on the recommendations of the DPC.

(ii) Half service in Accounts and half service in Administration will not be applicable to existing holders of the posts of Assistant /Accounts Assistant.

**Deputy Director/F&AO**

-----  
Scale 3000-4500

Recruitment to this Grade shall be made by direct recruitment through open advertisement from amongst candidates possessing the following qualifications, experience, etc. on the recommendations of the Selection Committee, which shall interview the eligible candidates:

**(a) Essential** : Post Graduate Degree in any subject from a recognized University.

**(b) Desirable** : Diploma in Business Management or equivalent from a recognized Institute/ICWA or equivalent.

**(c) Experience** : 8 years experience in a supervisory capacity in Administration/accounts at Section Officer level or equivalent in any Central /State Govt. Organisation or Public Sector Undertaking.

(d) **Age** : Not exceeding 45 years.

Departmental Candidates holding the position of Assistant Director/ Assistant Accounts Officer with 8 years experience in the post will be eligible to apply for the post and there will no age and qualification restrictions in their case.

Notwithstanding anything to the contrary, the Controlling Authority may decide to make appointments to the post of this Grade by borrowing the officer for a fixed period on deputation from Central /State Governments, Public Sector Undertakings, and other autonomous organizations. For such recruitment, the job requirements of the post shall be notified for suitable nominations, from which final selection will be made by a duly constituted Selection Committee.

#### **STENOGRAPHIC CADRE**

-----

The Committee noted that the total stenographic strength in NCR Planning Board is presently as follows.

Stenographer Grade 'D'	1200-2040	7
Stenographer Grade 'C'	1400-2600	3
Private Secretary	2000-3500	2

The Committee was apprised that the stenographic assistance was being provided not only to the officers of the Board but also to the Advisors and Consultants engaged by the Board for specialist work.

The Committee recommends the following recruitment procedure in respect of various posts in the Stenographic Cadre :

1. Stenographer Gr. 'D' (1200-2040)

Recruitment to this grade shall be made from amongst candidates possessing minimum educational qualification of Graduate or equivalent and Speed of 80 W.P.M. and 40 W.P.M. in typing on the basis of competitive tests, age not exceeding 28 years. Candidates possessing knowledge of computer operation will be given preference.

Departmental Candidates will also be eligible and there will be no age restriction in their cases.

2. Stenographer Gr. 'C' (Rs.1400-2600)

(i) 50% by promotion from amongst departmental Jr. Stenographers 'D' who have rendered 5 years service on the basis of seniority subject to the rejection of unfit and on the recommendations of the DPC.

(ii) 50% by direct recruitment from amongst candidates possessing minimum qualification of Graduation and

speed of 120 W.P.M. in shorthand and 40 W.P.M. in typing and on the basis of competitive tests in General English/knowledge and shorthand/typing, age not exceeding 28 years. Age may be relaxed in respect of Departmental candidates.

**Private Secretary (2000-3500)**

- (i) 50% by DPC from amongst stenographers 'C' who have rendered not less than 8 years of approved service on the basis of seniority subject to rejection of unfit and on the recommendations of the DPC, which may interview the eligible candidates.
- (ii) 50% on the basis of departmental competitive test on the pattern of CSSS (Govt. of India) from amongst stenographers 'C' who have rendered not less than 5 years of approved service.

**GROUP 'D' STAFF**

The Committee noted that there are 10 posts of Group 'D' in the grade of Rs. 750-940 in the Board and at present there are no promotional avenues for such staff.

Keeping in view the functional needs and also to adopt measures to ensure some promotional avenues, the Committee recommends the following measures.

(a) Suitable number of positions in the grade of Rs. 800-1150 be provided as a promotional avenue.

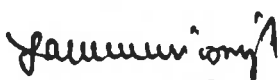
(b) The revised strength between the positions in grade of Rs. 750-940 and Rs. 800-1150 be fixed in the ratio of 1:1 i.e. 5 positions in the grade of Rs. 750-940 and 5 positions in the grade of Rs. 800-1150.


(c) The upgraded posts in the grade of Rs. 800-1150 be filled up in the following manner:

"By promotion from amongst Group 'D' staff members in the grade of Rs. 750-940 who have rendered not



less than 8 years of service in the grade on the basis combined continued seniority of all employees in the grade and on the recommendations of the DPC subject to rejection of unfit".

  
(LAKHBIR SINGH)

  
(V.M. BANSAL)

  
(Dr. M.P. DHIR)

  
(M.V. RAMAKRISHNAN)

  
(KAWALJIT SINGH)

  
(OMESH SAIGAL)

**Annexure - A**  
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**CONSTITUTION OF GROUP FOR RECRUITMENT &  
PROMOTION RULES AND ASSESSMENT SCHEME  
FOR NCR PLANNING BOARD STAFF.**  
-----

1. Sh. Omesh Saigal  
Member Secretary  
NCR Planning Board  
New Delhi.
2. Sh.M.V. Ramakrishnan  
Addl. Deputy Comptroller &  
Auditor General ( Retd. )  
H108/12, 7th Avenue,  
Besant Nagar,  
Madras - 600 090.
3. Dr. M.P. Dhir  
Director ( Engg. Coordn.)  
CSIR (Retd.)  
A-1/133, Safdarjung Enclave,  
Near Kamal Cinema,  
New Delhi - 110029.
4. Shri R.P. Tyagi,  
Vice Chairman,  
Ghaziabad Development Authority,  
Ghaziabad. (U.P.)
5. Shri Kawaljit Singh,  
Former Finance Member, DDA,  
538, Mount Kailash Tower,  
East of kailash,  
New Delhi-64.
6. Shri V.M. Bansal,  
Commissioner (Personnel),  
Delhi Development Authority,  
Vikas Sadan,  
New Delhi-3.
7. Sh. Lakhbir Singh  
Consultant  
NCR Planning Board.

**AGENDA ITEM NO.11 : ARRANGING OF RESIDENTIAL ACCOMMODATION  
FOR OFFICERS ON DEPUTATION TO THE NCR  
PLANNING BOARD.**

The NCR Planning Board is a statutory body under an Act of Parliament and is under the administrative control of the Ministry of Urban Affairs and Employment. The employees of the Board are not eligible for allotment of residential accommodation from the General Pool controlled by the Directorate of Estates. This is a very small organisation with about 18 officers and 30 other staff and most of whom are regular employees of the Board. However, presently two officers, namely the Member Secretary and the Chief Regional Planner are appointed on deputation from the Central/State cadres. In view of the acute problem of affordable housing, it is difficult to get senior suitable and competent officers to man these posts. It is, therefore, necessary that those officers who are called on deputation, are provided with suitable General Pool accommodation.

It is therefore, proposed that the houses may be reserved in the General Pool for the officers who come on deputation to the Board in accordance with their entitlement.

The proposal is for consideration and approval.

**ANNEXURES  
TO  
AGENDA NOTES**

**20 TH MEETING OF THE  
N.C.R. PLANNING BOARD  
TO BE HELD  
AT 11:00 AM ON AUGUST 19, 1996  
IN VIGYAN BHAWAN**

**N.C.R. PLANNING BOARD  
MIN. OF URBAN AFFAIRS & EMPLOYMENT  
NEW DELHI**

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ANNEXURE - I OF AGENDA ITEM NO. 1.

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 & Employment  
Fax No. : 4642163

आर.सी. अग्रवाल  
मुख्य क्षेत्रीय नियोजक

सं. के-14011/1/95 पी. ए. सी. / रा. रा. क्षेत्र. बो. 19वीं

दिनांक: 27.10.1995

बैठक सूचना सं. के-14011/1/95-रा. रा. क्षेत्र. बो. 19वीं दिनांक 25.10.95 के क्रम में स्वेडा नोट्स का एक सेट संलग्न अनुसार आपको प्रेषित है।

राष्ट्रीय राजधानी क्षेत्र योजना बोर्ड की 19वीं बैठक दिनांक 17.11.1995 को प्रातः 11.30 बजे संसद भवन सौध के सभागृह कक्ष "सी" में आयोजित की जा रही है।

कृपया बैठक में भाग लेने के लिए शीघ्र पावती भिजवाकर कृताज्ञ करें।

भवदीय,



॥ आर.सी. अग्रवाल ॥

दूरभाष 4642289

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 H.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 Bharaput 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.

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

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 co-ordinated 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.

#### 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 project 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

Ashtam 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.



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- \* 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

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 interim 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 strick 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 intervned 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, whereas 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 outlook 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.

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.

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.

ANNEXURE

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3. SHRI MADAN LAL KHURANA  
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SECRETARY,  
URBAN DEV. & HOUSING DEPTT.  
GOVT. OF PUNJAB,  
CHANDIGARH.

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TOWN & COUNTRY PLG. DEPTT.,  
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23. SHRI S.P. BANSAL,  
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NCRPB  
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2. SHRI N.B. JOHRI,  
REGIONAL PLANNER,  
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3. SHRI J.N. BARMAN,  
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4. SHRI V.K. THAKORE,  
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12. SHRI RAGHU NATH,  
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NCRPB  
NEW DELHI.

**DEVELOPMENT PROGRAMMES  
FOR THE  
NATIONAL CAPITAL REGION**

**INVESTMENT REQUIREMENTS  
IN THE  
NINTH FIVE YEAR PLAN**

**REPORT OF THE SUB-GROUP  
ON NCR ISSUES SET UP UNDER THE WORKING GROUP  
ON URBAN DEVELOPMENT CONSTITUTED BY THE  
PLANNING COMMISSION FOR THE 9TH PLAN**

**JULY, 1996**

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## **INVESTMENT PROGRAMMES FOR DEVELOPMENT OF NCR**

### **I. NCR PLAN OBJECTIVES**

- a) In order to contain the pressure of population on Delhi, the Regional Plan envisages the deflection of 2 million population and accordingly the development of 6 DMA and 8 Priority (satellite) towns and complexes in the NCR outside Delhi.
- b) Development of regional physical and economic infrastructure and establishing linkages within the region to attain balanced and harmonised development of the entire region.

### **INFRASTRUCTURE DEVELOPMENT IN THE REGION**

#### **a) Power**

Making power available in the region at par with Delhi. Providing additional captive power generation in the NCR towns to the extent of atleast 50% of their requirements and improving the transmission and distribution system adequately to make these future centres of development power-cut-free.

#### **b) Transport**

To develop a fully integrated regional rail transit system which may ensure:

- i) A modal share of 50 - 50 between rail & road modes of transportation and;
- ii) To fully integrate the regional towns (DMA and Priority towns) with Delhi MRTS.

To provide adequate bypass facilities (both rail and road) to divert the traffic not destined to Delhi and to relieve the core areas of Delhi of the regional road and rail traffic.

Increase the efficiency and mobility of traffic by providing new Expressways, improving / augmenting National Highways and developing Regional roads (inner and outer grids.)

**c) Telecommunications**

To make telecom facilities available 'on demand' in the entire National Capital Region at par with Delhi.

The entire National Capital Region to have a uniform local and STD code (011) at par with Delhi.

To set up a single telephone circle in order to achieve co-ordinated planning and development of telecom facilities on the above lines in the entire NCR

A single continuous uniform pincode (110.....) as for Delhi for postal services in NCR.

To have a single postal circle for the entire NCR under a Chief Post Master General.

**d) Dispersal of economic activities :**

Urgent need to disperse major employment generating activities i.e. industries, trade and commerce from Delhi to the entire region.

Arising out of the orders of the Hon'ble Supreme Court, to implement the provisions of Delhi Master Plan and Regional Plan, a large number of industries not permitted in Delhi, are to be closed down and dispersed over the NCR.

Development of adequate infrastructure to support these economic activities in NCR towns outside Delhi.

**II. DEVELOPMENT PROGRAMMES TO ACHIEVE THE OBJECTIVES**

**a) Development of Townships**

In order to absorb the deflected 20 lac population and provide it with adequate shelter, physical infrastructure and atleast 5 lacs job opportunities in selected DMA and priority towns, new integrated townships are proposed to be developed alongside these NCR towns, which will also ensure availability of developed sites and other related ancillary facilities required for the relocation of industries and other economic activities being dispersed from Delhi. This would necessitate the following developments through the joint effort of the public as well private sector.



The projects proposed to be taken up/funded through public sector jointly by NCRPB, State Govts. and their implementing agencies and are a pre-requisite for inviting private sector investment , are :

- i) Acquisition of about 20,000 hect. of land.
- ii) Development of internal and part external infrastructure, (trunk services) i.e. water resources development, major town level distribution networks ; sewerage treatment plants, storm water drainage and out falls and major arterial transport networks etc..

Private Sector is proposed to be involved in the following projects :

- i) Housing (5 lacs dwelling units).
- ii) Development of industry and trade (economic infrastructure)
- iii) Development of internal, physical infrastructure.
- iv) Development of social infrastructure

**b) Development of Power**

In order to achieve the objective of making NCR towns power-cut-free zones,

- i) NCR towns to have their own gas based captive power generating stations to supply atleast 50 to 60% of their power demand (945 mw) for these areas. This power generation capacity is proposed to be taken up through the private sector.
- ii) Adequate improvement in the transmission and distribution systems;
- iii) The supply system to have completely automatic “supervisory control and data acquisition system (SCADA)” for reliable power supply and to facilitate immediate transfer of power from one place to another in the event of breakdown.

**c) Development of Transportation**

**Railways:**

**Regional Rapid Transit System**

- |      |   |   |
|------|---|---|
| i)   | Doubling of the ring rails in Delhi and provision of additional lines from Delhi upto DMA towns and between Ghaziabad-Meerut, Ghaziabad-Hapur & Faridabad-Palwal. | 164 Kms.<br><br><br><br><br><br><br><br><br><br>124 Kms |
|      | and electrification of lines where necessary, for running commuter EMU services at short intervals.   |   |
| ii)  | Underground Metro Corridor in Delhi between Vishwavidyalaya to Central Secretariat  | 11 Kms.   |
| iii) | Perimeter rail corridor alongside the expressway corridor as a component of the proposed multimodal corridor.   |   |

**Road Network:**

Total length

- |    |  |         |
|----|--|---------|
| i) | Doubling and improvement of National Highways no.1, 2, 8, 10 & 24. | 286 Km. |
|----|--|---------|

**Expressways:**

- |      |                                      |                           |
|------|--------------------------------------|---------------------------|
| i)   | Faridabad-NOIDA-Ghaziabad Expressway | 56 Km.                    |
| ii)  | Delhi-Ghaziabad-Meerut Expressway    | 60 Km.                    |
| iii) | Panipat-Kundli-Ghaziabad Expressway  | 120 Km.                   |
|      |                                      | -----<br>236 Km.<br>----- |

These expressway projects are proposed to be taken up on B.O.T basis through private sector investment. Initially only the land acquisition will be required to be funded out of the public sector funds.

Regional roads ( inner and outer grid) 580 Km.

Perimeter multimodal transport (Expressway & Rail ) corridor with 300 mtr. right of way connecting the directional terminals. 85 Km.

Elevated expressways over the ring road 45 Km.

Feeder High Speed Tram Service system in NCT Delhi

**d) Development of Telecommunications**

Provision of 9.68 lacs telephone connections by 2005 with uniform level of connectivity in the entire NCR.

**e) Setting up the NCR University and extending project development assistance.**

**III. INVESTMENT REQUIREMENTS FOR IMPLEMENTATION OF THE NCR PROJECTS UPTO 2005 A.D. [At 1995 Prices]**

[Rs. Crores]

**1) Development of Townships**

		Pvt. Sector	Public Sector	Total
i)	Housing	17000	-	17000
ii)	Industry/Trade	5000	-	5000
iii)	Internal Development	1615	1170	2785
iv)	External Development	362	3253	3615
v)	Social Infrastructure	1790	1040	2830
vi)	Land Acquisition	-	5000	5000
vii)	Development of Sub-Regional centres & Counter magnet towns	-	540	540

Sub Total	25767	11003	36770
-----------	-------	-------	-------

## 2) Development of Regional Infrastructure

### a) Power

	Pvt. Sector	Public Sector	Total
i) Captive Generation	3000	-	3000
ii) Improvement of T&D	-	1000	1000
<b>Sub Total (i)</b>	<b>3000</b>	<b>1000</b>	<b>4000</b>

### b) Transport

#### Rail Networks:

	Pvt. Sector	Public Sector	Total
<b>Regional Rapid Transit System</b>			
Doubling of ring rail and additional lines upto DMA & Priority Towns of Hapur, Meerut and Palwal	-	1830	1830
Underground Metro in Delhi	-	2200	2200
<b>Sub Total (ii)</b>		<b>4030</b>	<b>4030</b>

#### Road Network:

	Pvt. Sector	Public Sector	Total
Four/six laning and improvement of National Highways	-	540	540

#### Expressways:

Land acquisition	-	700	700
Construction	2750	-	2750

Perimeter expressway  
rail cum road corridor:

Land acquisition	-	800	800
Construction	200	-	200
Elevated expressway along ring road	750	-	750
Feeder HSTS for Delhi	3400	-	3400
Regional road grids	-	630	630
Sub Total (iii)	7100	2670	9770
c) Telecommunications	2275	2275	4550
d) NCR University	30	35	65
e) Project Dev. Assistance	-	100	100
Total investment for regional infrastructure (i + ii + iii + c + d + e)	12405	10110	22515
<b>Total investment required for township and infrastructure</b>	<b>38172</b>	<b>21113</b>	<b>59285</b>

The investment required for implementing projects to meet the NCR Plan objectives listed in the forgoing part of the note is of the order of around Rs.59,000 cr., which is proposed to be met out of both public sector and private sector investment as detailed out in the following paragraphs. The public sector investment of Rs.21113 cr. is proposed to come from budgetary sources of the Central and the State Govts., the money to be raised from the capital market, institutional lending from financial (national and international) bodies and other sources.

Substantial investment to the extent of about Rs.38,000 cr. has also to come from the private sector both as direct investment in economic activities and infrastructure projects to be taken up on BOT, BOLT, BLT etc basis.

#### IV FINANCING OF THE NCR PROJECTS TO BE TAKEN UP THROUGH PUBLIC SECTOR INVESTMENT

Broadly these projects can be categorised into two groups:

##### 1) Central Sector Projects:

These projects, to be taken up by the Central Ministries of Surface Transport, Power, Railways, Telecommunications and Energy are to be funded through:

- a) budgetary sources of the Central Government reflected in the budgets of the respective Ministries;
- b) In case of rail projects within the NCR including NCT-Delhi, since the Ministry of Railways has declined to take them up through their own Plan Budget and has termed them only as Urban Transportation Projects, additional allocation free of divided liability over and above the normal Railway Plan outlay will have to be provided to the Ministry of Railways so that the work can be executed by it. This additional allocation may be made either directly to the Ministry of Railways or be made a part of the allocation of the Ministry of Urban Affairs & Employment being the nodal Ministry for urban transport for subsequent transfer to the Ministry of Railways.
- c) The projects which may be taken up jointly by the Central Ministries with the State Governments by sharing the overall investment requirements e.g., the CIDCO Pattern of financing Suburban Rail System in the ratio of 1/3 Central Government (M/o Railways) and 2/3 State Government. In certain cases, part of the States' contribution to the projects can be provided as loan assistance by the NCR Planning Board to the State Governments.
- d) Some of the Central Sector projects may also be taken up on BOT basis with major investment coming from the private sector but requiring essential initial investment from the Central Government agencies, e.g. for the development of the Expressway, it is proposed that the land acquisition cost would initially be borne jointly by the Ministry of Surface Transport and the State Government and the construction of Expressway would be taken up by the private sector on BOT basis. Herein also a large part of the State component can be provided as loan assistance by the NCR Planning Board to the State Govts.

## 2) State Sector Projects

- a) Projects to be financed on sharing basis between the NCR Planning Board and the State Governments/their implementing agencies:

Under the new Financing Pattern adopted by the NCR Planning Board, 25% of the project cost is required to be provided by the State Governments/their implementing agencies out of their own funds, free of interest. For this, necessary provisions are required to be made either in the State Budget or in the budget of the implementing agencies. The balance 75% of the funds are provided by the NCRPB as loan assistance. The NCR Planning Board fund consists of:

- i) budgetary resources;
- ii) internal accruals of the Board;
- iii) Contribution from NCT Delhi to NCR fund.
- iv) Borrowings from Capital Market and Financial Institutions.

- b) State Sector projects to be exclusively funded out of the States' own budget:

For these projects like the Transmission and Distribution of Power, Regional Roads (Inner and Outer Grids) etc. the funds are required to be provided in the State Plan Budget. However, in certain cases where long term loans are being taken from National or International funding agencies like the World Bank, ADB etc., the refund of loan will start after 8 to 10 years and may continue for about 20 to 25 years and, as such, for these projects the provisions may be required to be made in the subsequent Plans concurrent with the repayment schedule as may be fixed up.

## V RESOURCES FOR REPAYMENT OF LOAN ASSISTANCE

A substantial portion of the NCR projects under the public sector are envisaged to be implemented through loan assistance either from the NCR Planning Board or through the National and International Funding institutions. As such, the projects should be able to generate adequate surpluses to enable the timely repayment of principal and interest.

### Use of land as a resource for development.

Since the implementation of the NCR Programmes and projects, to a very large extent, are directed towards development of townships, it will essentially boost the development prospects and the general economic conditions in the NCR towns. Thus, the land of these towns becomes a highly valuable asset and should be very judiciously used to raise resources to fund the repayment of loans and for funding further development programmes.

Even the private sector development projects in these NCR towns are likely to derive large benefits because of the NCR development programmes and hence a considerable value is added to their assets. It will be, therefore, desirable that a part of this net value addition should be recovered in the form of development/betterment charges and use for funding the general development programme in the region by loading it on to the overall cost of the land.

## **VI NINTH PLAN INVESTMENT PROPOSALS**

The overall investment programme of more than Rs.59000 crores for NCR covers projects required to be executed during the next 10 years. As such, the entire development programme has been split into two phases namely; the IXth Plan and the Xth Plan. The basic projects which are essentially required to trigger off further development are being largely taken up in the IXth Plan itself, whereas related projects which can be taken up afterwards have been placed in the 10th Plan period. In the 9th Plan, the emphasis is on the development of core infrastructure to a substantial degree so that these could attract investment by the Private Sector which is essential for the overall development especially the economic activities for generating adequate employment opportunities to help the deflection of population.

### Central Sector

The Central Sector schemes which are proposed to be the sub-components of the Central Ministries of Surface Transport, Railways/Urban Affairs and Employment and Communications are as indicated below.

1) M/Surface Transport	Rs.251 cr. - For completing the widening and strengthening of National Highways
	Rs.350 cr - For LA for Expressways
	-----
	Rs.601 cr.
	-----



2)	M/Railways over & above their Plan provision and without dividend Plan provision for liability for executing these projects	Rs.610 cr.	- For dedicated tracks along Northern Ring Rail, inter-connection with DMA Towns and laying additional tracks from Delhi to Meerut, Khurja and Palwal.
		Rs.375 cr.	- For Underground Metro corridor.
		Rs.985 cr.	
3)	M/Communications	Rs.1300 cr.	- For an additional 3 lakh lines.
	Total Central Ministries	Rs.2886 cr.	

### **STATE SECTOR**

The State Sector projects are required to be financed through the following 2 modes:

- 1) The projects exclusively from the States' budgetary resources.  
These are in respect of Power T & D systems, development of Regional Road, and other transport related projects, for which the cost has to be shared with the respective nodal Central Ministries. In such cases to some extent the NCR Planning Board may provide back-up finance in the form of loan assistance but the funds would ultimately have to come from the resources of the States/implementing agencies to refund the loans to the Board through subsequent budgetary provisions.
- 2) The projects through joint financing by the States and the NCR Planning Board: wherein the States are required to contribute 25% of the project cost and 75% of the project cost is to be borne by the NCR Planning Board and provided as loan assistance to the States and their implementing agencies.

The various projects proposed to be so implemented during the Ninth Five Year Plan and their estimated investment through the above two modes are indicated in the following table.

## Proposed Ninth Plan sub components in the State Sector for National Capital Region

### HARYANA

#### (I) Projects for Joint Sector funding:

- |     |  |       |            |
|-----|--|-------|------------|
| a)  | Funds for financing new townships development projects jointly with NCR Planning Board |       | Rs.385 cr. |
| b)  | Funds for financing core infrastructure projects                                       |       |            |
| i)  | LA for Expressways   | 40    |            |
| ii) | Contribution to railways for Regional Rapid Transit system                             | 100   |            |
|     |  | ----- | Rs.140 cr. |

#### (II) Projects for exclusive financing by State Govts.:

- |      |                                     |       |                   |
|------|-------------------------------------|-------|-------------------|
| i)   | LA for Regional Road Grids          | 59    |                   |
| ii)  | Construction of Regional Road Grids | 173   |                   |
| iii) | T & D for Power                     | 184   | Rs.416 cr.        |
|      |                                     | ----- |                   |
|      | <b>Total</b>                        |       | <b>Rs.941 cr.</b> |
|      |                                     |       | -----             |

### RAJASTHAN

#### (I) Projects for Joint Sector funding:

- |    |   |  |            |
|----|---|--|------------|
| a) | Funds for new township development projects jointly with NCR Plg. Board |  | Rs.135 cr. |
|----|---|--|------------|

#### (II) Projects for exclusive funding by State Govt.

- |    |                  |  |            |
|----|------------------|--|------------|
| b) | Power T&D system |  | Rs. 71 cr. |
|    |                  |  | -----      |
|    |                  |  | Rs.206 cr. |
|    |                  |  | -----      |

## UTTAR PRADESH

### (I) Projects for Joint Sector funding:

- a) Funds for financing new townships development projects jointly with NCR Planning Board Rs.407 cr.
- b) Funds for financing core infrastructure projects
- |     |   |       |            |
|-----|---|-------|------------|
| i)  | LA for expressways  | 48    |            |
| ii) | Contribution to Railways for Regional Rapid Transit Systems | 115   | Rs.163 cr. |
|     |   | ----- |            |

### (II) Projects for exclusive financing by State Govts.:

- |      |                       |       |            |
|------|-----------------------|-------|------------|
| i)   | LA for Reg. Roads     | 45    |            |
| ii)  | Constr. of Reg. Roads | 91    |            |
| iii) | T&D system for Power  | 245   | Rs.381 cr. |
|      |                       | ----- |            |

Total Rs.951 cr.

## NCT DELHI

- a) Contribution to the NCRPB funds for the new township development projects in NCR

Rs.150 cr.

- b) Funds for financing core infrastructure projects

- |      |   |       |             |
|------|---|-------|-------------|
| i)   | LA for Perimeter Expressway and four directional terminal | 800   |             |
| ii)  | Regional Rapid Transit System                             | 360   |             |
| iii) | Underground Metro network                                 | 725   | Rs.1885 cr. |
|      |   | ----- |             |

Total Rs.2035 cr.

## NCR PLANNING BOARD

		NCRPB Share	State Share	Total
a)	Township development to be jointly implemented with States	3028 cr.	927 cr.	3955 cr.
b)	Core Infrastructure Development jointly with Ministries and States			
i)	LA for Expressway	262 cr.	88 cr.	350 cr.
ii)	RRTS	645 cr.	215 cr.	860 cr.
iii)	NCR University	35 cr.	-	35 cr.
iv)	Project Dev. Assistance	100 cr.	-	100 cr.
	Total	4070 cr.	1230 cr.	5300 cr.

### Total Public Sector Investment required for Ninth Plan

Central Sector	Rs.2886 cr.
States:	
Haryana	Rs. 941 cr.
Rajasthan	Rs. 206 cr.
U.P.	Rs. 951 cr.
NCT-Delhi	Rs.2035 cr.
NCRPB	Rs.4070 cr.
	Rs.11089 cr.

Private Sector Investment envisaged during the 9th Plan Rs.15000 cr.

Total Ninth Plan Programmes Rs.26089 cr.

As per the above tables, for the Ninth Five Year plan covering both the Central Sector and the State Sector the total proposed sub-component plan by both the Central Ministries and the States (exclusively) and jointly with the NCR Planning Board is to the tune of Rs.11089 crores.

Concomittent to the above Public Sector investment of Rs.11089 crores, Private Sector Investment to cover the development of core infrastructure and economic activities of industries and trade and social infrastructure including housing of about Rs.15000 crores is anticipated, thus the overall investment covering both the Public and Private Sector is estimated to be Rs.26089 crores.

### **FINANCING PLAN FOR PROJECTS THROUGH NCR PLANNING BOARD IN THE NINTH PLAN**

In the light of the deliberations of the Sub-Group and the above projected investment requirements for the Ninth Plan, the components of the development programmes to be funded by the NCR Planning Board are estimated to cost Rs.5300 cr. This requirement is proposed to be funded in the following manner:

1)	Matching provision by Haryana, Rajasthan & Uttar Pradesh		Rs.1230 cr.
2)	a)	Budgetary support to the NCRPB by the Ministry of U.A. & E.	Rs.800 cr.
	b)	Contribution by NCT Delhi	Rs.150 cr.
	c)	Internal Accruals of NCRPB for reinvestment	Rs.280 cr.
3)	Borrowings:		
	a)	Capital Market	Rs.1420 cr.
	b)	Institutions	Rs.1420 cr.
		Total	Rs.5300 cr.

In order to enable the NCR Plan proposals to be implemented to the tune of Rs.5300 cr., the following facilitative steps are required to be initiated:

- i) The Central Ministries to make necessary sub component provisions in their Ninth Plan proposals as follows:

M/Surface Transport	Rs.601 cr.
M/Railways	Rs.985 cr.
M/Communications	Rs.1300 cr.

ii) To step up the budgetary support by the Ministry of UA&E to the NCR Planning Board to at least Rs.800 crores during the Ninth Plan period.

iii) Member states of NCR to make necessary provisions in their Plans for financing both joint and exclusive NCR Projects to the following extent:

Haryana	Rs.941 cr.
Rajasthan	Rs.206 cr.
Uttar Pradesh	Rs.951 cr.
NCT Delhi	Rs.2035 cr.

iv) The NCR Planning Board may be:

- Granted clearances for tapping capital market to mobilise the funds to the extent required and be given sufficient IEBR to be able to draw the funds through tax free bonds.
- Placed in the priority sector list for availing Government-directed loans (investments) from the institutions like LIC, GIC, UTI etc.

### **NINTH PLAN ALLOCATIONS REQUIRED FOR NCR**

#### **1. Central Ministries:**

Min. of Surface Transport	Rs.601 cr.
Min. of Railways	Rs.985 cr.
Min. of Communications	Rs.1300 cr.
	-----
	Rs.2886 cr.

#### **2. States:**

Haryana	Rs.941 cr.
Rajasthan	Rs.206 cr.
Uttar Pradesh	Rs.951 cr.
	-----
	Rs.2098 cr.

NCT Delhi	Rs.2035 cr.
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#### **3. NCR Planning Board**

Rs.800 cr.

**Total Budgetary Provision required for the NCR Projects during Ninth Plan** **Rs.7819 cr.**

## ANNEXURE - I

### SUB-GROUP ON NCR ISSUES

#### LIST OF MEMBERS

1. Shri Omesh Saigal  
Member Secretary  
NCR Planning Board  
Zone IV, First Floor  
India Habitat Centre  
Lodhi Road, New Delhi - 110 003  
Chairman
2. Shri A D Narain  
Director General (Roads)  
Ministry of Surface Transport  
Parivahan Bhavan, Plt. Street  
New Delhi - 110 001  
Member
3. Shri P Ramachandran  
Adviser (Project), Ministry of Railways  
Rail Bhavan  
New Delhi - 110 011
4. Shri S K Thakral  
Deputy Secretary (OM)  
Ministry of Energy, Dept. of Power  
Shram Shakti Bhavan  
New Delhi - 110 001
5. Shri A K Sharma  
Director (LTP)  
Dept. of Telecommunications  
Sanchar Bhavan, Ashok Road  
New Delhi - 110 001
6. Shri Akhand Pratap Singh  
Principal Secretary (Housing)  
Govt. of Uttar Pradesh  
Lucknow
7. Shri N K Verma  
Principal Secretary (HUD)  
Government of Rajasthan  
Jaipur

- |     |  |          |
|-----|--|----------|
| 8.  | Shri M L Tayal<br>Commissioner & Secretary (TCP)<br>Government of Haryana<br>Chandigarh  | Member   |
| 9.  | Smt. Suman Swarup<br>Principal Secretary (L&B)<br>Govt. of NCT Delhi, I P Estate<br>New Delhi - 110 002  | “        |
| 10. | Shri K K Narang<br>Deputy Adviser (HUD)<br>Planning Commission, Yojana Bhavan<br>New Delhi - 110 001   | “        |
| 11. | Shri M S Srinivasan<br>Joint Secretary (UD)<br>Ministry of UA&E<br>Nirman Bhavan<br>New Delhi - 110 011  | “        |
| 12. | Shri R C Aggarwal<br>Chief Regional Planner<br>NCR Planning Board<br>Zone IV, First Floor<br>India Habitat Centre<br>Lodhi Road, New Delhi - 110 003 | “        |
| 13. | Shri N B Mukhija<br>Adviser (Transport)<br>Planning Commission<br>Yojana Bhavan<br>New Delhi - 110 001   | “        |
| 14. | Shri D S Meshram<br>Chief Planner<br>Town & Country Planning Organisation<br>E-Block, Vikas Bhavan, I P Estate<br>New Delhi - 110 002                | Convenor |



# **FUNCTIONAL PLAN**

## **POWER DEVELOPMENT IN NCR**

**NATIONAL CAPITAL REGION PLANNING BOARD  
INDIA HABITAT CENTRE,  
LODHI ROAD,  
NEW DELHI-110003**

## FUNCTIONAL PLAN FOR POWER DEVELOPMENT IN NATIONAL CAPITAL REGION

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### 1.0 PREAMBLE :

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 proper guidance of the participating states and the National Capital Territory after the Regional Plan has come into operation. Section 2(d) of the NCRPB Act defines Functional Plan as a plan prepared to elaborate one or more elements of the Regional Plan. Functional Plan for the Power development is one such plan. As in the case of Regional Plan which is a statutory document, the functional plan for the power development 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.

Accordingly, the Board has drawn up a Functional Plan for power development with the help of a Study Group on Power development, which has been constituted specifically to prepare this plan.

### 2.0 Introduction :

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. 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. Three distinct zones have been identified namely 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.

Power is indispensable for any development and for improving the living and working standards of the people. Inadequate availability of power both qualitatively and quantitatively is one of the main constraints in the desired rate of growth of economic activities in National Capital Region. Developed industrial areas are available in all the priority towns identified for induced growth in the NCR Plan but the entrepreneurs feel shy in shifting there due to the lack of power. On the other hand, the position of availability of power in Delhi is far better. The deficit in Delhi would be 787 MW against the deficits of 1528 MW, 1909 MW and 3113 MW in the states of Haryana, Rajasthan and Uttar Pradesh. This is acting as a deterrent for the shifting of industries from Delhi to NCR towns. To remove these imbalances, the plan suggests the ensuing strategies.

### 3.0 Objectives:

To provide a power supply system in the priority towns which ensures availability of adequate and reliable power for the industry, economic and business activity at least at par if not better than Delhi Metropolis.

### 4.0 Power Supply in NCR

At present the power supply to various states/regions is regulated through the Regional Grid system. The power supply system of the NCR states viz. Haryana, Uttar Pradesh, Rajasthan and Delhi forms part of the northern grid. The northern grid which is overseen by the Northern Regional Electricity Board (NREB) get power through various central and states generating stations and in turn supply power to the constituent states. The priority and Delhi Metropolitan Area (DMA) Towns get power supply from the Northern Regional Grid. Although the overall control and monitoring of the northern regional grid operation is by the NREB, the basic management and control of the power supply system in the states is by state governments through their respective Electricity Boards. The electricity boards of NCR states are not giving any special priority to the DMA/Priority towns in the matter of supply of electricity.

#### 4.1 Power Supply Position :

Based on likely VIII plan capacity addition of 20729.7 MW in the country and demands as per the 14th EPS report, the anticipated power supply position in the NCR states at the end of 8th plan (1996-97) is as follows :

Power Supply Position	Northern Region			NCR States	
		Delhi	Haryana	Rajasthan	U.P
Peak Demand (MW)	24234	2532	3058	3851	8263
Peak Availability (MW)	14896	1745	1530	1942	5150
Surplus /Defecit	-9388	-787	-1528	-1909	-3113
%	-38.5%	-31.1	-50.0	-49.6	-37.7
Energy Requirement (MU)	129587	14416	15183	22232	43957
Energy Availability (MU)	105401	13153	10148	12572	37852
Surplus/Defecit	-24186	-1263	-5035	-9660	-6105
%	-18.7	- 8.8	-33.2	-43.5	-13.9

#### 5.0 Power Requirements of NCR :

The power requirements of important nodal growth centres (Priority/DMA towns) at the end of 8th plan have been assessed by CEA as follows :

Power requirements in nodal centres (in MW)

	1996-97	2001-02
<b>Uttar Pradesh</b>		
Meerut	160	230
Hapur	50	75
Bulandshahr-Khurja	140	220
Noida	150	240
Ghaziabad	300	430
<b>Haryana</b>		
Panipat	193	306
Rohtak	148	243
Rewari	78	124
Gurgaon	122	219
Faridabad	315	483
<b>Rajasthan</b>		
Alwar	165	281
Bhiwadi	130	266
	1951	3417

## 6.0 Strategies :

In order to achieve the basic objectives of having both qualitative and quantitative power supply in the priority towns of NCR at par with Delhi, the following strategies are being suggested :

6.1 The priority towns should have their own power generating stations specifically for the areas which are earmarked for shifting the industry etc. from Delhi to these towns. These generating stations should be separate from existing stations which may be there in some of these towns. The existing generation stations will continue to feed power into the main grid. The proposed generating stations can also feed into the main grid and the power supply for these areas can be fed through grid stations specifically earmarked for

these area. Thus normally the power generated at the proposed power generating stations will be fed into the grid and the demand of these areas will be met by the power from the grid. This will ensure the reliability and all other advantages of being part of the grid. At the same time the grid stations meant for these areas should have islanding system by which, in the event of major grid failure the proposed generating stations can be islanded and are firstly safe of cascade tripping and secondly will immediately start supplying power to the areas uninterruptedly. The nodal centres should be free from load shedding.

The proposed generating stations should have the capacity of atleast 50 to 60% of the power demand for these areas.

#### Power generation requirements in nodal centres (in MW)

Generation Capacity	
Uttar Pradesh	
Meerut	80
Hapur	30
Bulandshahr-Khurja	70
Noida	75
Ghaziabad	150
Haryana	
Fanipat	100
Rohtak	75
Rewari	30
Gurgaon	50
Faridabad	150
Rajasthan	
Alwar	75
Bhiwadi	60
945 MW	

The generating stations should be gas based and should be equipped to use alternative fuel like naphtha/diesel in the event of shortage/non availability of gas. The allocation of gas for these should also be given high priority. The availability of gas is believed to be increased in the northern region with the coming of gas pipe line from Iran. For gas based stations, we can plan for bigger stations and start with units of small capacities of 30 to 40 MW which are indigenously available and do not require very long gestation period for being put up. Therefore, while these stations can be planned for an ultimate capacity, the individual units can be put up as and when demand rises.

## **6.2 Distribution System :**

Though there is an existing T&D system in these nodal centres but to have a reliable power supply, these areas should be provided with modern transmission and distribution system. The sub transmission and distribution lines should be laid underground and sub-stations should be in-doors with equipment having proper protective devices. This will ensure the system free from disturbances due to weather, tempering, vandalism etc.. They should be designed to have adequate spare capacity in sub transmission and distribution lines and the transformer capacity to provide for inter transfer of power in the event of local breakdown in the system.



### 6.3 Automatic Operation of the Distribution System :

In order to have reliability of power supply for consumer, it is proposed that they should be provided with Supervisory Control and Data Acquisition System (SCADA) with complete automation of the operation of the power supply system. This will facilitate immediate transfer of power from one place to another in the event of breakdown or any disturbance in the system.

### 7.0 Investments

The total investments worked out for above system is to the tune of Rs.3600 Crore at present price (1995-86) level (Rs. 3 Cr. for power generation per MW and 0.6 Cr. for Transmission & Distribution lines per MW). The investment is spread over a period of 10 years. Keeping five percent increase per annum in the cost, the total investment worked out by 2005-06 is of the order of Rs.5400 Crore. (However, this does not include gas line infrastructure costs.)

### 8.0 Financing Strategies

It is proposed to keep the investments for generation of power (Rs. 3000 Cr.) under private sector. The investments under transmission & distribution works (Rs. 600 Cr.) are proposed to be under state sector with an outlay of Rs.300 Crore in the IX plan and Rs. 300 Crore in the X Plan respectively spread in the state plans of Haryana, Rajasthan and Uttar Pradesh. The private sector can make Power Purchase agreements with respective state Govt.

ANNUAL REPORT  
FOR THE  
FINANCIAL YEAR  
APRIL - 1995 - MARCH 1996

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### Appendix

Annexure - A

Annexure - B

Annexure - C

## NATIONAL CAPITAL REGION PLANNING BOARD

### ANNUAL REPORT FOR 1995 - 1996

#### 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 11 years of service in March, 1996. During this period, the Board has succeeded in bringing a detailed development plan for the National Capital Region, -2001 A.D. Regional Plan 2001, a statutory plan for the development of an inter-state region, 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 select DMA towns, 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

from Delhi through a simultaneous decentralisation and dispersal of economic and administrative activities now concentrated in the National Capital.

## **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**

During the year 19th Meeting of the NCR Planning Board was held on 17th November, 1995 wherein the following business was transacted and decisions taken :

### **1. The Functional Plan for Transport Sector**

The Functional Plan for Transport sector was approved and the need for speed implementation of the Functional Plan components was emphasised as under :

- a) Ministry of Surface Transport was requested to expedite the widening of all National Highways in NCR to four lanes.

- b) Chairman suggested that M.O.S.T. should declare the Expressways proposed in the Functional Plan as National Expressways and initiate feasibility studies immediately.
- c) Regarding Outer and Inner Grid Roads, the Chief Minister of Haryana stated that since these roads acting as by-pass to the National Highways, these construction should be taken up by M.O.S.T..
- d) Chairman requested Ministry of Railways to examine the construction of a perimeter rail-cum-road corridor connecting directional terminals at Holambi-Kalan, Anand Vihar, Tuglakabad and Bijwasan and the capacity of the existing ring and radials should be enhanced with suitable measures.
- e) Regarding augmentation of Bus Services, the Chairman requested the members to consider augmenting bus transport operations in N.C.R.

## **2. Annual Plan proposal for the year 1996-97**

The Annual Plan proposals were approved.

## **3. The revised Budget Estimates for the year 1995-96 and Budget Estimates for 1996-97**

The Revised Budget Estimates for the year 195-96 and Budget Estimates for 1996-97 as sent by the NCRPB to the Ministry were also approved.

4. Audited Accounts of NCR Planning Board for the year 1994-95

Audited accounts of NCRPB for the year 1994-95 were presented and the contents of the report of the Director of Audit Economic and Service Ministries on behalf of the CAG was noted and certified accounts were adopted and approved.

5. Annual Report 1994-95

Annual Report for the year 1994-95 was approved.

6. The position of loans and advances released during 1994-95 to the State Govts/Implementing Agencies was noted.

7. Consideration of recommendations of the 35th, 36th, and 37th meetings of the Planning Committee held on 31.1.95, 31.5.95, & 21.9.95 respectively.

a) The recommendations of the 35th Planning Committee meeting regarding Proposal of M/s Delhi Automobiles Ltd., forwarded by the Govt. of U.P.

regarding the change of land use 'Recreational' to 'Residential' in Ghaziabad Master Plan was approved.

b) The recommendations of the 36th meeting of the Planning Committee regarding linkages and concrete measures for the dispersal of industrial activities from Delhi, were approved.

c) Regarding setting up of Satellite Air Freight city near Indira Gandhi International Airport at Village Choma District Gurgaon (Haryana) the representative of Govt.

of Haryana conveyed that it may not be possible for Haryana to convert any portion out of its inhansible area at Gurgaon into green in order to accommodate the site for the Satellite Air Freight City.

- d) The recommendations of the 37th Meeting of the Planning Committee regarding (i) 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 Centre and Chola as part of Bulandshahr-Khurja complex and (ii) Establishment of Project Development Fund, were approved.

#### **IV. CONSTITUTION OF THE PLANNING COMMITTEE**

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As provided in the NCR Planning Board Act, 1985 Planning Committee under the Chairmanship of Member Secretary, NCR Planning Board, has been constituted to assist the Board 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 '95 to March '96 (36th Meeting on 31.5.95 and 37th meeting on 21.9.95) and the following business has been transacted and the decisions taken :

##### **1. Sub-Regional Plan for NCT-Delhi**

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In the 36th meeting it was reported that the draft sub-regional plan for Delhi as submitted by the Govt. of NCT-Delhi



was under examination. In the 37th meeting it was reported by the representatives of GNCT-Delhi that the Sub-regional plan for NCT-Delhi as far as Delhi Govt. was concerned was final and that the same may be processed and if approved, may be placed before the NCR planning Board for its approval.

## 2. Sub-Regional Plan for Haryana

In the 36th meeting it was reported that the sub-regional plan for Haryana was under preparation. The matter could not be further discussed in the 37th meeting.

## 3. Amendment of Sub-Regional Plan for U.P.

In the 36th meeting it was reported that for preparation of the detailed proposal for development of the Tronica city at Loni a joint survey was being carried out and expected to be completed by the end of June '95 and that after the survey was completed the detailed proposal would be prepared and sent to NCR Planning Board.

In the 37th meeting it was reported that the U.P. Govt. was very shortly going to make suitable administrative arrangements for the development of Hapur and accordingly it was proposed to be brought under the GDA for the time being. It was further pointed out that a full time Vice-Chairman and Secretary would be appointed for Bulandshahr-Khurja Development Authority to make the Authority fully operational.

## 4. Linkages and concrete measures for the dispersal of industrial activities from Delhi

In the 36th meeting the following decisions were taken :-

1. Identification of units to be shifted outside

Delhi and action for their closure in Delhi.

ii. Re-location of the units outside Delhi in the National Capital Region.

- a. Identification of cities for re-location of units.
- b. Package of incentives where these industries are to be relocated.
- c. Incentives to be provided by the Govt. of NCT-Delhi/DDA Govt. of India in respect of re-use of lands being vacated by the shifting industries in Delhi.

In the 37th meeting it was reported by the Ministry of Urban Affairs and Employment for various aspects to re-use of land vacated by industries was under examination in consultation with the DDA and the Delhi Govt. Member Secretary, NCRPB suggested that the pattern as suggested in the 36th meeting of the Planning Committee could be adopted for utilisation of land vacated by the Public Sector Undertakings which are to be shifted from Delhi.

5. Separate Central NCR University for NCR

It was intimated that decision to locate the University Head quarters at NOIDA, had been taken by Chair-person of NCRPB and that for working out the rest of the modalities, a meeting was to be held between the Ministers of Urban Affairs and Employment and Minister of Human Resource Development.

6. Review of Regional Plan - 2001

The various issues involved were broadly discussed in the 37th Meeting of Planning Committee 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 Board for its consideration.

7. Setting up of Satellite Air Freight City near the 161 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 in the 37th meeting of Planning Committee 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 area of 200 Acres, be earmarked as green out of the proposed Urbanisable Area in the Development Plan of Gurgaon.

8. 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 as part of Bulandshahr-Khurja Complex, was approved in the 37th meeting of the Planning Committee and the same was recommended for being placed before the next meeting of the NCR Planning Board. However, while detailing the plan of the complex, Khurja Growth Centre and Chola

would have a greater emphasis on industrial activity to provide a strong economic base to the Complex, the other activities could come up in Bulandshahr and Khurja towns.

9. Framing of Issues for discussion in the Unified Transport Planning Group (UTPG) meeting.

The Planning Committee approved in its 37th meeting the item 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, 95.

10. Regional Mass Rapid Transport System for National Capital Region.

In the 36th meeting 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 representatives of Railway Board and Transport Department of NCT Delhi could not attend the meeting, discussion on the proposal could not take place.

In the 37th meeting the Planning Committee deliberated on Regional Rapid Transport System (RTS) for NCR proposal and approved the elements of the total system.

#### VI LOAN ASSISTANCE TO PARTICIPATING STATE GOVERNMENTS/IMPLEMENTING AGENCIES :

To achieve the objectives of NCR Plan-2001, National Capital Region Planning Board is providing loan assistance on sharing

basis to the participating State Governments/Implementing Agencies for execution of Plan projects. Till March, 1995, a total amount of Rs. 105.63 crore had been provided as loan assistance by National Capital Region Planning Board to the participating State Government. During 1995-96, Project Sanctioning & Monitoring group of NCRPB sanctioned schemes of Rs. 609.00 crores and released a sum of Rs. 109.75 crores. Detail of the loan amount released during 1995-96 is at Annexure-D.

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

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### **A. HARYANA SUB-REGION**

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#### **Preparation of Master Plan/Development Plans :**

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The development plan of Palwal, Rewari, Sonapat, Kundli, Rohtak and Bahadurgarh have been taken on priority. The development plan of Hissar Counter Magnet town has also been taken in hand and efforts are being made to finalise this plan during 1996-97.

## **B. U.P. SUB REGION**

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### **A. Preparation of Master Plan/Development Scheme for Priority Towns**

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I. MEERUT : The Sub-Committee constituted by the State Govt. has given the final shape to Meerut Master plan after considering the objections and suggestions of Public. In the last meeting of the MDA it was decided to forward it to State Govt. for obtaining the final approval of the NCR Planning Board.

II. Hapur : The amended Master Plan for Hapur, has been published for inviting objections and suggestions from the Public.

### **B. Sub-Regional Centre**

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1. Modi Nagar : The suggestions and objections of the public on amended Modi Nagar Master Plan approved by the appropriate authority has been invited. The work for finalising the Master Plan is in progress.
2. Baroth : After including the adjoining villages in Baroth which is selected as Sub-Regional Centre, the case has been forwarded to Government for declaring this a Regulated Area under U.P. Nirmankar Viniyaman Adhiniyam, 1985.

### **C. Basic Village**

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The U.P. Sub-Region has a target for preparation of development schemes of selection Priority Basic Villages of

Niwari, Kakar and Jani Khurd on priority basis and forwarding them to NCR Planning Board for obtaining funds. According to the target the development scheme of Jani Khurd has been forwarded to the NCR Planning Board and Base Maps have been prepared after conducting physical survey of Niwari and Kakar and work of preparation of development scheme is under progress.

**D. Amendment of Regional and Sub-Regional Plan**

**1. Khurja Growth Centre & Chola**

Inclusion of Khurja Growth Centre and Chola in Bulandshahr-Khurja Complex has been approved in the Planning Committee.

2. Tronica City : The detailed note for change of land use from agriculture to Urban use for the land acquisition made by U.P. State Industrial Development Corpn. for Tronica City has been prepared and submitted to NCRPB.

**E. Preparation of Development Project**

In this financial year the work of technical checking of Shikarpur Bus Stand Scheme, Transport Nagar Scheme, Harish Chandra development centre, Jewar road residential scheme, Kalindi Kunj residential scheme and Motel site project proposed by Bulandshahr-Khurja Development Authority has been completed. Apart from these after completing technical checking projects for development of Anand Vihar residential scheme, Preet Vihar residential scheme, Fruit and Vegetable Market, Transport Nagar and Bus stand project proposed by G.D.A. in Hapur were forwarded to NCR Planning Board. 2. The technical checking of Ganga Nagar

drinking water supply scheme, Bus stand scheme, Link road drainage scheme and Transport Nagar scheme proposed by G.D.A. has been completed.

3. The revised estimated and lay out plans of Hathkarghha Nagar, Kenchi Udyog has been checked, these details has been forwarded to M.D.A. for necessary action.

#### **IMPLEMENTATION, MONITORING, QUARTERLY PROGRESS PROJECTS :-**

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The Monitoring of financial and physical progress of various projects funded by NCR Planning Board has been completed.

1. The work of physical verification of progress and utilisation certificate received from M.D.A. for Shatabdi Nagar Sector 4C is under progress.

2. The work of physical verification of utilisation of loan money for implementation of Ved-Vyaspuri and Shatabdi Nagar new township projects is under progress.

3. The details of monthly and quarterly progress of projects funded by NCR Planning Board along with technical details has been forwarded to NCR Planning Board.

#### **OTHERS**

1. The detailed note on Draft Delhi Sub-Regional Plan has been prepared in the context of basic aims and objectives incorporated in U.P. Sub-Regional and Regional Plan of NCR.



2. After studying the Transport functional plan (draft) prepared by NCR Planning Board on Planning and technical point of view, a detailed note has been submitted.

3. The proposal for declaring Saharanpur and Firozabad as counter magnet area in U.P. Sub-Region apart from Bareilly, has been prepared and forwarded to NCR Planning Board.

#### **CO-ORDINATION**

##### **(a) At NCR Planning Board level**

The cell has participated in all the meetings organised by the NCR Planning Board. The cell has also been taking action according to decisions taken in these meetings.

##### **(b) On Sub-Regional level**

The department is continuously providing required assistance to various Sub-Regional Committees constituted in U.P. Sub-Region.

#### D. DELHI SUB-REGION

##### 1. Draft Sub-Regional Plan for Delhi :

- a) The comments of Chief Minister, Delhi and LG, Delhi, were incorporated in this Draft Sub-Regional Plan for Delhi.
- b) A proposal for quick study based on the suggestions of Hon'ble LG on the Draft Sub-Regional Plan, Delhi, were prepared and submitted to GNCTD.
- c) An Audio Visual presentation has been prepared. The draft plan was presented in the NCR Planning Board.

##### 2. Comments on Reports/Plans :-

The planning cell offered comments on the following Reports/Plans during the meetings organised by the NCR Planning Board :-

- a) Draft Sub-Regional Plan for Haryana
- b) Strategy for the implementation of MRTS proposals in Delhi and feasibility of Rail-cum-Road corridor joining NH-1 and NH-2 in Delhi.

##### 3. Other Works :

- a) Participated in the following Exhibitions :-
  - i) ITPI New Delhi, during the National Workshop on Rural Planning.
  - ii) India International Trade Fair as part of DDA display.
- b) Coordinated the views of DDA and the NCR Planning Board through a paper prepared and presented during a One Day Workshop organised by NCR Planning Board on "Single Window Clearance Mechanism for shifting Industries in Delhi".

## C. RAJASTHAN SUB-REGION

### A. NCR Planning Cell

The NCR Planning and Monitoring Cell is engaged in preparation of Master Development Plan of Regional and Sub-Regional Centres. The Cell also imparts planning and technical assistance to concerned development agencies: For the development works carried out in the Sub-Region by Urban Improvement Trust; Alwar; Urban Improvement Trust, Kota (Counter Magnet Town); Rajasthan State Bridge and Construction Corporation. The development works funded by NCRPB are also monitored by this cell.

### II. Preparation of Plans/Projects :

- i) Objections/suggestions on Bhiwadi Master Plan were processed and necessary amendments were made as per objection and suggestions and submitted to the Government for approval.
- ii) Land use Plans and draft report of Shahjahanpur Master Plan (Draft) prepared.
- iii) Prepared Ware Housing and Godown schemes and Transport Nagar 'B' schemes of Alwar.
- iv) Scheme projects were scrutinised, comments were given and forwarded the same to Govt. of Rajasthan to be forwarded to NCR Planning Board:
  - a) Ware Housing and Godown Project of UIT, Alwar.
  - b) Transport Nagar Part 'B' of UIT, Alwar.
  - c) Ambedkar Nagar (Part Project) of UIT Alwar.
  - d) Study report on "Zonal Development Plan and it's

implementation -- Bhiwadi" prepared by the Consultant.

e) Processed current planning matters and opined in these matters.

v) Site Inspection of Alwar-Bhiwadi;

Regarding water supply and sewerage - Project sites were inspected by Officers of NCR Planning Board and Japanese Consultant.

Sites were also inspected by these Officers and discussions were held at Kota regarding proposed bridge project over river Chambal and Kota bye pass.

III. Prepared detail note on Rajasthan Sub-region of NCR and progress of schemes for Members of Parliamentary Committee who visited Jaipur to review Urban Development aspects.

IV. The NCR Planning Board and Monitoring Cell prepared comments on agenda notes of the following meetings :-

i) National Capital Region Planning Board;

ii) Planning Committee;

iii) Project Sanctioning and Monitoring Group;

iv) Unified Transport and Planning Group (UTPG);

v) Sub-Regional Plan of Delhi;

vi) Mass Rapid Transport system in NCR;

vii) Local level meetings with concerning agencies/departments were held.

B. I. Urban Improvement Trust, Alwar.

During the year 1995-96 UIT, Alwar prepared 3 projects namely (i) Ware Housing and Godowns and (ii) Transport Nagar Part 'B' and (iii) Ambedkar Nagar. These projects were submitted to

NCRPB to obtain loan assistance.

## II. Progress Chart :

During the year 1995-96 the progress achieved in schemes in Rajasthan Sub-region was as under :

### PROGRESS OF THE NCR SCHEMES DURING THE YEAR APRIL '95 TO MARCH '96

S. NO.	NAME OF SCHEME	PROJECT COST RS. IN LACS	EXP. INCURRED DURING 95-96 RS. IN LACS	PHYSICAL PROGRESS
<u>ALWAR</u>				
1.	SURYA NAGAR RES. SCHEME	1605.00	105.08	Development of Roads electrification, parks, development partly done.
2.	VAISHALI NAGAR RES. SCHEME	1036.00	23.16	Land Acquisition done
3.	BUDH VIHAR RES. SCHEME	375.00	2.06	Road development, Water supply, work partly done.
<u>BHIWADI</u>				
4.	CHANDRA NGR, VASU-NDHARA NGR. & CHITT-RAKOOT NGR. INT.DEV. SCHEMES OF BHIWADI	5652.00	14.48	Dev. construction of Roads, Drains, Parks partly done
5.	U.I.T. KOTA (COUNTER MAGNET) SHRINATH PURAM SCHEME	3571.26	101.01	Dev. of Roads, culverts, electrification works were partly completed.
<u>R.I.I.C.O.</u>				
6.	Dev. of Industrial Area Ph.III, Bhiwadi	1914.29	63.94	All major development works in the scheme has been
<u>R.S.B.C.C.</u>				

7.	Jindoli Ghati on S.H. No. 14 (Alwar - Behror Road between 124-128 km)	602.00	3.00	Due to dispute of land with Forest Deptt. work could not be started. Now the issue is partly resolved.
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C. Urban Improvement Trust, Kota (Counter Magent Town) :

Kota UIT is developing an integrated scheme namely Srinathpuram scheme. Till now an expenditure of Rs. 392.61 lacs has been incurred on land acquisition, leveling, construction of roads, culverts, electrification. During the year 1995-96 Rs.101.01 lacs were spent on development works.

D. Rajasthan State Industrial and Investment Corporation (RIICO) :

RIICO is main nodal agency for Industrial Development in the State. RIICO has developed Industrial Area Phase III at Bhiwadi. Major development work have been completed.

E. Rajasthan State Bridge & Construction Corporation (RSBCC) :

RSBCC is implementing agency for construction of road tunnel across Jindoli Ghati on Alwar-Behror Road on S.H.No. 14 between 124-128 km. stone. Due to dispute of land with Forest Department excavation work could not be started. During the year an expenditure of Rs.3.00 lacs has been incurred on part mobilisation of men and machines.

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

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

3. Details of activities in Counter-Magnet Towns

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A) PATIALA ;

A loan amount of Rs.1.0 crore was released by NCRPB, to Patiala Planning and Development Board. The State Government of Punjab also contributed its share of Rs. 1.0 crore to the fund. Out of this Rs.2 crores, one crore was advanced by the Patiala City Planning and Development Board to the Patiala Improvement Trust for implementation of the development scheme of Sewa Singh Thikri Wala and another Rs. 1 crore to the Punjab Housing Development Board for implementation of Urban Estate Phase III (Karheri Farm at Patiala). The scheme is under implementation.

b) Hissar

The formulation of the development plan for Hissar is in progress and the Development Fund is yet to be created.

c) Kota

During the year 1993-94 the NCRPB released financial assistance of Rs.2 crore of Urban Improvement Trust, Kota. Urban Improvement Trust, Kota utilised this financial assistance given by NCRPB in their (Shrinathpuram scheme at Kota). This scheme envisaged development of residential and commercial plots. The NCR Planning Board inspection team visited the city and found that the scheme was progressing.

d) Gwalior

A loan of Rs. One crore was sanctioned in March '92 for development scheme of Counter Magnet Gwalior City. The special area development authority has not been able to acquire the land for the scheme and as such the work could not be started. The proposals for making available the land for the purpose has been sent to the administration to the MP Govt. Meanwhile SADA has undertaken the following activities :-

1. Conduct of present land use survey of SADA scheme area for preparation of land use map.
2. Preparation of development plan for SADA, area.

e) Bareilly

A loan of Rs. 4 crore was sanctioned by NCRPB on 16th Nov. '95. The Bareilly Development Authority has also received



Rs. one crore as State contribution. The authority has taken up acquisition of large chunks of land in Bareilly and the development scheme would be taken up once these lands are acquired.

#### IX. 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 1995-96 the amounts credited into the fund and the expenditure therefrom were as under :

- 1) An amount of Rs.65.00 lakhs was received from the Department 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.3.58 lakhs was available for the purpose. Various other receipts for the year totalled upto Rs.2.89 lakhs. The aggregate expenditure on pay and allowances and other administrative expenses amounted to Rs.68.41 lakhs, leaving an unspent balance of Rs.3.06 lakhs which has been carried forward to the year 1996-97.

Further an amount of Rs.52.59 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.4000.00 lakhs was received from the Department 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.350.00 lakhs contributed by the Govt. of NCT-Delhi into the fund of the Board. Also, unspent balance of the previous year amounting to Rs.6319.00 lakhs and fresh receipts of Rs.2708.00 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 1996-97.

HUDA, Chandigarh	Rs. 4223.00 lakhs.
UP Govt., Lucknow	Rs. 4601.00 lakhs.
RIICO, Jaipur	Rs. 2150.00 lakhs.
	<u>Rs.10974.00 lakhs.</u>

The expenditure incurred on studies/surveys & preparation of plans amounted to Rs.16.00 lakhs. Further an amount of Rs.0.50 lakhs was paid for the office accommodation in the new building complex of India Habitat Centre, Lodhi Road, New Delhi and an amount of Rs.1.47 lakhs was paid towards longterm advances to the employees of the Board.

The unspent balance aggregating to Rs.2385.00 lakhs has been carried forward to the accounts for the year 1996-97.

1. Project Sanctioning and Monitoring Group

The Group met twice in the year on 19th and 20th March '96 and approved the following projects :-

1. Matsya Industrial Area (extn.) Alwar
2. Development of Industrial area, Chopanki
3. Development of Khurshkhera Industrial Area, Bhiwadi
4. Integrated Development of Industrial Township at Khurja (UP)
5. Transport Nagar Scheme, Part 'B', Alwar.
6. Transport Nagar Jewar Road Bulandshahr, U.P.
7. Kalindikunj Residential scheme, Khurja
8. Transport Nagar on Meerut Road in Ghaziabad, U.P.
9. Fruits and Vegetables Market on Delhi Road, Hapur
10. Development of Industrial Estate at Bawal, Haryana
11. Marketability of assets created by MDA.
12. Preet Vihar Housing Scheme, Hapur
13. Warehousing & Godown Scheme at Alwar
14. Integrated Industrial Township at Loni
15. Industrial Area, Udyogpuram, Meerut
16. Jewar Road, Residential Scheme, Khurja

The total estimated cost of the above projects is Rs.605.00 crores. In addition, the Group sanctioned a contribution of Rs.4.00 crore into the Development fund of Counter Magnet Town Bareilly.

X. OTHER ACTIVITIES

1. PROJECT MONITORING & COORDINATION

During the year a new Project Monitoring & Coordination Wing was set up in the NCR with a view to monitor and conduct regular site inspection of projects, review their physical progress and liaison with the implementing agencies, planning wing of the Board, State NCR Planning and Monitoring Cell etc. The Project Monitoring and Coordination Wing has during the year inspected NCR financed 30 ongoing schemes and development scheme of Kota Counter Magnet City and submitted projectwise reports the progress of the these schemes and progress reports were reviewed in the Project Monitoring and Sanctioning Group -I meeting taken by Secretary (Chairman of the PSMG) Ministry of Urban Affairs & Employment on 19th & 20th March, 1996.

# APPENDIX

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

S.N.	NAME OF THE COURSES/PROGRAMMES	DURATION	SPONSORING ORGANISATION
1.	11th International Conference on Roads	December 11-14, 1995	Centre of Transportation Emgg. (COTE), Deptt. of Civil Engineering, University of Roorkee, (UP)
2.	Land Development and Shelter Projects	December 27-29, 1995	Association of Metropolitan Development Authorities (AMDA), New Delhi.
3.	Conference on the Development and Planning of Urban Transport in Developing Countries (CODATU VII), RITES.	February 12-16 1996	Ministry of Urban Affairs and Employment, New Delhi.

ANNEXURE - A

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, Govt. of Haryana	Member
8.	Minister, Urban Development, Govt. of Rajasthan	Member
9.	Chief Secretary, Govt. of Rajasthan	Member
10.	Minister, Urban Development Govt. of Uttar Pradesh	Member
11.	Secretary, Housing & Urban Development Govt. of Uttar Pradesh	Member
12.	Chief Minister of Delhi	Member
13.	Chief Secretary, Govt. 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, Govt. of India	Member
20.	Minister for Surface Transport 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

ANNEXURE - B

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 - C

COMPOSITION OF PROJECT SANCTIONING & MONITORING GROUP

- |    |   |          |
|----|---|----------|
| 1. | Secretary, Ministry of Urban Development                                | Chairman |
| 2. | Secretary (Exp.) or his representative                                  | Member   |
| 3. | Adviser, Planning Commission<br>or his representative                   | Member   |
| 4. | Joint Secretary incharge of NCR in<br>the Ministry of Urban Development | Member   |
| 5. | Secretaries-in-charge of the NCR work<br>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 SANCIONING & MONITORING GROUP II

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

## STATEMENT OF THE SCHEMES FOR WHICH LOAN RELEASED DURING 1995-96

Sl.No.	Name of the scheme	Rs. in Crore
1.	Residential Sector 40, at Gurgaon	7.52
2.	Residential Sector 39, at Gurgaon	6.51
3.	Residential Sector 13 & 17 at Panipat	7.20
4.	Residential Sector 3 (Part-II) at Rewari	2.20
5.	Residential Scheme at Rohtak 2 & 3 (Part), Rohtak	3.50
6.	Industrial Sector 59, Faridabad	6.24
7.	Residential Sector 12, Sonapat	9.07
8.	Matsya Industrial Area, Alwar Extention	5.50
9.	Development of Industrial Area, Chopanki	16.00
10.	Shatabdi nagar Sector 4 (c) Phase 3 at meerut	2.30
11.	Vedvyas Puri Residential Scheme	3.85
12.	Shatabdi Nagar new Township Development Phase 3 at meerut	9.00
13.	Marketability of Assets created by MDA	10.00
14.	Lal Talab, Commercial Scheme at Bulandshahar	0.37
15.	Transport nagar Scheme at Bulandshahar	2.00
16.	Fruit & Vegitable Market at Hapur	3.00
17.	Transport Nagar Scheme at Ghaziabad	11.50
18.	Counter Magnet Town Bareilly	4.00
TOTAL		109.75

**ANNEXURE - V OF AGENDA ITEM NO.8**

**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 & Employment  
Fax No. : 4642163

No.K-14011/6/(AP)/96-NCRPB

Dated : 27.3.96

Sub : 38th Meeting of the Planning Committee to be held on  
10.4.96 at 11.00 AM in the office of the NCR Planning  
Board's Conference Room, India Habitat Centre, Lodhi Road,  
New Delhi-110003.

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Sir,

In continuation of this office letter of even number dated  
6.3.96 and 20.3.96, kindly find enclosed herewith the Agenda  
Notes of the above mentioned meeting.

Yours faithfully,



(R.C. AGGARWAL)  
Chief Regional Planner

Encl : As above.

AGENDA ITEMS FOR THE 38TH MEETING OF THE PLANNING COMMITTEE TO BE HELD AT 11.00 AM ON 10.4.96 IN THE OFFICE OF THE NCRPB, 1ST FLOOR, ZONE-IV, INDIA HABITAT CENTRE, LODHI ROAD, NEW DELHI-110003.

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- AGENDA ITEM NO.1 : Confirmation of the Minutes of the 37th meeting of the Planning Committee held on 21.9.95.
- AGENDA ITEM NO.2 : Review of the action taken on the decisions of the last Planning Committee and 19th Board meeting held on 21.9.95 and 17.11.95 respectively.
- AGENDA ITEM NO.3 : Review of Regional Plan NCR-2001.
- AGENDA ITEM NO.4 : Implementation of the FNG-Expressway Project - approval of the format, advertisement, tender document, etc.
- AGENDA ITEM NO.5 : Consideration of the proposals regarding land use change cases in Ghaziabad received from Govt. of U.P.
- AGENDA ITEM NO.6 : Consideration of the recommendations of the sub-group on Sub-Regional Plan for NCT-Delhi.
- AGENDA ITEM NO.7 : Consideration of inclusion of additional towns (a) Saharanpur and (b) Ferozabad in U.P. (c) Dholpur in Rajasthan as Counter Magnet Area.
- AGENDA ITEM NO.8 : Any other item with the permission of the Chairman.

AGENDA NOTES FOR THE 38TH MEETING OF THE PLANNING COMMITTEE TO BE HELD AT 11.00 AM ON 10.4.96 IN THE OFFICE OF THE NCR PLANNING BOARD, 1ST FLOOR, ZONE-IV, INDIA HABITAT CENTRE, LODHI ROAD, NEW DELHI-110003

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AGENDA ITEM NO. 1 : CONFIRMATION OF THE MINUTES OF THE 37TH MEETING OF THE PLANNING BOARD HELD ON 21.9.95.

Minutes of the 37th Planning Committee held on 21.9.95 circulated vide letter No.K-14011/30(AP)/95-NCRPB dated 11.10.95 may be confirmed.

AGENDA ITEM NO.2 : REVIEW OF THE ACTION TAKEN ON THE DECISIONS OF THE LAST PLANNING COMMITTEE AND 19TH BOARD MEETING HELD ON 21.9.95 & 17.11.95 RESPECTIVELY.

i) Sub-Regional Plan for NCT-Delhi.

This item is being discussed as Agenda Item No. 5

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

The representatives of the State Govts. may report the stage of preparation of ODPs. The Govt. of UP has made a suitable arrangement for development of Hapur, bringing it under the Ghaziabad Development Authority.

Approval of Sub-Regional Plan of Haryana. The representatives of Govt. of Haryana may report the progress of finalisation of the Sub-Regional Plan of Haryana.

iii) Linkages and concrete measures for dispersal of industrial activities from Delhi. The various aspects of reuse of the land vacated by industries is under examination by the Ministry of Urban Affairs & Employment in consultation with Delhi Development Authority and Delhi Administration. The representatives of MoUA&E may report the progress in this matter.

iv) Setting up of a Separate Central NCR University.

The meeting of the Minister of Urban Affairs & Employment with the Minister of Human Resource Development could not take place. The matter is being pursued with the Min. of Human Resource Development.

v) The amendment of the Sub-Regional Plan for U.P. Sub-Region and consequent amendment to the Regional Plan for inclusion of Khurja Growth Centre, Chola in Bulandshahr-Khurja Complex.

The matter was discussed in the last Board meeting held on 17.11.95 and the proposal was approved for inviting public objections and suggestions.

vi) Framing of issues for discussion in the UTPG meeting.

The issues were framed and a Functional Plan for transport sector was prepared and presented to the UTPG meeting held on 20.10.95 and was finally approved by the Board in its 19th meeting.

**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	STATUS
1.	Declaration of Express Highways as National Express Highways and to initiate feasibility studies to link them with Delhi-Ghaziabad-Meerut, Panipat-Sonepat-Ghaziabad and Delhi-Khurja Expressways.	A letter from Union Minister of Urban Development to Minister for Surface Transport was sent. The MOST indicated its inability to declare the NCR Expressways as National Expressways.
2.	To examine the construction of perimeter rail-cum-road corridor connecting the Directional terminals at Holambikalan, Anand Vihar, Tughlakabad and Bijwasan. Also electrification and doubling of ring rail and radial corridors for enhancing their capacities.	A letter was sent from MS to Chairman, Railway Board. The matter is pending with Ministry of Railways.
3.	Feasibility study of introducing linked bus service to the ring rails and radials to make the commuter service more attractive.	- do -
4.	Construction of additional tracks along the northern segment of the ring rail between Patel Nagar, Dayabasti, New Delhi, Delhi and Nizamuddin.	- do -
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.	The matter is being taken up with the State.

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.

The matter was discussed in a meeting with the Chief Secretaries of Haryana and U.P. The Govt. of Haryana has taken the view that the situation like that of Bombay did not exist anywhere in the NCR and the financial participation of the state govt. for providing new rail links may not be possible. It is the responsibility of the Railway and they should discharge it through their own resources. A meeting could however be arranged with the Chairman of Railway Board in which Chief Secretaries of UP and Haryana could participate in order to sort out this issue. In fact, in the meeting with the Chief Secretary, UP, it has been desired by them that before a final decision is taken in the matter, the actual cost of implementing the projects should be made known to them and an overall project be prepared wherein the financing of such projects through property development should be fully examined.

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 flora to seek funding arrangements.

State Governments of U.P., Haryana and Rajasthan to report the progress on preparation of projects for these purposes.

9. Seperate sub-component plans within their Five Year Plans and corresponding annual plans to provide for adequate funds for NCR projects.

The Planning Commission and the Ministry of Urban Affairs & Employment were appraised about the necessity of carrying out a comprehensive fiscal planning exercise for the NCR treating it as a single unit to pave the way for the preparation of Five Year and Annual Plans for the NCR and corresponding sub-component plans for the concerned Central Ministries and member states of NCR. Accordingly, a sub-group on NCR has been set up to carry out this exercise under the



Working Group on Urban Development in the Ninth Plan constituted by the Planning Commission.

- do -

10. Structuring of a comprehensive fiscal plan for the NCR.
11. Implementation of schemes relating to Tehri, Renuka and Koshau dams.
12. Bus Services starting from Railways Stations to work places.
13. Combined sewerage system of Bhiwadi in Rajasthan and Dharuhera in Haryana.
14. 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.
15. Construction of 6-lane Expressway between Delhi-Gurgaon-Jaipur.
16. Construction of Rail Link between Rewari and Bhiwadi.
17. The alternate locations for an additional Airport in the NCR in Haryana or Tapookra in Rajasthan.
18. Approval of creation of project development funds within initial amount of Rs. 1.00 crore.
19. Inclusion of Saharnpur and Ferozabad towns as counter magnet.
20. Uniform Sales Tax in the region.

The matter is being taken up with the Ministry of Water Resources.

Delhi Govt. may intimate the progress.

A meeting is being arranged between Haryana and Rajasthan Govt. officers.

The matter of extending the boundaries of NCR will be considered along with mid-term review. Inclusion of Dholpur as counter magnet is being place before this meeting of Planning Committee.

Action being taken by MOST.

Railway may report the progress of the final alignment survey report.

Matter is being looked into by D.G.C.A.

The fund has been created.

Matter is being taken up in this Planning Committee meeting.

Action being taken by GNCT Delhi may be reported.

### AGENDA ITEM NO. 3 : REVIEW OF THE REGIONAL PLAN NCR - 2001.

#### i) Study Group on Demography

As part of the on-going mid-term review of Regional Plan-2001, a Task Force of experts was setup in August, 1992 to go into the various demographic features of NCR, in the light of the census of 1991 and make population projections up to 2011 A.D. After this a full fledged study group on demographic profile has been constituted to discuss the demographic dynamics in NCR. So far the study group has met 2 times and brought out a paper giving the revised population projection for NCT-Delhi.

This paper has been circulated in the 18th Board Meeting, according to which the projected population of Delhi without NCR intervention would be 133-139 lakh by 2001. With NCR intervention and deflection of 20 lakhs population this range will be between 113-119 lakhs by 2001. However, in the Board meeting it was suggested by Member Secretary, that since NCR Plan implementation has been a late starter the population target for Delhi may be fixed at 120 lakhs by 2001. For Planning purposes we will use the range of 133-139 as the over all population for Delhi without deflection till such time the migration data is available and accordingly the projections for Delhi can be refined.

#### ii) Task Force as GIS :

The inhouse GIS project is at final stage of completion. The draft maps at mosaic level of 1:250000 was verified. The completed draft data is available on Board's computer. The mosaiced themes such as Landuse 83, Landuse 90, Roads, Settlements, Railways, Water bodies and canals have reached final stage of standardization.

#### iii) Housing Development Strategies

Detailed studies were carried out in respect of selected Priority Towns to determine their prevailing housing characteristics and future housing needs. This was followed by discussions at Workshop/Seminar where specific problems of Development Authorities/Housing Agencies on the legal, financial and technical aspects were examined in depth, with a view to drawing up detailed strategies and action plans to achieve the housing targets within the stipulated time-frame. Further studies are in progress.

#### iv) Functional Plans

The Functional Plan for the transport sector as reported in the foregoing paragraphs, has already been finalised and approved by the Board in its last meeting held on 17.11.95. The Functional Plans in respect of the following items are under preparation and would be put up shortly:

1. Industry
2. Drainage & Water Supply
3. Power
4. Telecommunication

**AGENDA ITEM NO.4 : IMPLEMENTATION OF THE FNG-EXPRESSWAY PROJECT - APPROVAL OF THE FORMAT, ADVERTISEMENT, TENDER DOCUMENT, ETC.**

The detailed feasibility study for the proposed FNG-Expressway has been conducted and now the NCR Planning Board proposes to invite a technical and financial bids for for implementing the project on B.O.T. basis through advertisement in the newspaper. Draft advertisement and detailed Tender Documents have been prepared by the NCRPB placed at Annexure-I.

The tender document is based upon the assumption that -

- i) NCRPB will act as a sponsoring authority for the project and shall process the tender, award the project, guide and monitor the project implementation regularly.
- ii) The land shall be acquired by the concerned State Govts., the cost of which shall be included in the total project cost. However, NCRPB may provided loan for this purpose to the State Govts. who shall return it to NCRPB and eventually recover it from the B.O.T. operator.
- iii) In order to make the project viable, the respective State Govts. shall provide 'Development Right' for residential, commercial and transport related uses in approx. 500 acres of land in the vicinity of the expressway.
- iv) The land acquired by the State Govts. for total right of way of the expressway should be owned by the respective State Govts. and leased to the B.O.T. operator for the concession period.
- v) The concession period shall be of 30 years.
- vi) The tender document shall cost Rs.20000/- or equivalent in foreign currency and the bidder shall have to furnish a Bank Guarantee of Rs.3.75 crores as an earnest money.

In order to have a smooth and fast implementation of the project, the NCRPB proposes to first constitute a steering committee which shall formulate broad policies and also later constitute and define the roles of a Tender Evaluation and a Monitoring & Executing Committee. Draft composition of the three committees mentioned above are annexed at I.

Planning Committee may delebrate upon the issues of :

- i) the draft advertisement and the detailed tender document.
- ii) the assumptions upon which the tender document is based
- iii) the composition and functions of the three committees.

**AGENDA ITEM NO. 5 : CONSIDERATION OF THE PROPOSAL REGARDING LANDUSE CHANGE CASES/AMENDMENT OF U.P. SUB-REGIONAL PLAN - RECEIVED FROM GOVT. OF U.P.**

- i) Proposal for inclusion of development of proposed Tronika City by UPSIDC in the U.P. Sub-Regional Plan and the Regional Plan-2001 for NCR.

The proposal received from the U.P. Govt. was discussed in the 34th meeting of the Planning Committee held on 9.11.1994. In the said meeting, it was decided that the U.P. Govt. will denotify the Industrial Area comprising of 1230 acres which could not be developed in Ghaziabad as per the Master Plan and an equivalent industrial area may be developed as Tronika City in Loni. A proposal has been received from the Govt. of U.P. (Annexure-II) wherein Govt. of U.P. proposed to develop 616 acres of area for Industrial use and an area of 690 acres as residential use and the total area proposed works out to be developed as 1306 acres.

The Govt. of U.P. has already submitted a proposal NCR Planning Board's financing for development of the Integrated Industrial Township at Loni over the said area of 1306 acres. However, the Board while placing the matter before the PSMG has restricted the project size to 1230 acres only. The Integrated Industrial Township project has been approved in principle by the Project Sanctioning and Monitoring Group-I meeting held on 20.3.96 for loan assistance by the NCRPB subject to the clearance and approval by the Planning Committee and the NCR Planning Board. The Govt. of U.P. will present the proposal in the meeting of the Planning Committee for consideration.

- ii) Inclusion of Masauri-Gulaothi Township (Agro Industrial Park) as Sub-regional Centre in the U.P. Sub-region of NCR.

The matter was discussed in the 34th meeting of the Planning Committee held on 9.11.94. The Secretary, Housing Deptt., Govt. of U.P. presented the proposal and requested that the Masauri-Gulaothi sub-regional centres where 946 acres of land has been acquired by UPSIDC may be included as a Sub-regional centre for induced development. Shri J.C. Gambhir, Commissioner (Planning), D.D.A. while agreeing with the development of Khurja Growth Centre as Sub-regional centre which is located far away from Delhi Metropolitan Area in the zones of induced development as prescribed in the Regional Plan-2001 expressed his strong reservation on development of Masauri-Gulaothi as Sub-regional Centres since it is located at the border of Delhi Metropolitan Area i.e., Controlled Area of GDA. The development of Masauri-Gulaothi industrial township by UPSIDC would lead to the continuous urban development which in turn would result in continuous urban expansion which is not desirable. It was decided that the proposal for Masauri-Gulaothi Sub-regional may be reviewed.

As per the decision of the 34th Planning Committee meeting, the Govt. of U.P. has submitted a revised proposal for development of Masauri-Gulaothi township as agro industrial park and as a Sub-regional Centre. The revised proposal is at Annexure-III. It is indicated that the Masauri-Gulaothi is located almost same distance from the DMA area as the other proposed sub-regional centre i.e. Surajpur and Pilakhua and service centre of Dadri, Moradnagar and Khekhra. This sub-regional centre is proposed to develop as a industrial and agricultural distribution centre in the first phase which will help the agricultural development in the sub-region. The Masauri-Gulaothi-agro-industrial park is proposed to develop for a population of 1.5 lakhs. U.P. Sub-regional plan has identified 17 sub-regional centres. With this addition, the total number of sub-regional centres would be 18. The representatives from Govt. of U.P. may present the proposal in the meeting for consideration of the Planning Committee.

iii) Proposal for Land Use change from Agricultural to Transport Nagar in the Ghaziabad Master Plan.

In the Ghaziabad Master Plan-2001, two areas have been earmarked for Transport Nagar and Bus Terminal near Hapur road Railway crossing and the other falls in Noida. This necessitates an additional area for transportation use. The Govt. of U.P. is proposing to change of land use for an area of 161.62 acres from agricultural to transportation use. As per the Ghaziabad Master Plan, this area falls in the agricultural belt, Regional Plan-2001, this area has been shown as a green belt. In fact, the boundaries of this green belt are practically co-terminus with the development/controlled area of Ghaziabad.

In this area, the Regional Plan NCR shown the alignment of the FNG-Expressway. The detailed study has brought out that the actual alignment of the FNG-Expressway would be just abutting this particular site and in fact this would also act as a terminal facility of the Expressway which will include the truck terminal etc. as proposed by the GDA.

As per the Master Plan of Ghaziabad, this area is in the Agriculture zone. The Govt. of U.P. is now providing some additional mix use within this land use provided in the respective Master Plans (Annexure-IV). Accordingly, within the agricultural belts surrounding the urban centres, they are now permitted bus and truck terminals with the permission of competent authority under special circumstances. In fact, they have asked all the development authorities in U.P. state to adopt this land use zoning regulations in respect of their development/controlled areas after approval of their respective authorities. In view of giving this FNG-Expressway in a practical shape this proposal of land use change appears to be justified as the project forms a part of the FNG-Expressway.

The proposal for development of Transport Nagar, Ghaziabad was received from Govt. of U.P. for NCR Planning Board loan financing. The same proposal was placed before the PSMG meeting held on 19.3.96. The project has been approved in principle for NCRPB loan financing subject to the approval of land use change from agricultural green belt to transportation use from the Planning Committee and the Planning Board. The representative from the Govt. of U.P. may present the case before the Planning Committee meeting.

**AGENDA ITEM NO.6 : CONSIDERATION OF THE RECOMMENDATIONS OF THE SUB-GROUP ON SUB-REGIONAL PLAN FOR NCT-DELHI.**

Agenda notes will be circulated in the meeting.

**AGENDA ITEM NO. 7 : SELECTION OF SAHARANPUR AND FEROZABAD IN U.P. AND DHOLPUR IN RAJASTHAN AS COUNTER MAGNET TO THE NCR.**

In pursuance to the decision of the 19th meeting of the NCR Planning Board, the Govt. of U.P. has submitted a proposal for selection of Saharanpur and Ferozabad as counter magnet to NCR in U.P. The Govt. of Rajasthan also submitted a proposal for selection of Dholpur as counter magnet to NCR. The details proposals are at Annexure- V, VI & VII respectively. The counter magnets are envisaged to play two distinctive and mutually complementary roles in the context of the NCR.

- a) As the future interceptors of migratory flows which may escalate as the accelerated development of the NCR would provide a pull to migrants from the less developed adjoining areas;
- b) As regional growth centres in the regions of their setting which would help, over time, to achieve a balanced pattern of urbanisation.

The criteria for identification of Counter-magnet areas are :

- a) **Nodality consideration :** The Counter-magnet areas are expected to maintain certain amount of complementary in respect of metropolitan functions with Delhi and the NCR and as such, a range of 250-300 km from the NCR boundary or 350-400 km from Delhi representing 6 hours journey time at the prevailing transport conditions should enable interaction between chosen Counter-magnet and the metropolitan core, without impairing its developmental autonomy and functional identity as a regional growth centre. To avoid overlapping of influence zones, such identified centres would be spaced at least about 60 km apart.

- b) **Spatial consideration:** To infuse complementarity to spatial pattern, size and functional specification of priority towns and their linkages outside the NCR, particularly in the search zones to identify for linking possible Counter-magnets, spatial considerations are imperative.
- c) **Size and viability consideration :** Counter-magnets will generally have a population size of about 3,00,000 and upwards as the cities of that size would have established service area and basic level social and economic infrastructure, with a diversified economic base.
- d) **Migration consideration :** By and large, the location of Counter-magnets may be guided from the consideration of higher rate of migration flow in a district or a group of districts of a State.

For selection of counter magnet area, the town falling between 100 and 400 kms radials from Delhi falling in participating states and parts of Punjab and Madhya Pradesh was considered and initially 36 class-I urban centres were listed in scanning. Finally 5 counter magnets were identified in the Regional Plan. One in each state as under :

1. Patiala in Punjab
2. Hissar in Haryana
3. Kota in Rajasthan
4. Gwalior in Madhya Pradesh
5. Bareilly in Uttar Pradesh

The present status of the 5 counter magnet towns selected in the Regional Plan-2001 indicates that the work on Hissar has yet to start whereas in respect of Gwalior, an amount of Rs. 1 crore which has been dispersed in 1991-92 has yet to be fully utilised. Even in the case of Kota where so far an amount of Rs. 2 crores has been released in 1993-94, the full utilisation is still to be reported. Recently an amount of Rs. 4 crores has been released to Bareilly and the results are yet to come.

The fresh proposals for selection of the 3 towns as counter magnet area to NCR received from Govt. of U.P. and Rajasthan. The basic statistics are as under :

Proposed Town	Population in lakhs 1991	Growth Rate 1981-91(%)	Distance from Delhi km.	Linkages
Saharanpur (U.P.)	3.75	27.36	185	Amritsar-Hawara & Delhi-Dehradun
Ferozabad (U.P.)	2.70	33.34	221	Delhi-Hawara Railway line (NH-2)
Dholpur (Rajasthan)	0.68	51.11	250	Delhi-Bombay (NH-3)

In view of the above, the Planning Committee may deliberate the issue of selecting fresh counter magnets for development.



**NATIONAL CAPITAL REGION PLANNING BOARD  
MINISTRY OF URBAN AFFAIRS & EMPLOYMENT  
GOVT. OF INDIA**

**Request for Proposals  
For F-N-G Expressway  
On B.O.T. Basis**

**Global Tender**

National Capital Region Planning Board (NCRPB) invites technical & financial bids in separate covers for carrying out the implementation of the project of Faridabad-NOIDA-Ghaziabad Expressway in the National Capital Region. The feasibility study of the project has been completed & it has established the commercial viability of this Expressway. The indicative values of the major parameters are:

- |  |  |
|--|--|
| i) Length  | - 56 Kms   |
| ii) Right of way   | - 100 mtrs.  |
| iii) Carriageway   | - Dual, 2 - 4 lane<br>on either side   |
| iv) Pavement   | - Flexible   |
| v) No. of major bridges  | - 3, on rivers<br>Hindon & Yamuna  |
| vi) No. of inter changes   | - 5  |
| vii) No. of railway crossings  | - 2  |
| viii) Design speed   | - 120 kms. per hour  |
| ix) Total estimated cost   | - Rs. 751.6 crores   |
| a) Cost of construction  | - Rs. 614.6 crores   |
| b) Cost of land acquisition  | - Rs. 137 crores   |
| x) Estimated Traffic<br>on the heaviest<br>loaded section<br>(PCU's per day) | - 2001 AD - 85300 Sec.1<br>- 2011 AD - 90376 Sec<br>- 2018 AD - 154376 Sec.3 |

The interested companies/consortium of companies can purchase the tender documents containing the details of the project including feasibility report, terms & conditions, for non-refundable amount Rs.20,000/- (or equivalent in other currencies) from the Finance & Accounts Officer, NCR Planning Board, India Habitat Centre, Zone IV, First Floor, Lodhi Road, New Delhi - 110 003 between 15.3.1996 to 1.5.1996 in person on all working days between 1000 hours to 1700 hours or through Registered Post on payment of additional amount of Rs.1000/- or equivalent in foreign currency. The Board shall not be responsible for the loss of documents or delay in postal despatches. The payment should be made through Bank Draft in the name of "National Capital Region Planning Board".

2. The bids complete in all respects as per the modalities contained in the tender documents should be submitted upto 1700 hours on or before 17.1.1996. Any bids received after the due date are liable to be rejected. The NCR Planning Board reserves the right to accept or reject any bid without assigning any reason or without any financial liability of the Board on this account.

3. All correspondence to be addressed to  
**The Member Secretary**  
National Capital Region Planning Board  
Zone IV, 1st Floor, India Habitat Centre  
Lodhi Road, New Delhi - 110 003

**BOT TENDER DOCUMENTS  
FOR FARIDABAD-NOIDA-GHAZIABAD (FNG) EXPRESSWAY**

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**1. BACKGROUND**

The burgeoning interaction between the three major industrial towns viz Ghaziabad, NOIDA and Faridabad alongwith one emerging major industrial town known as Greater Noida (on the eastern and South eastern periphery of NCT Delhi) and the rest of the region and also among themselves has necessitated additional road facility for providing smooth and fast movements of traffic. At present, the entire goods traffic of these industrial towns to and from the northern and Southern parts of the country passes through Delhi congesting the national highways passing through it. This inturn takes longer journey time and increases congestion and pollution in the NCT. Also because of traffic regulations, the heavy traffic (trucks etc.) can cross Delhi only during specified hours and for a limited period every day, remaining stranded outside Delhi during non permitted hours.

To provide for fast mobility between the above major industrial towns of the NCR, uninterrupted fast traffic of goods and passengers' between these towns and the rest of the region including northern and southern parts of the country and also for providing a bypass facility to the national highways No.2 & 24 helping in decongesting Delhi, a 56 km expressway linking Faridabad-NOIDA and Ghaziabad (FNG) has been proposed in the NCR plan-2001. The centre line alignment of the expressway has been shown in map no.1.

**2. INSTRUCTIONS TO BIDDER**

**2.1 Preparation of BOT Tender Proposal**

- (a) The bidder is invited to prepare and submit on or before the tender closing date, a detailed proposal for the implementation of the FNG expressway project on BOT basis including the construction of road, toll plazas, interchanges. ROB's and RUB's, all major and minor bridges road lighting and markings etc. The specifications and conditions of the bid proposal are detailed in sec.3. The NCRPB reserves the right to reject any proposal that is not complying with the specifications. Bidder is required to submit specific summary information on the proposal. All information provided by the bidder must conform to the relevant format indicated in the various schedules and tables. The prescribed format must be adhered to enable a uniform evaluation.

- (b) The selected entrepreneur will be required to provide a series of bonds/guarantees/indemnities and other forms of security at various stages to ensure performance of concession agreement.
- (c) The bidder is required to submit the BOT Tender Proposal in two (2) volumes separately sealed:
  - (i) Volume 1 : Financial Proposal Document
  - (ii) Volume 2 : Technical Proposal DocumentThe bidder shall submit five complete sets, each comprising the two volumes.
- (d) The Tender Proposal shall be prepared in the English language.
- (e) The bidder is also required to furnish the information on two separately sealed computer floppy disks (3 1/2", 1.44 MB). One floppy which shall contain Volume 1 and the other Volume 2 duly labelled indicating the contents and file names. All computer files shall be prepared in either Word Star or Microsoft Word program. Spreadsheet provided shall be prepared either in Lotus 1-2-3 or Microsoft Excel program.

## **2.2 Earnest Money:**

The bids shall be accompanied by an earnest money deposit amounting to Rs.37.5 cr. through an irrevocable bank guarantee valid for 60 days after the expiry of the validity of tender in the format enclosed failing which the bids shall be rejected.

## **2.3 Documents:**

- (a) All BOT Tender Proposals are to be submitted accompanied with a signed letter of transmittal one (1) original and two (2) copies duly marked. The letter of transmittal shall be signed by the authorised representative of the bidder. Where a bid is submitted on behalf of the consortium or a joint-venture, the letter of transmittal shall be signed by the authorised representative of the duly appointed lead member of the consortium or joint-venture.
- (b) The bidder shall provide a draft concession agreement to be executed between the NCRPB and bidder. The draft concession agreement shall contain the terms and conditions proposed by the bidder in the BOT Tender Proposal. The NCRPB shall not be deemed to be bound by the draft

concession agreement and reserves the right to negotiate the details thereof in the event the bidder is successful in the BOT Tender exercise. Until all terms and conditions of the draft concession agreement has been agreed, amended, varied or redrafted to the satisfaction of the NCRPB, the successful bidder shall have no right of claim or recourse against the NCRPB.

- (c) All BOT Tender proposal documents i.e., Vol.1 and Vol.2 as given in para 2.1(c) shall be placed in one sealed envelope which must be either delivered by hand or registered mail to:

The Member Secretary  
National Capital Region Planning Board  
1st Floor, Zone IV  
India Habitat Centre  
Lodhi Road, New Delhi - 110 003.

- (d) The final closing date for receipt of BOT Tender Proposal submissions at the above mentioned address is .....
- (e) The sealed envelop must be clearly marked on the top.

**"BOT Tender - FNG Expressway"**

- (f) The NCRPB shall not assume any responsibility for any documents which fail to arrive or are lost in the transmittal.
- (g) All BOT Tender Proposal submissions will be considered as final bids and no changes will be entertained after the closing date.
- (h) The cost incurred by bidders in the preparation and submission of the BOT Tender Proposal or in providing clarifications or for attending discussions, conferences, etc., will be borne by the respective bidders themselves. The NCRPB will in no case be responsible or be liable for any such costs incurred by the bidders.
- (i) The validity of the offer shall be six months (180 days) from the closing date for receipt of BOT Tender proposal.
- (j) Failure by the bidder to provide information which is essential for the evaluation of the BOT Tender Proposal or failure to provide timely clarification or substantiation of the information supplied may result in the rejection of the BOT Tender Proposal submitted by the bidder.

(k) NCRPB reserves the right to reject any BOT Tender Proposal submitted without assigning any reason whatsoever.

### **3. SPECIFICATIONS AND CONDITIONS OF BID**

#### **3.1 Executive Summary**

The bidder is to provide an executive summary on all the main terms and conditions proposed in the bid proposal. The executive summary may be incorporated in the letter of transmittal. The main terms shall include the details of the bidder, benefits of the proposal, technical specifications, funding program, and key terms proposed in the draft concession agreement.

#### **3.2 Information on the bidder**

The bidder (or any of its consortium and/or joint venture members) must have experience in the development, financing, design and construction of expressways, major and minor bridges, road interchanges ROB's and RUB's. The bidder is required to supply sufficient relevant information in the BOT tender proposal to enable appraisal of such experience. In addition the bidder is required to provide a summary information in the format shown in Annexure 1.

#### **3.3 Project Implementation and Management Structure**

The bidder shall provide detailed organisation, time schedule in the form of CPM network organisation and management structure for each of the following stages or the project:

- (a) Bid Stage
- (b) Project Design and Construction Stage
- (c) Operation Stage

In addition, the bidder shall provide organisation charts showing the respective consortium members and parties involved in the project with roles and relationships clearly defined.

#### **3.4 Technical Capability of bidder**

Detailed information on the bidder and its consultants and contractors in respect of their technical capacity, experience and expertise to design, construct and operate the project shall be provided. Summary

information shall also be provided in the formats shown in Annexure 2. The bidder shall provide letters from all consortium members confirming their participation in the proposal.

### 3.5 Cost Structure

(a) Detailed cost structure is required to be submitted by the bidders in terms of the following items also indicating annual basis (wherever applicable) for the full duration of the project. The quantum and percentage of total cost for each item must be provided, including the breakup into the local (Indian) and foreign cost components.

#### (i) Land Cost

#### (ii) Construction Cost

- \* All the sections of the expressway separately.
- \* Viaduct approaches/Culverts/ROB's/under passes.
- \* Earthworks
- \* Pavement
- \* Drainage
- \* Diversion of Services
- \* Lighting
- \* Interchanges
- \* Toll plazas
- \* Road signs and markings.

#### (iii) Preliminaries

- \* Pre-Construction
- \* Project Management/Advisory/Legal Expenses

#### (iv) Other Costs

- \* Toll Equipment
- \* Motor Vehicles
- \* Office Equipment

#### (v) Operations and Maintenance Costs

- \* Routine Maintenance
- \* Major Maintenance
- \* Toll Operation
- \* Administration

(b) With regards to the cost estimates, the bidder shall identify how he intends to maximise the use of local material, plant and equipment, the use of local carriers and also the design and construction by local companies.

### 3.6 Technical Specification

The construction and maintenance of the expressway shall conform to the Indian/International standards and shall ensure high quality flexible pavement providing high level of service. The tender bid proposal shall take into consideration the centre line alignment marked in the detailed feasible study conducted on behalf of ADB, which has suggested the following:

- (a) Location of bridges over river Yamuna and Hindon, rail under pass, interchange points, road under passes, toll plazas etc.
- (b) Utility/Service Relocation

The bidder shall identify the existing and proposed water mains, telecommunication lines, electrical transmission lines and all other services along the route alignment. Provision shall be made in the project cost estimate for the temporary/permanent diversion of such utilities and services.

### 3.7 Land

Primarily the land under the project lies within the jurisdictions of GDA, NOIDA U.P. Govt., HUDA and Haryana Govt. It is mainly under the use of cultivation with individual cultivators under private ownership. The entrepreneur will need to assess the land requirement and include its acquisition cost in the total project cost. The participating State Govts. will arrange for the land at the cost of the B.O.T. operator. The land shall remain under the ownership of the respective State Govt., of U.P. and Haryana and shall be handed over to the B.O.T. operator for the

duration of the concession period after which it will stand returned to the respective Govt. authorities. The cost of land will have to be deposited in advance as may be prescribed by NCRPB.

### **3.8 Traffic Information and Forecast**

Details of the diverted traffic by 2001, 2011 and 2018 on the FNG expressway as estimated by the consultant in the feasibility study are provided in table 1.

NCRPB shall not be responsible for the accuracy of the information provided and shall not be liable for or be bound by the traffic information used by the bidder in

evaluating the project. The bidder may at his own cost, carry out independent traffic studies for this purpose.

The bidder is required to provide details of the traffic volume estimated for the opening year of the expressway i.e., 2001 A.D. and the growth rate in traffic volume over the proposed concession period as assumed by the bidder in making the financial proposal.

### **3.9 Toll Rate Structure**

The bidder shall provide information on the types of vehicles which shall be considered for toll collection at the facility. The classification of tollable vehicles shall be clear and unambiguous using automated systems.

Details on the toll rate structure for each of the proposed tollable vehicle classes shall be provided by the bidder. The bidder shall also discuss and make recommendations with regards to toll affordability, the toll systems to be adopted, probable traffic leakage in the toll system, and willingness by the road users to pay tolls.

The bidder is also required to propose a formula for adjustment or revision in the toll rate during the concession period.

### **3.10 Concession Period**

The concession period for this project will be 30 years and will be reckoned from the date of acceptance of the tender and the B.O.T. operator will hand over the Expressway to the Authority(s) designated by the NCR Planning Board on or before the expiry of the period of 30 years. The facility shall be tolled during the concession period. The bidder is required to adhere to the concession period. The mechanism for normal



termination and easy termination shall also be proposed in the draft concession agreement. At the expiry of the concession period, the facility will be transferred to the authority designated by the NCRPB in full working order. The roadway, including the various structures and appurtenances, shall be maintained properly so that all components are kept fully functional and these assets are duly preserved. The relevant national and international practices would apply in this regard.

The carriageway, in addition, shall be so maintained that the present serviceability index as per AASHTO equation never goes below 3.5. This will also apply at the time of handing back the facility at the end of the concession period. The structural capacity of the carriageway pavement shall at no time, right upto the time of handing back, shall be allowed to be lower than that required as per the latest design methodology indicated by the Indian Roads Congress and as per the traffic actually plying.

### 3.11 Funding Programme

- a) The proposed project financing plan, as well as the proposed debt and equity structure and quantum shall be indicated in detail, including:

- \* Equity

- \* Debt

- \* Developmental rights : The bidder may indicate the quantum, the use of land on designated land, (As per map-2) in respect of which developmental rights if any are sought. The bidder shall provide a detailed land use plan which will be in conformity with the general land use prescribed in the map-2 with its phasing and financial programmes.

- (b) Financial assumptions and cash realisations projected are to be indicated in detail and relevant justification of the assumptions used for evaluating different options are to be stated, where necessary.

- (c) The bidder shall provide the projected proforma profit and loss statements and an assessment of the Project viability in terms of the financial internal rate of return on equity for investors, payback period, debt service cover and proposed repayment terms and schedule of debt.

### **3.12 Conformity With Government Policy**

Although there is a margin of flexibility, the bidder will ensure that the shareholdings and shareholding structure of the bidder (or the Consortium and/or Joint-venture) shall at all times conform to the Govt. of India's Policy.

### **3.13 Key Assumptions**

The bidder shall provide all principal assumptions including financial assumptions used in formulating the BOT Tender proposal.

### **3.14 Environment**

The environmental considerations shall conform to acceptable environmental quality and management standards and encompassing but not limited to the following components:

- (a) Preventive Measures
- (b) Minimising adverse impacts
- (c) Public health and safety
- (d) Visual Intrusion
- (e) Noise Pollution
- (f) Waste disposal
- (g) Protection of public utilities

The BOT Tender proposal shall provide the scope of an Environmental Impact Assessment (EIA) for the project. The successful bidder will be required to commission an independent EIA study in respect of the project.

## **4. EVALUATION CRITERIA**

- 4.1 It is envisaged that upon the receipt of the BOT Tender proposals, the NCRPB will commence evaluation for purposes of short-listing the bidders prior to initiating negotiations.

4.2 The bidder may be invited to meet with the Evaluation Team to identify any features of the BOT Tender proposal including those that may enhance its perceived benefits. The NCRPB will take this opportunity to raise any concern or identify other features of the bidder's proposal that might enhance its value. Attempts will be made to identify any technical or contractual deficiencies in the project that could make it less feasible and less beneficial.

4.3 Upon the selection and approval by the NCRPB of the BOT Tenders received, negotiations will commence to refine the proposal, clarify risks allocations and establish the key principles that the bidder wishes the NCRPB to consider. These matters will be incorporated, where applicable, in the concession agreement.

4.4 On the basis of the data furnished by the bidders, the applicants capability to undertake the development and maintenance of the project on Build, Operator and Transfer basis will be evaluated taking into account, amongst others, the following factors:

- (a) Financial strength and capability to raise resources to fund the Land Acquisition, construction and maintenance cost, and sources of financing or projects under private sector funding.
- (b) Managerial capabilities to manage large size projects, including experience in handling projects on BOT basis.
- (c) Technical capabilities qualification and past experience of the bidder and the proposed consultants, contractors and operators.
- (d) Capability of the contracting firms(s) identified for construction of the project.

4.5 All the bidders should note that in the evaluation process, the following matters would be of utmost importance and shall influence the decision on the selection of the successful BOT Tender proposals received:

(a) Strength and Capability of bidders

The bidder and/or any of his agents must have experience in developing, financing, design, construction, commission and operation of tolled highway projects or other similar projects of this size. In the best interests of the bidder, he is required to supply sufficient information about the bidder, and the consultants, contractors and

operators proposed, to allow for a complete and sound appraisal of the BOT Tender proposal to be made. It must be stressed, however, that only verifiable claims will be accepted, i.e., only claims that can be substantiated by the data submitted, or can reasonably be presumed to be accurate by the NCRPB or its consultants, or by independent experts, will be accepted as part of the information documentation on the BOT Tender proposal. Claims that cannot be easily verified by the NCRPB will not be considered in the evaluation.

In addition, the bidder must also obtain written confirmation of the involvement of its consultants, contractors, operators and financiers to be engaged. Partners and/or parent companies of the participants must be identified. Documents showing a commitment and intention to participate in the project must be included in the BOT Tender proposal. If available, additional information such as a complete management plan, a Memorandum of Understanding or, preferably, signed contracts reflecting commitment in the project should be included.

The information on the bidder and consortium members or joint-venture partners shall be provided in the format shown in Annexure 3 & 3.1.

(b) Equipment Capabilities

The bidder and/or its contractors shall own, or have assured access to (through hire, lease, purchase agreement, availability of manufacturing capacity of other means), the major items of equipment in full working order, and must demonstrate, based on known commitments, that they will be available for use in the proposed project. The bidders may also list alternative equipment which the bidder proposes for the project, together with an explanation of the proposal. The bidder/contractor/consultant shall furnish the information on the equipment list proposed as per the format tabled in Annexure 4.

(c) Technical Proposal

The Technical Proposal must be completed in sufficient detail and contain sufficient information to show convincingly that the bidder and its consultants, contractors and operators have the technical capability, experience and expertise (either directly or through the use of other parties) to design, construct and operate

the proposed expressway, and that the concerns of the NCRPB regarding their qualification for the project have been addressed. The NCRPB reserves the right to reject any of the bidder or its agents in implementing the Project. Accordingly, the bidder and its agents must have suitably qualified personnel to fill the positions for this assignment/project. Information on the key personnel of the bidder to be dedicated to the successful and timely completion of the project should be provided as per format shown in Annex 5.

The technical evaluation would encompass the following areas specifically:

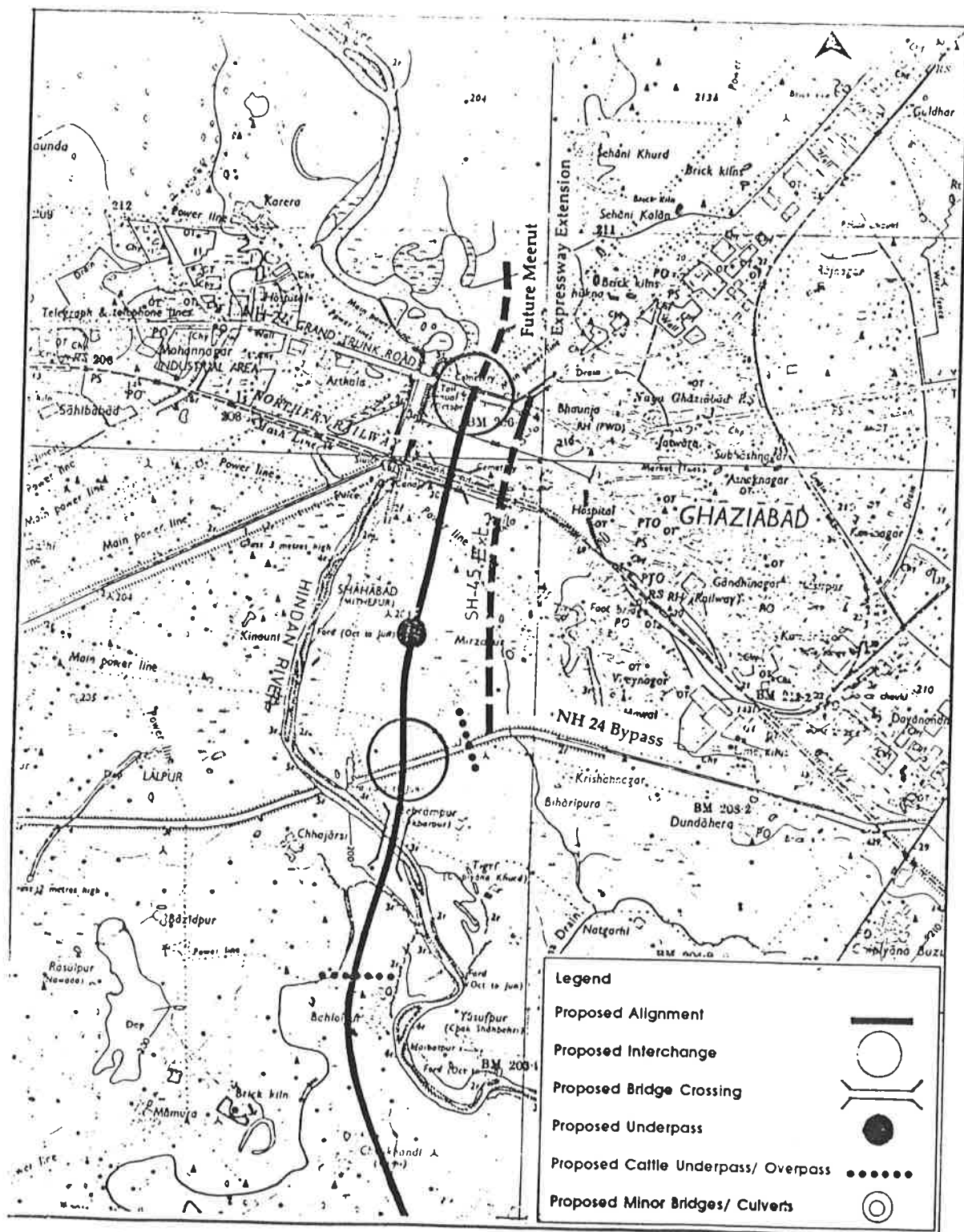
- \* soundness of the technical proposal
- \* consideration for safety features and incorporation of the same in the BOT Tender Proposal
- \* cost effectiveness of the technical solutions proposed
- \* compliance with IRC and all other existing regulatory framework relating to design and construction
- \* level of local and foreign content and components

The information on the proposed staff/personnel of contractors and consultants and/or operators are to be supplied in the format shown in Annexure - ? (to be made).

(d) Financial Proposal

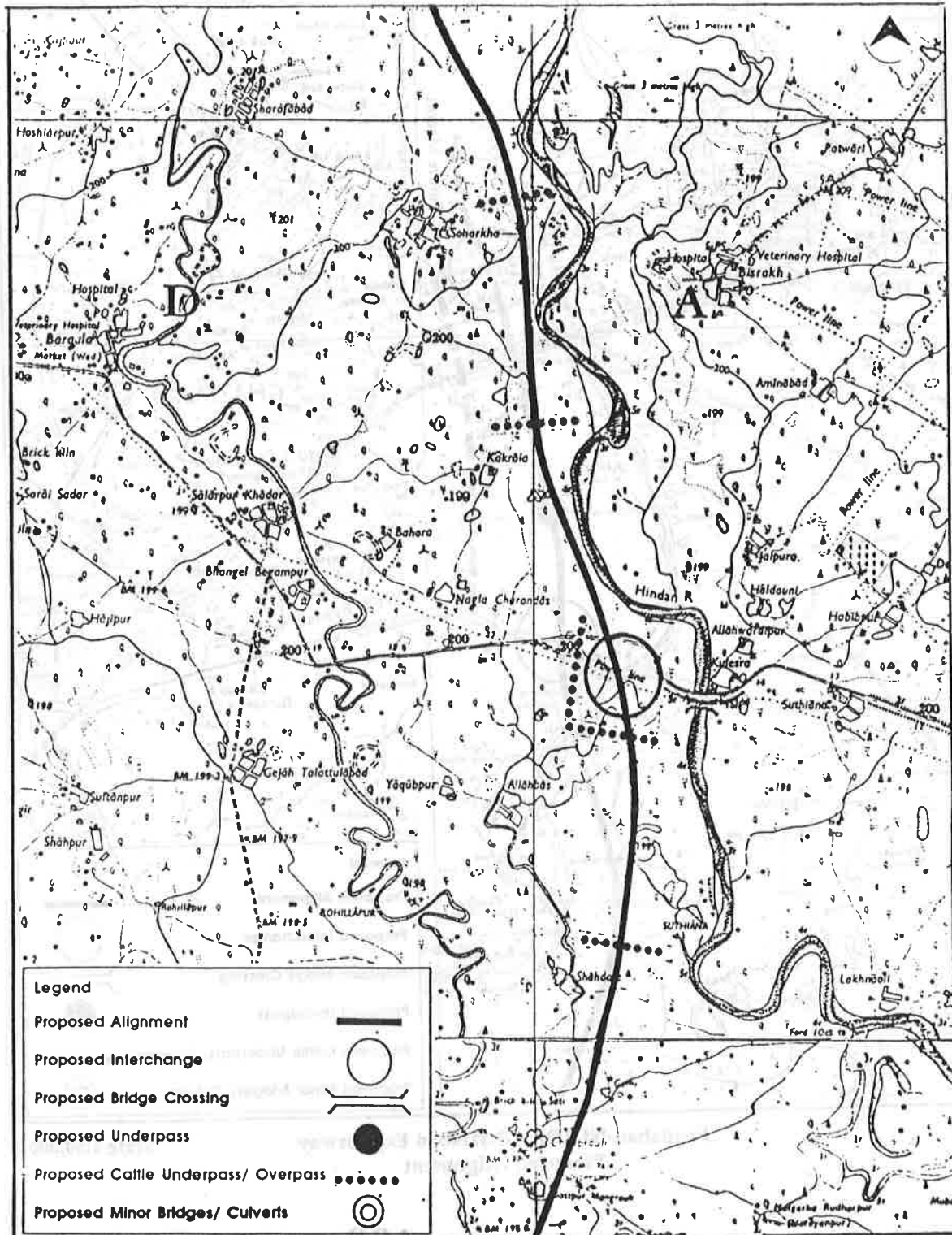
The Financial Proposal must be completed in sufficient detail and contain sufficient information to allow verification that the bidder has the capability, experience and expertise to finance, and develop the proposed project in accordance to the BOT Tender Proposal, and that NCRPB's requirement regarding the bidder's qualifications for the Project are duly met.

The bidder shall provide verifiable evidence that it has strong credit backing, and the bidder can directly or successfully arrange financing for the project, and arrange the required security on completion and performance.



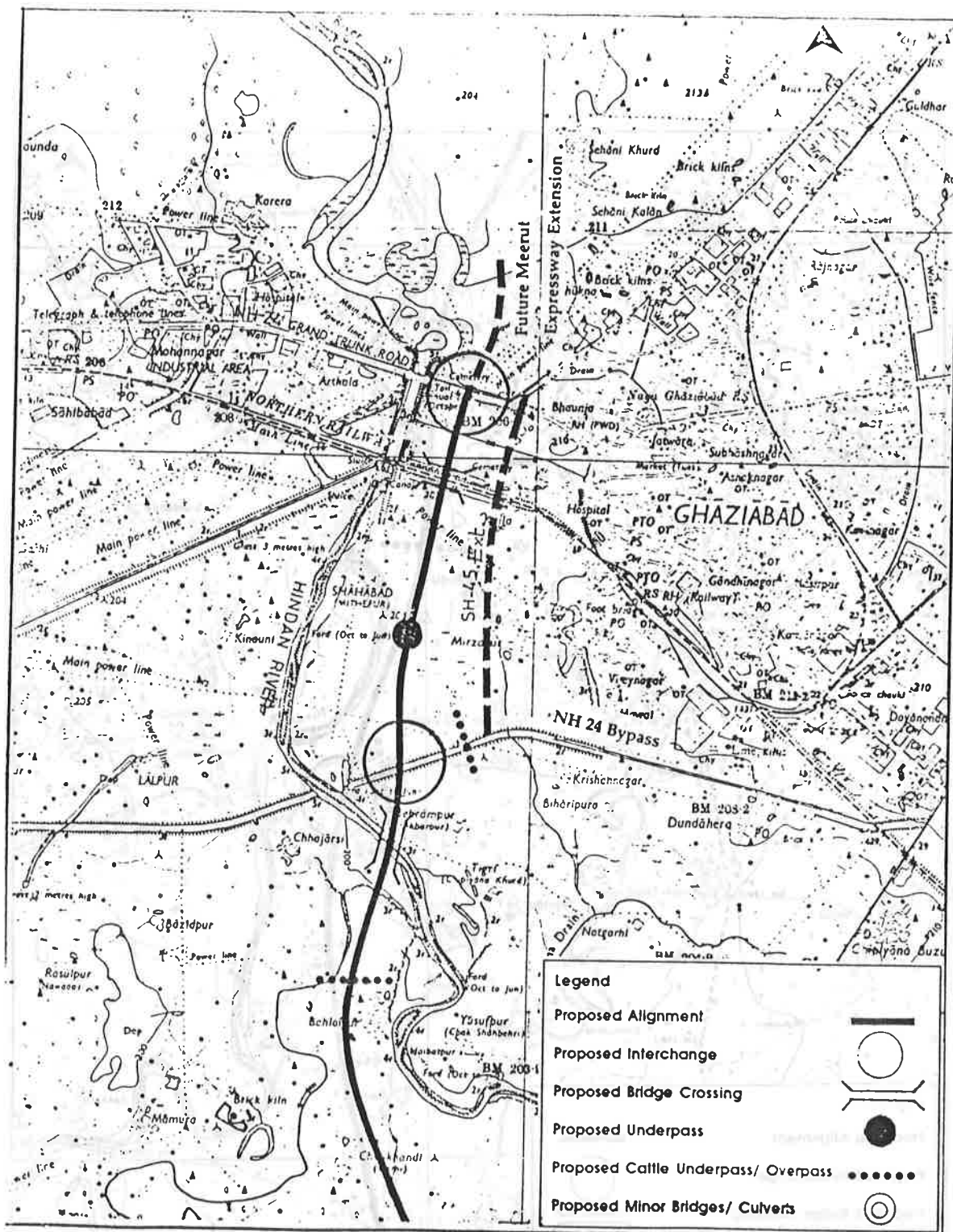
Faridabad-NOIDA-Ghaziabad Expressway  
Preferred Alignment

Scale 1:50,000



Scale 1:50,000

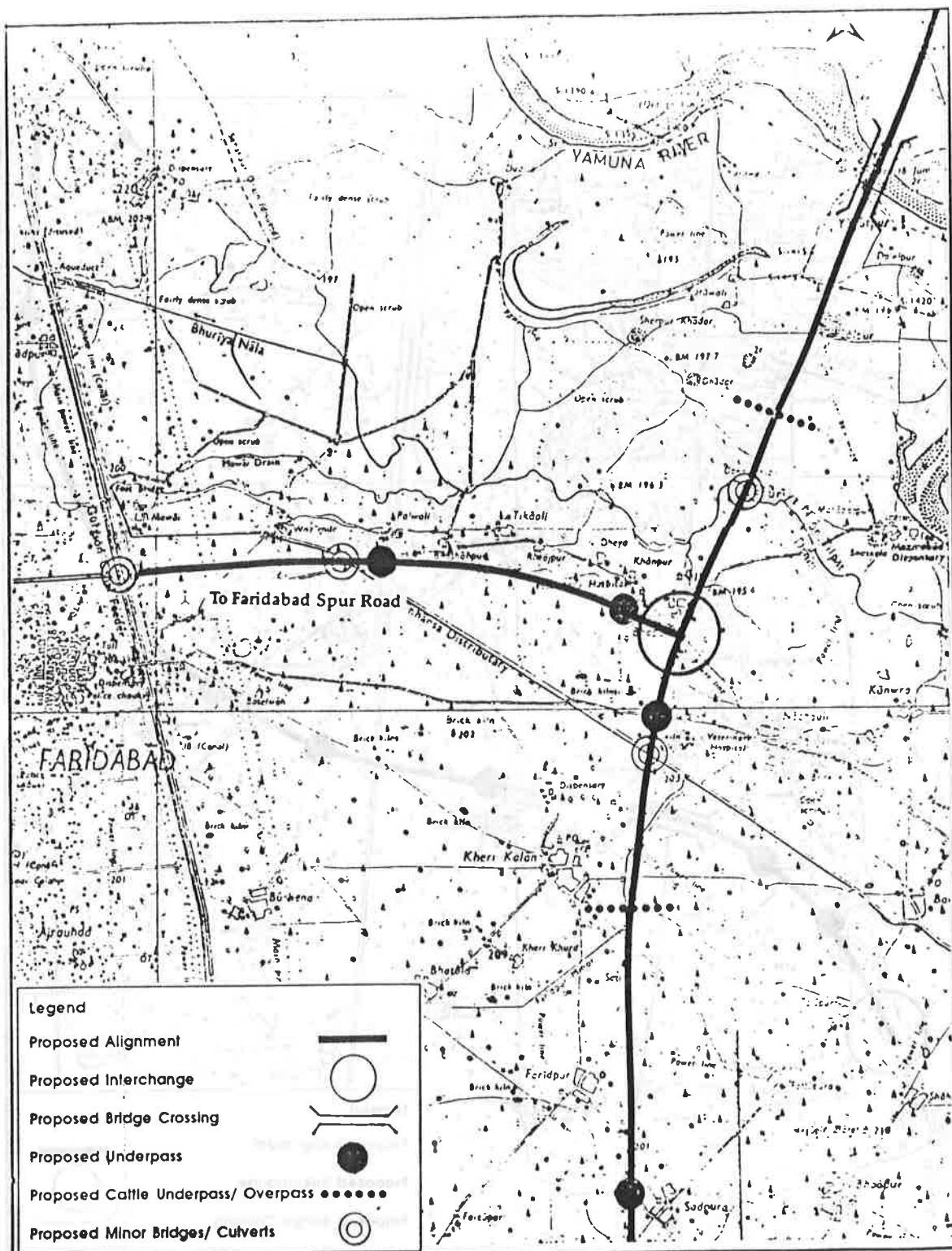


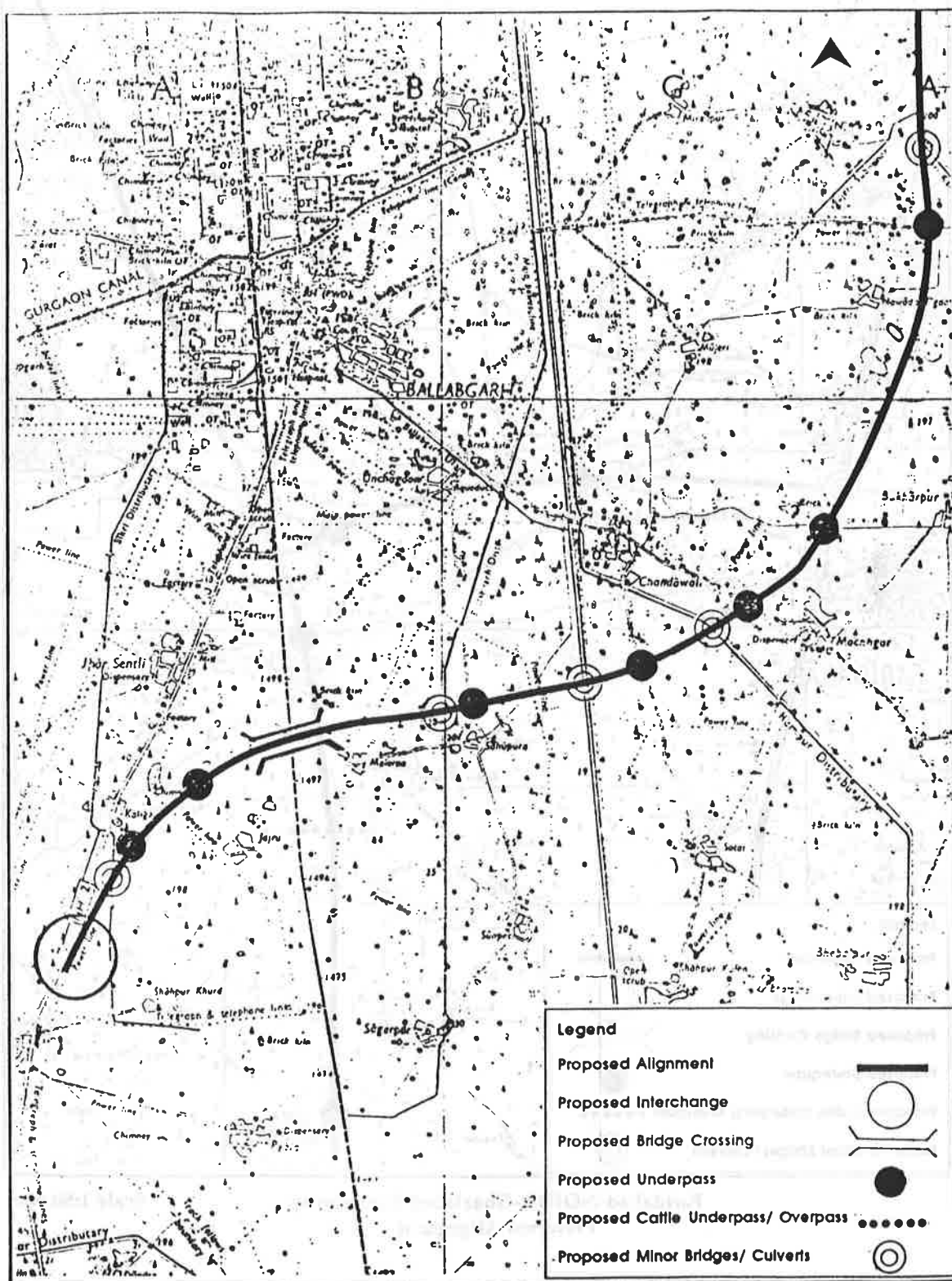


Faridabad-NOIDA-Ghaziabad Expressway  
Preferred Alignment

Scale 1:50,000







Faridabad-NOIDA-Ghaziabad Expressway  
Preferred Alignment

Scale 1:50,000

Table 1. Traffic Projections for F-N-G Highway (With Tolls)\*  
(Daily Vehicles and Daily PCU's)

Vehicle Type and Highway Section	Daily PCU's							
	1998		2001		2011		2018	
	Vehicles	PCUs	Vehicles	PCUs	Vehicles	PCUs	Vehicles	PCUs
<b>Cars</b>								
Section 1	6946	6946	9700	9700	10416	10416	12500	12500
Section 2	1481	1481	2196	2196	2430	2430	3499	3499
Section 3	3156	3156	4819	4816	20853	20853	34223	34223
Section 4	1549	1549	2391	2391	1701	1701	2236	2236
<b>2 Wheelers</b>								
Section 1	25484	12742	27694	13847	27086	13543	34870	17435
Section 2	4966	2483	6484	3242	4970	2485	6730	3365
Section 3	13016	6508	17996	8998	9922	24961	78644	39322
Section 4	5578	2789	8182	4091	7632	3816	10414	5207
<b>Buses</b>								
Section 1	799	2397	840	2521	951	2855	1193	3580
Section 2	759	2279	896	2689	880	2642	1183	3550
Section 3	509	1529	668	2006	2390	7171	3843	11531
Section 4	235	705	331	994	302	906	407	1223
<b>HCV's</b>								
Section 1	15978	44738	16924	47389	18155	50835	23607	66100
Section 2	2533	7093	3255	9113	4266	11944	5775	16171
Section 3	4741	13274	5384	15075	14110	12598	19800	55442
Section 4	3891	10896	4842	13506	4099	11477	5749	16097
<b>LCV's</b>								
Section 1	5551	11102	5921	11843	6363	12727	8256	16513
Section 2	884	1769	1138	2276	1493	2987	2020	4041
Section 3	1660	3321	1885	3770	4407	8815	6929	13858
Section 4	1362	2725	1687	3375	1432	2864	2007	4015

Source: Consultant's estimates - Feasibility Studies by N D Lea Associates.

Annexure 1

List of Tables

Land Acquisition Cost

Road Section	Length	Area	Unit Cost	Total Cost
1				
2				
3				
4				
Intersections				
1				
2				
3				
4				
5				
Total				

Construction Cost

Description	Cost	Percentage of Total Cost
* Earthworks		
* Pavement		
* Drainage		
* Toll Plazas		
* Bridges		
- Minor		
- Major		
- Underpasses		
- Via duct		
* Interchanges		
1		
2		
3		
4		
5		
* Ancillary works		
Total		

Annexure 1

Other Capital Cost

Description	Cost	Percentage of Total Cost
Toll Equipment		
Motor Vehicles		
Office Equipment		
Total		

Operation and Maintenance Cost

Description	Cost	Percentage of Total Cost
Routine Maintenance		
Major Maintenance		
Toll Operation		
General Administration		
Total		

Preliminaries

Description	Cost	Percentage of Total Cost
Pre Operating		
Project Management/Advisory/		
Legal		
Total		

Geometric Design Standards

Description	Road	Interchanges
Cross Section		
- lane width (m)		
- verge width (m)		
Design Speed (kph)		
Maximum Gradient (%)		
Minimum Horizontal Curve(m)		
Minimum Vertical Curve(m)		
Bridge Design Live Load		

**BOT TENDER DOCUMENTS  
F-N-G EXPRESSWAY**

**Annexure 2**

**INFORMATION ON THE BIDDER - Staff/Personnel**

**Information Staff/Personnel**

Name	Designation & Role	Age	Years of Experience	Qualifications, Field And Relevant Work Experience
------	--------------------	-----	---------------------	--

**Annexure 3**

<b>INFORMATION ON THE BIDDER</b>	<b>Company/Consortium</b>
----------------------------------	---------------------------

**Name of Company/Consortium**      **Origin:-**

**Share Capital in USD/RE:**

**Turnover for Past 3 Years in USD/Rs**      **Year:1**      **Year:2**      **Year:3**

<b>Significant Relevant Experience</b>	<b>Project</b>	<b>Description</b>	<b>Value of Concession/Funds Raised</b>
--	----------------	--------------------	---

- 1.
- 2.
- 3.
- 4.
- 5.
- 6.
- 7.
- 8.

**Professional Affiliations/Memberships**

**Other Relevant Information:**

1. Location of Headquarters and Branches:
2. Staff/Professional Strength:
3. Others:

**Note:** Details should be given for EACH member of a consortium (if applicable) or Joint-Venture Company formed to participate in this BOT Tender.

**BOT TENDER DOCUMENTS  
F-N-G EXPRESSWAY**

**Annexure 3.1**

<b>INFORMATION ON THE BIDDER</b>	<b>-</b>	<b>Company/Consortium</b>
----------------------------------	----------	---------------------------

**Name of Company/consortium:** \_\_\_\_\_

**Status: (Local/Foreign)** \_\_\_\_\_

**Shareholding Structure: Local**

1. _____	Percentage _____%
2. _____	Percentage _____%
3. _____	Percentage _____%

**Foreign**

1. _____	Percentage _____%
2. _____	Percentage _____%
3. _____	Percentage _____%

**Total Local Content** : \_\_\_\_\_%

**Total Foreign Content** : \_\_\_\_\_%

**State Country/Origin of Foreign Participation Involved in the Following Areas:-**

Description	Origin	Role
1. Consortium Members		
2. Construction Contract		
- Civil		
- Structural		
3. Mechanical Contract		
4. Electrical Contracts		
5. System Suppliers		
6. Technical Partners		
7. Manufacturing Partners		
8. Operations		
9. Maintenance		
10. Contract Suppliers		



Annexure 4

INFORMATION ON THE BIDDER

Equipment

Equipment Capabilities/Capacity

Description	Type & Make/Model	Specific Usage/Purpose	No. Available Project
1.			
2.			
3.			
4.			
5.			
6.			
7.			
8.			
9.			
10.			
11.			
12.			
13.			
14.			
15.			

Annexure 5

Details on Consortium Members

Name  
Status (local/foreign)  
Shareholding Structure (local/foreign)  
Country of origin of foreign Company involved

Experience of Key personnel

Position	Year of Experience	Field and Years of Relevant Experience
----------	--------------------	--

Existing Employees (full Time) of Bidder

Category of Employees	Number of Employees		Total
	Local	Foreign	
Management			
Professional			
Sub-Professionals			
Administration			
Total			

Annexure 6

Financial Capability

NANE ON THE BIDDER

The Bidder, should provide financial information to demonstrate that they meet the requirements stated in the BOT Tender Documents. If necessary, use separate sheets if required. A copy of the audited balance sheets should be attached.

Summarize actual assets and liabilities in Indian Rupee equivalent (at the rates of exchange current at the end of each year) for the previous five years. based upon known commitments, summarize projected assets and liabilities in Rupees equivalent for the next two years.

Financial information Rs. equivalent	Actual:previous five years					Project:next two years	
	1	2	3	4	5	6	7
1. Total assets							
2. Current assets							
3. Total liabilities							
4. Current liabilities							
5. Profits before taxes							
6. Profits after taxes							

Specify proposed sources of financing to meet the cash flow demands of the Project, net of current commitments.

Sources of financing	Amount (Rs.equivalent)
1.	
2.	
3.	
4.	

Attach audited financial statements for the last five years.

Annexure 6.1

INFORMATION ON THE BIDDER

Checklist for Financial Information Required

Description	Available Yes/No	Remarks
* 3 years Audited Accounts: <ul style="list-style-type: none"><li>- Balance Sheets</li><li>- Income Statements</li></ul>		
* Latest Management Accounts		
* Details on source of funds <ul style="list-style-type: none"><li>- credit lines</li><li>- terms of borrowings</li><li>- amount outstanding/</li><li>- available</li></ul>		
* References and Testimonials		
* Letters of Support		
* Others		

Annexure 7

**AFFIDAVIT**

(To be given separately by each constituent  
of the entrepreneur in the case of Joint Venture/Consortium)

I, the undersigned, do hereby certify that all the information supplied is accurate, true and correct.

The undersigned authorise(s) and request(s) any bank, person, firm or corporation to furnish pertinent information deemed necessary and requested by the Department to verify this reputation.

The undersigned understands and agrees that further qualifying information may be requested and agrees to furnish any such information at the request of the NCR Planning Board, Government of India.

I understand that furnishing of false information could result in disqualification for the award of Contract.

(Signed by Authorised Signatory of the Firm)

Title of Officer

Name of Firm

Date

Encl: Requisite power of attorney

NCRPB - March, 1996

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Annexure 8

FORM OF BANK GUARANTEE FOR EARNEST MONEY

WHEREAS,..... (Name of Entrepreneur)  
(hereinafter called "the Entrepreneur") wishes to submit his  
proposal for the Construction of F-N-G Expressway in the NCR.  
"The proposal " KNOW ALL MEN by these presents that  
we..... (Name of Bank)  
of..... (Name of Country)  
having our registered office at.....  
(hereinafter called "the Bank") are bound unto (Name of  
Employer)..... \*\* (hereinafter  
called "the Employer") in the sum of Rs.....  
(Rupees.....) " for which  
payment can truly be made to the said Employer. The Bank bind  
themselves, their successors and assigns by these presents.  
Sealed with the Common Seal of the Bank this.....  
day of ..... 19.....

THE CONDITIONS of the obligation are:-

- (a) If the Entrepreneur withdraws his proposal during six months from the closing date of submission of proposals for the above said proposal (hereinafter called the period of validity); or
- (b) If the Entrepreneur having been notified of the acceptance of his proposal by the Employer during the period of validity;
  - (i) fails or refuses to execute the Form of Agreement and/or
  - (ii) fails or refuses to furnish the Performance Security, in accordance with the instruction to Tenderers.

---  
\*\* To be filled in by the name of the employer i.e., NCRPB, Government of India.

\* The Entrepreneur should insert the amount of guarantee in words and figures denominated in Indian rupees or an equivalent amount in a freely convertible currency.

Annexure 8

We undertake to pay the amount of .....  
O.....) to the Employer  
upon receipt of his first written demand, without the employer  
having to substantiate his demand, provided that in his demand  
the Employer will note that the amount claimed by him is due to  
him owing to the occurrence of one or both of the two conditions,  
specifying the occurred condition or conditions.

This Guarantee will remain in force upto and including the date  
sixty (60) days after the date of expiry of the period of  
validity, as stated in the instructions to bidders in the Tender  
documents or as extended by the Employer at any time prior to the  
closing date for submission of the proposals, notice of which  
extension to the Bank being hereby waived, and any demand in  
respect thereof should reach the Bank not later than the date of  
expiry of this guarantee.

SIGNATURE OF AUTHORISED

REPRESENTATIVE OF THE BANK.....

NAME AND DESIGNATION.....

SEAL OF THE BANK.....

SIGNATURE OF THE WITNESS .....

NAME OF THE WITNESS .....

ADDRESS OF THE WITNESS .....

## COMPOSITION OF THE STEERING COMMITTEE

- |     |   |                   |
|-----|---|-------------------|
| 1.  | <b>SECRETARY</b><br>DEPARTMENT OF URBAN DEVELOPMENT<br>MINISTRY OF URBAN AFFAIRS & EMPLOYMENT<br>NIRMAN BHAWAN, NEW DELHI | CHAIRMAN          |
| 2.  | <b>SECRETARY</b><br>MINISTRY OF SURFACE TRANSPORT<br>TRANSPORT BHAWAN<br>SANSAD MARG<br>NEW DELHI                         | MEMBER            |
| 3.  | <b>CHAIRMAN</b><br>NATIONAL HIGHWAY AUTHORITY OF INDIA<br>SANSAD MARG<br>NEW DELHI  | MEMBER            |
| 4.  | <b>DIRECTOR GENERAL (ROADS)</b><br>MINISTRY OF SURFACE TRANSPORT<br>TRANSPORT BHAWAN<br>NEW DELHI                         | MEMBER            |
| 5.  | <b>JOINT SECRETARY (FINANCE)</b><br>MINISTRY OF URBAN AFFAIRS<br>NIRMAN BHAWAN<br>NEW DELHI                               | MEMBER            |
| 6.  | <b>COMMISSIONER &amp; SECRETARY (PWD)</b><br>B & R, HARYANA   | MEMBER            |
| 7.  | <b>COMMISSIONER &amp; SECRETARY</b><br>TRANSPORT & COUNTRY PLANNING<br>HARYANA  | MEMBER            |
| 8.  | <b>PRINCIPAL SECRETARY (PWD)</b><br>B & R, U.P.   | MEMBER            |
| 9.  | <b>PRINCIPAL SECRETARY</b><br>HOUSING AND URBAN DEVELOPMENT<br>U.P.   | MEMBER            |
| 10. | <b>MEMBER SECRETARY</b><br>NCR PLANNING BOARD<br>INDIA HABITAT CENTRE<br>LODHI ROAD<br>NEW DELHI                          | MEMBER - CONVENOR |



COMPOSITION OF THE STEERING COMMITTEE

## PROPOSED COMPOSITION OF THE TENDER EVALUATION COMMITTEE

1. MEMBER SECRETARY CHAIRMAN  
NCR PLANNING BOARD  
INDIA HABITAT CENTRE  
LODHI ROAD  
NEW DELHI
2. DIRECTOR GENERAL (ROADS) MEMBER  
MINISTRY OF SURFACE TRANSPORT  
TRANSPORT BHAWAN  
NEW DELHI
3. ENGINEER IN CHIEF MEMBER  
PWD (B & R)  
U.P.
4. ENGINEER IN CHIEF MEMBER  
PWD (B & R)  
HARYANA
5. JOINT SECRETARY (FINANCE) MEMBER  
& FINANCIAL ADVISOR  
MINISTRY OF URBAN AFFAIRS & EMPLOYMENT  
NIRMAN BHAWAN, NEW DELHI
6. CHIEF REGIONAL PLANNER MEMBER - CONVE  
NCR PLANNING BOARD  
INDIA HABITAT CENTRE  
LODHI ROAD, NEW DELHI

## MONITORING AND EXECUTION COMMITTEE FOR F-N-G EXPRESSWAY

- |    |   |                   |
|----|---|-------------------|
| 1. | CHIEF ENGINEER (PLANNING)<br>MINISTRY OF SURFACE TRANSPORT<br>GOVT. OF INDIA<br>TRANSPORT BHAWAN<br>NEW DELHI | CHAIRMAN          |
| 2. | CHIEF ENGINEER (ROADS)<br>GOVT. OF U.P.<br>MEERUT   | MEMBER            |
| 3. | CHIEF ENGINEER (ROADS)<br>GOVT. OF HARYANA<br>CHANDIGARH  | MEMBER            |
| 4. | FINANCE & ACCOUNTS OFFICER<br>NCR PLANNING BOARD<br>INDIA HABITAT CENTRE<br>LODHI ROAD<br>NEW DELHI           | MEMBER            |
| 5. | SPE/ATP<br>NCR PLANNING BOARD<br>INDIA HABITAT CENTRE<br>LODHI ROAD<br>NEW DELHI                              | MEMBER - CONVENOR |

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Annexure II

संख्या-10551/9-आ-3-96-

प्रेषक,

जीवेश नन्दन,  
संयुक्त सचिव,  
उत्तर प्रदेश शासन ।

सेवा में,

श्री उमेश सहगल,  
सदस्य सचिव,  
राष्ट्रीय राजधानी क्षेत्रीय योजना बोर्ड,  
इण्डिया हेबीटेड सेन्टर जोन-4, प्रथम तल,  
नई दिल्ली ।

लखनऊ : दिनांक 15 मार्च, 1996

आवास अनुभाग-3

विषय:-

उत्तर प्रदेश औद्योगिक विकास निगम द्वारा प्रस्तावित लोनी इन्टीग्रेटेड टाउनशिप । ट्रानिका सिटी को राष्ट्रीय राजधानी योजना के अन्तर्गत उत्तर प्रदेश उप क्षेत्रीय योजना में समायोजित करने के सम्बन्ध में ।

महोदय,

उपर्युक्त विषयक आवास अनुभाग-1 के शासनादेश सं०-9-आ-1-94-अनसूआर/94, दिनांक 03-9-94 द्वारा ट्रानिका सिटी योजना के भू-उपयोग परिवर्तन का प्रस्ताव राष्ट्रीय राजधानी क्षेत्र योजना बोर्ड की सहमति हेतु संदर्भित किया गया है । इस योजना के प्रस्तावों पर राष्ट्रीय राजधानी योजना बोर्ड की दिनांक 09-11-94 को हुई नियोजन समिति की 34वीं बैठक में विचार विमर्श किया गया था । उक्त बैठक में यह निर्णय लिया गया था कि गाजियाबाद लोनी महायोजना में दर्शाये गये 1230 एकड़ औद्योगिक भू-प्रयोग जो अभी तक विकसित नहीं किये गये हैं उनको डिनोटोफाई कर ट्रानिका सिटी में भू-प्रयोग औद्योगिक दर्शाते हुए समायोजित कर लिये जायें । उक्त निर्णय के अनुसार गाजियाबाद महायोजना में दर्शाये गये औद्योगिक भू-प्रयोगों का भौतिक सर्वेक्षण कर लिया गया है तथा गाजियाबाद विकास प्राधिकरण के बोर्ड की दिनांक 14-9-95 की बैठक में ट्रानिका सिटी के औद्योगिक भू-प्रयोग पर अनुमोदन देते हुए प्रस्ताव उत्तर प्रदेश शासन को प्राप्त हुआ है । अतः ट्रानिका सिटी में प्रस्तावित 616 एकड़ औद्योगिक भू-प्रयोग को गाजियाबाद लोनी महायोजना में समायोजित किया जा सकता है । राष्ट्रीय राजधानी योजना बोर्ड की सहमति प्राप्त होने के बाद ही भू-उपयोग परिवर्तन

की कार्यवाही उत्तर प्रदेश शासन द्वारा की जा सकेगी ।

2- द्रानिका सिटी परियोजना में 616 एकड़ औद्योगिक भूयोगों के अतिरिक्त 690 एकड़ आवासीय भूयोग का प्रस्ताव है । उपरोक्त द्रानिका सिटी के उत्तर प्रदेश उप क्षेत्रीय योजना में समायोजित करने के लिये परियोजना विवरण तथा भूयोगों के औचित्य अवलोकन हेतु संलग्न है ।

3- उपरोक्त तथ्यों के परिप्रेक्ष्य में मुझे यह कहने का निर्देश हुआ है कि गाजियाबाद-लौनी क्षेत्र में उत्तर प्रदेश राज्य औद्योगिक विकास निगम द्वारा किये गये रु० 3000 करोड़ के विनियोजन तथा नियोजन प्रतिबद्धता को दृष्टिगत रखते हुए यह अनुरोध है कि गाजियाबाद-लौनी की महायोजना में 616 एकड़ भूमि का भू-प्रयोग कृषि से औद्योगिक में तथा 690 एकड़ भूमि का भू-प्रयोग कृषि से आवासीय में परिवर्तित किए जाने के प्रस्ताव पर आगामी नियोजन समिति की बैठक में विचारोपरान्त सहमति प्रदेश शासन को उपलब्ध कराने का कष्ट करें । प्लानिंग कमेटी के अनुमोदन की प्रत्याशा में इस योजना के लिए वांछित ऋण की स्वीकृति का प्रस्ताव प्रोजेक्ट सेक्सनिंग एण्ड मानीटरिंग ग्रुप पो० एस० एम० जी० को आगामी बैठक दिनांक 19-03-96 में भी कृपया संदर्भित करने का कष्ट करें ।

भवदीय,



जीवेश नन्दन ।  
संयुक्त सचिव ।

उ०प्र० राज्य औद्योगिक विकास निगम द्वारा विकसित की जा रही लोनी इन्टीग्रेटेड योजना के अन्तर्गत उ०प्र० उप क्षेत्रीय योजना में समायोजन का प्रस्ताव ।

§१§ लोनी इन्टीग्रेटेड टाउनशिप, लोनी गाजियाबाद ।

### 1. लोनी टाउनशिपकी अवस्थिति

यह टाउनशिप शाहदरा तहारनपुर मार्ग पर डी०एम०ए० नगर लोनी से लगभग 02 कि०मी० पर 1306 एकड़ भूमि में प्रस्तावित है §स्थित मानचित्र संलग्नक क पर उपलब्ध है§ ।

### 2. निगम द्वारा इस टाउनशिप हेतु भूमि अधिग्रहण के सम्बन्ध में की गयी कार्यवाही

इस योजना के लिये प्रस्तावित 1306 एकड़ भूमि में से 892.742 एकड़ भूमि का कब्जा निगम को मिल चुका है। निगम द्वारा कब्जा प्राप्त भूमि ग्राम पावी सादीकपुर, हुगबाली, सादाबाद, अगरोला एवं मिल्क बंमला रवानपुर, जव्की में स्थित है। शेष भूमि का स्वार्ड राजस्व परिषद द्वारा चरित किया जा चुका है। निगम द्वारा भूमि के कुल प्रतिकर रू० 38.03 करोड़ में से रू० 30.39 करोड़ का भुगतान किया जा चुका है। शेष भूमि का प्रतिकर रू० 07 करोड़ 64 लाख का भुगतान निगम द्वारा किया जाना शेष है ।

### 3. राष्ट्रीय राजधानी योजना के ध्येयों के परिप्रेक्ष्य में इस टाउनशिप के उद्देश्य

§1§ राष्ट्रीय राजधानी क्षेत्रीय योजना में डी०एम०ए० नगर गाजियाबाद लोनी के लिये निम्न लक्ष्यों की पूर्ति ।

§2§ डी०एम०ए० नगर गाजियाबाद लोनी के उ०प्र० उप क्षेत्रीय योजना में प्रस्तावित औद्योगिक जन शक्ति के निश्चित लक्ष्यों की सम्पूर्ति करना तथा गाजियाबाद लोनी में औद्योगिक भूखण्डों के क्रियान्वयन में व्यवहारिकता लाया जाना ।

4. योजना जगत 10 वर्ष  
1991-2001 तक
5. परियोजना लागत तथा वित्तीय श्रोत

क्रम विवरण लागत (रु० लाख में)

1.	भूमि अधिग्रहण	3757.00
2.	स्थल विकास	210.00
3.	बाहरी सड़कों का चौड़ीकरण	2300.00
4.	बाह्य जल गिरफ्तारी	1200.00
5.	दूर तंचार	300.00
6.	सब स्टेशन	2000.00
7.	सड़कें, नालियां एवं पुलिया	2100.00
8.	स्ट्रीट लाइट एवं विद्युतीकरण	1300.00
9.	जलापूर्ति	640.00
10.	सीवरज	980.00
11.	वृक्षारोपण	320.00
12.	सुविधा भवन	500.00
13.	सीवरज ट्रीटमेन्ट प्लांट	500.00
14.	कानन ट्रीटमेन्ट ड्रिप्पेन्ट ट्रीटमेन्ट प्लांट	300.00
15.	इन्फ्लेशन 10 प्रतिशत पीएसओ	4190.00
16.	कन्टीजन्सी दर 3 प्रतिशत	505.20
17.	डिजाइन एवं पर्यवेक्षण चार्ज दर 10 प्रतिशत	2110.22
18.	रख रखाव	270.00

कुल परियोजना लागत

23482.42

वित्तीय श्रोत

11	उपराज्यीय वित्त की सहभागिता	3757.00
22	शुण	11200.00
33	आन्तरिक श्रोत	8525.00

144

23482.42

... 25/

6. लोनी इन्ट्रीग्रेटेड टाउनशिप की योजना के प्रस्तावित भू उपयोग का विवरण निम्नवत है:

कुल क्षेत्रफल	1306 एकड़
॥अ॥ औद्योगिक	616 एकड़
॥ब॥ आवासीय	690 एकड़

**औद्योगिक सेक्टर**

॥1॥ औद्योगिक भूखण्ड	339.68 एकड़
॥2॥ पलेटेड फैक्टरी	20.00 एकड़
॥3॥ पार्क एवम् बनक्षेत्र	42.08 एकड़
॥4॥ व्यवसायिक एवम् जनसुविधायें	69.69 एकड़
॥5॥ सड़कें एवम् पार्किंग	144.55 एकड़

**आवासीय सेक्टर**

॥1॥ आवासीय भूखण्ड	280.02 एकड़
॥2॥ ग्रुप हाउसिंग	50.83 एकड़
॥3॥ पार्क एवम् बनक्षेत्र	74.17 एकड़
॥4॥ सड़कें एवम् पार्किंग	174.28 एकड़
॥5॥ व्यवसायिक एवं जनसुविधायें	70.70 एकड़
॥6॥ पूर्व में कश्मीरी विस्थापितों के लिये	40.00 एकड़

**विकसित आवासीय सेक्टर**

## 7. लोनी योजना में प्रस्तावित औद्योगिक भू उपयोगों का औचित्य

§1§ राष्ट्रीय राजधानी क्षेत्रीय योजना के अन्तर्गत 30प्र0उप क्षेत्रीय योजना में डी0एम0ए0 नगर गाजियाबाद लोनी के शहरीकरण के नियत लक्ष्य के लिये जनसंख्या में श्रमशक्ति का अनुपात 35 प्रतिशत रखा गया है। इस अनुपात के आधार पर गाजियाबाद लोनी की प्रस्तावित श्रमशक्ति 3,85,000 क्रमिका की है। उक्त श्रमशक्ति में से औद्योगिक श्रमशक्ति का अनुपात 38 प्रतिशत है। अतः गाजियाबाद लोनी नगर के लिये सन 2001 तक 1,46,000 औद्योगिक श्रमशक्ति का समायोजन होना है।

§2§ गाजियाबाद लोनी महायोजना में 5000 एकड़ भूमि औद्योगिक भू उपयोग हेतु प्रस्तावित थी। इस भूमि में से 3770 एकड़ भूमि 1980 के पूर्व ही विकसित की जा चुकी थी तथा पिछले दशक में औद्योगिक विकास हेतु मात्र 50 एकड़ औद्योगिक विकास हेतु इस निगम को उपलब्ध कराई गयी। उपरोक्त प्रस्तावित 5000 एकड़ भूमि में से शेष 1230 एकड़ औद्योगिक भू उपयोग हेतु विकसित की जाने वाली भूमि का विकास भूअर्जन की उच्च दरें एवं यत्र तत्र हुये अनाधिकृत विकास के कारण नियोजित औद्योगिक विकास में दृष्टिगत कठिनाईयों को देखते हुये, करना संभव नहीं हो सकेगा। अतः गाजियाबाद लोनी नगर के लिये नियत औद्योगिक श्रमशक्ति के लक्ष्य की सम्पूर्ति हेतु पूर्व विकसित 3770 एकड़ औद्योगिक भू उपयोगों को लोनी योजना के गाजियाबाद महायोजना में समायोजन के उपरान्त भी 1,30,600 औद्योगिक श्रमशक्ति का वहन करना पड़ेगा जोकि राष्ट्रीय राजधानी योजना में विकसित औद्योगिक भू उपयोगों हेतु नियत औद्योगिक श्रमशक्ति घनत्व से कहीं ज्यादा है।

§3§ सन 1981 की जनगणना के अनुसार गाजियाबाद लोनी क्षेत्र में पूर्व में विकसित भू उपयोगों में 30333 औद्योगिक श्रमशक्ति का समायोजन हुआ था। पिछले दशक में उक्त औद्योगिक भू उपयोगों के अतिरिक्त भूमि का विकास न हो पाने के कारण गाजियाबाद लोनी क्षेत्र में औद्योगिक श्रमशक्ति के समायोजन की दर में कमी आयी है। 1991 की जनगणना के अनुसार गाजियाबाद लोनी क्षेत्र में मात्र 47 हजार औद्योगिक श्रमशक्ति समायोजित की गयी थी। गाजियाबाद लोनी नगर के लिये 47 हजार औद्योगिक श्रमशक्ति वहन करने की क्षमता रखती है तथा शेष बचे हुये 99 हजार औद्योगिक श्रमशक्ति के समायोजन हेतु नियोजित औद्योगिक भू उपयोगों का प्राविधान किया जाना है। लोनी योजना के 616 एकड़ औद्योगिक भू उपयोगों के प्रस्तावों के गाजियाबाद महायोजना में समायोजन के उपरान्त लोनी योजना 1,54,000 औद्योगिक श्रमशक्ति का सन 2001 तक समायोजन कर सकेगी एवं शेष 83,600 औद्योगिक श्रमशक्ति के समायोजन भविष्य में अन्य औद्योगिक विकास के द्वारा करना संभव होगा।



### लोनी योजना में प्रस्तावित आवासीय भू-उपयोगों के औचित्य

¶1¶ राष्ट्रीय राजधानी क्षेत्रीय योजना के अन्तर्गत 30प्र0 उप क्षेत्रीय योजना में डी0एम0ए0 नगर गाजियाबाद लोनी के लिये वर्ष 2001 तक 11 लाख जनसंख्या नियत की गयी थी जिसके फलस्वरूप लोनी की महायोजना 60000 जनसंख्या के लिये तथा गाजियाबाद नगर की महायोजना 10.40 लाख जनसंख्या के लिये तैयार की गयी थी।

¶2¶ गाजियाबाद विकास प्राधिकरण द्वारा लोनी क्षेत्र में हस्तनापुर आवासीय योजना को लोनी नगर क्षेत्र में हस्तान्तरण के फलस्वरूप इस जनसंख्या वितरण को संशोधित कर गाजियाबाद तथा लोनी में क्रमशः 10.0 लाख तथा 1.0 लाख वितरित किया गया है।

¶3¶ राष्ट्रीय राजधानी क्षेत्र योजना बोर्ड की 25वीं नियोजन समिति के समक्ष प्रस्तुत किये गये प्रस्ताव से यह तथ्य प्रकाश में आये कि गाजियाबाद के डी0एम0ए0 नगर गाजियाबाद लोनी नगर के लिये सन 2001 तक नियत जनसंख्या लक्ष्य में से केवल 10.50 लाख जनसंख्या का समायोजन सन 2001 तक ही हो सकेगा ¶6 लाख जनसंख्या गाजियाबाद मास्टर प्लान एरिया में 3.5 लाख जनसंख्या ट्रान्साहेण्डन क्षेत्र में और 01 लाख जनसंख्या लोनी क्षेत्र में तथा गाजियाबाद लोनी के लिये सन 2001 तक जनसंख्या लक्ष्य 0.50 लाख जनसंख्या की कमी आने की संभावना है।

¶4¶ उपरोक्त बिन्दुओं के आधार पर यह निष्कर्ष निकलता है कि सन 2001 तक प्रस्तावित 11 लाख जनसंख्या में से 10.50 लाख जनसंख्या सन 2001 तक समायोजित हो सकेगी। शेष बचे हुये .50 लाख जनसंख्या हेतु लोनी योजना के 690 एकड़ आवासीय भू-प्रयोगों के प्रस्ताव लोनी महायोजना में समायोजन के उपरान्त ही गाजियाबाद लोनी नगर के नियत लक्ष्यों की पूर्ति हो सकेगी।

¶5¶ ट्रौनेका सिटी परियोजना में 0.45 लाख जनसंख्या हेतु आवासीय भू-प्रयोगों का प्राविधान है इस परियोजना के गाजियाबाद लोनी महायोजना में समायोजन के उपरान्त भी गाजियाबाद लोनी नगर के लिए सन 2001 तक नियत जनसंख्या लक्ष्य में कोई बढ़ोत्तरी नहीं होगी।



संख्या: 1058/9-AT-3-96/50 एन.एम.सी. 0/95

प्रेषक,

श्री उमेश नन्दन,  
सदस्य सचिव,  
उत्तर प्रदेश शासन।

सेवा में,

श्री उमेश सहगल,  
सदस्य सचिव,  
राष्ट्रीय राजधानी क्षेत्रीय योजना बोर्ड,  
इण्डिया हेबीटेड सेन्टर, जोन-4, प्रथम तल,  
लोधी रोड,  
नई दिल्ली।

आवास अनुभाग-3

लखनऊ, दिनांक: 15 मार्च, 1996

विषय:-

उ०प्र० राज्य औद्योगिक विकास निगम के प्रस्तावित मसूरी  
गुलावटी टाउनशिप एग्री इण्डस्ट्रियल पार्क योजना को  
राष्ट्रीय राजधानी योजना के अन्तर्गत उप क्षेत्रीय केन्द्र के  
रूप में समागोजित करने के संबंध में।

महोदय,

उपरोक्त विषयक आवास अनुभाग-1, उ०प्र० शासन के पत्र संख्या:  
3055/11/9-AT-94-3 एनसीआर, दिनांक: 3.9.94 द्वारा इस योजना को  
उ०प्र० उपक्षेत्रीय योजना में समागोजन की संस्तुति की गई थी। इस योजना  
के प्रस्तावों पर राष्ट्रीय राजधानी योजना बोर्ड की दिनांक: 9.11.94 को  
हुई नियोजन समिति की 34 वी बैठक में विचार-विमर्श किया गया था।  
उक्त बैठक में यह आशंका व्यक्त की गयी थी कि यह परियोजना दिल्ली  
महानगरीय क्षेत्र सीमा के निकट है जिस कारण इस क्षेत्र व दिल्ली के बीच,  
दैनिक आवागमन की समस्याएं प्रबल होंगी। उक्त बैठक में सदस्य सचिव  
द्वारा यह मत व्यक्त किया गया था कि इन पहलुओं का परीक्षण कर  
परियोजना पर पुनर्विचार कर लिया जाये।

परियोजना के उक्त पक्ष पर परीक्षण करने के उपरान्त यह  
पाया गया है कि दिल्ली महानगरीय क्षेत्र सीमा के मन्तर्भ में इस परियोजना  
क्षेत्र की दूरी-उत्तर प्रदेश उप क्षेत्रीय योजना में प्रस्तावित अन्य उप क्षेत्रीय  
केन्द्र: मुरजपुर तथा उप क्षेत्रीय केन्द्र पिलखुआ के लगभग बराबर है तथा यह दूरी  
सर्विस केन्द्र दादरी मुरादनगर बकड़ा से महानगरीय क्षेत्र सीमा से दूरी के  
समान है। उपरोक्त वर्णित उप क्षेत्रीय केन्द्रों तथा सर्विस केन्द्रों की अपेक्षा

इस टाउन क्षेत्र की सीधे सम्पर्क मार्ग पर न होने के कारण इस योजना क्षेत्र से दिल्ली महानगर के बीच आवागमन कम होगा अपितु इस परियोजना का क्रियान्वयन उप क्षेत्र के विकास में उत्प्रेरक का कार्य करेगा तथा प्रथम चरण में औद्योगिक केन्द्र एवं कृषि विपणन सुविधाओं से सम्पन्न होगा साथ ही साथ कृषि क्षेत्र के विकास में भी सहायक होगा।

उपरोक्त सन्दर्भ में राष्ट्रीय राजधानी बोर्ड की नियोजन समिति की 36 वी बैठक में प्रबन्ध निदेशक, उ०प्र० राज्य औद्योगिक विकास निगम द्वारा यह मत व्यक्त किया गया था कि इस योजना में उच्च तकनीकी कृषि विपणन तथा अनुसंधान सुविधाओं के विकास का प्रस्ताव है तथा निगम राष्ट्रीय राजधानी योजना बोर्ड को इस परियोजना के उ०प्र० उप क्षेत्रीय योजना में समायोजन प्रस्ताव रखेगा।

मसूरी गुलावटी टाउनशिप का 1.5 लाख जनसंख्या के उप क्षेत्र केन्द्र के रूप में उत्तर प्रदेश उप क्षेत्रीय योजना में समायोजन का प्रस्ताव पुनः किया जा रहा है उत्तर प्रदेश उप क्षेत्रीय योजना में यह अपेक्षा की गई थी उप क्षेत्रीय केन्द्रों हेतु ऐसे स्थलों का चयन किया जाये जो उप क्षेत्र के विकास उत्प्रेरक हो सकें। तथा औद्योगिक क्षेत्र एवं कृषि संबंधी विपणन सुविधाओं के विकास का प्रस्ताव हो। मसूरी गुलावटी एग्री इण्डस्ट्रियल पार्क का प्रस्ताव उप क्षेत्रीय केन्द्रों के लिए नियत उद्देश्यों की पूर्ति करता है।

उपरोक्त योजना के उत्तर प्रदेश उप क्षेत्रीय योजना में 1.5 लाख जनसंख्या के उप क्षेत्रीय केन्द्र के रूप में समायोजन के लिए निम्न अतिरिक्त तथा मसूरी गुलावटी टाउनशिप का उप क्षेत्रीय केन्द्र के रूप प्रस्ताव का औचित्य संलग्न है।

उपरोक्त तथ्यों के परिप्रेक्ष्य में मुझे यह कहने का निदेश हुआ है इस योजना को नये उप क्षेत्रीय केन्द्र के रूप में चयनित किये जाने का पूर्ण औचित्य बनता है। अतः कृपया राष्ट्रीय राजधानी योजना बोर्ड की नियोजन समिति की आगामी बैठक में विचारोपरान्त प्रस्ताव पर अनुमोदन प्रदान करने का कष्ट करें।

संलग्नक: यथोपरि।

भक्तरीय,



१ जीवेश नन्दन १  
संयुक्त सचिव।

मसूरी गुलाटी एग्री इण्डस्ट्रियल पार्क का उप क्षेत्रीय केन्द्र के रूप में  
विकास का प्रस्ताव एवं औचित्य

1. टाउनशिप की अवस्थिति

यह टाउनशिप जिला गाजियाबाद में राष्ट्रीय राजमार्ग 24 से मसूरी गुलावटी रोड़ पर मुख्य राजमार्ग से लगभग 2.0 कि०मी० दूरी पर स्थित है। परियोजना क्षेत्रफल 945 एकड़ है।

2. निगम द्वारा टाउनशिप हेतु भूमि अधिग्रहण के सम्बन्ध में की गई कार्यवाही

इस टाउनशिप के लिये कुल 945.0 एकड़ भूमि का अधिग्रहण किया गया है। निगम द्वारा अब तक भूमि के प्रतिकर के रूप में रु० 8.00 करोड़ 4 लाख का भुगतान किया जा चुका है तथा 854.98 एकड़ भूमि का कब्जा भी निगम को प्राप्त हो चुका है। शेष भूमि का कब्जा प्राप्त करने की कार्यवाही वरीयता के आधार पर की जा रही है।

3. राष्ट्रीय राजधानी योजना के ध्येयों के परिपेक्ष्य में इस टाउनशिप के उद्देश्य

राष्ट्रीय राजधानी योजना की उ०प्र० उप क्षेत्रीय योजना के लिये निर्धारित जनसंख्या लक्ष्यों को उ०प्र० उप क्षेत्रों के नियोजित विकास के माध्यम से लक्ष्यपूर्ति करना।

4. योजना अवधि

10 वर्ष

॥1991-2001॥

5. उप क्षेत्रीय केन्द्र के रूप में समायोजित करने का औचित्य

॥क॥ राष्ट्रीय राजधानी क्षेत्र योजना बोर्ड द्वारा राजधानी क्षेत्र में नये टाउनशिप के विकास हेतु गठित विशेषज्ञ समिति की बैठक दिनांक 5.4.94 में यह मत व्यक्त किया गया था कि इन योजनाओं को उ०प्र० उप क्षेत्रीय योजना में नियोजन प्रतिबद्धता के आधार पर 1.50 लाख जनसंख्या के उप क्षेत्रीय केन्द्र के रूप में उ०प्र० शासन से प्रस्ताव प्राप्त होने के उपरान्त समायोजित किया जा सकता है।

॥ख॥ राष्ट्रीय राजधानी क्षेत्रीय योजना में उ०प्र० क्षेत्र के उप क्षेत्रीय केन्द्रों हेतु 18.50 लाख जनसंख्या नियत की गई थी तथा उ०प्र० उप क्षेत्रीय योजना में यह अपेक्षा की गई थी कि उप क्षेत्रीय केन्द्रों हेतु ऐसे नगरों का चयन किया जाये जो उप क्षेत्र के विकास में उत्प्रेरक हो सकें तथा प्राथमिक चरणों के औद्योगिक केन्द्र एवं कृषि सम्बन्धी विपणन सुवधाओं से सम्पन्न हों।

१. इसी आधार पर अनुमोदित ३०प्र० उप क्षेत्रीय योजना में १७ उप क्षेत्र केन्द्रों का चयन किया गया था। इन केन्द्रों में से १५ उप क्षेत्रीय केन्द्रों की जनगणना १९९१ के आधार पर जनसंख्या १५,००० से ६७,००० तक की है। इन नगरों हेतु वर्तमान दशक में जनसंख्या का सामान्य वृद्धि आकलन एवं पारिकल्पित उत्प्रेरित विकास के आधार पर सन् २००१ तक ७५,००० से लेकर २.०० लाख की जनसंख्या के लक्ष्य नियत किये गये थे।

२. उक्त १५ उप क्षेत्रीय केन्द्रों के अन्तर्गत २ उप क्षेत्रीय केन्द्र सूरजपुर एवं कासना (नवसृजित टाउनशिप) के उत्प्रेरित विकास के आधार पर १.५० लाख की जनसंख्या के उप क्षेत्रीय केन्द्रों के रूप में पारिकल्पना की गयी थी।

३. ३०प्र० उप क्षेत्रीय योजना में उप क्षेत्रीय केन्द्रों के रूप प्रस्तावित नगरों की जनसंख्या १९९१ के आधार पर जनसंख्या ६.३५ लाख आती है। दशक १९८१, ९१ की जनसंख्या विकास के आधार पर सन् २००१ तक जनसंख्या में सामान्य वृद्धि द्वारा ८.८१ लाख की जनसंख्या का अनुमान है जिसके फलस्वरूप इस दशक में सामान्य वृद्धि द्वारा वर्ष २००१ तक जनसंख्या २.५६ लाख की वृद्धि का अनुमान किया जाता है।

४. ३०प्र० उप क्षेत्रीय योजना में उप क्षेत्रीय केन्द्रों हेतु नियत जनसंख्या लक्ष्य की सम्पूर्ति हेतु १२.१५ लाख जनसंख्या के अतिरिक्त वृद्धि वर्तमान दशक में प्रस्तावित है जिसमें से २.५६ लाख जनसंख्या सामान्य वृद्धि तथा ९.६० लाख जनसंख्या की वृद्धि उत्प्रेरित विकास द्वारा की जानी प्रस्तावित है।

५. उत्प्रेरित विकास द्वारा वर्तमान दशक में ९.६० लाख की जनसंख्या के समायोजन हेतु की गई नियोजन प्रतिबद्धता के आधार पर यह प्रतीत होता है कि सूरजपुर एवं कासना उप क्षेत्रीय केन्द्रों की उत्प्रेरित विकास द्वारा सन् २००१ तक ३.० लाख की जनसंख्या समायोजित कर सकेंगे। शेष अन्य १५ उप क्षेत्रीय केन्द्रों जिसकी जनसंख्या १९९१ के आधार पर जनसंख्या ६.३५ लाख थी, में उत्प्रेरित विकास हेतु नियोजन प्रतिबद्धता कम होने के कारण ६.६० लाख जनसंख्या का उत्प्रेरित विकास द्वारा वर्ष २००१ तक समायोजन की सम्भावना क्षीण प्रतीत होती है।

६. उत्प्रेरित विकास द्वारा उप क्षेत्रीय केन्द्रों की जनसंख्या के समायोजन हेतु मसूरी-गुलावटी टाउनशिप की नियोजन प्रतिबद्धता को साथकता बनाते हुए इन योजनाओं के माध्यम से कुल १.५० लाख की जनसंख्या वृद्धि का समायोजन उत्प्रेरित विकास द्वारा किया जा सकता है।

७. गाजियाबाद जनपद में राष्ट्रीय राजधानी योजना बोर्ड द्वारा औद्योगिक श्रम शक्ति हेतु सन् २००१ तक के लिये नियत लक्ष्यों की उत्प्रेरक विकास गति धीमी होने के कारण पूर्ण सम्भव नहीं हो पा रही है। गाजियाबाद जनपद के लिए औद्योगिक श्रमशक्ति के लिए नियत लक्ष्यों में १.५० लाख की कमी आने की सम्भावना है ऐसी स्थिति में सेवायोजन के अवसरों की कमी के कारण दिल्ली महानगर पर निर्भरता बढ़ेगी तथा दैनिक आवागमन भी दिल्ली महानगर से बढ़ेगा। मसूरी टाउनशिप में १५००० औद्योगिक श्रमशक्ति समायोजित होने के उपरान्त दिल्ली महानगर से दैनिक आवागमन में कुछ कमी लाई जा सकेगी।

संख्या- 117/9-आ-3-96-44एल0यू0सी0/95

प्रेषक,

श्री राम वृक्ष प्रसाद,  
संयुक्त सचिव,  
उत्तर प्रदेश शासन ।

सेवा में,

श्री आर0सी0 अग्रवाल,  
मुख्य क्षेत्रीय नियोजक,  
राष्ट्रीय राजधानी क्षेत्र योजना बोर्ड,  
शहरी कार्य एवं रोजगार मंत्रालय,  
प्रथम तल जोन-4, लोधी रोड,  
नई दिल्ली ।

आवास अनुभाग-3

लखनऊ : दिनांक 2 फरवरी, 1996

विषय:- गाजियाबाद नगर में ट्रान्सपोर्ट नगर को स्थापना हेतु भू-  
उपयोग परिवर्तन पर एन0सी0आर0 बोर्ड का अनुमोदन ।

महोदय,

कृपया श्री के0पी0 सिंह, विशेष सचिव, उत्तर प्रदेश शासन  
आवास विभाग को प्रेषित अपने पत्र संख्या-के-14011/1/एपी/96-  
एन0सी0आर0पी0बी0, दिनांक 09-01-1996 का सन्दर्भ ग्रहण करें ।

2- इस सम्बन्ध में मुझे यह कहने का निर्देश हुआ है कि आप  
द्वारा वांछित तीन बिन्दुओं पर सूचना निम्न के अनुसार संलग्न कर  
प्रेषित की जा रही है :-

1. वह भूमि जिस पर ट्रान्सपोर्ट नगर तथा बस स्टेशन बनाये  
जाने का प्रस्ताव है वह भूमि अर्जित की जानी है तथा  
एल0एम0सी0 की भूमि का पुनर्ग्रहण किया जाना है, का  
विवरण एवं राजस्व मानचित्र पर अंकित करते हुए संलग्न है ।  
इस भूमि का कुल क्षेत्रफल 161.62 एकड़ है ।

2. प्रश्नगत स्थल पर जंक्शन के डिजाइन को अभी अंतिम स्तर नहीं  
दिया गया है । इसलिये कितनी तथा कौन सी भूमि जंक्शन  
से प्रभावित होगी, अभी सुनिश्चित नहीं किया जा सकता  
है । यद्यपि कि एफ0एन0जी0 प्रस्तावित की गयी है । संभावित  
भूमि का भू-उपयोग परिवर्तन प्रस्तावित नहीं किया गया है ।  
3. शासनादेश दिनांक 10 अक्टूबर, 1991 के संदर्भ में यह अवगत  
कराना है कि गाजियाबाद महायोजना में दर्शित प्रस्तावित

ट्रांसपोर्ट नगर को लगभग 115 एकड़ भूमि को कृषि भू-उपयोग में परिवर्तित किया जा सकता है। इसके अतिरिक्त अन्य भूमि महायोजना में उपलब्ध नहीं है जिसका भू-उपयोग यातायात से कृषि में परिवर्तित किया जा सके। गाजियाबाद को महा-योजना में लगभग 270 एकड़ भूमि यातायात हेतु दर्शाई गयी थी लेकिन यह भूमि नोयडा क्षेत्र में आती है। अतः महायोजना में जो क्षेत्र यातायात के लिये रखा गया था वह उपलब्ध नहीं है। यह स्वतः स्पष्ट है कि कृषि क्षेत्र से यातायात हेतु भू-उपयोग परिवर्तन करने के फलस्वरूप जनसंख्या पर प्रतिकूल प्रभाव पड़ने की सम्भावना नहीं है। मुख्य नगर एवं ग्राम नियोजक उत्तर प्रदेश, लखनऊ द्वारा इस सम्बन्ध में दी गयी राय विषयक उनके पत्र दिनांक 04 अगस्त, 1995 को प्रति संलग्न है।

3- आप द्वारा वांछित उपरोक्त सूचनाएं एवं अभिलेख उपलब्ध कराते हुए अनुरोध है कि इस सम्बन्ध में राष्ट्रीय राजधानी क्षेत्र प्लानिंग बोर्ड की भू-उपयोग परिवर्तन पर औपचारिक सहमति प्रदेश शासन को शीघ्र उपलब्ध कराने का कष्ट करें।

संलग्नक:- यथोपरि।

भवदीय,

2.8.95

। राम वृक्ष प्रसाद ।  
संयुक्त सचिव ।



संख्या 872 / 9-AT-1-96-5 808101T00/96

प्रेमक,

श्री अखण्ड प्रताप सिंह,

प्रमुख संचय,

आवास,

उत्तर प्रदेश शासन,

लगनऊ .

रोवा में,

राज्य सचय,

राष्ट्रीय राजधानी क्षेत्र योजना बोर्ड,

नई दिल्ली .

आगत अज्ञात-1

लगनऊ : दिनांक 23 , फरवरी 1996

विषय: सहारनपुर को काउण्टर मैगनेट नगर के रूप में चयन करने के विस्तृत प्रस्ताव के सम्बन्ध में.

महोदय,

मुझे आपका ध्यान राष्ट्रीय राजधानी क्षेत्र योजना बोर्ड की 19वीं बैठक दिनांक 17.11.1995 के मद संख्या-2 पर आकृष्ट करना है . इस मद के अन्तर्गत सहारनपुर को उत्तर प्रदेश में एक और काउण्टर मैगनेट नगर के रूप में चयन किये जाने हेतु विचार किया गया था तथा एक औपचारिक प्रस्ताव की अपेक्षा, उत्तर प्रदेश शासन से की गयी थी . इसी क्रम में वांछित प्रस्ताव संलग्न करते हुये, मुझे आपको अवगत कराने का निदेश हुआ है कि सहारनपुर, मेरठ मण्डल का एक अग्रणी नगर एवं जनपद का मुख्यालय है और इस मण्डल का मेरठ के बाद दूसरा सबसे बड़ा नगर है . जिसकी वर्ष 1981 में जनसंख्या 2,94,391 थी तथा वर्ष 1991 में 3,74,945 थी . पिछले दो दशकों में वृद्धि दर क्रमशः 30.61 तथा 27.36 प्रतिशत रही . वर्ष 1991 में नगर की जनसंख्या में कुल श्रमिकों की संख्या का अनुपात 27.07 प्रतिशत रहा और कुल श्रमिकों में से औद्योगिक श्रमिकों का अनुपात 31.97 प्रतिशत, व्यापार एवं वाणिज्य 27.15 प्रतिशत तथा अन्य सेवाओं में 23.4 प्रतिशत रहा . उल्लेखनीय है कि राष्ट्रीय राजधानी क्षेत्र योजना बोर्ड द्वारा काउण्टर मैगनेट के चयन हेतु करवाये गये अध्ययन में उल्लिखित उक्त मानदण्डों की दृष्टि से सहारनपुर काउण्टर मैगनेट नगर के रूप में पूर्णतया अर्ह एवं उपयुक्त है .

इसके साथ ही सहारनपुर, पश्चिमी उत्तर प्रदेश का एक विख्यात व्यापारिक, औद्योगिक एवं सेवा प्रधान नगर है . यह नगर, दिल्ली की ओर हो रहे आव्रजन के उत्तरी कोरीडोर के समीप, पूर्व में स्थित है . यह नगर प्रमुख प्रांतीय मार्गों के जंक्शन

एवं प्रमुख रेल मार्गों §अमृतसर-हावड़ा तथा दूहरादून-दिल्ली§ पर स्थित होने के कारण देश के सभी भागों से भलीभाँति सम्बद्ध है . यह लकड़ी की नक्काशी के काम के लिये देश-विदेश में प्रसिद्ध है तथा उत्तर प्रदेश उपक्षेत्र के उत्तरी भाग एवं पर्वतीय क्षेत्रों विशेषकर गढ़वाल मण्डल के लिये एक महत्वपूर्ण क्षेत्रीय केन्द्र है .

नगरीय प्रबन्धन को सुदृढ़ करने की दृष्टि से राज्य सरकार द्वारा सहारनपुर में अभी कुछ समय पूर्व ही विकास प्राधिकरण का गठन किया जा चुका है, जिससे सहारनपुर में नगरीय विकास की योजनाओं के लिये एक सुचारु अभिकरण की उपलब्धता राज्य सरकार द्वारा सुनिश्चित की जा चुकी है .

वर्ष 1981 की जनगणना के अनुसार दिल्ली में आने वाले प्रवासियों का मुख्य हिस्सा उत्तर प्रदेश §48.2 प्रतिशत§ से ही था, जबकि हरियाणा से 15.5 प्रतिशत, राजस्थान से 7.6 प्रतिशत, पंजाब से 9.8 प्रतिशत और मध्य प्रदेश से 2.4 प्रतिशत था तथा क्षेत्रीय योजना तैयार करने के समय यह निर्णय लिया गया था कि प्रारम्भिक चरण में उक्त-सभी राज्यों में एक काउण्टर मैनेजेंट नगर का चुनाव कर, उत्प्रेरित विकास हेतु पूँजी निवेश किया जायेगा और उत्तर प्रदेश में केवल बरेली नगर को ही काउण्टर मैनेजेंट नगर के रूप में चयन किया गया . जबकि उत्तर प्रदेश के पाँच नगर बरेली, सहारनपुर, मुरादाबाद, इलाहाबाद और फिरोजाबाद काउण्टर मैनेजेंट नगर चयन के मानदण्डों पर सर्वथा अर्ह एवं उपयुक्त थे .

अतः आपसे अनुरोध है कि राष्ट्रीय राजधानी क्षेत्र की योजना के उद्देश्यों जिसमें दिल्ली की ओर आव्रजन हो रही जनसंख्या अन्यत्र मोड़ा जाना एक मुख्य उद्देश्य है, की प्राप्ति को अधिक प्रभावी बनाने के लिये उत्तर प्रदेश में सहारनपुर को काउण्टर मैनेजेंट नगर घोषित कर प्राथमिक आधार पर नगरीय विकास हेतु पूँजी निवेश किया जाय .

भवदीय,



§अखण्ड प्रताप सिंह§

प्रमुख सचिव

सहारनपुर को काउण्टर मैगनेट नगर के रूप में चयनित करने सम्बन्धी प्रस्ताव :

राष्ट्रीय राजधानी क्षेत्र योजना बोर्ड अधिनियम, 1985 सम्बन्धित राज्य सरकारों के परामर्श से बोर्ड को उसकी अवस्थिति, जनसंख्या और विकास के लिये क्षमता को ध्यान में रखते हुये राष्ट्रीय राजधानी क्षेत्र से बाहर कोई भी ऐसा शहरी क्षेत्र चुनने की शक्ति प्रदान करता है जिसका क्षेत्रीय योजना के उद्देश्यों की पूर्ति के लिये विकास किया जा सकता हो . 1981 की जनगणना के अनुसार दिल्ली में आने वाले प्रवासियों में मुख्य हिस्सा उत्तर प्रदेश § 48.2 प्रतिशत§, हरियाणा § 15.5 प्रतिशत§, राजस्थान § 7.6 प्रतिशत§, पंजाब § 9.8 प्रतिशत§ तथा मध्य प्रदेश § 2.4 प्रतिशत§ से था और इसलिये क्षेत्रीय योजना के उद्देश्यों की पूर्ति में सहायता के तोर पर इन राज्यों में बोर्ड द्वारा उपयुक्त काउण्टर मैगनेट क्षेत्र का पता लगाने हेतु योजना एवं वास्तुकला विद्यालय, नई दिल्ली से विस्तृत अध्ययन करवाया गया .

उक्त अध्ययन में भी जैसाकि उक्त जनगणना के आँकड़ों से स्पष्ट है कि दिल्ली में आने वाले प्रवासियों की लगभग आधी जनसंख्या का आब्रजन अकेले उत्तर प्रदेश से ही होता है . राष्ट्रीय राजधानी क्षेत्र के उद्देश्यों की पूर्ति हेतु उत्तर प्रदेश में कम से कम 5 नगरों को काउण्टर मैगनेट के रूप में चयनित करना विचारणीय होगा . राष्ट्रीय राजधानी क्षेत्र योजना बोर्ड द्वारा करवाये गये उपरोक्त अध्ययन में भी उत्तर प्रदेश के 5 नगर निर्धारित मानकों पर अर्ह पाये गये हैं . अतः बरेली के साथ-साथ अभी प्राथमिकता पर उत्तर प्रदेश राज्य में सहारनपुर को काउण्टर मैगनेट नगर के रूप में चयनित करना न्यायसंगत है .

राष्ट्रीय राजधानी क्षेत्र में काउण्टर मैगनेट की संकल्पना एवं भूमिका निम्न प्रकार से उल्लिखित की गयी है :-

#### § 1§ काउण्टर मैगनेट की संकल्पना :

दिल्ली के काउण्टर मैगनेट क्षेत्र राष्ट्रीय राजधानी क्षेत्र से पर्याप्त दूरी पर स्थित होने चाहिये और उनमें सक्षम, स्वतन्त्र विकास के लिये अपने जाने-माने स्थापित आधार और अन्तर्निहित क्षमतायें होनी चाहिये . ऐसे पहचाने गये काउण्टर मैगनेट क्षेत्रों में भौतिक, सामाजिक और आर्थिक क्षमता सम्बन्धी विशेषतायें होंगी . परिवहन नेटवर्क के सम्बन्ध में "नोडोरेटी" और परिवहन और संचार की सुविधाओं के रूप में प्रत्यक्ष सम्पर्कों की विशेषता होगी .

#### § 2§ काउण्टर मैगनेट क्षेत्रों की भूमिका :

प्रस्तावित काउण्टर मैगनेट क्षेत्र दो अलग-अलग और राष्ट्रीय राजधानी क्षेत्र सन्दर्भ में एक दूसरे की पूरक भूमिकायें निभायेंगे .

§ 3§ पहले प्रवासियों को रोकने के लिये भावी अवरोधकों के रूप में, क्योंकि राष्ट्रीय राजधानी क्षेत्र का परिवर्द्धित विकास प्रवासियों को

अपेक्षाकृत कम विकसित पड़ोसी क्षेत्रों से अपनी ओर खींचेगा .

§ ख § दूसरा अपने क्षेत्र में स्थिति के अनुसार क्षेत्रीय विकास केन्द्रों के रूप में जिससे आगे चल कर शहरीकरण की एक संतुलित पद्धति प्राप्त करने में सहायता मिलेगी .

#### काउण्टर मैगनेट क्षेत्रों/नगरों का चयन-प्रथम चरण

राष्ट्रीय राधानी क्षेत्र योजना बोर्ड द्वारा कराये गये अध्ययन में निम्न मानदण्डों के आधार पर काउण्टर मैगनेट नगरों के प्राथमिक चयन पर विचार किया गया :-

§ क § "नोडेलिटि" सम्बन्धी विचार : काउण्टर मैगनेट क्षेत्रों में महानगरीय कार्यों के सम्बन्ध में दिल्ली और राष्ट्रीय राजधानी क्षेत्र के साथ कुछ हद तक सम्पूरकता और इसलिये राष्ट्रीय राजधानी क्षेत्र सीमा के बाहर 400 कि०मी० के क्षेत्र जिसमें वर्तमान परिवहन परिस्थिति के अनुसार 6 घण्टे का यात्रा समय लगे, रखने से चुने गये काउण्टर मैगनेट क्षेत्रों तथा महानगरीय केन्द्र के बीच आपस में परस्पर क्रियाकलाप हो सके और इससे इसकी विकास सम्बन्धी स्वायत्तता और क्षेत्र विकास केन्द्र के रूप एवं कार्यात्मक पहचान में भी कमी न आये, परन्तु परिवहन क्षेत्र और विशेषकर मुख्य परिवहन गलियारों में प्रयोगिक सम्बन्धी सम्भावित विकास होने पर खोज के क्षेत्रों के लिये यह दूरियाँ समूचे संघटक राज्यों पर लागू कर विचार किया गया . प्रभाव क्षेत्रों में अतिव्याप्तता रोकने के लिये ऐसे चुने गये केन्द्रों में कम से कम लगभग 60 कि०मी० का फासला रखा गया .

§ ख § स्थानिक विचार : प्राथमिकता वाले नगरों की स्थानिक पद्धति, आकार तथा कार्यात्मक निर्दिष्टियों में सम्पूरकता लाने के लिये और राष्ट्रीय राजधानी क्षेत्र से बाहर विशेषकर खोज क्षेत्रों में सम्भावित काउण्टर मैगनेट क्षेत्रों के साथ जोड़ने के लिये, स्थानिक विचार को महत्वपूर्ण किंदु माना गया है .

§ ग § आकार और क्षमता सम्बन्धी विचार : काउण्टर मैगनेट क्षेत्रों में आम तौर पर 3,00,000 और इससे ऊपर आबादी के होंगे क्योंकि इस आकार के शहरों में विविध आर्थिक आधार के साथ सेवा क्षेत्र तथा बुनियादी स्तर की सामाजिक और आर्थिक आधार भू-संरचना स्थापित होती है . इसे सामान्य मार्ग निर्देश के साथ विशिष्ट अवीस्थिति पर जोर दिया गया है .

§ घ § संधान क्षेत्र : सम्भावित काउण्टर मैगनेट क्षेत्रों के चयन के लिये दिल्ली के चारों ओर 100 कि०मी० से दूर व 400 कि०मी० के भीतर आने वाले क्षेत्र जो हरियाणा , पंजाब के कुछ भागों, राजस्थान, मध्य प्रदेश तथा उत्तर प्रदेश में पड़ते हैं पर विचार किया गया तथा कुल मिलाकर 36 प्रथम श्रेणी के नगरों की सूची

कई चरणों में छटनी के उपरान्त बनाई गई जिसमें उत्तर प्रदेश के 18 नगर सम्मिलित किये गये .

### काउण्टर मैगनेट का चयन- द्वितीय चरण :

इन चयननित 36 नगरों के सम्बन्ध में विभिन्न पहलुओं को लेकर विचार किया गया . जैसे इनका महानगरीय या उप-महानगरीय आकार, मुख्य प्रशासनिक दर्जा अर्थात् राजधानी, धार्मिक अथवा परिस्थितकीय महत्व का शहर होना या स्थिति को लेकर विशेष महत्व होना, इसी के साथ मात्रात्मक विश्लेषण, पाँच परिवर्ती मानदण्डों जैसे जनसंख्या का आकार §1981§, जनसंख्या वृद्धि §1971-81§, सहभागिता अनुपात §1981§, सहभागिता अनुपात में वृद्धि §1971-81§ तथा जनसंख्या घनत्व §1981§ . इसके अतिरिक्त स्थानिक विश्लेषण के तीन पैरामीटर अभिगम्यता, प्रवासन के कोरिडोर के साथ सर्वांगसमता तथा उस क्षेत्र के अन्य प्रतियोगी नगरों से सामीप्यता, इसके अतिरिक्त इनका सक्षम आर्थिक आधार, अधसंरचना की उपलब्धता तथा निवेश की आवश्यकता विशेषकर द्वितीय एवं तृतीय क्षेत्रों में, के मूल्यांकन के आधार पर कुछ शहरी क्षेत्रों का सम्भाव्य काउण्टर मैगनेट क्षेत्रों के रूप में चयन किया गया . राज्य सरकारों से इस सम्बन्ध में परामर्श एवं विचार विमर्श के बाद उत्तर प्रदेश में निम्न शहरी क्षेत्र सम्भावित काउण्टर मैगनेट के रूप में उभर कर आये :-

- |    |         |    |           |    |          |
|----|---------|----|-----------|----|----------|
| 1- | बरेली   | 2- | मुरादाबाद | 3- | सहारनपुर |
| 4- | झाहाबाद | 5- | फिरोजाबाद |    |          |

यद्यपि फिरोजाबाद को विचार किये गये गुणात्मक एवं परिमाणात्मक पहलुओं के आधार पर अर्ह पाया गया परन्तु इसे अन्तिम सूची में इस आधार पर सम्मिलित नहीं किया गया कि नगर में पर्याप्त मात्रा में प्रदूषण व्याप्त है और उत्प्रेरित विकास से नगर में प्रदूषण की समस्या और भी गम्भीर हो सकती है . विभिन्न काउण्टर मैगनेट नगरों के चयन अन्तिम रूप से करते समय यह निर्णय लिया गया कि प्रारम्भिक निवेश हेतु प्रत्येक राज्य में केवल एक नगर काउण्टर मैगनेट के रूप में चयन किया जाय तथा इस आधार पर 5 राज्यों में केवल 5 काउण्टर मैगनेट नगरों का चयन किया गया और उत्तर प्रदेश में बरेली को ही प्रारम्भिक निवेश हेतु काउण्टर मैगनेट नगर के रूप में चयनित किया गया .

विगत वर्षों में राष्ट्रीय राजधानी क्षेत्र के उद्देश्यों की पूर्ति हेतु चलाये गये कार्यक्रम के विश्लेषण से ऐसा स्पष्ट है कि उद्देश्यों की प्रभावी ढंग से प्राप्ति हेतु उत्तर प्रदेश में बरेली के साथ-साथ सहारनपुर को काउण्टर मैगनेट के रूप में अन्तिम रूप से चयनित करते हुये उत्प्रेरित विकास हेतु पूँजी निवेश पर विचार किया जाय .

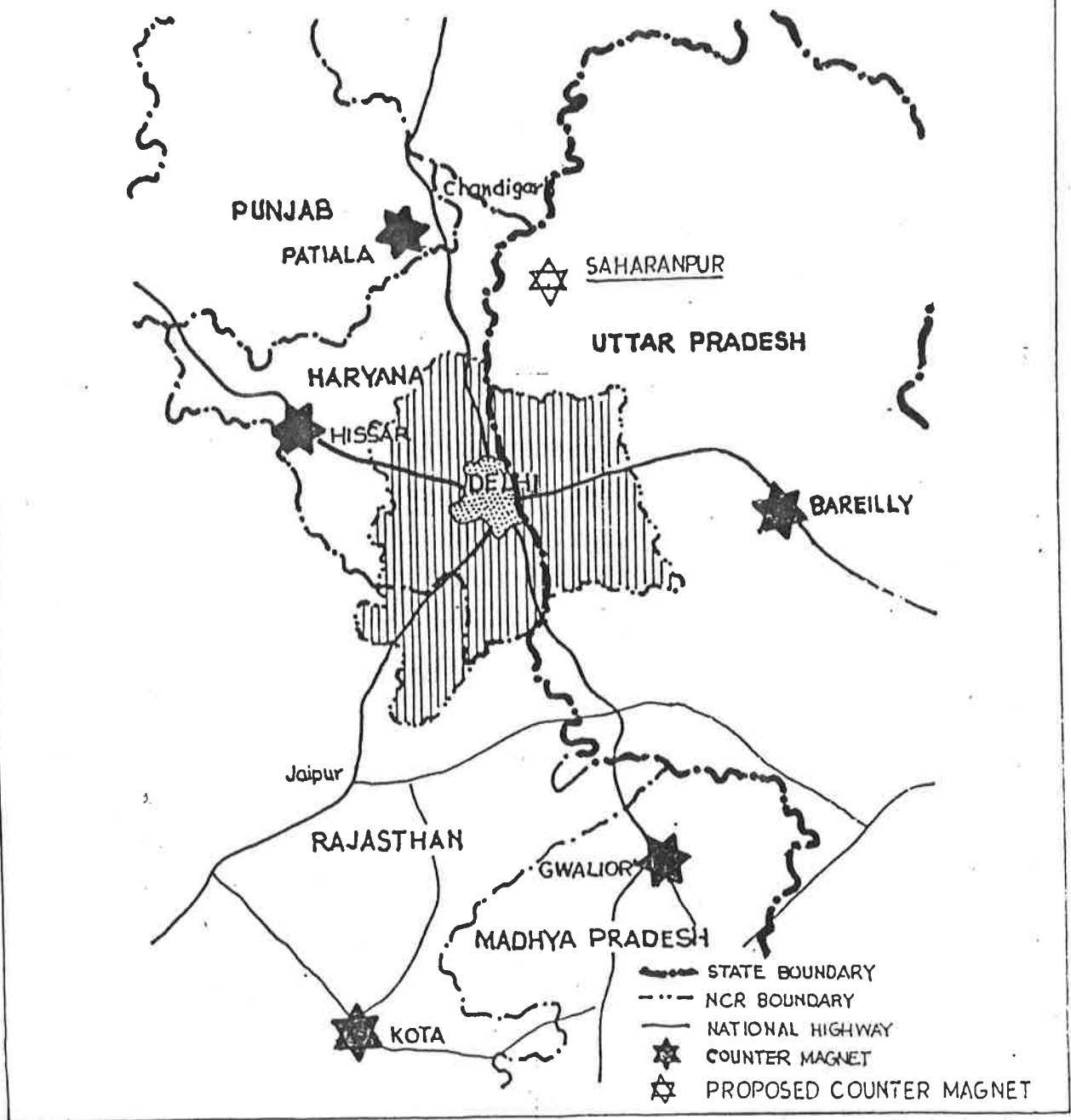
सहारनपुर मेरठ मण्डल का मेरठ के बाद सर्वाधिक जनसंख्या वाला नगर एवं जनपद का मुख्यालय है . वर्ष 1981 में सहारनपुर की जनसंख्या 2,94,391 थी जो बढ़कर वर्ष 1991 में 3,74,945 हो गयी . पिछले दो दशकों में जनसंख्या वृद्धि दर

क्रमशः 30.61 प्रतिशत एवं 27.36 प्रतिशत रही . वर्ष 1981 में सहारनपुर नगर में कुल श्रमिकों का प्रतिशत 26.99 था जो वर्ष 1991 में बढ़कर 27.07 प्रतिशत हो गया . वर्ष 1991 में औद्योगिक श्रमिकों का अनुपात 31.97 प्रतिशत, व्यापार एवं वाणिज्य में 27.15 प्रतिशत अन्य सेवाओं में 23.4 प्रतिशत रहा .

इस प्रकार सहारनपुर पश्चिम उत्तर प्रदेश का एक सुविख्यात व्यापारिक औद्योगिक एवं सेवा प्रधान नगर है . यह नगर उत्तरी आब्रजन कोरीडोर के पूर्व में स्थित है और प्रमुख प्रान्तीय मार्गों के जंक्शन पर एवं प्रमुख रेल मार्ग अमृतसर-हावड़ा तथा देहरादून-दिल्ली पर स्थित होने के कारण देश के सभी भागों से सम्बद्ध है . यहाँ लकड़ी के काम तथा विभिन्न आर्थिक क्रियाकलाप विकसित हो रहे हैं . सहारनपुर उत्तर प्रदेश उपक्षेत्र के उत्तरी भाग के पर्वतीय क्षेत्रों विशेष कर गढ़वाल मण्डल के लिये क्षेत्रीय सेवायें भी प्रदान करता है .

राष्ट्रीय राजधानी क्षेत्र योजना बोर्ड द्वारा काउण्टर मेगनेट नगर के चयन हेतु कराये गये अध्ययन में सहारनपुर सर्वथा अर्ह पाया गया था . वर्ष 1991 के जनगणना आँकड़ों से यह स्पष्ट है कि काउण्टर मेगनेट के चयन हेतु विचार किये गये विभिन्न गुणात्मक एवं परिमाणात्मक पहलुओं की दृष्टि से सहारनपुर की स्थिति में अभिवृद्धि हुई है . गत अध्ययन के पश्चात नगर में स्थानीय निकाय के साथ-साथ विकास प्राधिकरण का गठन राज्य सरकार द्वारा किया जा चुका है . यह नगरीय प्रबन्धन की दृष्टि से महत्वपूर्ण अभिवृद्धि है जिससे कि नगरीय विकास की योजनाओं के लिये सहारनपुर में एक सुचारु अभिकरण की उपलब्धता सुनिश्चित हुई है . अतः उत्तर प्रदेश से दिल्ली की ओर भारी संख्या में हो रहे प्रवासियों के आब्रजन को प्रभावी ढंग से रोकने एवं अग्रत्र विचारित करने के लिये उत्तर प्रदेश में सहारनपुर का प्राथमिक आधार पर काउण्टर मेगनेट नगर के रूप में चयन कर पूँजी निवेश किया जाय .

# COUNTER MAGNETS IN N.C.R.



संख्या: 911 /9-AT-1-1996

प्रेषक,

श्री राकेश कुमार गोयल,  
संयुक्त सचिव,  
उत्तर प्रदेश शासन ।

सेवा में,

सदस्य सचिव,  
राष्ट्रीय राजधानी क्षेत्र योजना बोर्ड,  
नई दिल्ली ।

आवास अनुभाग ।

विषय: तबलक: दिनांक 27 फरवरी, 1996  
फिरोजाबाद को काउन्टर मेगनेट नगर के रूप में वयन  
करने के विस्तृत प्रस्ताव के सम्बन्ध में ।

महोदय,

मैंने आपका दयाव राष्‍ट्रीय राजधानी क्षेत्र योजना बोर्ड  
की 11 वीं बैठक दिनांक 17.11.1995 के मद संख्या-2 पर आकृष्ट  
करना है । इस मद के अन्तर्गत सहारनपुर तथा फिरोजाबाद को  
उत्तर प्रदेश में काउन्टर मेगनेट नगरों के रूप में वयन किये जाने हेतु  
विचार किया गया था तथा औपचारिक प्रस्ताव की अपेक्षा, उत्तर  
प्रदेश शासन से की गयी थी । इसी क्रम में सहारनपुर से सम्बन्धित  
औपचारिक प्रस्ताव पत्र संख्या: 872/9-AT-1-96, दिनांक 23 फरवरी,  
1996 के द्वारा प्रेषित किया जा चुका है तथा इसी क्रम में फिरोजा-  
बाद को काउन्टर मेगनेट नगर घोषित किये जाने से सम्बन्धित वांछित  
प्रस्ताव इस पत्र के साथ संलग्न है ।

फिरोजाबाद आगरा मण्डल का एक अग्रणी नगर तथा  
जनपद का मुख्यालय है जिसकी वर्ष 1981 में जनसंख्या 2,02,895 थी  
तथा वर्ष 1991 में बढ़कर 2,70,536 हो गई । पिछले दो दशकों  
में वृद्धि दर क्रमशः 51.15 तथा 33.34 प्रतिशत रही । वर्ष 1991 में  
नगर की कुल जनसंख्या में श्रमिकों की संख्या का अनुपात 27 प्रतिशत  
रहा और कुल श्रमिकों में से औद्योगिक श्रमिकों का अनुपात 55 प्रतिशत  
दयापार एवं वाणिज्य में 20 प्रतिशत एवं अन्य सेवाओं में 15 प्रतिशत  
रहा । उल्लेखनीय है कि राष्‍ट्रीय राजधानी क्षेत्र योजना बोर्ड द्वारा  
काउन्टर मेगनेट के वयन हेतु करवाये गये अध्ययन में उल्लिखित उक्त  
भावदण्डों की दृष्टि से फिरोजाबाद काउन्टर मेगनेट नगर के रूप में  
पूर्णतया अर्ह एवं उपयुक्त है ।



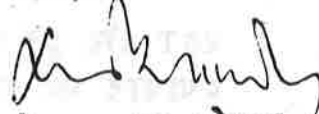
इसके साथ ही फिरोजाबाद उत्तर प्रदेश का एक प्रमुख औद्योगिक एवं व्यापारिक नगर है। यह नगर दिल्ली की ओर हो रहे आक्ज़न के दक्षिणी-पूर्वी कोरिडोर के समीप स्थित है। राष्ट्रीय राजमार्ग -2 तथा दिल्ली-हावड़ा प्रमुख रेल मार्ग पर स्थित होने के कारण देश के सभी मार्गों से भलीभाँति सम्बद्ध है। यह नगर काँच के कलात्मक कार्य के लिये देश-विदेश में प्रसिद्ध है तथा एक महत्वपूर्ण क्षेत्रीय उप-केन्द्र की भूमिका भी अदा कर सकता है।

नगरीय प्रबन्धन को सुदृढ़ करने की दृष्टि से राज्य सरकार द्वारा फिरोजाबाद में अभी कुछ समय पूर्व ही विकास प्राधिकरण का गठन किया जा चुका है, जिससे फिरोजाबाद में नगरीय विकास की योजनाओं के लिये एक सुचारु अभिकरण की उपलब्धता राज्य सरकार द्वारा सुनिश्चित की जा चुकी है।

वर्ष 1981 की जनगणना के अनुसार दिल्ली में आने वाले प्रवासियों का मुख्य हिस्सा उत्तर प्रदेश 48.2 प्रतिशत से ही था, जबकि हरियाणा से 15.5 प्रतिशत, राजस्थान से 7.6 प्रतिशत, पंजाब से 9.8 प्रतिशत और मध्य प्रदेश से 2.4 प्रतिशत था तथा क्षेत्रीय योजना तैयार करने के समय यह निर्णय लिया गया था कि प्रारम्भिक चरण में उक्त सभी राज्यों में एक काउन्टर मैगनेट नगर का चुनाव कर, उत्प्रेरित विकास हेतु पूँजी निवेश किया जायेगा और उत्तर प्रदेश में केवल बरेली नगर को ही काउन्टर मैगनेट नगर के रूप में चयन किया गया जबकि उत्तर प्रदेश के पाँच नगर बरेली, सहारनपुर, मुरादाबाद, इलाहाबाद और फिरोजाबाद काउन्टर मैगनेट नगर चयन के मानदण्डों पर सर्वथा अर्ह एवं उपयुक्त थे।

अतः आपसे अनुरोध है कि राष्ट्रीय राजधानी क्षेत्र की योजना के उद्देश्यों जिसमें दिल्ली की ओर आक्ज़न हो रही जनसंख्या अन्यत्र मोड़ा जाना एक मुख्य उद्देश्य है, की प्राप्ति को अधिक प्रभावी बनाने के लिये उत्तर प्रदेश में फिरोजाबाद को काउन्टर मैगनेट नगर घोषित कर प्राथमिक आधार पर नगरीय विकास हेतु पूँजी निवेश किया जाय।

भवदीय



§ राकेश कुमार भट्ट  
संयुक्त सचिव।

फिरोजाबाद को काउन्टर मैगनेट नगर के रूप में चयनित करने सम्बन्धी प्रस्ताव ।

राष्ट्रीय राजधानी क्षेत्र योजना बोर्ड अधिनियम, १९८५ १९८५ सम्बन्धित राज्य सरकारों के परामर्श से बोर्ड को उसकी अवस्थिति, जनसंख्या और विकास के लिये क्षमता को ध्यान में रखते हुये राष्ट्रीय राजधानी क्षेत्र से बाहर कोई भी ऐसा शहरी क्षेत्र चुनने की शक्ति प्रदान करता है जिसका क्षेत्रीय योजना के उद्देश्यों की पूर्ति के लिये विकास किया जा सकता हो । १९८१ की जनगणना के अनुसार दिल्ली में आने वाले प्रवासियों में मुख्य हिस्सा उत्तर प्रदेश ४८.२ प्रतिशत, हरियाणा १५.५ प्रतिशत, राजस्थान ७.६ प्रतिशत, पंजाब ९.८ प्रतिशत, मध्य प्रदेश २.४ प्रतिशत से था और इसलिये क्षेत्रीय योजना के उद्देश्यों की पूर्ति में सहायता के तौर पर इन राज्यों में बोर्ड द्वारा उपयुक्त काउन्टर मैगनेट क्षेत्र का पता लगाने की योजना एवं वास्तुकला विद्यालय, नई दिल्ली से विस्तृत अध्ययन करवाया गया ।

उक्त अध्ययन में भी ऐसा कि उक्त जनगणना के आँकड़ों से स्पष्ट है कि दिल्ली में आने वाले प्रवासियों की लगभग आधी जनसंख्या का आगमन अकेले उत्तर प्रदेश से ही होता है ।

राष्ट्रीय राजधानी क्षेत्र के उद्देश्यों की पूर्ति हेतु ३० प्र० में कम से कम ५ नगरों को काउन्टर मैगनेट के रूप में चयनित करना विचारणीय होगा । राष्ट्रीय राजधानी क्षेत्र योजना बोर्ड द्वारा कराये गये उपरोक्त अध्ययन में भी ३० प्र० के ५ नगर निर्धारित मानकों पर अर्ह पाये गये हैं । अतः धरेली के साथ-साथ अभी प्राथमिकता पर ३० प्र० राज्य में सहारनपुर तथा फिरोजाबाद को काउन्टर मैगनेट नगर के रूप में चयनित करना न्यायसंगत है ।

राष्ट्रीय राजधानी क्षेत्र में काउन्टर मैगनेट की संकल्पना एवं भूमिका निम्न प्रकार से उल्लेखित की गई है :

१।१- काउन्टर मैगनेट की संकल्पना:

दिल्ली के काउन्टर मैगनेट क्षेत्र राष्ट्रीय राजधानी क्षेत्र से पर्याप्त दूरी पर स्थित होने चाहिये और उनमें सक्षम, स्वतन्त्र विकास के लिये अपने जाने-माने स्थापित आधार और अंतर्निहित क्षमताएँ होनी चाहिये । ऐसे पहचाने गये काउन्टर मैगनेट क्षेत्रों में भौतिक, सामाजिक और आर्थिक क्षमता सम्बन्धी विशेषताएँ होगी, परिवहन नेटवर्क के सम्बन्ध में "नोडेलिटी" और परिवहन और संचार की सुविधाओं के रूप में प्रत्यक्ष सम्पर्कों की विशेषता होगी ।

### १।१।१- काउन्टर मैगनेट क्षेत्रों की भूमिका:

प्रस्तावित काउन्टर मैगनेट क्षेत्र दो अल्प-अल्प और राष्ट्रीय राजधानी क्षेत्र सन्दर्भ में एक दूसरे की पूरक भूमिकाएँ निभायेंगे।

क॥ पहले प्रवासियों को रोकने के लिये भाषी अपरोधकों के रूप में, क्योंकि राष्ट्रीय राजधानी क्षेत्र का परिपक्व विकास प्रवासियों को अपेक्षाकृत कम विकसित पड़ोसी क्षेत्रों से अपनी ओर खींचेगा।

ख॥ दूसरा अपने क्षेत्र में स्थिति के अनुसार क्षेत्रीय विकास केन्द्रों के रूप में जिससे जागे चल कर शहरीकरण की एक संतुलित पद्धति प्राप्त करने में सहायता मिलेगी।

### २. काउन्टर मैगनेट क्षेत्रों/नगरों का चयन प्रथम चरण

राष्ट्रीय राजधानी क्षेत्र योजना बोर्ड द्वारा कराये गये अध्ययन में निम्न मानदण्डों के आधार पर काउन्टर मैगनेट

नगरों के प्राथमिक चयन पर विचार किया गया :

क॥ "नोडेलिटि" सम्बन्धी विचार: काउन्टर मैगनेट क्षेत्रों में महानगरीय कार्यों के सम्बन्ध में दिल्ली और राष्ट्रीय राजधानी क्षेत्र के साथ कुछ हद तक सम्पूरकता और इसलिये राष्ट्रीय राजधानी क्षेत्र सीमा के बाहर 400 कि०मी० के क्षेत्र जिसमें वर्तमान परिवहन परिस्थिति के अनुसार 6 घण्टे का यात्रा समय लगे, रखने से जुने गये काउन्टर मैगनेट क्षेत्रों तथा महानगरीय केन्द्र के बीच आपस में परस्पर क्रियाकलाप हो सके और इससे इसकी विकास सम्बन्धी स्वायत्तता और क्षेत्रीय विकास केन्द्र के रूप एवं कार्यात्मक पहचान में भी कमी न आए, परन्तु परिवहन क्षेत्र और विशेषकर मुख्य परिवहन गलियारों में प्रौद्योगिक सम्बन्धी सम्भावित विकास होने पर खोज के क्षेत्रों के लिये ये दूरियाँ समूचे संघटक राज्यों पर लागू कर विचार किया गया। प्रभाव क्षेत्रों में अतिव्यापता रुक रोकने के लिये ऐसे जुने गये केन्द्रों में कम से कम लगभग 60 कि०मी० का फासला रखा गया।

ख॥ स्थानिक विचार : प्राथमिकता वाले नगरों की स्थानिक पद्धति, आकार तथा कार्यात्मक निर्दिष्टियों में सम्पूरकता लाने के लिये और राष्ट्रीय राजधानी क्षेत्र से बाहर विशेषकर खोज क्षेत्रों में सम्भावित काउन्टर मैगनेट क्षेत्रों के साथ जोड़ने के लिये, स्थानिक विचार को महत्वपूर्ण बिन्दु माना गया है।

ग॥ आकार और क्षमता संबंधी विचार : काउन्टर मैग्नेट क्षेत्रों में आम तौर पर 3,00,000 और इससे ऊपर आबादी के होंगे क्योंकि इस आकार के शहरों में विविध आर्थिक आधार के साथ सेवा क्षेत्र तथा बुनियादी स्तर की सामाजिक और आर्थिक आधारभूत संरचना स्थापित होती है। इसे सामान्य मार्ग निर्देश के साथ विशिष्ट अवस्थिति पर जोर दिया गया है।

#### ध॥ स्थान क्षेत्र

सम्भावित काउन्टर मैग्नेट क्षेत्रों के चयन के लिये दिल्ली के चारों ओर 100 कि०मी० से दूर व 400 कि०मी० के भीतर आने वाले क्षेत्र जो हरियाणा, पंजाब के कुछ भागों, राजस्थान, मध्य प्रदेश तथा उत्तर प्रदेश में पड़ते हैं पर विचार किया गया तथा कुल मिलाकर 36 प्रथम श्रेणी के नगरों की सूची कई चरणों में छटनी के उपरान्त बनाई गई जिसमें 30 प्र० के 18 नगर सम्मिलित किये गये।

#### 3- काउन्टर मैग्नेट का चयन द्वितीय चरण :

इन चयनित 36 नगरों के सम्बन्ध में विभिन्न पहलुओं को लेकर विचार किया गया। जैसे इनका महानगरीय या उप-महानगरीय आकार, मुख्य प्रशासनिक दर्जा अर्थात् राजधानी, धार्मिक अथवा परिस्थिती महत्व का शहर होना या स्थिति को लेकर विशेष महत्व होना, इसी के साथ मात्रात्मक विश्लेषण, पाँच परिवर्ती मानदण्डों जैसे जनसंख्या का आकार §1981§, जनसंख्या वृद्धि §1971-81§, सहभागिता अनुपात §1981§, सहभागिता अनुपात में वृद्धि §1971-81§ तथा जनसंख्या घनत्व §1981§, इसके अतिरिक्त स्थानिक विश्लेषण के तीन पैरामीटर अभिगम्यता, प्रवासन के कोरिडोर के साथ सर्वांगसमता तथा उस क्षेत्र के अन्य प्रतियोगी नगरों से सामीप्यता, इसके अतिरिक्त इनका सक्षम आर्थिक आधार, अधिसंरचना की उपलब्धता तथा निवेश की आवश्यकता विशेषकर द्वितीय एवं तृतीय क्षेत्रों में, के मूल्यांकन के आधार पर कुछ शहरी क्षेत्रों का संभाव्य काउन्टर मैग्नेट क्षेत्रों के रूप में चयन किया गया। राज्य सरकारों से इस सम्बन्ध में परामर्श एवं विचार विमर्श के बाद उत्तर प्रदेश में निम्न शहरी क्षेत्र सम्भावित काउन्टर मैग्नेट के रूप में उभर कर आये।

1- बरेली 2- मुरादाबाद 3- तहारनपुर

4- इलाहाबाद 5- फिरोजाबाद

अपि फिरोजाबाद को विचार किये गये गुणात्मक एवं परिमाणात्मक पहलुओं के आधार पर अहं पाया गया परन्तु इसे

अन्तिम सूची में इस आधार पर सम्मिलित नहीं कि उत्प्रेरित विकास से नगर में प्रदूषण की समस्या हो सकती है।

वर्तमान परिप्रेक्ष्य में जबकि उच्चतम न्यून द्वारा फिरोजाबाद की अधिक प्रदूषणकारक इकाईयों करने के निर्देश दिये गये हैं तथा अन्य प्रदूषण फैला इकाईयों में प्रदूषण नियन्त्रण सम्बन्धी उपाय एवं प्रयोग कर प्रदूषण नियन्त्रित करने के निर्देश दिये ऐसी स्थिति में फिरोजाबाद काउन्टर मैगनेट नगरी घोषित किये जाने हेतु सर्वथा अर्ह हो जाता है।

विभिन्न काउन्टर मैगनेट नगरों के चयन रूप से करते समय यह निर्णय लिया गया कि प्रारंभ हेतु प्रत्येक राज्य में केवल एक नगर काउन्टर मैगनेट चयन किया जाय तथा इस आधार पर 5 राज्यों काउन्टर मैगनेट नगरों का चयन किया गया और में बरेली को ही प्रारम्भिक निवेश हेतु काउन्टर मैगनेट के रूप में चयनित किया गया।

विगत वर्षों में राष्ट्रीय राजधानी क्षेत्र की पूर्ति हेतु लगाये गये कार्य-क्रम के विश्लेषण से यह है कि उद्देश्यों की प्रभावी ढंग से प्राप्ति हेतु में बरेली तथा सहारनपुर के साथ-साथ फिरोजाबाद काउन्टर मैगनेट के रूप में अन्तिम रूप से चयनित व उत्प्रेरित विकास हेतु पूर्ण निवेश पर विचार किया

फिरोजाबाद, आगरा मण्डल का एक महत्त्वपूर्ण तथा जनपद मुख्यालय है। वर्ष 1981 में फिरोजाबाद जनसंख्या 202898 थी जो बढ़कर वर्ष 1991 में 271 गई। पिछले दो दशकों में जनसंख्या वृद्धिदर क्रमशः 33.34 प्रतिशत रही है।

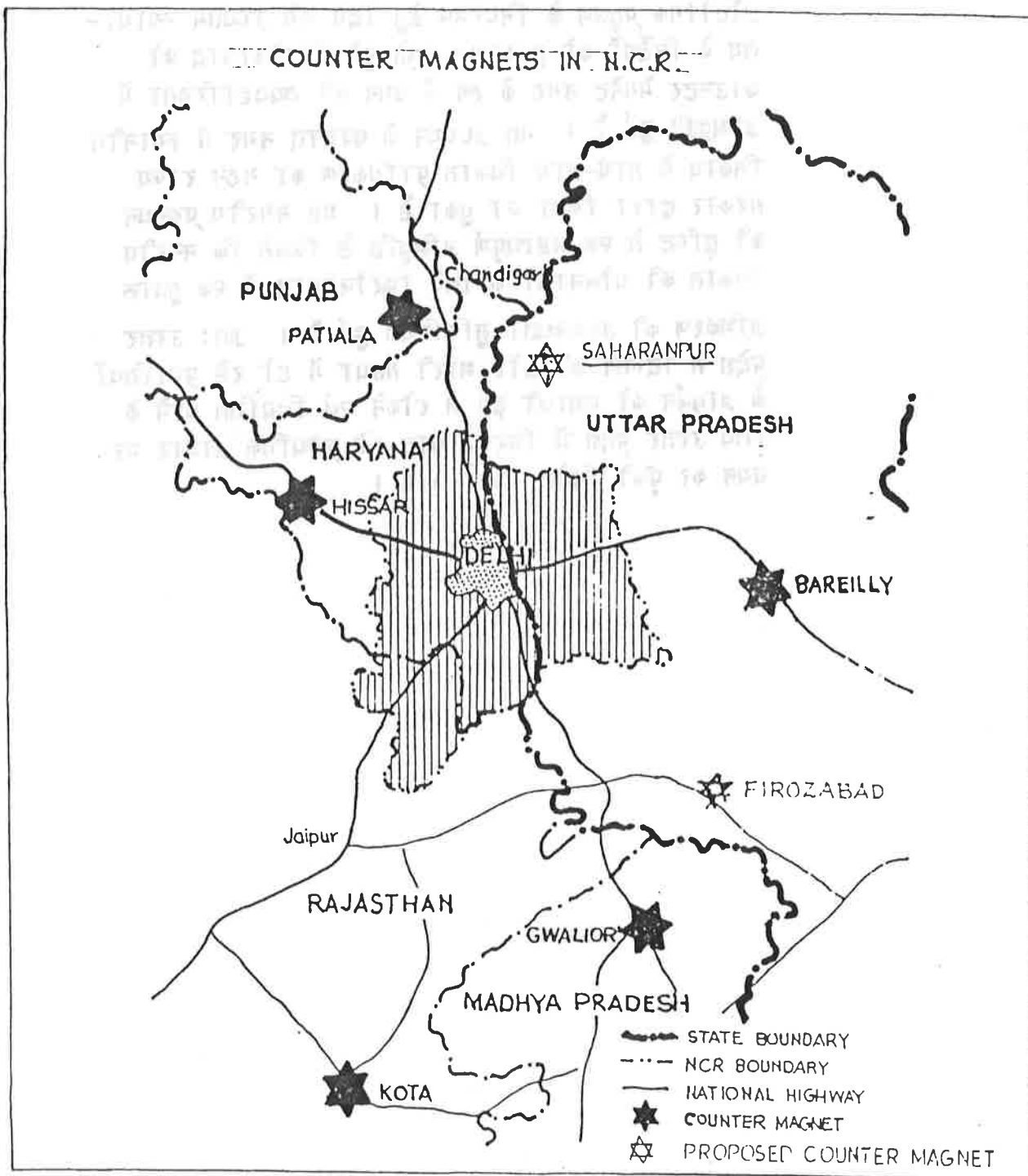
फिरोजाबाद मुख्यतः एक औद्योगिक नगर श्रमिकों का लगभग 55 प्रतिशत औद्योगिक क्रियाओं है। फिरोजाबाद में उद्योग के पश्चात् वाणिज्य एवं अन्य सेवाओं का स्थान है जिनमें क्रमशः वर्ष 1 गणना के अनुसार 2 प्रतिशत और 15 प्रतिशत श्रमिक हैं।

फिरोजाबाद इस प्रकार एक प्रमुख औद्योगिक व्यापारिक नगर है जो दक्षिणी-पूर्वी जात्रजन को समीप स्थित है। यह नगर राष्ट्रीय महामार्ग पर इसके साथ ही दिल्ली-हावड़ा प्रमुख रेल मार्ग पर के कारण देश के सभी भागों से भली प्रकार सम्बद्ध नगर कर्च के धर्तियों एवं कर्च से सम्बन्धित अन्य उद्योग लिये विख्यात है।



राष्ट्रीय राजधानी क्षेत्र योजना बोर्ड द्वारा काउन्टर मैग्नेट नगर के चयन हेतु कराये गये अध्ययन में फिरोजाबाद सर्वथा अर्ह पाया गया था। तत्पश्चात् औद्योगिक प्रदूषण के नियन्त्रण हेतु दिये गये उच्चतम न्यायालय के निर्देशों को दृष्टिगत रखते हुये फिरोजाबाद को काउन्टर मैग्नेट नगर के रूप में चयन की व्यवहारिकता में अभिवृद्धि हुई है। गत अध्ययन के पश्चात् नगर में स्थानीय निकाय के साथ-साथ विकास प्राधिकरण का गठन राज्य सरकार द्वारा किया जा चुका है। यह नगरीय प्रबन्धन की दृष्टि से एक महत्वपूर्ण अभिवृद्धि है जिससे कि नगरीय विकास की योजनाओं के लिये फिरोजाबाद में एक सुचारु अभिकरण की उपलब्धता सुनिश्चित हुई है। अतः उत्तर प्रदेश से दिल्ली की ओर भारी संख्या में हो रहे प्रवासियों के आगमन को प्रभावी ढंग से रोकने एवं विचलित करने के लिये उत्तर प्रदेश में फिरोजाबाद को प्राथमिक आधार पर चयन कर पूर्ण निवेश किया जाये।





राजस्थान सरकार  
कार्यालय मुख्य नगर नियोजक, राजस्थान, जयपुर ।

क्रमांक: टीपीआर/एनसीआर0222/ एनसीआरपी मीटिंग/96

दिनांक:

सदस्य सचिव,  
राष्ट्रीय राजधानी क्षेत्र योजना मण्डल  
प्रथम तल, जोन-4, इन्डिया हेबीटाट सेन्टर,  
लोधी रोड- नई दिल्ली-110003

12/1/96

विषय: राष्ट्रीय राजधानी क्षेत्र में नये क्षेत्रों को शामिल करने/ धौलपुर को अतिरिक्त  
उप-आकर्षण केन्द्र के रूप में चयनित करने हेतु ।

संदर्भ: राष्ट्रीय राजधानी क्षेत्र योजना मण्डल की 19 वीं बैठक दि. 17.11.95 के  
कार्यवृत्त पत्रांक के 14011/1/95 पी.एम.सी/दि. 30.1.96 ।

6  
महोदय,

उपरोक्त विषयान्तर्गत सन्दर्भित पत्र की ओर ध्यान आकृष्ट कर निवेदन है कि राष्ट्रीय राजधानी क्षेत्र में राजस्थान के कुछ और क्षेत्रों को शामिल करने व धौलपुर को उप-आकर्षण केन्द्र के रूप में चयनित करने बाबत प्रस्ताव राज्य सरकार के माध्यम से बोर्ड को भिजवाये गये थे । पुनः प्रस्ताव सम्बन्धित पत्रों की फोटो प्रतियों सहित समसूचक पत्र दि. 10.11.95 को भिजवाये गये थे । चूंकि बोर्ड की 19वीं बैठक में राज्य सरकार की ओर से की जाने वाली कार्यवाही के बिन्दु संख्या 18 के तहत स्तुत प्रस्ताव मांगे गये । अतः पूर्व प्रस्तावों की फोटो प्रति पुनः अग्रिम कार्यवाही हेतु प्रेषित की जा रही है । - -

25/1/96

वरिष्ठ नगर नियोजक, स्माल टाउन।  
राजस्थान, जयपुर ।

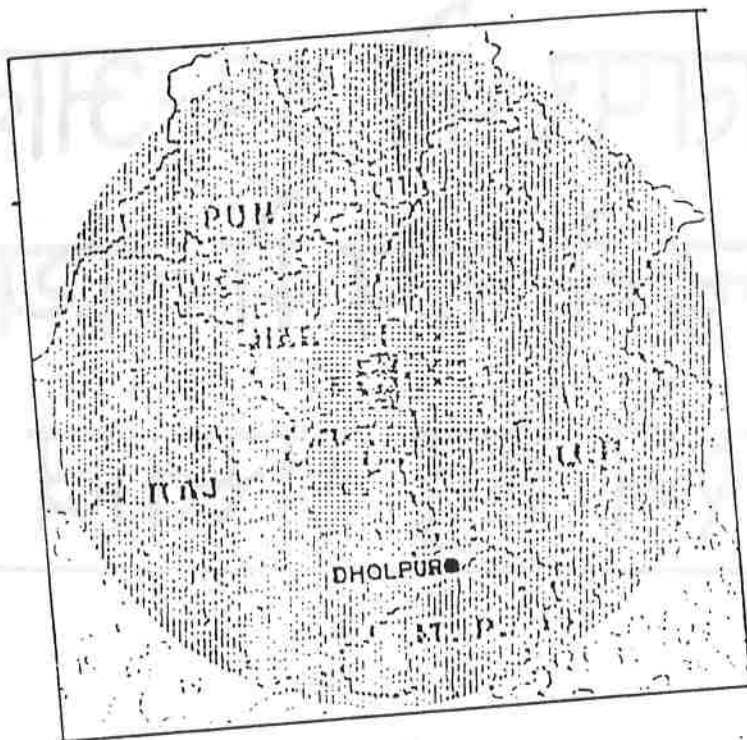
संलग्न: उपरोक्तानुसार ।



धौलपुर को उप-आकर्षण  
केन्द्र के रूप में चयनित  
करने हेतु प्रस्ताव

# DHOLPUR

A COUNTERMAGNET TO N C R



SALIENT FEATURES

IDENTIFICATION OF ENHOLPUR TOWN AS COUNTERMAGNET FOR  
NATIONAL CAPITAL REGION

1.1 ROLE OF COUNTERMAGNET

The proposed Countermagnets are envisaged to play two distinctive and mutually complementary roles in the context of the N.C.R. :

- (a) As the future interceptors of migratory flows, which are likely to escalate with the accelerated development of the NCR, the countermagnets would help contain the growth of Delhi.
- (b) As regional growth centres in the regions of their setting, they would help, over time, to achieve a balanced pattern of urbanisation.

1.2 CHARACTERISTICS AND ATTRIBUTES OF COUNTERMAGNET :

Cities that could act as effective Countermagnets to Delhi should be located sufficiently away from NCR and be well established in their own right with inherent potential to function as viable independent growth foci . They should have the attributes of physical, social and economic viability, nodality with respect to transportation network, and articulate physical linkages in the form of facilities for transportation and communications.

2.1 CRITERIA FOR IDENTIFICATION OF COUNTERMAGNET :

The criteria employed for identifying possible counter magnets keeping in view their expected role and their essential attributes, are outlined below :

Nodality Considerations : The countermagnets are expected to function as alternative growth centres and would thus command their own influence zones which could be considered to cover, on an average, an area upto a distance of 25-30 kms. Ideally, there would be no over lapping between influence zones of two countermagnets or of one countermagnet and of Delhi. In other words, the identified countermagnets should be atleast 25-30 kms removed from the NCR and atleast 60 kms apart.

Spatial Considerations : To infuse functional complementarity between the priority towns, designated as such in the NCR Plan, would the selected countermagnets, the location of the latter would have to be chosen in relation to the spatial pattern, size and functional specification of priority towns, and their linkages outside the NCR, particularly in the belt identified for locating possible countermagnets.

Size and viability considerations : Countermagnets would generally have a population size of about 3,00,000 as cities of that size tend to have an established service area, a basic level of social and economic infrastructure and a diversified economic base. While this would be the general guideline. exceptions may have to be made where sufficient number of such sized centres do not exist in a particular state in such cases towns with 1 lac population could be considered as countermagnets.

Migration Considerations : By and large, the location of countermagnets would be guided by the configuration of districts or groups of districts generating significant migration flows to Delhi.

## 2.2 SEARCH ZONE DELINEATION :

A countermagnet is expected to maintain with Delhi and the NCR, a certain amount of complementarity in respect of metropolitan functions which may be rendered difficult at distances in excess of 350-400 kms, or 6 hours journey time at the prevailing transport conditions. At the same time, undue proximity of a possible contender to Delhi would impair its developmental autonomy and functional identity as a regional growth centre. Based upon these premises, the region falling between 100 and 400 kms. radius from Delhi and including Haryana and parts of Punjab, Rajasthan, M.P. and U.P. has been delineated as the Search Zone. Marginal adjustments in sensitive directions have been made to include for consideration centres in close proximity of the search zone.

## DEVELOPMENT PROFILE OF DHOLPUR

### 3.0 REGIONAL SETTING - STATUS IN THE REGION :

#### 3.1 Administrative Status

Dholpur district was part of Bharatpur district before April, 1983. Due to its special status i.e. sandwiched between two neighbouring states of M.P. and U.P. it had achieved a special importance from administrative point of view, and therefore

Government of Rajasthan decided to carve out a separate administrative district of Dholpur in the year 1983. Thus, Dholpur became the 27th district of the Rajasthan State. The total area of the district is 2988 kms. and is having four tehsils and three urban centres including Dholpur. Due to its location in the dacoity infested region area, Dholpur played an important role from Law & Order point of view.

Dholpur town lies at equal distance of 54 kms. from Agra on the north and Gwalior on the south and is situated on the bank of the Chambal river. It is about 250 kms. from National Capital. The district is surrounded by boundaries of the U.P. State on the north and north-east and state boundary of M.P. on the south. It lies at a distance of about 112 kms. from famous bird sanctuary town of Bharatpur. The district administration is looked after by District Collector, whereas the local urban functions are looked after by the Municipal Board. The Zila Parishad is responsible for its rural development.

### 3.2 Demographic Status :

The population growth rate of Dholpur during the decade 1971-81 was 39.2%. The population of Dholpur in 1981 was about 45,000. The actual growth of the town had taken place only after anti-dacoit measures were taken up by the Government of Rajasthan in the 1971-81 decade. According to

the figures available from the local administration it is found that the population of Dholpur in 1990 was about 65,000.

It shows that the population of Dholpur in 1991 may go upto 67,000. It means there will be a growth rate of about 51.75% during the decade 1981-91. Due to its strategic location along the main transport corridors i.e. Delhi-Bombay Broad Gauge railway line and Delhi-Bombay National Highway, availability of power, water, land and other socio-economic infrastructure it is expected that Dholpur would now grow much faster than the previous decades. The town is expected to have a population more than 1 lac by 2001. Keeping in view the fact that Rajasthan is less urbanised state in the country, the criteria of population size of one lac would be met by Dholpur town in the very near future.

Although the data regarding the migration from Dholpur and its surroundings to Delhi is not available, it seems obvious that owing to this region being undeveloped and was having been insecure, the migration to Delhi was high. As a result of development, Dholpur town will in the future act as an interceptor of migratory flow to Delhi.

### 3.3 Urban Infrastructure :

As per the existing conditions, Dholpur town has sufficient educational, medical and commercial facilities. There is a general hospital in Dholpur with a capacity of 150 beds, which includes a Zangana Hospital and T.B. Clinic also. Besides





this, there is one railway dispensary too for railway staff.

This is the only city in whole of the district that provides education, health and other social facilities of higher order to the district population.

#### **LINKAGES :**

##### **3.4 Rail :**

Dholpur is situated on main Rail corridor of Delhi-Bombay broad gauge railway line. This broad gauge line further connects Dholpur with other major cities located along broad gauge lines of the country.

##### **3.5 Road :**

National Highway No.3 popularly known as G.T. Road between Delhi and Bombay passes through Dholpur town. Besides this National Highway, 2 state highways No.2 and No.23 also connect Dholpur town to the rest of Rajasthan. Thus Dholpur lies on the main corridors of Rail and Road both connecting it with National Capital and other metropolitan cities of the country.

##### **3.6. Air Linkage :**

Although, Dholpur is not connected by Air directly, but the air ports of Agra and Gwalior are only 54 kms. each from the town and these Airports can easily serve Dholpur also.

##### **3.7 Economic Linkages :**

Dholpur district is rich in natural resources. Until now because of constraints imposed by the dacoit infested region, these resources could not be properly tapped. In the last decade due to social mobilization and anti-dacoity measures

taken by the Government these resources can now be tapped. The world famous Dholpur stone quarries are only 20-25 kms from Dholpur town. The demand of stone, has increased substantially in the recent years and now Dholpur is exporting stone to foreign countries also. With this there is a tremendous potential for the expansion of stone trade. Similarly it is expected that timber trade will also function on the same lines. Hinterland of Dholpur is rich in agriculture products also, like fruits, oilseeds etc. It is expected that many small scale industries based on forest byproducts and agriculture produce will come in this town in the near future.

### 3.8 Industrial :

The potential of Dholpur town with reference to growth development of industries has been recognised by the State Government. Already two big industrial units HITECH Glass Division and Rajasthan Explosive and Chemical Ltd. have been established in this town. RIICO has played a major role as a catalytic agent to promote industrial activities by developing industrial areas. One industrial area was established in 1985 and another one is in the process of being developed. In these two industrial complexes, medium and large scale industries will be established in the near future.

In view of the constraints of industrial growth in Bharatpur, Agra and Mathura because of ecological, environmental and religious considerations. Dholpur provides excellent opportunities for developing industries in this region.

## Public Utilities

### 3.9 Water :

Owing to the proximity to Chambal River, Dholpur town has ample supply of water. The water is wholly drawn from the river Chambal which is situated only at about 3 kms to the south of the town and the total supply is 5.5 lac gallons per day. Most of the water is used for domestic purposes while the remaining is used for industrial/commercial purposes. It is expected that due to this factor, Dholpur town will be in a position to supply sufficient water to industrial or other establishments in the future.

### 3.10 Power :

At present the supply and distribution of power in Dholpur town is looked after by RSEB which transmits electricity from 132 KV Dholpur-Chambal Grid System (10 MKV) and 33 KV Dholpur-Gwalior line (45 MKW). Looking to the future demand of electric power in Dholpur town, the State Government has decided to establish a power plant in close proximity to Dholpur town and it is expected that clearance for this plant from the Central Government will be received shortly. Therefore it is expected that Dholpur town will have ample supply of electric power for its industrial development in the future.

#### 4.0 PROPOSED MASTER PLAN OF DHOLPUR :

Dholpur town has been selected as a priority town to be developed during the next two decades for its urban expansion. During the VIIIth Five Year Plan, preparation of Master Plan of Dholpur has been taken up in hand by the Government of Rajasthan. Necessary surveys are being carried out, on the basis of which it is expected that the population of Dholpur town for 2011 A.D. will be about 1.5 lacs, giving an annual growth rate of 5.5%. This town will be developed as a major industrial-cum-trade-cum-administrative centre for this part of Rajasthan.

As already stated above because of the constraints of industrial growth in Bharatpur, Agra and Mathura and the availability of necessary infrastructure, Dholpur will grow as a major industrial centre in this region. Towards this end, it is proposed to provide new industrial areas at appropriate locations in the town. As per the policy envisaged by the Government of India, Dholpur lies in a strategic location and Rajasthan being a less urbanised state, it may be identified as a growth centre to be developed in the near future. With the increase in demand of Dholpur stone, both inland and abroad, Dholpur will develop as a major trade centre for this activity. It is proposed to develop a big regulated stone market in this town which will provide ample facilities for the growth of this specialised trade. Dholpur will also act as a regional trade centre for the entire region, and

therefore necessary wholesale and retail trade centres for various commodities like grains, fruits, building materials, timber etc. are proposed to be developed.

Owing to the strategic location of Dholpur town at the junction of National Highway No.3 and two State Highways nos. 2 and 23, it has attained the nodal status of a regional transport centre. Thus it is proposed to develop a regional transport complex for goods traffic which will have facilities for parking of trucks, petrol/diesel pumps, automobile shops, repair workshops, rest houses and other required facilities. As Dholpur has a broad gauge railway line connecting it with Delhi, Bombay and other parts of the country, it can be identified as a "DRYPORT". Earlier, Bharatpur was envisaged to be developed as a dry port, but due to ecological considerations, Bharatpur could not be selected as a dry port. Now, Dholpur can, therefore, be considered for being developed as a dry port, for which detailed studies will have to be carried out.

## 5.0 CONCLUSION :

With the above mentioned growth trends and economic policies, Dholpur town will act as a middle-level countermagnet to supplement the activities to be provided in Gwalior which has already been finally selected as a countermagnet for MCR. If this town is selected as a middle-level countermagnet for MCR.

It is certainly going to arrest the exodus of migration of rural population going towards the National Capital. In this

way, this town will be able to achieve a balanced pattern of urbanisation and development in the region. For better urban management of this town, the existing Municipal Board will have to be upgraded.

#### 6.0 DEVELOPMENT SCENARIO : 2001

If Dholpur is assigned the role of a middle-level countermagnet for NCR, it is likely to achieve an accelerated growth in the coming decades and may well have a population of over one lac by the year 2001 with a working population of about 35,000. Necessary inputs are required to strengthen the manufacturing and trade sectors. Concerned development departments such as RIICO, Agricultural Marketing Board, RSEB, PHED, Municipal Board etc. would frame the projects well in advance to provide better and sound infrastructural facilities to this town.

TABLE - 1

POPULATION GROWTH TREND - DHOLPUR 1901-1991

Year	Persons	%age Variation
1901	19,310	-
1911	19,922	+ 3.17
1921	16,206	- 18.65
1931	19,586	+ 20.86
1941	21,311	+ 8.81
1951	20,651	- 3.10
1961	27,412	+ 32.74
1971	31,865	+ 16.24
1981	44,375	+ 39.26
1991(Estimated)	67,259	+ 51.57

Source : Census of India , 1981 & TPO Estimates.

TABLE - 2

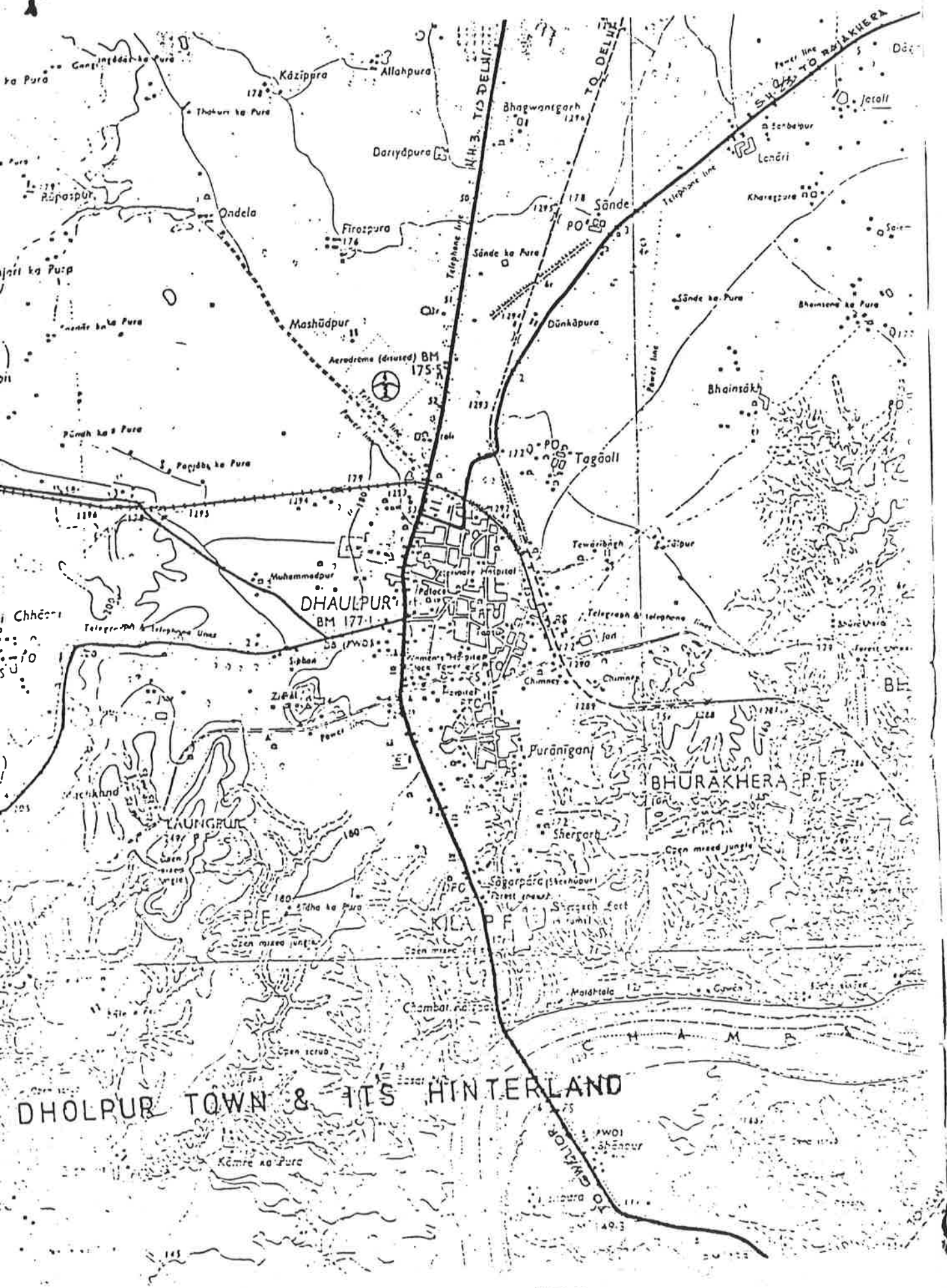
OCCUPATIONAL STRUCTURE - DHOLPUR 1981

S.No.	Occupation	1981 Workers.	%age
1.	Agriculture, Live Stock, Forestry, Mining, Quarrying and Allied Activities.	1,069	10.00
2.	Industries	2,060	19.25
3.	Construction	484	4.00
4.	Trade & Commerce	1,827	17.00
5.	Transport and communication	1,290	12.00
6.	Other Services	4,017	37.75
Total		10,747	100.00

Source : Census of India, 1981







MINUTES OF THE 38TH MEETING OF THE PLANNING COMMITTEE HELD AT 11.00 A.M. ON 10.4.96 IN THE OFFICE OF THE NCR PLANNING BOARD, ZONE IV, FIRST FLOOR, INDIA HABITAT CENTRE, LODHI ROAD, NEW DELHI - 110 003.

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The list of the participants is annexed.

**AGENDA ITEM NO.1 : CONFIRMATION OF THE MINUTES OF THE 37TH MEETING OF THE PLANNING COMMITTEE HELD ON 21.9.95.**

The minutes of the meeting were confirmed.

**AGENDA ITEM NO.2 : REVIEW OF THE ACTION TAKEN ON THE DECISIONS OF THE 37TH PLANNING COMMITTEE AND 19TH BOARD MEETING HELD ON 21.9.95 AND 17.11.95 RESPECTIVELY.**

**(A) (i) SUB-REGIONAL PLAN FOR NCT-DELHI:**

The Chief Regional Planner, NCR Planning Board intimated that the sub-group on Sub-Regional Plan, NCT Delhi was held on 3.4.96 in which the Govt. of Delhi presented the Sub-Regional Plan. It was decided in the meeting that in order to go into the sectors of Industries, Transport and Landuse in greater detail, separate three sub committees are being constituted.

**(ii) SUB-REGIONAL PLAN FOR HARYANA:**

The representative of Govt. of Haryana reported that this plans are under finalisation.

**(B) (i) Chief Regional Planner, reported the various actions being taken on the issues identified for action in the 19th meeting of the NCRPB held on 17.11.95**

**AGENDA ITEM NO.3 : REVIEW OF THE REGIONAL PLAN 2001.**

The Chief Regional Planner, presented the progress on the aspects of demography, GIS and preparation of Functional Plan etc., in the meeting.

**AGENDA ITEM NO.4 : IMPLEMENTATION OF THE FNG EXPRESSWAY PROJECT - APPROVAL OF THE FORMAT, ADVERTISEMENT, TENDER DOCUMENT ETC.**

The various issues with regards to the Faridabad-NOIDA-Ghaziabad Expressway project were discussed and the members agreed to the basic proposal to get the project implemented through the NCRPB and for that purpose, the setting up of the Steering Committee, Tender Evaluation Committee and the Monitoring and Execution Committee.

Though, there was a broad agreement on the tender documents and the draft advertisement, however, it was pointed out by the representative of the Ministry of Surface Transport and the Special Secretary, PWD, Uttar Pradesh that they had some observations which they would like to make. It was, therefore, decided that both representatives would send their observations/comments to the National Capital Region Planning Board and wherever necessary the tender documents would be amended accordingly.

**AGENDA ITEM NO.5 : CONSIDERATION OF THE PROPOSAL REGARDING LANDUSE CHANGE CASES/AMENDMENTS OF U.P. SUB-REGIONAL PLAN - RECEIVED FROM GOVT. OF U.P.**

- (i) The proposal for inclusion of development of proposed Tronica City by UPSIDC in the U.P. Sub-Regional Plan for NCR.

The proposal was discussed in detail and it was decided that only 1230 acres of land to be developed for the integrated industrial township LONI.

- (ii) Inclusion of Masauri-Gulaothi township (Agro Industrial Park) as Sub Regional Centre in the U.P. Sub-Region of NCR.

The proposal was discussed in great detail. The representative from DDA suggested that the proposed township of Masauri-Gulaothi very near the Development Area boundary of Ghaziabad. Loni would lead extension of the development area of Ghaziabad-LONI and consequently the DMA. In view of this he suggested to review the DMA boundary because large number of development activities had already come up or would up near future adjacent to the boundaries of the DMA. It was agreed that the Masauri-Gulaothi township may be developed (into an Agro-Industrial Park) as Sub-Regional Centre. This township would be developed for a population of 1.5 lacs. With this the total number of sub-regional centres would be 18 in the U.P. Sub-Region.

- (iii) Proposal for landuse change from agricultural to transport nagar in the Ghaziabad Master Plan:

This proposal was agreed by the Planning Committee.

**AGENDA ITEM NO.6 : CONSIDERATION OF THE RECOMMENDATIONS OF THE SUB GROUP ON SUB REGIONAL PLAN FOR NCT DELHI.**

Covered under Agenda Item No.2(i).

**AGENDA ITEM NO.7 : SELECTION OF SAHARANPUR AND FEROZABAD IN U.P. AND DHOLPUR IN RAJASTHAN AS COUNTER MAGNET TO THE NCR.**

The matter was discussed in the meeting in detail. It was decided that the inclusion of Saharanpur and Ferozabad in U.P., Dholpur in Rajasthan as counter magnet to NCR would be taken up during the mid term review of the Regional Plan NCR 2001.

**SUPPLEMENTARY AGENDA ITEM NO.1 : CONSIDERATION OF THE PROPOSAL OF LANDUSE CHANGE OF 12.5 ACRES IN THE VILLAGE OF SADULLABAD FROM AGRICULTURE TO RESIDENTIAL USE IN THE GHAZIABAD-LONI MASTER PLAN.**

This proposal was withdrawn by the U.P. Govt. representative.

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

No.K-14011/6(AP)/96-NCRPB (38th)  
National Capital Region Planning Board  
1st Floor, Zone IV, India Habitat Centre  
Lodhi Road, New Delhi - 110 003

Dated : 24.05.96

## LIST OF MEMBERS & PARTICIPANT

- 1 Shri Omesh Saigal  
Member Secretary  
NCR Planning Board  
New Delhi
- 2 Shri Pradeep Kumar  
Commissioner & Seretary  
Town & Country Planning Deptt  
Govt. of Haryana  
Haryana Civil Seretariat  
Chandigarh
- 3 Shri N K Verma  
Seretary  
Urban Development & Housing Deptt  
Govt. of Rajasthan  
Jaipur, Rajasthan
- 4 Shri A.P. Singh  
Principal Secretary  
Housing DepttGovt of UP  
U.P. Seretariat  
Lucknow, U.P.
- 5 Smt. Suman Swarup  
Commissioner & Secretary(L&B & PWD)  
Govt. of NCT-Delhi  
'B' Block Vikas Bhawan  
I P Estate New Delhi
- 6 Shri M S Srinivasan  
Joint Secretary (UD)  
Ministry of Urban Affairs & Employment  
Nirman Bhawan  
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- 7 Shri K K Bhatnagar  
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- 8 Shri Anil Kumar  
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New Delhi - 110 023

- 9 Shri D S Meshram  
Chief Planner  
Town & Country Planning Organisation  
Govt. of India  
I P Estate  
New Delhi
- 10 Shri C S Mehta  
Chief Town Planner (NCR)  
Town & Country Planning Department  
Govt of Rajasthan  
Nagar Niyojan Bhawan  
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- 11 Shri H K Sharma  
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- 12 Dr S Mudgal  
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- 13 Shri R L Koul  
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Ministry of Surface Transport  
Transport Bhawan  
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- 14 Shri R S Gujral  
Director  
Town & Country Planning & Urban Estate  
and Chief Administrator  
Haryana Urban Development Authority  
Sector - 18, Madhya Marg  
Chandigarh - 160 018
- 15 Shri S K Thakral  
Deputy Secretary (OM)  
Ministry of Energy  
Department of Power  
Shram Shakti Bhawan  
New Delhi
- 16 Shri S P S Jain  
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Railway Board  
Rail Bhawan  
New Delhi - 110 001

- 17 Shri A K Sharma  
Director General (Long Term Planning)  
Department of Telecom  
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- 18 Mrs Krishna Singh  
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Yojana Bhawan  
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- 19 Shri R C Aggarwal  
Chief Regional Planner  
NCR Planning Board  
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- 20 Shri B D Gulati  
Chief Co-ordinator Planner  
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- 21 Shri A Mhaishalkar  
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- 22 Shri P K Kaushik  
Secretary PWD (Haryana)  
Civil Secretariate  
Chandigarh, Haryana
- 23 Shri H C Gupta  
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O/o Chief Co-ordinator Planner  
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Dy. General Manager  
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Kanpur, U.P.

Shri B Singh  
ATP  
UPSIDC  
A-1/4 Lakhan Pur  
Kanpur, U.P.

Shri Sudhir Garg  
UPSIDC  
A-1/4 Lakhan Pur  
Kanpur, U.P.

Shri V P Grover  
M/o Railways  
Railway Board  
Rail Bhawan  
New Delhi

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Vikas Minar, I P Estate  
New Delhi - 110 002

Shri R K Jain  
Jt. Director (Planning)  
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Shri Chakresh Jain  
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Saharanpur Dev. Authority  
Saharanpur

Shri Rajeeva Sahgal  
Town Planner  
Ghaziabad Development Authority  
Ghaziabad

Shri K L Munjal  
Superintendent Engineer  
P.W.D. (B&R)  
Gurgaon Haryana

"NCRPB's Consultant/H.Adviser/

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CHIEF REGIONAL PLANNER  
PHONE : 4642289

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 & Employment  
Fax No. : 4642163

No.K-14011/16(AP)/96-NCRPB(39th)

Date : 11.7.96

Sub : 39th Meeting of the Planning Committee to be held on  
15.7.96 at 11.00 AM in the office of the NCR Planning  
Board's Conference Room, India Habitat Centre, Lodhi  
Road, New Delhi - 110003.

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Sir,

In continuation of this office letter of even number dated  
8.7.96, kindly find enclosed herewith the agenda notes of the  
above mentioned meeting.

Yours faithfully,

(R.C. AGGARWAL)  
Chief Regional Planner

Encl : As above.

AGENDA ITEMS FOR THE 39TH MEETING OF THE PLANNING COMMITTEE TO BE  
HELD AT 11.00 AM ON 15.7.96 IN THE OFFICE OF THE NCR PLANNING  
BOARD, 1ST FLOOR, ZONE-IV, INDIA HABITAT CENTRE, LODHI ROAD, NEW  
DELHI-110003

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- Agenda Item No. 1 : Confirmation of the Minutes of the 38th  
meeting of the NCR Planning Board held  
on 10.4.96.
- Agenda Item No.2 : Review of the Action taken on the  
decisions of the last Planning Committee  
meeting held on 10.4.96.
- Agenda Item No.3 : Consideration of the Plans for Surajpur  
and Kasna Sub-Regional Centres (Greater  
NOIDA) of U.P. Sub-Region.
- Agenda Item No. 4 : Consideration of the papers prepared on  
Demography and Functional Plan for Power.
- Agenda Item No. 5 : Delegation of Power
- Agenda Item No. 5(a) : Revision of ceiling of reimbursement of  
conveyance charges for local journies in  
Delhi.
- Agenda Item No. 5(b) : Delegation of Powers to Member Secretary  
for payment of TA/DA to employees of the  
Board.
- Agenda Item No.5(c) : Delegation of Financial Power

Agenda Notes for the 39th meeting of the Planning Committee to be held at 11.00 AM on 15.7.96 in the office of the NCR Planning Board, 1st Floor, Zone-IV, India Habitat Centre, Lodhi Road, New Delhi - 110003

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Agenda Item No. 1 : Confirmation of the Minutes of the 38th meeting of the NCR Planning Board held on 10.4.96.

Minutes of the 38th Planning Committee meeting held on 10.4.96 vide letter No. 14011/6(AP)/96-NCRPB dated 4.6.96 may be confirmed.

Agenda Item No.2 : Review of the Action taken on the decisions of the last Planning Committee meeting held on 10.4.96.

i) Sub-Regional Plan for NCT-Delhi : In pursuence to the decision of Sub-Group meeting on Regional Plan-NCT Delhi, 3 sub-groups on industries, transport and land use have already been constituted and the meetings have been held. As decided in the said meetings, the necessary amendments to the sub-regional plan are being done.

ii) Sub-Regional Plan for Haryana : The representative of the Govt. of Haryana may indicate the stage for completion of Sub-Regional plan.

iii) Review of the Regional Plan-2001. The papers on demography is being placed before the Planning Committee for discussion.

iv) The Functional Plan for Power has been finalised after discussion with the power sub-group and is also being placed before the Planning Committee. Both these will be discussed as agenda item No. 4.

v) Implementation of the FNG Expressway :

The draft tender document and the format of the advertisement have been modified in the light of the comments received from the U.P. Govt., MOST. The proposal have been submitted to the Ministry for setting up of the 3 committees i.e. Steering Committee, Tender Evaluation Committee and Monitoring and Extention Committee for FNG Expressway. The ministry is likely to discuss the issue in a meeting on 26.7.96.

**Agenda Item No.3 : Consideration of the Plans for Surajpur and Kasna Sub-Regional Centres (Greater NOIDA) of U.P. Sub-Region.**

The Agenda notes will be circulated in the meeting.

**Agenda Item No.4 : Consideration of the papers prepared on Demography and Power.**

**(a) Demography :**

At the time of formulation of the Regional Plan-2001 in 1987-88, demographic data for 1981 census had been used as base and the projections were made for 2001 based on the decinial growths upto 1991. However, in 1991, the new census has yielded the latest demographic data. Simultaneously while initiating the process of mid-term review of the Regional Plan it was felt that a closer look at the population projections was necessary in view of 1991 data. Accordingly a Task Force on Demography was constituted. The task force gave its broad views through a paper on the future trends in the NCR. Subsequently a Expert Study Group on Demography had been constituted for indepth study of population projection. The study group after detailed deliberation on the

paper submitted by Task Force and also Sh. Natrajan. Addl. Registrar General, Census of India, has finalised the paper on Demography which is placed at Annexure-I for consideration and approval.

(2) Power : In order to work out the power requirements and the distribution systems for the balanced growth of the National Capital Region sub-group on power had been constituted sometime back. This sub-group examined the requirements and the projected requirements for 2001. To provide a power supply system in the priority towns which ensure availability of adequate reliable power in industry, economic activities atleast at par if not better than Delhi Metropolis. Accordingly, the sub-group has prepared a Functional Plan for the development of Power in NCR which is placed at Annexure-II for consideration and approval.

**Agenda Item No. 5 : Delegation of Power**

**Agenda Item No. 5(a) : Revision of ceiling of reimbursement of conveyance charges for local journeies in Delhi.**

The officials of this Board are required to move frequently within Delhi in order to attend various meetings being taken by Central Ministries, Govt. of NCT-Delhi, DDA and other public & private institutions. Apart from this whenever meetings are organised by the Board's office (such as FSMG, Planning Committee, Personnel Group, full-fledge meeting of the Board etc.), the officials have to visit various offices and places.

As it is not feasible to provide staff car to everyone at all times, the officials are required to hire Taxi/Scooter to have mobility in the performance of duties assigned to them.

According to the existing orders, the reimbursement of conveyance charges in such cases is uniformly limited to Rs. 150.00 per month for all categories of employees. This limit was fixed in December, 1985 and since then there has been steep hike in the Taxi/Scooter charges in Delhi. Further, the activities of the Board have tremendously increased since its formation in 1985 and, as for instance, the Board is now actively engaged in financing development projects of the order of Rs. 300.00 crores during 1994-95 itself.

Keeping the above in view, it is proposed that limit for the reimbursement of conveyance charges may be revised as under:

- |                              |   |                 |
|------------------------------|---|-----------------|
| 1. Group 'A' officers        | : | Rs. 450.00 p.m. |
| 2. Group 'B' & 'C' officials | : | Rs. 300.00 p.m. |
| 3. Group 'D'                 | : | Rs. 175.00 p.m. |

The matter is placed before the Planning Committee for consideration and approval.

**Agenda Item No. 5(b):** Delegation of Powers to Member Secretary for payment of TA/DA to employees of the Board.

At present, the employees of the Board are entitled to travelling allowance and daily allowance in accordance with rules and procedure of the Central Government. In special cases, Member Secretary has been delegated powers to the reimbursement of actual expenditure on boarding and lodging to officers/employees while on tour, subject to ceilings prescribed in Government rules (item 22-iii of sub-head III relating to delegation of powers to Member Secretary issued vide gazette notification dated 8th July, 1985). Since under Government rules reimbursement of actual expenditure of tour expenses is not in vogue, it has become



difficult to enforce this delegation. It is, therefore, proposed to modify the existing delegated power of the Member Secretary as under :

"reimbursement of actual expenditure of boarding/lodging for officers/employees and self while on tour in special cases subject to ceilings prescribed under HUDCO rules and procedure - full powers".

The matter is placed before the Planning Committee for consideration and approval.

**Agenda Item No. 5(c) : Delegation of Financial Powers.**

With a view to have smooth functioning of the Secretariat of the Board and taking decisions in the day to day functions, it is proposed the following enhanced powers may be delegated to Member Secretary.

Sl.No.	Item	Existing Power	Powers to be enhanced
1.	Appointment of Part-Time Advisors/ Experts	Rs. 25,000/- in each case	Rs. 1,00,000 in each case.
2.	Condemnation of Motor vehicles	-	Full powers subject to conditions stipulated in DFFRO
3.	Deficiencies & depreciations in the value of store's (other than motor vehicles) included in stock and other accounts.	Rs. 2500 in each case	-do-

The matter is placed before the Planning Committee for consideration and approval.

Agenda Item No. 5(d) : Delegation of enhanced power to PSMG-II

The PSMG-II constituted in 1991 with the following powers

- |  |   |                             |
|--|---|-----------------------------|
| (a) Sanctioning of projects            | - | Rs. 100 lakhs in each case. |
| (b) Commissioning of studies & surveys | - | Rs. 5 lakhs in each case.   |

The existing powers have been found to be inadequate due to all around increase in prices as well as the development activity which have multiplied manyfold. It is, therefore, felt that the powers may be enhanced to Rs. 500 lakhs in case of projects and Rs. 10 lakhs in case of studies and surveys. The Planning Committee may consider the enhancement of powers as proposed and approved.

# **BACKGROUND PAPER**

**ON**

## **DEMOGRAPHIC FEATURES OF NATIONAL CAPITAL REGION**

**NCR Planning Board  
Ministry of Urban Affairs & Employment  
India Habitat Centre, Lodhi Road  
New Delhi - 110 003**

## DEMOGRAPHIC FEATURES OF NCR

### INTRODUCTION

The National Capital Region Planning Board, which was constituted under an Act of Parliament in 1985, has been entrusted with the challenging and important task of containing the population of Delhi-NCT within manageable limits by 2001 A.D. through balanced and harmonious development of the National Capital Region, which covers an area of 30,242 sq. mt. and comprises parts of Haryana, Rajasthan and Uttar Pradesh with Delhi as a core. The Board has accordingly prepared and approved a comprehensive development plan for NCR with 2001 A.D. The plan has a statutory documents came into force with effect from 23rd January, 1989. This plan as per provision of the NCR Planning Board Act, 1985, required to be reviewed/revised after every five years.

One of the very important aspects to be looked into as part of the ongoing mid term review is the demographic profile of the NCR.

### DEMOGRAPHIC SCENARIO 2005

Estimation of future population in the NCR constitutes an important step in assessing the future development scenario for the rural areas and the Urban Centres in NCR. The Regional Plan -2001 notified in 1989 had made certain projections and assignments for 2001. These projections were made on the basis of the then available census data upto 1981 and the population assigned to the various sub-regions and priority towns/complexes in the NCR assuming deflection of 20 lakh population from Delhi by 2001. However after that two things have happened:

- i) The development of NCR has been rather slow and the process of decentralisation of economic activities from Delhi as proposed in the plan and accordingly anticipated, has not taken place. It is therefore felt that the target year for achieving the goals of RP-2001 specially with respect to deflection of population from Delhi will have to be shifted from 2001 to 2005 A.D.
- ii) The 1991 census data now available gives a realistic picture of the demographic characteristics in the NCR which need to be kept in view while reviewing the plan.

For this purpose in NCR Planning Board a study group has been constituted and the present paper is an attempt to broadly develop a demographic scenario for the year 2005, which is largely trend based and derived from the growth rates for last 3 decades and assumes the shift of RP-2001 target to the year 2005 A.D. This exercise is mainly taken up to estimate the projected population of various sub regions and urban centres.

**Population growth and projections for the total National Capital Region 1991 - 2001 - 2005.**  
The 1991 census shows that the total population of the region in 1991 was 264.66 lakhs as against the RP-2001 projections of 254.1 in 1991. The comparative distribution rural/urban components was as under:

	Population projected for NCR in 1991 as per RP-2001	Actual Population of NCR in 1991 as per census 1991
Urban	148.9	137.05
Rural	105.2	127.57
Total	<u>254.1</u>	<u>264.66</u>

According to the trend based projections for NCR, the Region's population is likely to be 365.0 lakhs by 2001 as against the Regional Plan projection of 325.00 lakhs. This shows a marked

According to the trend based projections for NCR, the Region's population is likely to be 365.0 lakhs by 2001 as against the Regional Plan projection of 325.00 lakhs. This shows a marked difference of 40 lakhs between the original projections and trend based projected population. However the DRG census of India, in his report, has estimated a population of 356.6 for the Region by 2001.

By 2005 the NCR Region's projected population (trend based) will be 404.71 lakhs.

#### Sub-Region wise Projections:

By 2005, assuming the trend based projections total population of NCT of Delhi is expected to be 162.00 lakhs followed by Uttar Pradesh sub Region (135.50 lakhs), Haryana sub region (102.79 lakhs) and Rajasthan sub-Region (23.50 lakhs). The sub-Region wise population details are as under:

#### NCT of Delhi:

The actual 1991 census population shows that the total population of the NCT of Delhi is 94.21 lakhs as against the Regional Plan estimate / census expert committee projections of 92.5 lakhs. The comparative rural /urban distribution is as under:

	Projected population for Delhi in 1991 as per Expert Committee	Actual Population in 1991 as per census
Urban	88.1	84.72
Rural	4.4	9.49
	-----	-----
TOTAL	92.5	94.21
	-----	-----

In the Regional Plan- 2001, the population of Delhi (without any deflection ) has been assumed to be 132.60 lakhs in 2001 as projected by the Expert Committee and published by the Govt. of Delhi in their statistical abstract. The Regional Plan -2001 has assigned a population of 112 lakhs for NCT Delhi by 2001A.D . This lower population for Delhi was assigned by NCRPB in accordance with the plan strategy to deflect 20 lakhs population from NCT Delhi.

However the trend based estimates indicate a population of 113.60 lakhs in Delhi in 1995 meaning thereby that it has already exceeded the NCRPB assigned target population of 112.00 lakhs by 2001 . As such the NCRPB is working on the new assignments for Delhi.

The trend based projections for Delhi came to 142.6 lakhs by 2001 A.D (assuming the 1981-91 growth rate of 51.46% to continue during 1991-2001 AD) as against which the DRG Census of India has projected an undeflected population ranging 132-139 Lakhs by 2001. The trend based projected population for Delhi would be 162.00 lakhs by 2005 assuming the same growth rate of 51.46%. However the growth rate trends of 1971-81 and 1981-91 show that the growth rate has actually falling from 52.98% during 1971-81 to 51.46% during 1981-91. If the same declining trend of population growth rate is projected then for 1991-2001 the growth rate should be assumed at 50% and during 2001 to 2011 should be 47.5%.

Accordingly the projected population (without deflected) by 2001 and 2005 will be as under.

Year	Population (Lacs)
2001	141.3
2005	156.0

# Scenario

## Undeflected population of Delhi

	2001	2005
I) Continuing growth rate of 51.46%	142.5	162.0
II) Declining growth rate 1981-91 - 51.46% 1991-2001- 50% 2001-2010- 47.5%	141.3	156.8

If the target of deflection of 20 lakhs population from Delhi is shifted from 2001 to 2005; then the assigned population for Delhi under both the scenario will be :

Scenario	2001	2005
I	129	(162-20) = 142
II	127.9	156.8-20 = 136.8

On the other hand if use the ADG census figure of range i.e. 132-139 for Delhi's undeflected population, and to it apply the deflection factor of 13.4 lacs by 2001 (Proportionately less deflection by 2001 AD), the range is expected to be 118.6 to 125.6 lakhs.

## Uttar Pradesh Sub-Region:

The actual population for 1991 in UP-Sub-Region was 90.02 lakhs as per census while the NCR plan had projected it to be 87.6 lakhs. The NCR Plan had projected a population of 109 lakhs by 2001 for the UP Sub-Region on the basis of the trends of the growth which has actually taken place between 1981-1991, i.e. 29.16%, now the projected population for the year 2001 comes to 118.80 lakhs. Continuing the same growth rate of 29.16% the population of U.P. Sub-region by 2005 is projected to be 135.57 lakhs. Thus, if the process of deflection of 20 lakhs of population is assumed to be completed only by 2005 then the proportionate addition of 12 lakhs to the trend base projected population of U.P.



then the proportionate addition of 12 lakhs to the trend base projected population of U.P. Sub-region should give the assigned population of 2005 itself. Accordingly, for 2001 the deflection factor to be added to the trend base growth will come down to 8.4 lakhs. Thus, the assigned population for U.P. Sub-region by 2001 and 2005 would be as under :

Year	Population	Proportionate addition	Total Population
2001	118.80	8.4	127.20 lakhs
2005	135.50	10.80	146.50 lakhs

#### Haryana Sub-Region:

The actual population for 1991 in Haryana Sub-Region was 66.43 lakhs with 48.08 lakhs rural and 18.35 lakhs urban. While the NCR plan had projected it to be 62.7 lakhs.

The NCR Plan has projected a population of 72.1 lakhs by 2001 for Haryana Sub-Region. On the basis of the trends of growth rate which has actually taken place between 1981-91 i.e. 34.52% the projected population for the year 2001 comes to 89.84 lakhs. Continuing the same growth rate of 34.52% the projected population of Haryana Sub-Region by 2005 would be 102.79 lakhs. Thus if the process of deflection of 20 lakhs of population is assumed to be completed only by 2005 the proportionate addition of 6 lakhs to be trend based projected population of Haryana Sub-Region should give the assigned population of 2005 itself. Accordingly, for 2001 the deflection factor to be added to trend based growth will come down to 4.2 lakhs. Thus, the assigned population of Haryana Sub-Region by 2001 and 2005 would be as under :

Year	Population	Proportionate addition	Total Population
2001	89.84	4.2	94.04 lakhs
2005	102.79	6	109.00 lakhs

### Rajasthan Sub-Region:

The actual population for 1991 in Rajasthan Sub-Region was 13.96 lakhs as per census, which NCR Plan had projected it to be 11.3 lakhs.

The NCR Plan has projected a population of 11.9 lakhs by 2001 for Rajasthan Sub-Region. On the basis of the trends of growth rate which has actually taken place between 1981-91 i.e. 31.12% the projected population for the years 2001 comes to 18.49 lakhs. If continuing the same growth rate of 31.20% the projected population of Rajasthan Sub-Region by 2005 would be 21.01 lakhs. Thus if the process of deflection of 20 lakhs of population is assumed to be completed only by 2005 then the proportionate addition of 2 lakhs to be trend base projected population of Rajasthan Sub-Region should give the assigned population of 2005 itself. Accordingly, for 2001 the deflection factor to be added to the trend base growth will come down to 1.34 lakhs. Thus the assigned population for Rajasthan Sub-Region by 2001 and 2005 would be as under :

Year	Population	Proportionate addition	Total Population
2001	18.49	1.34	19.83 lakhs
2005	21.01	2	23.50 lakhs

# POPULATION OF NCR & ITS SUB-REGIONS, 1961 TO 1991

Sl. No.	Sub-Region	POPULATION (In Lakhs)				DECENNIAL GROWTH (%)			Proj. 2001	Assgd. By R.P. 2001	Proj. 2005	New Assgd. for 2005
		1961	1971	1981	1991	1961-71	1971-81	1981-91				
1.	N.C.R. T	105.8	140.62	191.92	264.66	32.84	36.48	37.88	363.0	323.0	423.37	423.37
	R	-	83.38	100.94	127.37	23.49	18.22	26.38	161.0	91.0	182.21	182.21
	U	-	55.24	90.98	137.03	50.44	64.70	50.63	206.0	234.0	241.16	241.16
2.	Delhi T	26.3	40.66	62.20	94.21	52.97	52.98	51.46	142.4	112.0	164.00	144.00*
	R	-	4.19	4.52	9.49	40.13	7.88	110.18	16.3	2.0	24.00	24.08
	U	-	36.47	57.68	84.72	54.60	58.16	46.86	124.4	110.0	140.00	140.00
3.	N.C.R.- Delhi	79.2	99.96	129.72	170.45	26.18	29.77	31.39	223.95	-	242.71	279.37**

\* 144.00 lakhs by 2005, 20 lakhs people deflection from Delhi.  
 \*\* 20 lakhs person added in NCR.

# POPULATION OF NCR & ITS SUB-REGIONS, 1961 TO 1991

SL. No.	Sub-Region		POPULATION (In Lakhs)			DECENNIAL GROWTH (%)			Proj.	Assig- ned	Proj.	New Assig- ned
			1971	1981	1991	1961-71	1971-81	1981-91	2001	2001	2005	2005
3.	Haryana	T	37.98	49.39	66.43							
		R	31.21	37.32	48.08	31.28	30.04	34.52	89.84	78.0	102.79	109.25
		U	6.77	12.07	18.35	28.33	19.58	28.83	61.94	34.5	69.08	-
						46.85	78.29	52.03	27.90	43.5	33.71	-
4.	Rajasthan	T	7.57	10.64	13.96							
		R	6.46	8.70	11.16	29.62	40.55	31.20	18.49	14.0	21.01	23.50
		U	1.11	1.74	2.80	26.42	37.77	25.39	13.99	7.0	15.41	-
						52.05	56.75	60.92	4.50	7.0	5.60	-
5.	Uttar Pradesh	T	54.41	69.69	90.02							
		R	43.52	50.20	58.84	22.24	28.08	29.16	118.85	121.0	135.57	146.50
		U	10.89	19.49	31.18	18.52	15.35	17.21	68.97	45.5	73.72	-
						39.79	78.97	59.98	49.88	75.5	61.85	-

# POPULATION OF NCR & ITS SUB-REGIONS, 1961 TO 1991

SL. NO	Town	POPULATION (In Lakhs)			DECENNIAL GROWTH (%)			Proj.	Asgd.	Proj.	New Asgd.
		1971	1981	1991	1961-71	1971-81	1981-91	2001	2001	2003	2003
A.	Priority Towns:										
1.	Panipat	0.87	1.37	1.91	31.26	56.77	38.69	2.64	5.00	2.94	5.00
2.	Palwal	0.36	0.47	0.59	29.95	30.72	25.02	0.74	3.00	0.79	2.00
3.	Rohtak	1.24	1.66	2.16	41.46	33.68	29.58	2.78	5.00	3.03	5.00
4.	Rewari	0.43	0.51	0.75	18.63	17.49	46.12	1.10	1.10	1.23	2.50
5.	Alwar	1.00	1.45	2.10	38.06	45.25	44.14	3.05	5.00	3.39	5.00
6.	Meerut	3.71	5.38	8.49	29.69	44.34	58.36	13.38	15.50	15.43	18.00
7.	Hapur	0.71	1.02	1.46	28.99	44.30	42.23	2.10	4.50	2.23	4.50
8.	Bulandshahr	0.59	1.03	1.27	34.74	73.83	22.98	1.56	5.00	1.67	3.50
9.	Khurja	0.50	0.67	0.80	21.10	33.58	19.65	0.95	3.00	1.02	3.00
10.	Chola	--	--	--	--	--	--	--	--	--	--
11.	Dharuhera	--	--	0.11	--	--	10.00	0.12	0.75	0.12	0.75
12.	Bhiwadi	--	--	0.15	--	--	87.00	0.28	0.15	0.33	1.15
	Total										51.90
B.	Delhi Metropolitan Area Towns:										
1.	Badli	0.25	0.37	0.57	72.29	45.23	52.68	0.87	2.00	0.98	2.00
2.	PCA	--	3.30	6.17	--	--	86.70	11.39	10.00	13.63	14.00
3.	Ghaziabad	1.27	2.87	5.11	81.29	132.91	84.33	10.41	11.00	11.16	12.00
4.	Gurgaon	0.57	1.00	1.35	50.92	76.51	34.70	1.78	7.00	2.00	7.00
5.	Kundli	--	0.09	0.11	--	--	22.22	0.13	1.5	0.14	1.5
6.	NOIDA	--	--	1.46	--	--	--	6.64	5.5	--	6.64
	Total										43.14

NCR Planning Board has assigned the target population for each DMA and priority town by 2001. But after examination of the population profile for each town and Region we find 6 years has been passed there is lot of gap between targeted population and present population particularly in DMA and priority town which is located in the Region.

Growth of population of Delhi is very high which already crossed the target figure 112.00 by 2001. 5 years is left if this trend continue the population of Delhi may increase upto 142.50 lakhs by 2001. To looking after this situation of Regional Plan implementation, NCR Planning Board should formulate some policy measures or take same policy decision so that fixed target could be achieved.

# **FUNCTIONAL PLAN**

## **POWER DEVELOPMENT IN NCR**

**NATIONAL CAPITAL REGION PLANNING BOARD  
INDIA HABITAT CENTRE,  
LODHI ROAD,  
NEW DELHI-110003**

## FUNCTIONAL PLAN FOR POWER DEVELOPMENT IN NATIONAL CAPITAL REGION

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### 1.0 PREAMBLE :

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 proper guidance of the participating states and the National Capital Territory after the Regional Plan has come into operation. Section 2(d) of the NCRPB Act defines Functional Plan as a plan prepared to elaborate one or more elements of the Regional Plan. Functional Plan for the Power development is one such plan. As in the case of Regional Plan which is a statutory document, the functional plan for the power development 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.

Accordingly, the Board has drawn up a Functional Plan for power development with the help of a Study Group on Power development, which has been constituted specifically to prepare this plan.

### 2.0 Introduction :

The National Capital Region (NCR) extends over an area of 30,242 sq.kn., comprising Delhi and parts of the three adjoining States namely, Haryana, Rajasthan and Uttar Pradesh. 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. Three distinct zones have been identified namely 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.

Power is indispensable for any development and for improving the living and working standards of the people. Inadequate availability of power both qualitatively and quantitatively is one of the main constraints in the desired rate of growth of economic activities in National Capital Region. Developed industrial areas are available in all the priority towns identified for induced growth in the NCR Plan but the entrepreneurs feel shy in shifting there due to the lack of power. On the other hand, the position of availability of power in Delhi is far better. The deficit in Delhi would be 787 MW against the deficits of 1528 MW, 1909 MW and 3113 MW in the states of Haryana, Rajasthan and Uttar Pradesh. This is acting as a deterrent<sup>t</sup> for the shifting of industries from Delhi to NCR towns. To remove these imbalances, the plan suggests the ensuing strategies.

### 3.0 Objectives:

To provide a power supply system in the priority towns which ensures availability of adequate and reliable power for the industry, economic and business activity at least at par if not better than Delhi Metropolis.

### 4.0 Power Supply in NCR

At present the power supply to various states/regions is regulated through the Regional Grid system. The power supply system of the NCR states viz. Haryana, Uttar Pradesh, Rajasthan and Delhi forms part of the northern grid. The northern grid which is overseen by the Northern Regional Electricity Board (NREB) get power through various central and states generating stations and in turn supply power to the constituent states. The priority and Delhi Metropolitan Area (DMA) Towns get power supply from the Northern Regional Grid. Although the overall control and monitoring of the northern regional grid operation is by the NREB, the basic management and control of the power supply system in the states is by state governments through their respective Electricity Boards. The electricity boards of NCR states are not giving any special priority to the DMA/Priority towns in the matter of supply of electricity.



#### 4.1 Power Supply Position :

Based on likely VIII plan capacity addition of 20729.7 MW in the country and demands as per the 14th EPS report, the anticipated power supply position in the NCR states at the end of 8th plan (1996-97) is as follows :

Power Supply Position	Northern Region	NCR States			
		Delhi	Haryana	Rajasthan	U.P
Peak Demand (MW)	24234	2532	3058	3851	8263
Peak Availability (MW)	14896	1745	1530	1942	5150
Surplus /Defecit %	-9388 -38.5%	-787 -31.1	-1528 -50.0	-1909 -49.6	-3113 -37.7
Energy Requirement (MU)	129587	14416	15183	22232	43957
Energy Availability (MU)	105401	13153	10148	12572	37852
Surplus/Defecit %	-24186 -18.7	-1263 - 8.8	-5035 -33.2	-9660 -43.5	-6105 -13.9

#### 5.0 Power Requirements of NCR :

The power requirements of important nodal growth centres (Priority/DMA towns) at the end of 8th plan have been assessed by CEA as follows :

Power requirements in nodal centres (in MW)

	1996-97	2001-02
<b>Uttar Pradesh</b>		
Meerut	160	230
Hapur	50	75
Bulandshahr-Khurja	140	220
Noida	150	240
Ghaziabad	300	430
<b>Haryana</b>		
Panipat	193	306
Rohtak	148	243
Rewari	78	124
Gurgaon	122	219
Faridabad	315	483
<b>Rajasthan</b>		
Alwar	165	281
Bhiwadi	130	266
	1951	3417

## 6.0 Strategies :

In order to achieve the basic objectives of having both qualitative and quantitative power supply in the priority towns of NCR at par with Delhi, the following strategies are being suggested :

6.1 The priority towns should have their own power generating stations specifically for the areas which are earmarked for shifting the industry etc. from Delhi to these towns. These generating stations should be separate from existing stations which may be there in some of these towns. The existing generation stations will continue to feed power into the main grid. The proposed generating stations can also feed into the main grid and the power supply for these areas can be fed through grid stations specifically earmarked for

The generating stations should be gas based and should be equipped to use alternative fuel like naphtha/diesel in the event of shortage/non availability of gas. The allocation of gas for these should also be given high priority. The availability of gas is believed to be increased in the northern region with the coming of gas pipe line from Iran. For gas based stations, we can plan for bigger stations and start with units of small capacities of 30 to 40 MW which are indigenously available and do not require very long gestation period for being put up. Therefore, while these stations can be planned for an ultimate capacity, the individual units can be put up as and when demand rises.

## **6.2 Distribution System :**

Though there is an existing T&D system in these nodal centres but to have a reliable power supply, these areas should be provided with modern transmission and distribution system. The sub transmission and distribution lines should be laid underground and sub-stations should be in-doors with equipment having proper protective devices. This will ensure the system free from disturbances due to weather, tempering, vandalism etc.. They should be designed to have adequate spare capacity in sub transmission and distribution lines and the transformer capacity to provide for inter transfer of power in the event of local breakdown in the system.

these area. Thus normally the power generated at the proposed power generating stations will be fed into the grid and the demand of these areas will be met by the power from the grid. This will ensure the reliability and all other advantages of being part of the grid. At the same time the grid stations meant for these areas should have islanding system by which, in the event of major grid failure the proposed generating stations can be islanded and are firstly safe of cascade tripping and secondly will immediately start supplying power to the areas uninterruptedly. The nodal centres should be free from load shedding.

The proposed generating stations should have the capacity of atleast 50 to 60% of the power demand for these areas.

Power generation requirements in nodal centres (in MW)

Generation Capacity	
-----	
Uttar Pradesh	
-----	
Meerut	80
Hapur	30
Bulandshahr-Khurja	70
Noida	75
Ghaziabad	150
Harvana	
-----	
Panipat	100
Rohtak	75
Rewari	30
Gurgaon	50
Faridabad	150
Rajasthan	
-----	
Alwar	75
Bhiwadi	60
-----	
945 MW	
-----	

### 6.3 Automatic Operation of the Distribution System :

In order to have reliability of power supply for consumer, it is proposed that they should be provided with Supervisory Control and Data Acquisition System (SCADA) with complete automation of the operation of the power supply system. This will facilitate immediate transfer of power from one place to another in the event of breakdown or any disturbance in the system.

### 7.0 Investments

The total investments worked out for above system is to the tune of Rs.3600 Crore at present price (1995-86) level (Rs. 3 Cr. for power generation per MW and 0.6 Cr. for Transmission & Distribution lines per MW). The investment is spread over a period of 10 years. Keeping five percent increase per annum in the cost, the total investment worked out by 2005-06 is of the order of Rs.5400 Crore. (However, this does not include gas line infrastructure costs.)

### 8.0 Financing Strategies

It is proposed to keep the investments for generation of power (Rs. 3000 Cr.) under private sector. The investments under transmission & distribution works (Rs. 600 Cr.) are proposed to be under state sector with an outlay of Rs.300 Crore in the IX plan and Rs. 300 Crore in the X Plan respectively spread in the state plans of Haryana, Rajasthan and Uttar Pradesh. The private sector can make Power Purchase agreements with *respective State Govt.*

AGENDA ITEM NO.3 :

CONSIDERATION OF THE OUTLINE DEVELOPMENT  
PLANS FOR SURAJPUR AND KASNA SUB-  
REGIONAL CENTRES (GREATER NOIDA) OF U.P.  
SUB-REGION.

In the Civil Misc. Writ Petition No. 26737 of 1993, Ravindra Singh & Others Versus State Govt. of U.P. and Others the Hon'ble High Court in its order dated 27.2.96, asked the Greater Noida Authority to submit their development plans to the NCR Planning Board for examination and approval. The copy of the Hon'ble High Court order dated 27.2.96 is enclosed at Annexure-III.

While examining the powers and functions of the NCR Planning Board, the court had observed that "One authority whose business it is to go into these matter has yet to engage it's attention to it. This is the N.C.R.P., an authority specially vested with functions to discharge its obligations under the Act". The Hon'ble High Court also observed that the NCR Planning Board Act, 1985 under Section 27 in no uncertain term makes it clear that the provision of Act, aforesaid, shall have effect notwithstanding any other law", and passed the following order:

"Thus, to permit aspects, in context, to be examined by the Board, the Court adjourns these proceedings for a period of two months to enable the Board to approve, review, consult, affirm or confirm the plans which are the subject matters of these writ petitions in total freedom notwithstanding that a notification has been issued for acquisition of land by the State of Uttar Pradesh or for that matter that these proceedings are pending before the High Court. The only guidance which this Court gives to the Board is to give effect to the intentions of the Act for coordinating, monitoring and scrutinising the implementation of the plans and for harmoniously building urban planning with excellence without disturbing the ecological balance of nature and by respecting the green cover, agriculture and not abdicating either in favour of urbanisation but with a dedicated effort to respect the forests and strive to retain the balance of nature and ecology and at every given occasion not loosing the perspective in so far as the Board is concerned in these matters, of the fundamental duties as enshrined in Article 51 A(9) (h) and (j) read with 48-A of the Constitution of India."

In compliance with the Hon'ble High Court's order, the Greater Noida Authority submitted outline development plans for sub-regional centres of Surajpur and Kasna. To review and in-depth examination and consideration of the outlined development plans for Surajpur and Kasna sub-regional centres (G. Noida) of U.P. sub-region, a sub-group was constituted under the Chairmanship of Member Secretary (Annexure-IV). The Sub-group met twice and based on the discussion the Greater Noida Authority has finalised the outline development plan of Surajpur and Kasna sub-regional centres.

The outline development plans for Surajpur and Kasna have been prepared for a population of 1.5 lakhs each by 2001 with a total proposed urbanisable area about 5,000 ha. (both for Kasna and Surajpur put together). According to the Greater Noida Authority though the area has practically doubled but the total from the originally conceived areas the major increase has been only on account of additional area for industries and recreational use, keeping the change in residential area to the minimum, thereby keeping the population assignment practically unchanged. The outline development plan for Surajpur and Kasna is at Annexure-V. These two plans will be presented by Greater Noida Authority in the meeting of the Planning Committee for consideration and approval.

ANNEX

IN THE HIGH COURT OF JUDICATURE AT ALLAHABAD

(Stay Form)

CIVIL SIDE

APPELLATE/ORIGINAL JURISDICTION

Dated Allahabad, the 27-2-1996.

PRESENT: The Hon'ble Mr. Justice Ravi S. Dhavan, J.

and Hon'ble Mr. Justice A. B. Srivastava, J.

Civil Misc. Write Petition No. 26737 of 1993. of 199

Order on the application of Order on the order sheet.

In re!

Petitioner,

Appellant.

1. Ravindra Singh
2. Mahendra Pal Singh
3. Prati Pal Singh
4. Darshan Veer Singh

Versus

All sons of Shri Bhag Singh, R/o Village Tugalpur, Tehsil Sikandrabad, Pergana Dankaur, District Bulandshahr.

Respondent

ORDER

Versus

... Petitioners.

1. State of U.P.
2. Collector, Bulandshahr.
3. The Greater NOIDA Industrial Development Authority, through its Chairman Sector-20, NOIDA, District Ghaziabad... Respondents.

ORDER ON THE ORDER SHEET

DISTRICT: BULANDSHAHR

Present:  
Mr. V.K. Gupta, Advocate, and  
Mr. A.K. Yog, Advocate for the petitioners.  
Mr. V.B. Upadhyaya, Senior Advocate, and  
Mr. Pradeep Kumar, Advocate for the Greater NOIDA.  
Mr. K.B. Mathur, Advocate and  
Mrs. Sheila Sethi, Advocate for the National Capital  
Region Planning Board.  
Mr. Prabodh Gaur, Senior Standing Counsel, and  
Mr. Krishna Prasad, Standing Counsel.



National Capital Region Planning Board has entered the scene, when during hearing the petitioners felt the necessity to implead this authority as a party for a better perspective of the case but without seeking any relief against this authority. In this regard orders of the Court dated 23 August, 1995 and thereafter need to be referred to. Representatives of the National Capital Region Planning Board (N.C.R.P.) appeared yesterday, and have also entered appearance through counsel.

The Court had indicated to the parties that a hearing cannot be effective in these cases for any planning which may happen or may be effected in areas which are in issue without participation of the N.C.R.P.

The crucial question which was facing the Court is whether of every aspect regarding plans for Greater NOIDA approval has been had from the National Capital Region Planning Board. The Court refers to the different types of plans as are mentioned in the 'definition' clause of the Act and references to which are reiterated subsequently in the Act, for review, approval or consultation with the Board within the meaning of Section 8, for discussion under Section 12, for modifications to be considered under Section 14, review and revision under Section 15 and then preparation of the National plans, Sub Regional Plans and project Plans under Chapter V within the meaning of Sections 16, 17, 18, 19 and 20.

One stipulation is inescapable that unless the National Capital Region Planning Board gives the green signal nothing can go ahead. The necessary implication of this is also that at every stage in reference to the plans, aforesaid, each constituent State as part of the National Capital Region Plan has to keep a close consultation with, the federal agency which is the Board.

The petitioners challenge the acquisition of certain areas for the development of Greater NOIDA, particularly of village Tugalpur and Rampur Jagir.

Prima facie upon perusal of the record and upon hearing the parties, the Court at present is not satisfied that the intention of either parties can be objectively considered without the development plans attaining finality without consultation of the National Capital Region Planning Board.

On behalf of Greater NOIDA much emphasis was laid on certain correspondence which was exchanged between the Chariman of the Greater NOIDA and the Member Secretary of the Board. Yesterday after submissions were made by Member Secretary and today by

counsel for the Board, Mrs. Sheila Sethi, it is clear that the Board has not had an occasion, as of date to approve any detailed development plan for the simple reason that these have neither been submitted nor has there been any occasion for the Board to scrutinise these plans which have yet to be sent to the Board. In these circumstances and on the statement which has now come from the National Capital Region Planning Board the doubts of the Court have not been unfounded.

The issues which remain in the petition are, to the effect, that a possibility cannot be ruled out that of the acquisition of land which have been made, it may be a subject of scrutiny of the National Capital Region Planning Board and possibly the merits and the purpose of the acquisition may need a revision. The claim of some of the petitioners that they have a certificate of an appropriate authority under Section 143 of the U.P. Zamindari Abolition and Land Reforms Act, 1951 may not be of much help because if the conforming use of the area is agriculture, and the Regional Plan 2001 respects agricultural areas any diversion from the conforming use to urbanisation may violate the spirit of Regional Planning 2001.

The question is the scope of these preceeding on a writ of certiorari by the High Court. One authority whose business it is to go into these matter has yet to engage it's attention to it. This is the N.C.R.P., an authority specially vested with functions to discharge its obligations under the Act. Clearly before the Court, today, there is no document to verify that the plans on which the Greater NOIDA may yet proceed have the seal of approval by the National Capital Region Planning Board and this aspect stands confirmed by the submission which was made on behalf of the Board by its Member Secretary, Yesterday, and its learned counsel today.

The National Capital Region Planning Board Act, 1985 under Section 27 in no uncertain term makes it clear that the provision of Act, aforesaid, shall have effect notwithstanding any other law. This implies that the Board while examining this matter must have absolute discretion notwithstanding that a notification under Section 4 of the Land Acquisition Act has been issued. The Board may thus, examine the plans of Greater NOIDA, in context, without inhibition and come to an independant decision while scrutinising plans for development of Greater NOIDA. Suffice it to say that the reservations which have been provided to the Board under Section 27 could not be the reservations for a High Court when matters are examined under a prerogative writ.

Thus, to permit aspects, in context, to be examined by the Board, the Court adjourns these proceedings for a period of two months to enable the Board to approve, review, consult, affirm or confirm the plans which are the subject matters of these writ petitions in total freedom notwithstanding that a notification has been issued for acquisition of land by the State of Uttar Pradesh or for that matter that these proceedings are pending before the High Court. The only guidance which this Court gives to the Board is to give effect to the intentions of the Act for coordinating, monitoring and scrutinising the implementation of the plans and for harmoniously building urban planning with excellence without disturbing the ecological balance of nature and by respecting the green cover, agriculture and not abdicating either in favour of urbanisation but with a dedicated effort to respect the forests and strive to retain the balance of nature and ecology and at every given occasion not losing the perspective in so far as the Board is concerned in these matters, of the fundamental duties as enshrined in Article 51 A (9) (h) and (j) read with 48-A of the Constitution of India.

Dated: 27-2-96.

Sd/ Ravi S. Dhavan.  
Sd/ A.B. Srivastava.

sps  
exam. by;

ANNEXURE - IV (25)

(74)

R.C. Aggarwal,  
Chief Regional Planner

Tele: 4642289

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 & Employment  
Fax No 4642163

No. K-14011/35(AP)/95-NCRPB/Court Case

Dated: 17th May, 1996.

OFFICE ORDER

Subject: Constitution of Sub-group to review and consider the Plans for Surajpur and Kasna Sub-regional Centres in Greater Noida of U.P. Sub-region of NCR.

...

During the course of hearing in a Civil Misc. Writ Petition No.26737 of 1993, the Hon'ble High Court of Allahabad has ordered that the National Capital Region Planning Board should approve, review, consult, affirm or confirm the Plans ( of Surajpur and Kasna Sub-regional Centres of Uttar Pradesh Sub-region of N C R ) which are subject matter of these Writ Petitions in total freedom notwithstanding that a notification for land acquisition by the State of Uttar Pradesh or for that matter that these proceedings are pending before the Hon'ble High Court.

2. Accordingly, in order to review and have an indepth examination of these plans, the following Sub-group is constituted:-

1. Shri Omesh Saigal, Chairman  
Member Secretary,  
NCR Planning Board.
2. Shri Ajay Shankar, Member  
Chief Executive Officer,  
Greater Noida Industrial Development  
Authority, NOIDA, Dist: Ghaziabad.
3. Shri Bharat Bhushan, Member  
General Manager(Planning & Architecture),  
Greater Noida Industrial Development,  
Authority, Noida, Distt: Ghaziabad(U.P.)
4. Shri D.S. Meshram, Member  
Chief Planner,  
Town & Country Planning Organisation,  
I.P. Estate, New Delhi.
5. Shri S.S. Shafi, Member  
Ex-Chief Planner,  
Town & Country Planning Organisation,  
22, SFS DDA Flat, Houz Khas, New Delhi.
6. Shri R.G. Gupta, Consultant, NCRP Board Member
7. Prof. A.K. Maitra, Member  
Deptt. of Environment, p.t.o.

(Contd.)

-2-

- |     |   |                 |
|-----|---|-----------------|
| 8.  | Shri H.K. Sharma,<br>Town & Country Planner,<br>Town & Country Planning Department,<br>Government of Uttar Pradesh,<br>7, Bandaria Bagh,<br>Lucknow-226001. | Member          |
| 9.  | Shri R.C. Aggarwal,<br>Chief Regional Planner,<br>NCRP Board, New Delhi.  | Member          |
| 10. | Smt. Sheila Sethi,<br>Legal Counsel,<br>NCR Planning Board,<br>New Delhi.   | Member          |
| 11. | Shri J.N. Barman,<br>Associate Planner, NCRP Board, New Delhi.  | Member Convenor |



(R.C. Aggarwal)  
Chief Regional Planner.

**OUT LINE DEVELOPMENT PLAN 2001  
SURAJPUR COMPLEX AND KASNA COMPLEX**

**Greater Noida Industrial Development Authority**

Commercial Complex, Sector-20, Noida-201301

Distt. Ghaziabad (U.P.)

# OUT LINE DEVELOPMENT PLAN 2001

## SURAJPUR COMPLEX AND KASNA COMPLEX

Greater Noida Industrial Development Area (GNA)

### I. INTRODUCTION

Developing third world nations are characterised by rapid urbanization and growth of large metropolises. The number of cities with more than one million population in India was just five in 1950, nine in 1970 and twenty three in the year 1990. In 1994 Bombay and Calcutta ranked in the list of most populous cities. However by the year 2000 A.D., Delhi is likely to be the fifteenth in the ranking of urban population. Urban planners have been concerned about the rapid growth of urbanization and the constant pressure on civic services and also the social tensions caused by the burgeoning population.

Rapid urbanization is an intrinsic part of the development process. As India develops and industrialises, it would change over the coming decades from a primarily rural society to a urban one. One of the major challenges before the nation is to provide for planned urbanization with adequate parks and open spaces rather than unplanned haphazard and polluted slum like urban settlements.

Planning for the National Capital Region envisages creation of appropriate rural - urban balance and dispersal of economic activities outside Delhi Metropolitan Area (DMA) by providing excellent and fast modes of communication. It has also been observed that unless areas outside DMA are planned carefully, unregulated and haphazard urban development will take place.

Development of Greater Noida Industrial Development Area has been envisaged in accordance with Sub-Regional Plan of Uttar Pradesh, approved by NCR planning board. The state government of Uttar Pradesh was concerned with unplanned development in the area and after initially declaring it as notified area under U.P. regulations of Building operations Act, 1958 on 19 Sep, 1989, constituted an Authority under U.P. Industrial Area Development Act, 1976 on 28<sup>th</sup> January, 1991. Accordingly, at the outset it had been decided that the two proposed urban nodes, would have a modest size development of under 1,50,000 population for each of the two sub-regional centres namely SURAJPUR Complex and KASNA Complex, incorporating the industrial area already developed by the UPSIDC. Though total notified area is 40,000 Ha. about 5075 Ha. are planned for careful development with adequate open spaces and green areas. GNA will also upgrade a reserve forest of 1240 Ha. lying to the north of development area.

## II. OBJECTIVES

The Outline Development Plans of Surajpur Complex & Kasna Complex within the Greater Noida Industrial Development Area has inter alia the following main objectives:-

1. To curb speculative land dealings in the Development Authority area in order to prevent unplanned and haphazard growth.
2. Within the framework of policies for the development of NCR, to promote planned development integrated with industrial development for discouraging concentration of population and economic activities in the Delhi Metropolitan Area.
3. To provide for low density recreational activities to serve the region.
4. To facilitate the emergence of industrial work opportunities at a place suited for such activities and provide the workers a conducive environment for work and enjoyment of good quality of life.

## III. REGIONAL PERSPECTIVE

The regional plan-2001 has identified four levels of settlements for desirable population size and probable functions within the National Capital Region.

Level of Settlements	Population Size
1. Regional centres	3.0 lakhs & above
2. Subregional centres	0.5 lakhs to 3.0 lakhs
3. Service centres	10,000 to 50,000
4. Basic villages	less than 10,000

Within the U.P. subregion, Surajpur and Kasna are the two subregional centres identified within the Greater Noida Development Area.

Concept of the Outline Development Plan is based on the proposed population targets of 1,50,000 persons each for both the centres by 2001. This population figure has been used to work out gross land area requirements for residential, commercial, recreational, public and semi-public, transport and other related uses; as well as facilities. Further, this population target has been a basis for calculating the requirement of infrastructure such as water-supply, sewerage, drainage power-supply, medical, education, communication and such other at local, town and regional levels. Industrial areas in Surajpur Complex and Kasna Complex as developed by UPSIDC has been accepted as it is in qualitative and quantitative terms along with its implications concerning workers density, character and space requirements.



The Authority is putting approximately 5075.55 HA. under two settlements while 1240 HA. is reserved forest which is to be upgraded so as to improve ecological balance and protect the wild life available there. The remaining approximately 35,000 hectares of GNA will be retained as agricultural green as provided in the U.P. subregional plan-2001 and protected from the pressures of unauthorized and illegal urbanization. The Surajpur complex and Kasna complex within Greater Noida have been conceived as planned entities.

#### **IV. PLANNING AND DESIGN CONCEPT**

The key physical features of the structure and design of the proposed new development are outlined below:-

1. The river Hindon is a major ecological resource which has to be conserved and should have more plantations and organised green areas all along Hindon river front.
2. The reserve forest cover in the North is the major ecological source which should be conserved. Some parts of this reserve forest are presently degraded and an upgradation scheme would be taken up actively to improve the ecological balance and protect the wild life.
3. The concept of inter-flowing green spaces as in Chandigarh, and in Delhi Master Plan, has also been provided in GNA as a continuous lung-space which will ultimately connect to local level open space system to be shown as part of detailed development plans.
4. A grid iron pattern of road network has been proposed which is conducive to establishment of an efficient public transport system. In both the complexes comprising the GNA, pedestrian and cycle paths would be provided adequately to create better environment. Road side tree plantation on the pattern of New Delhi would be attempted.

#### **V. THE OUT LINE DEVELOPMENT PLAN - 2001 SURAJPUR COMPLEX:**

In addition to the Industrial and Residential areas the important features of this complex would be the large areas devoted to regional recreational activities such as ornamental Garden, - Recreational, Botanical Zoological, Theme and Amusement Parks, Forest area and River Front .

The proposed Surajpur development plan extends over an area of approx. 2793 ha. as delineated on the map. The total area to be developed has been divided into sectors and facilities including parks and green spaces have been distributed in accordance with contemporary urban and environmental planning practices.

The Outline Development Plan level land use breakup for year 2001 is given in table 1.

### **OUTLINE DEVELOPMENT PLAN FOR SURAJPUR COMPLEX, GREATER NOIDA INDUSTRIAL DEVELOPMENT AREA.**

Table-1 : PROPOSED BREAKUP OF LAND USE 2001,

S.No.	Land Use Category	Area(ha)	Percentage
1.	Residential	513.59	18.39
2.	Commercial	52.62	1.88
3.	Industrial	920.12	32.95
4.	Public and Semi-Public (including Utilities)	308.63	11.05
5.	Recreational	928.04	33.23
6.	Transportation Related	69.92	2.50
Total		2792.92	100

Apart from above there will be an area of 1240 hectare under forest cover which would be upgraded.

#### **KASNA COMPLEX :**

The Kasna Complex extends over an area of approx. 2283 ha and will contain the Kasna Industrial Area, IV and V already developed by UPSIDC.

The Land use analysis of Kasna Planning Area is shown in the Table 2.

## OUTLINE DEVELOPMENT PLAN FOR KASNA COMPLEX, GREATER NOIDA INDUSTRIAL DEVELOPMENT AREA

Table-2 : PROPOSED BREAKUP OF LAND USE 2001.

S.No.	Land Use Category	Area (ha)	Percentage
1.	Residential	796.41	34.89
2.	Commercial	47.12	2.06
3.	Industrial	675.84	29.61
4.	Public and Semi-Public (including Utilities)	262.00	11.48
5.	Recreational	433.86	19.01
6.	Transportation Related	67.40	2.95
Total		2282.63	100

The Kasna village was, once upon a time, the centre of a minor kingdom. There are some ruins which would be preserved and the surrounding area will also be suitably landscaped to conserve the heritage.

### RESIDENTIAL AREA DEVELOPMENT:

The residential area is proposed to be developed in the form of residential sectors.

Generally a population of 15,000 has been taken as the population of a residential sector. Sectors have been provided of varying gross densities of population ranging from 200 ppha at the lowest level to 500 ppha at the highest level. The average population density will be appxo. 300 ppha. The size of a sector is 64 ha (800m x 800m), but the actual size varies according to density and population of the sector and site conditions.

### INDUSTRIAL AREA DEVELOPMENT:

Since Greater Noida Industrial Development Area will be primarily an industrial town, the land requirement for industries has been planned in relation to characteristics of towns and cities with a prominent industrial base. Normally in an urban area, workers participation rate is around 33 percent. Assuming that, with time, this figure is likely to improve as a result of development and also considering that a growing industrial town provides additional opportunities for work in construction activities, a participation rate of 35 per cent has been assumed.

The figure has, therefore been used for calculating the number of workers. This would mean that the total number of workers by the year 2001 would be 1.05 Lakhs for 3.0 Lakhs population for both the complexes.

According to the sub regional plan of U.P., 45 percent of the total work force comprises of industrial workers. Assuming that similar percentage would be achieved in Greater Noida, the number of industrial workers would become 47,250 by the year 2001, for both Surajpur Complex and Kasna Complex.

Workers density figures used are 50 workers per ha for small scale industries and 25 workers per ha for medium and large scale industries. The average gross workers density for industrial work force in GNA will be between 25 ppha to 30 ppha. This is due to the larger proportions of capital intensive industries which also need greater area per unit.

#### **COMMERCIAL AREA DEVELOPMENT:**

Commercial areas proposed are as follows:

- i) Four community centres of 7.50 ha is per 75,000 population would mean a total area of 30.0 ha by 2001.
- ii) Besides the above, commercial facilities have been provided at sector, block and cluster levels as well.

#### **RECREATIONAL AREA DEVELOPMENT:**

Like other facilities recreational facilities too have been provided at different levels. The facilities are namely:

- i) tot lots at housing cluster level;
- ii) parks and play grounds at the block level;
- iii) parks and play grounds at the sector level;
- iv) recreational clubs, sports centres and major green spaces at the community level;
- v) regional recreational spaces in the form of forest reserve areas, lake front development and related picnic areas; and
- vi) development of the Hindon River Front area.
- vii) 184.00 ha. Golf Course with Integrated Sports Complex has been proposed on the Surajpur-Kasna road, between both the complexes.

#### **DEVELOPMENT OF PUBLIC AND SEMI-PUBLIC AREAS:**

Sites have been reserved for public and semi-public offices within an overall office complex to be designated as a Corporate office Park and public Semi public Institutional area Besides, there is provision for institutions related to education, health care, religious functions, cultural activities and facilities such as those for fire fighting, police protection, cremation and burial grounds and others needed by residents of an urban development area.

## **DEVELOPMENT OF TRANSPORT NETWORK:**

The transport system has been designed as a multi-nodal one with a hierarchical road network system which links to the regional road network. Major proposals are:-

- i) The present two lane Dadri-Surajpur-Challera roads to be strengthened and widened connecting with the state highway No. 22, with a overhead bridge at the railway line near Dadri and widening of Hindon River bridge near Kulesra village.
- ii) The present single lane Surajpur-Kasna road is to be widened.
- iii) The present single lane Sikandrabad-Dankaur road is to be widened and extended upto Yamuna river. The road will ultimately connect to Mathura Road near Ballabhgarh in Haryana State.
- iv) The Dadri station is suitably located and connected by DSC road for Surajpur Complex, while a 80 metre wide road is proposed to connect the SH 22 near Ajaibpur railway station with Kasna. This will provide rail facility for Kasna Complex.
- v) A rail line is proposed to connect Dadri Station with Tuglakabad station. A container depot is proposed to be located along the proposed alignment of rail line.
- vi) A road is proposed to connect Kasna complex to Noida from Okhla Barrage.

## **DEVELOPMENT OF VILLAGE ABADI AND RURAL ZONE.**

Villages are under going changes in their life styles and socio-economic indicators. With the close proximity of the two sub regional centres, certain type of village level activities are coming up in villages. These pertain to agro industries, fruit processing and allied industries that can be classified under the tiny cottage sector. These type of industrial activities also reflect the increasing living standards of villagers. The board of Greater Noida has taken a conscious decision not to interfere with the genuine growth of such rural industries like flour mill, fruit processing, making & repair of agriculture equipment, pump repair etc. Clearly these activities are complementary and harmonious to agriculture activity and no separate land use is indicated in the plan.

Greater Noida Authority has a phased programme for rural development for the villagers. Separate village development plans will be prepared which include village roads, provision of schools, health centres and other activities for improving the social infrastructure. These activities are being undertaken to arrest the migration to urban areas.

MINUTES OF THE 39TH MEETING OF THE PLANNING COMMITTEE OF THE NCR PLANNING BOARD HELD AT 11.00 AM ON 15.7.96 IN THE OFFICE OF THE NCR PLANNING BOARD, INDIA HABITAT CENTRE, 1ST FLOOR, ZONE-IV, LODHI ROAD, NEW DELHI - 110003.

---

List of the participants is annexed.

Agenda Item No. 1 : Confirmation of the Minutes of the 38th meeting of the NCR Planning Board held on 10.4.96.

The minutes of the meeting were confirmed.

Agenda Item No.2 : Review of the Actions taken on the decisions of the last Planning Committee meeting held on 10.4.96.

i) Sub-Regional Plan for Delhi :

The Chief Regional Planner, NCRPB had intimated that the three sub-committees met once separately and the detailed comments and suggestions on these three aspects of Sub-Regional Plan for Delhi, are being prepared.

(ii) Sub-Regional Plan for Haryana :

Since no representative from Govt. of Haryana was present, the stage of finalisation of the Sub-regional plan for Haryana could not be appraised before the Planning Committee.

(iii) Review of the Regional Plan - 2001

The Chief Regional Planner, NCRPB mentioned that a paper on Demography prepared by the Study Group would be discussed in agenda item no. 4.

(iv) Implementation of the FNG Expressway Project - approval of the format, advertisement, tender document etc.

The Chief Regional Planner stated that the proposal had been submitted to the Ministry for setting up of three committees i.e. Steering Committee, Tender Evaluation Committee and Monitoring and Execution Committee for FNG-Expressway. A meeting has been fixed on 26.7.96 to discuss the various issues by the Ministry of Surface Transport.

(v) Consideration of the proposal of landuse change of 12.5 acres in the village of Sadullabad from agriculture to residential use for Ghaziabad-Loni Master Plan.

The matter was discussed in the meeting and it was decided that the proposal of landuse changes of 12.5 acres in the village of Sadullabad from agriculture to residential use belonging to Akashwani Civil Wing Sehkari Awas Samiti would be delinked from

the other cases and would be considered along with other employees corporations societies by a smaller group, where as the rest of the cases of the builders etc. would be placed before the next Planning Committee meeting for consideration.

**Agenda Item No.3 : Consideration of the Outline Development Plans for Surajpur and Kasna Sub-Regional Centres (Greater NOIDA) of U.P. Sub-Region.**

Member Secretary, NCRPB explaining the background for preparation of the outline development plan for Surajpur and Kasna Sub-regional centres stated that the Hon'ble Allahabad High Court in its order dated 27.2.96 had directed the Greater Noida Authority to submit their development plans of Surajpur and Kasna Sub-regional centres to the NCRPB for examination and approval. Member Secretary drew special attention to the order of Hon'ble High Court that "...the only guidance which this Court gives to the Board is to give effect to the intentions of the Act for coordinating, monitoring and scrutinising the implementation of the plans and for harmoniously building urban planning with excellence without disturbing the ecological balance of nature and by respecting the green cover, agriculture and not abdicating either in favour of urbanisation but with a dedicated effort to respect the forests and strive to retain the balance of nature and ecology and at every given occasion not losing the perspective in so far as the Board is concerned in these matters....."

In compliance with the Hon'ble High Court Order, the Greater Noida Authority had submitted the outline development plans for Surajpur and Kasna Sub-regional centres to the NCR Planning Board. The NCR Planning Board had constituted an Expert Sub-Group under the chairmanship of Member Secretary, NCRPB for review and in-depth examination to the outline development plans of Surajpur and Kasna Sub-regional Centres. Amongst others, the Sub-group had experts like Chief Planner, Town & Country Planning Organisation (TCPO), Govt. of India, Shri Syed Safi, Ex-Chief Planner, TCPO, Govt. of India and U.N. expert for planning of Mecca and Karachi, Prof. A.K. Maitra, Head, Deptt. of Environment, School of Planning & Architecture, New Delhi etc..

The Sub-group that met on 31.5.96 and 11.7.96, had a detailed presentation by the Greater Noida Authority and thereafter in-depth deliberations took place on the various issues relating to the development of the Greater Noida Area (GNA). The Sub-group suggested certain modifications, the more important amongst them being the incorporation of plans for village development, the need for specifically identifying major ecological resources and emphasis on larger industrial units having lesser worker density, which will further enhance green cover.

In this meeting of the Planning Committee the Greater Noida Authority presented the modified outlined development plans for Surajpur and Kasna Sub-regional Centres incorporating the suggestions made by the Expert Sub-group. Shri Bharat Bhushan, General Manager (Planning & Architecture), Greater Noida, while presenting the plan stated that the modified plan proposed to develop an area of 2792.92 ha. for Surajpur and 2282.63 ha. for Kasna, totalling 5085.55 ha. for both the complexes and for a population of 1.5 lakhs in each complex. The Sub-regional plan for U.P. Sub-region had recommended for these two centres for a population of 1.5 lakhs on an area of 1200 ha. in each. The modified outline development plan envisaged to develop 2792.92 ha. in Surajpur and 2282.63 ha. in the case of Kasna.

The industrial area had been significantly increased to accomodate the large and medium size industrial units, requiring bigger size of plots but having hitech employing comparatively fewer workers, and accordingly the density would not be more than 15-30 persons per ha. These industrial units will have Low FAR and ground coverage and as such the major portion of the plot will remain as open space in shape of parks and green belt etc. It was also highlighted that out of total 40,000 ha. of development area, more than 87% of the acre i.e. approx. 35,000 ha. will remain under agriculture/green use.

In the modified plan for both the centres, 26% area has been kept under recreational open space and green belt.

The Hon'ble Court's observations regarding the declaration under section 143 of U.P. Z.A. and L.R. Act declaring agricultural land as abadi, which in many instances militated against the spirit of carefully planned development were brought to the notice of the officers of U.P. government. It was suggested that U.P. Govt. will take appropriate steps to prevent the misuse of this provision in Greater Noida area.

Mrs. Suman Swarup, Secretary, Land & Building, Govt. of NCT-Delhi, mentioend that the development of Surajpur and Kasna sub-regional centres as a industrial township would not serve the purpose unless there is a change of allotment policy for industrial land. There should be a reservation for the plots of the industries which are to be shifted from Delhi. In compliance with the Supreme Court order, She had also indicated that some residential sectors may be developed for the population to be shifted out of Delhi. The Principal Secretary, Industrial Deptt., Govt. of U.P., welcomed the suggestions of Mrs. Suman Swarup, Govt. of NCT-Delhi and assured that Greater Noida Authority will be interested to welcome the industries and also population from Delhi. Shri A.P. Singh, Principal Secretary, Deptt. of Housing, Govt. of U.P. observed that the matter regarding reservations can be examined. Member Secretary suggested that the two Sub-regional centres can be developed for an area about 5,000 ha. but the remaining 35,000 ha. in the Greater Noida Development Area must be kept agricultural use/green. He had also suggested that development plan for the villages falling within the development area of Greater Noida may be prepared.



The Planning Committee had detailed deliberations and thereafter approved the modified development plan for Surajpur and Kasna Sub-regional centres which had incorporated the suggestions made by the expert sub-group.

**Agenda Item No. 4 : Consideration of the paper prepared on Demography and Power.**

**(a) Demography :**

The Chief Regional Planner, NCRPB had presented the paper on demography which had been approved by the Expert Sub-Group on Demography. He had indicated that the population for the sub-regions had been assigned for the year 2005. Based on the continuing growth trend, the Delhi's population by 2005 will be 142.5 lakhs and by 2005 the population assigned for NCT-Delhi would be 162.0 lakhs without deflection of 20 lakhs population from Delhi. Chief Regional Planner had also presented the population assignments for the sub-regions of U.P., Haryana and Rajasthan, for priority and DMA towns of NCR. The Senior Town Planner, Town & Country Planning Department had stated that the population assignments for U.P. Sub-region is lower side. Chief Regional Planner requested the Sr. Town Planner to suggest the population assignments for the U.P. sub-region. After detailed discussions, it was observed by Dr. S.P. Bansal of DDA that the assignment of population should be done according to the potential infrastructural facilities available for each of the Regional towns. It was accordingly decided that in order to finalize the assignments a small sub-group be constituted.

**(b) Power :**

Chief Regional Plan, NCRPB explained that the NCR Planning Board had constituted a sub-group for preparation of a Functional Plan for Development of Power in NCR. The Sub-group after detailed deliberations had finalised the Functional Plan for Power. Chief Regional Planner presented the Functional Plan for Power for NCR which was approved by the Planning Committee.

**Agenda Item No.5 : Delegation of Powers**

**5(a) Revision of ceiling of reimbursement of conveyance charges for local jounies in Delhi.**

This agenda item was withdrawn.

5(b) Delegation of Powers to Member Secretary for payment of TA/DA to employees of the Board.

Planning Committee considered the matter and approved the proposal as contained in the agenda notes.

5(c) Delegation of Financial Powers


The Planning Committee considered the matter and approved the proposal as contained in the agenda notes.

5(d) Delegation of enhanced power to PSMG-II

The Planning Committee considered the matter and approved the proposal as contained in the agenda notes.

No.K-14011/16(AP)/96-NCRPB(39th)  
N.C.R. Planning Board,  
India Habitat Centre,  
1st Floor, Zone-Iv,  
Lodhi Road,  
New Delhi - 110003

Date : 18.7.96



(R.C. AGGARWAL)  
Chief Regional Planner

Copy to :

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

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Asstt. Town Planner  
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New Delhi.

# **OUT LINE DEVELOPMENT PLAN 2001 SUB-REGIONAL CENTRES- SURAJPUR AND KASNA**

**Greater Noida Industrial Development Authority**  
Commercial Complex, Sector-20, Noida-201301  
Distt. Ghaziabad (U.P.)

## **PREFACE**

The Greater Noida Industrial Development Authority was created by Govt. of U.P. on 28.1.91, under U.P. Industrial Area Development Act 1976 to promote planned and regulated development of the area. Two Subregional Centres - Surajpur & Kasna, for a target population of 1.5 lakhs each upto 2001 are being developed as a part of the U.P. Subregional Plan 2001. The above two subregional centres form part of the 17 subregional centres identified by U.P. Town and Country Planning deptt in its Subregional Plan - 2001. The subregional plan was approved by the National Capital Region Planning Board on 3.6.92

The authority has prepared the Outline Development Plan-2001 of the two subregional centres on lines indicated by the School of Planning and Architecture, New Delhi in their study for Greater Noida at the time of its inception. This has been finalised in consultation with the expert group setup by the NCR for this purpose.

This report is a written explanation of plan proposals graphically illustrated in the form of drawings, maps and charts that are enclosed. The report also explains the perspectives policies and concepts that form the basis of the proposals finally incorporated in the plan.



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# **OUT LINE DEVELOPMENT PLAN 2001**

## **SUB-REGIONAL CENTERS: SURAJPUR AND KASNA**

Greater Noida Industrial Development Area (GNA)

### **I. INTRODUCTION**

Third World Nations are characterised by rapid urbanization and growth of large metropolises. The number of cities with more than one million population in India was just five in 1951, nine in 1971 and twenty three in the year 1991. In 1994 Bombay and Calcutta ranked in the list of most populous cities. However by the year 2000 A.D., Delhi is likely to be the fifteenth in the ranking of urban population. Urban planners have been concerned about the rapid growth of urbanization and the constant pressure on civic services and also the social tensions caused by the burgeoning population.

Rapid urbanization is an intrinsic part of the development process. As India develops and industrialises, it would change over in the coming decades from a predominantly rural society to a urban one. One of the major challenges before the nation is to provide for planned urbanization with adequate parks and open spaces rather than unplanned haphazard and polluted slum like urban settlements.

Regional Plan for the National Capital Region-2001 envisages balanced and harmonious development of the region, creation of appropriate rural - urban balance through well conceived 4 tier hierarchy of settlements, with greater emphasis on dispersal of economic activities outside Delhi Metropolitan Area (DMA) by providing excellent infrastructural facilities and fast modes of transport and communications to regional and sub regional centers. It has also been observed that unless Sub Regional centers close to DMA are planned and developed carefully, unregulated and haphazard urban development would not be prevented.

Development of Greater Noida Industrial Development Area, within which two Sub-Regional centers of Surajpur and Kasna fall, has been envisaged in accordance with Sub-Regional Plan of Uttar Pradesh, approved by NCR planning board. The Government of Uttar Pradesh was concerned with unplanned development in the area and after initially declaring it as notified area under U.P. Regulations of Building operations Act, 1958 on 19th Sept, 1989, constituted an Authority under U.P. Industrial Area Development Act, 1976 on 28<sup>th</sup> January, 1991. Accordingly, at the outset it had been decided that the two proposed urban nodes, would have a modest size development of 1,50,000 population for each of the two sub-regional centers, incorporating the industrial areas already developed by the UPSIDC. Though total notified area is 40,000 Ha. about 5075 Ha. are planned for low density development with adequate and careful distribution of open spaces and green areas. Special care has been taken for environmentally sensitive natural features of forest, river Hindon, the lake and the greens in evolving the physical plan of the GNA. It is also proposed to upgrade the reserved forest area of 1240 ha. lying north side of Surajpur through effective plantation.

## II. OBJECTIVES

The Outline Development Plans of Sub Regional Centers - Surajpur & Kasna within the Greater Noida Industrial Development Area has inter alia the following main objectives:-

1. To curb speculative land dealings in the Development Authority area in order to prevent unplanned and haphazard growth.
2. To promote planned development integrated with industrial development for achieving the NCR plan objective of dispersal of population and economic activities outside Delhi.
3. To provide for low density development with regional level institutional and recreational activities aiming to serve the entire region.
4. To facilitate the emergence of these industrial centers with ample employment and work opportunities at a place suited for such activities and provide the workers a conducive environment for work and enjoyment of good quality of life.

## III. REGIONAL PERSPECTIVE

The Regional Plan-2001 has identified four levels of settlements for desirable population size and probable functions within the National Capital Region.

Level of Settlements	Population Size
1. Regional centers	3.0 lakhs & above
2. Sub - Regional centers	0.5 lakhs to 3.0 lakhs
3. Service centers	10,000 to 50,000
4. Basic villages	less than 10,000

In the U.P. Sub-Region, Surajpur and Kasna are the two sub-regional centers identified within the Greater Noida Development Area.

Concept of the Outline Development Plan is based on the proposed population targets of 1,50,000 persons each for both the centres by 2001. This population figure has been used to work out gross land area requirements for residential, commercial, recreational, public and semi-public, transport and other related uses; as well as facilities. Further, this population target has been a basis for calculating the requirement of infrastructure such as water-supply, sewerage, drainage, power-supply, medical, education, communication and such other at local, town and regional levels. Industrial areas in Surajpur and Kasna as developed by UPSIDC has been adopted as it is in qualitative and quantitative terms along with its implications concerning workers density, character and space requirements.

The Authority is putting approximately 5075 HA. under two settlements while 1240 HA. is reserved forest which is to be upgraded so as to improve ecological balance and protect the wild life available there. The remaining approximately 35,000 hectares of GNA will be retained as agricultural green as provided in the U.P. subregional plan-2001 and protected from the pressures of unauthorized and illegal urbanization. The Surajpur and Kasna within Greater Noida have been conceived as planned and self-contained independent entities.

#### **IV. PLANNING AND DESIGN CONCEPT**

The key physical features of the structure and design of the proposed new development are outlined below:-

1. The river Hindon is a major ecological resource which has to be conserved and should have more plantations and organised green areas all along river front.
2. The reserve forest cover in the North is the major ecological resource which should be conserved. Some parts of this reserve forest are presently degraded and an upgradation scheme would be taken up actively to improve the ecological balance and protection of the wild life.
3. The concept of inter-flowing green spaces as in Chandigarh, and in Delhi Master Plan, has also been provided in GNA as a continuous lung-space which will ultimately connect to local level open space system to be shown as part of detailed development plans.
4. A grid iron pattern of road network has been proposed which is conducive to establishment of an efficient public transport system. In both the complexes comprising the GNA, pedestrian and cycle paths would be provided adequately to create better environment. Road side tree plantation on the pattern of New Delhi would be attempted.

#### **V THE OUT LINE DEVELOPMENT PLAN - 2001 SUB-REGIONAL CENTER: SURAJPUR**

In addition to the industrial and residential areas the important features of this complex would be the large areas devoted to regional recreational activities such as ornamental Garden, Recreational Botanical Zoological, Theme and Amusement Parks and River Front.

The proposed Surajpur development plan extends over an area of approx. 2793 ha. as delineated on the map. The total area to be developed has been divided into sectors and facilities including parks and green spaces have been distributed in accordance with contemporary urban and environmental planning practices.

The Outline Development Plan level land use breakup for year 2001 is given in table 1.

## **OUTLINE DEVELOPMENT PLAN -2001 SUB-REGIONAL CENTER - SURAJPUR**

Table-1 : PROPOSED BREAKUP OF LAND USE 2001,

S.No.	Land Use Category	Area(ha)	Percentage
1.	Residential	513.59	18.39
2.	Commercial	52.62	1.88
3.	Industrial	920.12	32.95
4.	Public and Semi-Public (including Utilities)	308.63	11.05
5.	Recreational	928.04	33.23
6.	Transportation	69.92	2.50
Total		2792.92	100

Apart from above there will be an area of 1240 hectare under forest cover which would be upgraded through effective plantation.

## **VI THE OUTLINE DEVELOPMENT PLAN-2001 SUB-REGIONAL CENTER-KASNA :**

The Sub-Regional Center Kasna extends over an area of approx. 2283 ha and will contain the Kasna Industrial Area IV and V already developed by UPSIDC.

The Land use analysis of Kasna Planning Area is shown in the Table 2.

## **OUTLINE DEVELOPMENT PLAN-2001 SUB-REGIONAL CENTER-KASNA**

Table-2 : PROPOSED BREAKUP OF LAND USE

S.No.	Land Use Category	Area (ha)	Percentage
1.	Residential	796.41	34.89
2.	Commercial	47.12	2.06
3.	Industrial	675.84	29.61
4.	Public and Semi-Public (including Utilities)	262.00	11.48
5.	Recreational	433.86	19.01
6.	Transportation	67.40	2.95
	Total	2282.63	100

The Kasna village was, once upon a time, the centre of a minor kingdom. There are some ruins which would be preserved and the surrounding area will also be suitably landscaped to conserve the heritage.

### **VII THE HIERARCHICAL LANDUSE ALLOCATION:**

#### **1 RESIDENTIAL AREA DEVELOPMENT:**

The residential area is proposed to be developed in the form of residential sectors.

Generally a population of 15,000 has been taken as the population of a residential sector. Sectors have been provided of varying gross densities of population ranging from 200 ppha at the lowest level to 500 ppha at the highest level. The average population density will be appxo. 300 ppha. The size of a sector is 64 ha (800m x 800m), but the actual size varies according to density and population of the sector and site conditions.

#### **2. INDUSTRIAL AREA DEVELOPMENT:**

Since Greater Noida Industrial Development Area will be primarily an industrial town, the land requirement for industries has been planned in relation to characteristics of towns and cities with a prominent industrial base. Normally in an urban area, workers participation rate is around 33 percent. Assuming that, with time, this figure is likely to improve as a result of development and also considering that a growing industrial town provides additional opportunities for work in construction activities, a participation rate of 35 per cent has been assumed. This confirms to the assigned participation rate of 35% to both Surajpur & Kasna sub-regional centers of U.P. Sub-Regional Plan.

The figure has, therefore been used for calculating the number of workers. This would mean that the total number of workers by the year 2001 would be 1.05 Lakhs for 3.0 Lakhs population for both the Sub-Regional Centers.

According to the Sub-Regional plan of U.P., 45 percent of the total work force comprises of industrial workers. Assuming that similar percentage would be achieved in these Sub-regional centers, the number of industrial workers would become 47,250 by the year 2001, for both Surajpur and Kasna sub-regional centers.

Workers density figures used are 50 workers per ha for small scale industries and 25 workers per ha for medium and large scale industries. The average gross workers density for industrial work force in GNA will be between 25 ppha to 30 ppha. This is due to the larger proportions of capital intensive industries which also need greater area per unit.

### **3. COMMERCIAL AREA DEVELOPMENT:**

Commercial areas proposed are as follows:

- i) Four community centres of 7.50 ha is per 75,000 population would mean a total area of 30.0 ha by 2001.
- ii) Besides the above, commercial facilities have been provided at sector, block and cluster levels as well.

### **4. RECREATIONAL AREA DEVELOPMENT:**

Like other facilities recreational facilities too have been provided at different levels. The facilities are namely:

- i) tot lots at housing cluster level;
- ii) parks and play grounds at the block level;
- iii) parks and play grounds at the sector level;
- iv) recreational clubs, sports centres and major green spaces at the community level;
- v) regional recreational spaces in the form of forest reserve areas, lake front development and related picnic areas; and
- vi) development of the Hindon River Front area.
- vii) 184.00 ha. Golf Course with Integrated Sports Complex has been proposed on the Surajpur-Kasna road, between both the complexes.

### **5. DEVELOPMENT OF PUBLIC AND SEMI-PUBLIC AREAS:**

Sites have been reserved for public and semi-public offices within an overall office complex to be designated as a Corporate office Park and public Semi public Institutional area Besides, there is provision for institutions related to education, health care, religious functions, cultural activities and facilities such as those for fire fighting, police protection, cremation and burial grounds.



## 6. DEVELOPMENT OF TRANSPORT NETWORK:

The transport system has been designed as a multi-nodal one with a hierarchical road network system which links to the regional road network. Major proposals are:-

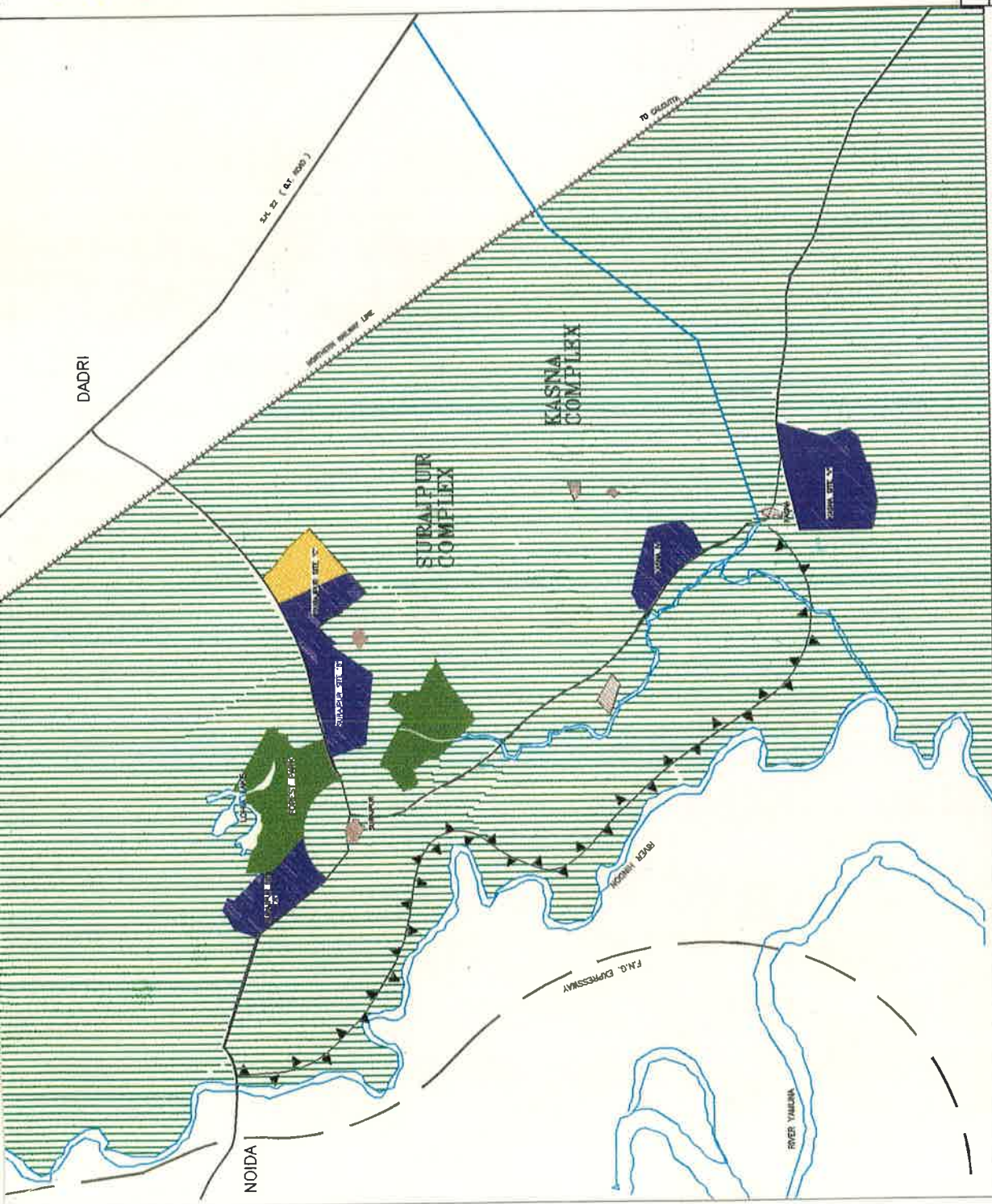
- i) The present two lane Dadri-Surajpur-Challera road to be strengthened and widened connecting with the state highway No. 22, with a overhead bridge at the railway line near Dadri and widening of Hindon River bridge near Kulesra village.
- ii) The present single lane Surajpur-Kasna road is to be widened to six lane.
- iii) The present Single lane Kulesra-Bisrakh road is to be widened to four lane and extend up to N.H.-24 byepass.
- iv) The present single lane Sikandrabad-Dankaur road is to be widened to four lane and extended upto Yamuna river. The road will ultimately connect to Mathura Road near Ballabhgarh in Haryana State.
- v) The Dadri station is suitably located and connected by DSC road for Surajpur Sub-regional center while a 80 meter wide road is proposed to connect the SH 22 near Ajaibpur railway station with Kasna. This will provide rail facility for Kasna Suh-regional center.
- vi) A rail line is proposed to connect Dadri Station with Tuglakabad station. A container depot is proposed to be located along the proposed alignment of rail line.
- vii) A road is proposed to connect Kasna complex to Noida from Okhla Barrage.

## 7. DEVELOPMENT OF VILLAGE ABADI AND RURAL ZONE.

Villages are under going changes in their activities and life styles and socio-economic conditions. With the close proximity of the two Sub regional centres, certain type of village level activities are coming up in villages. These pertain to agro industries, fruit processing and allied industries that can be classified under the tiny cottage sector. These type of industrial activities also reflect the increasing living standards of villagers. The Board of Greater Noida has taken a conscious decision not to interfere with the genuine growth of such rural industries like flour mill, fruit processing, making & repair of agriculture equipment, pump repair etc. Clearly these activities are complementary and harmonious to agriculture activity and no separate land use is indicated in the plan.

Greater Noida Authority has a phased programme for rural development. Separate development plans for identified Basic Villages/and growth centers in the U.P. Sub-Regional Plan will be prepared which include village roads, provision of schools, health centres and other activities for improving the social infrastructure. These activities are being undertaken to arrest the migration to urban areas.

- LEGEND**
- RESIDENTIAL
    - MEDIUM DENSITY
  - INDUSTRIAL
    - INDUSTRIAL SITES
  - RECREATIONAL
    - PROTECTED AND RESERVE FOREST
    - RURAL ZONE
  - TRANSPORTATION
    - ROAD CIRCULATION
  - MISCELLANEOUS
    - VILLAGE AGRO
    - WATER BODY
    - RIVER BAND
  - BOUNDARIES
    - SURAJPUR/KASNA PLANNING AREA



# SUBREGIONAL CENTRES - SURAJPUR & KASNA

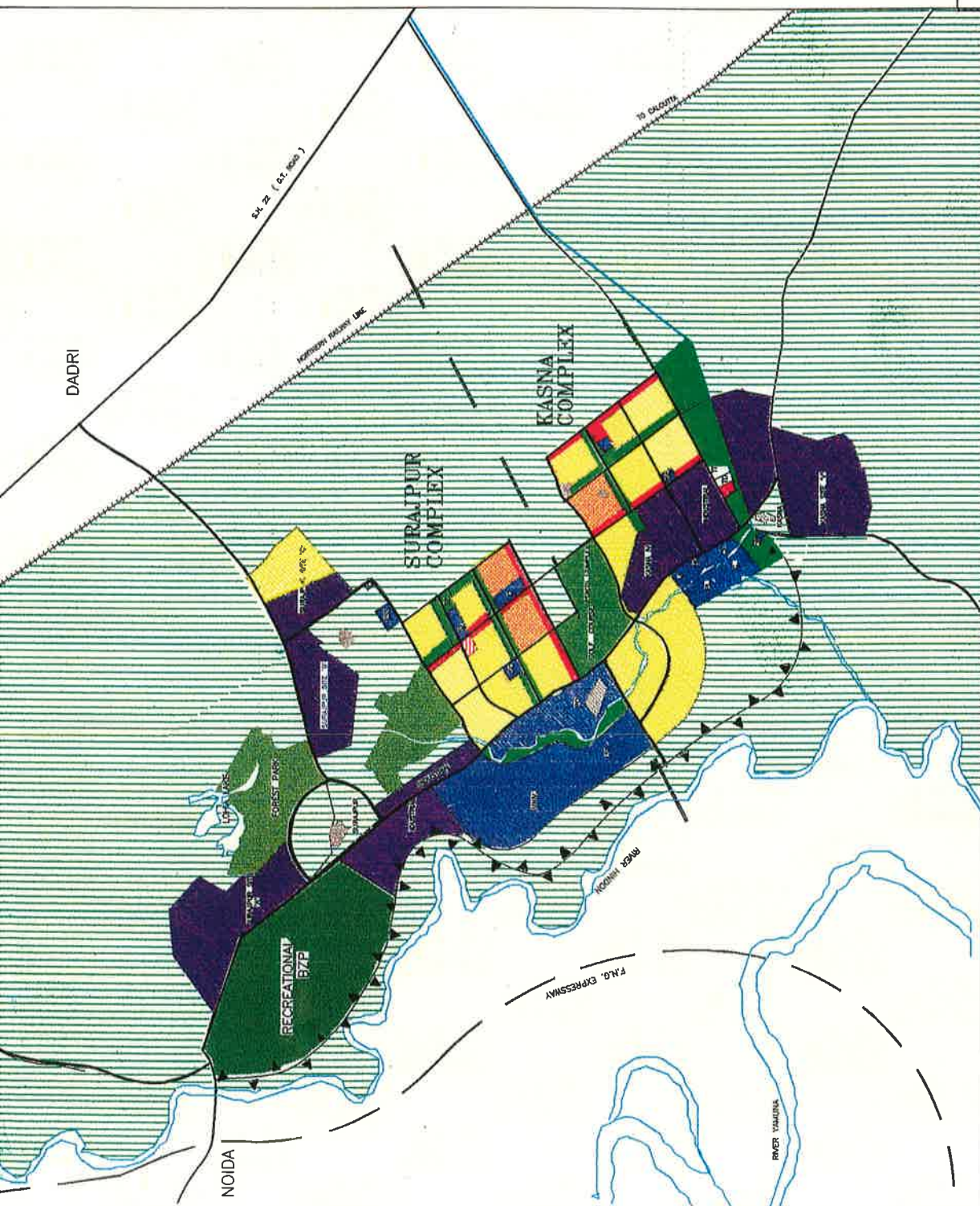
SETTLEMENT PATTERN 1991

DATE:	Dwg. No. 1	
SCALE:		

LEENU SAGHAL MANAGER (PLG.)	BHARAT BHUSHAN S.KRISHNAN G.M. (PLG. & ARCH.)	ANJAY SHANKAR A.C.E.O. C.E.O.
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GREATER NOIDA INDUSTRIAL  
DEVELOPMENT AUTHORITY





# SUBREGIONAL CENTRES - SURAJPUR & KASNA

## OUTLINE DEVELOPMENT PLAN 2001

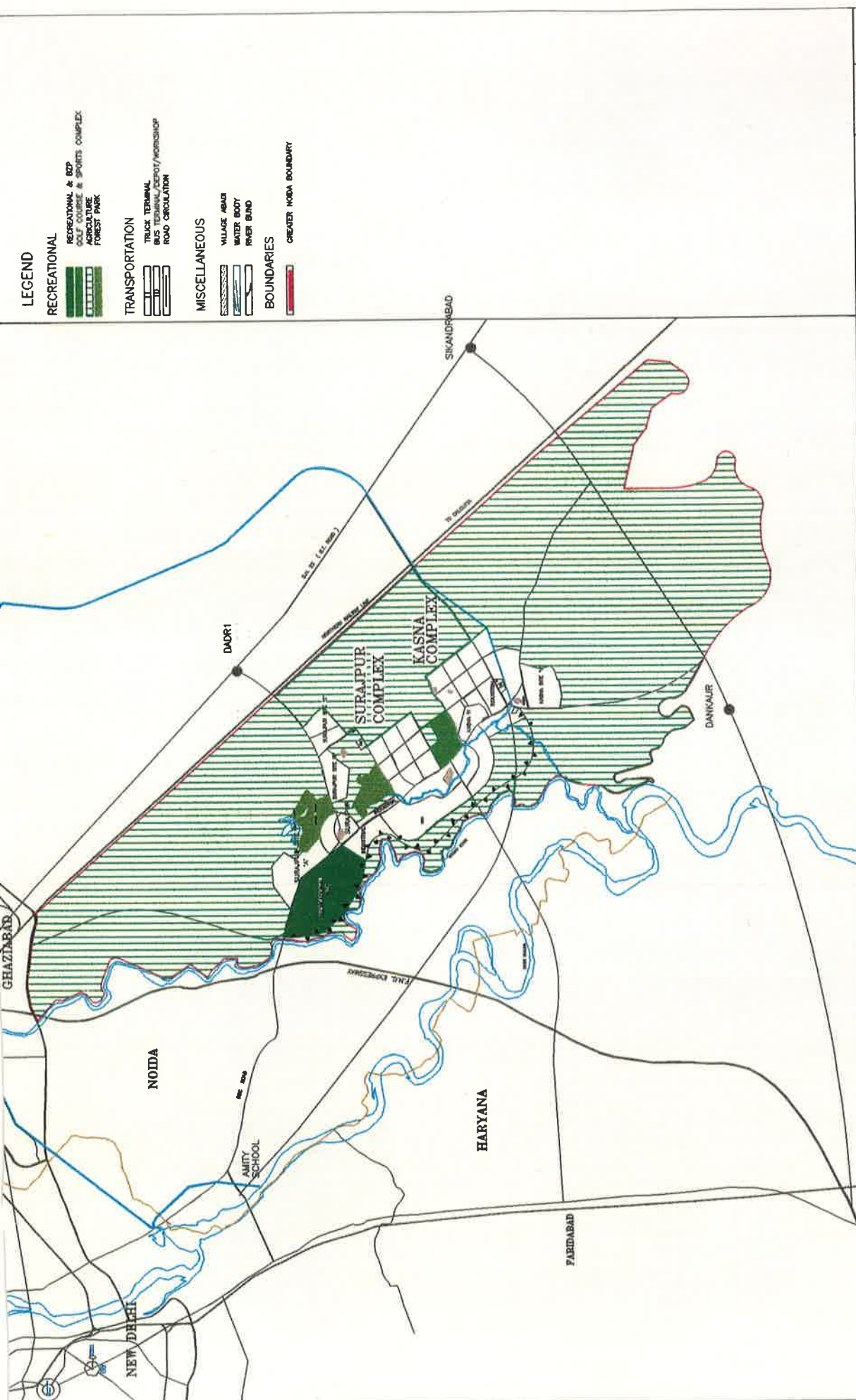
<b>LEGEND</b>	
<b>RESIDENTIAL</b>	
LOW DENSITY	
MEDIA DENSITY	
HIGH DENSITY	
<b>COMMERCIAL</b>	
COMMERCIAL	
<b>INDUSTRIAL</b>	
INDUSTRIAL SITES	
<b>RECREATIONAL</b>	
PROTECTED AND RESERVE FOREST	
RECREATIONAL, BOTANICAL AND ZOOLOGICAL PARK	
GOLF COURSE & SPORTS CENTRE	
GREEN BELT & ORGANISED GREEN	
RURAL ZONE	
<b>PUBLIC &amp; SEMI PUBLIC</b>	
PUBLIC & SEMI PUBLIC OFFICES	
INTEGRATED SCHOOL COMPLEX	
POLICE LINE	
COLLEGE	
CREMATION & BURIAL GROUND	
CENTRAL FIRE STATION	
CIVIL DEFENCE & HOME GUARD	
UNIVERSITY	
SPECIALISED INSTITUTIONS	
<b>TRANSPORTATION</b>	
TRUCK TERMINAL	
BUS TERMINAL/DEPOT/WORKSHOP	
ROAD CIRCULATION	
<b>MISCELLANEOUS</b>	
VILLAGE ABADI	
WATER BODY	
RIVER BUND	
<b>BOUNDARIES</b>	
SURAJPUR/KASNA PLANNING AREA	

DATE: \_\_\_\_\_ DRS. NO. 2

SCALE:

LEENU SAGAL BHARAT BHUSHAN SKRISHNAN AJAY SHANKER  
MANAGER (P.G.) G.M. (P.G. & ARCH.) A.C.E.O. G.E.O.





**SUBREGIONAL CENTRES - SURAJPUR & KASNA**

**LINKAGES**

DATE: \_\_\_\_\_ Dwg. No. 3

SCALE: \_\_\_\_\_

LEENU SANGAL, BHARAT BHUSHAN, SKRISHNAN AJAY SHANKER  
MANAGER (P.G.) G.M. (PLG. & ARCH.) A.C.E.O. C.E.O.

**GREATER NOIDA INDUSTRIAL DEVELOPMENT AUTHORITY**





OMESH SAIGAL, I.A.S.  
Member-Secretary  
Tel 4642285



राष्ट्रीय राजधानी क्षेत्र योजना बोर्ड  
NATIONAL CAPITAL REGION  
PLANNING BOARD  
शहरी विकास मंत्रालय  
Ministry of Urban Development  
1st Floor, Zone-IV  
India Habitat Centre  
Lodhi Road, New Delhi-110003  
Fax 4642163  
1-10-96

सं० के-14011/3/96-पीएमसी/रा. रा. क्ष. यो. बोर्ड

विषय:- राष्ट्रीय राजधानी क्षेत्र योजना बोर्ड की 19.8.96 को संपन्न  
20वीं बैठक के कार्यवृत्त ।

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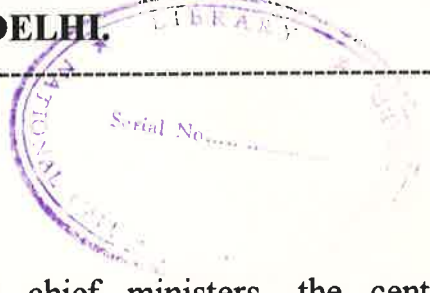
राष्ट्रीय राजधानी क्षेत्र योजना बोर्ड की दिनांक 19.8.96 को  
संपन्न 20वीं बैठक के कार्यवृत्त की प्रति अध्यक्ष तथा बैठक में सम्मिलित सभी  
सदस्यों/सहभागियों को सूचनार्थ तथा आवश्यक कार्यवाही के लिए प्रेषित ।

॥ उमेश साइगल ॥  
सदस्य सचिव

संलग्न:- उपरोक्तानुसार

**MINUTES OF THE 20TH MEETING OF THE NATIONAL CAPITAL REGION PLANNING BOARD HELD AT 11 A.M. ON 19-8-1996 IN VIGYAN BHAWAN, NEW DELHI.**

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The list of participants is annexed.

1. Welcoming the Prime Minister, the chief ministers, the central ministers, the Lt. Governor and the other participants to the 20th meeting of the Board, the Minister of State for Urban Affairs and Employment Dr U.Venkateswarlu expressed confidence that the Board will make great progress and achieve its objectives under the able guidance of the Hon'able Prime Minister as its Chairman. Explaining broadly the Regional Plan-2001 provisions, the Minister of State emphasised the need for the accelerated development of the region and asked the states to suitably strengthen their administrative infrastructure, wherever necessary, to meet the regional plan targets. While welcoming the joint effort put in by the participating States in formulation of the 9th Plan Investment Programme in collaboration with the concerned Central Ministries for accelerated development of the region, the need for greater co-operation among the Central Government, the Private Sector agencies and the financial institutions was greatly emphasised. In order to meet the challenge posed by the dire need to mobilise resources to finance the Rs. 60,000 Cr. plan, it was explained that though the plan envisages large investments by the private sector in funding these development programmes, however in order to induce the private sector to do so substantial investment would first have to be made in the public sector in the development of physical, social and economic infrastructure.

2 Emphasising upon the need for improving the regional transport linkages, the Minister of State for Urban Affairs & Employment explained that the NCR Planning Board had rightly earmarked more than half of its future investments for this sector. Once the transport sector functional plan is implemented, it would bring about a modal shift of atleast 50% of the commuter movement in favour of rail based transportation and hoped that this would help considerably to reduce congestion, bring down pollution levels and provide the commuters with a fast and comfortable mode. With regard to the Expressways proposed in the Functional Plan for NCR, the Ministry of Surface Transport was requested to re-consider the issue of declaring them

as National Highways / Expressways keeping in view the facts that, these Expressways were Inter-State in nature, connected the National Highways and would provide a bye-pass for the National Capital Region. While congratulating the Govt. of NCT Delhi for going ahead with the scheme for peripheral road in Delhi, it was suggested that while working out the feasibility, the Functional Plan provision of a Rail-cum-Road Corridor should be kept in view.

3. Elaborating the Investment Programme for the Ninth Five Year Plan period the Minister of State, requested the concerned Central Ministries and the participating NCR States Governments to make corresponding provisions in their respective Five Year Plans, as the provisions required from them were marginal and would not substantially affect their overall plan. Explaining the problems in mobilisation of resources by raising bonds through HUDCO and availing a line of Credit, the Minister of State was hopeful that the matter would be sorted out in the near future. Expressing his satisfaction over the clearance of more than Rs. 1,000 crores worth projects by the NCR Planning Board during the last two years, it was suggested that schemes posed to the foreign agencies for funding non-remunerative infrastructure projects in the NCR through grant-in-aid, should be vigorously pursued.

4. The Minister of State further expressed concern over the inconsistency in the matters of taxation and inter-state movement of vehicles in the NCR. It was suggested that uniform taxation policy should be adopted and implemented in the NCR. It was also suggested that to enable the free movement of taxis and commercial vehicles through out the NCR, all hurdles should be removed. Furthermore, action to provide Local Call Facilities and Single PIN CODE in the entire NCR region was also stressed. In order to affect the shifting of economic activities and commercial offices out of Delhi, the Minister of State suggested that the firms/companies could hive off some of their activities and shift them outside Delhi and further in order to allow such shifting units to maintain functional linkages in Delhi, a Regional District Centre could be developed in the capital itself, to provide office/commercial facilities to such units/offices. Further to generate resources for the development of the region as well as to effectively decentralise the economic activities, it was suggested that rather than utilising the valuable land in New Delhi for Government staff Housing, the same land could be used for more remunerative use in Delhi, while housing colonies could be developed in the DMA and regional towns. While a part

of the revenue generated through commercialisation of the land in New Delhi could be utilised for providing some incentives to these employees residing in the outlying colonies and the rest could be utilised for the improvement / development of regional infrastructure. Concluding his speech, the Minister of State of Urban Affairs, and Employment congratulated the member States and concerned Ministries and agencies for the efforts being made by them to fulfil the objectives of the Regional Plan.

5. Shri Omesh Saigal, Member Secretary, NCR Planning Board made an audio-visual Presentation to enlighten the Board on various emerging issues which were going to be discussed in the meeting, specially with regards to future NCR development programmes of about Rs. 60,000 crores during the coming decade. Giving the background of the National Capital Region and the explosive growth of population of Delhi since 1971, the Member Secretary, explained that the number of industries had now crossed more than 1,20,000 and the 1991 population of 94.2 lakhs which had earlier been projected to reach 132 lakhs by 2001, was now likely to reach the level of 144 lakhs by the end of 2001 unless vigorous steps are taken to implement the NCR Plan. This situation would result in severe pressure on the essential services like water supply, power, public transport, sewerage disposal etc. in the Capital, which are already over- strained.

6. The immigration largely from the NCR states, was the major factor responsible for the unprecedented growth of Delhi and was caused by better employment opportunities in the Capital. In order to reverse this trend and to achieve the Regional Plan target of deflection of 20 lakh Delhi bound potential migrants population by 2001, the strategy recommended by the Board was the induced development of townships alongside the two selected DMA towns (i.e. Bahadurgarh and Kundli) and the 8 Priority Towns and complexes in the National Capital Region. The total cost of development of physical and social infrastructure, creation of 5 lakh job opportunities through shifting / establishment of economic activities such as industries, wholesale trade, offices and commensurate housing in these identified townships would come to Rs. 37,000 crores during the coming decade. Though a large part of this investment was expected from the private sector, however to induce the private sector to make this investment, substantial public sector investment would be necessary. For funding the joint sector projects, under its new financing pattern, the NCR Planning Board provides loan assistance to the participating States in the ratio of 75 : 25.



7. Referring to the importance of regional infrastructure requirements, the Member Secretary emphasised that availability of adequate power was the key to economic development in the Region. It was explained that the Northern Grid was already short of power to the extent of 38% and of this also some of the NCR States like Haryana and Rajasthan faced acute power shortages. Since the NCR Plan expects the bulk of Delhi industries to shift to Rajasthan and Haryana, it is planned to ensure un-interrupted power supply to these NCR towns by providing 50% additional captive power in the Priority towns and to improve the transmission and distribution systems. It was expected that the requirement of Rs.3,000 crores for power generation would come from the private sector, while Rs. 600 crores needed for Transmission and Distribution would essentially have to come from the public sector i.e. the states themselves. In fact, for setting up of captive power through the private sector, necessary policy decision would have to be taken by the respective state Governments.

8. In order to improve the telecom facilities in the NCR, the Member Secretary explained that presently Local Call facilities within Delhi were available upto a radius of approximately 22 kms from their Central Exchange located at Janpath. It was suggested that in the first instance the entire Delhi Metropolitan Area should be treated as a Single Telecom Zone and Local Call facilities should be made available therein. The NCR Investment programme had envisaged an amount of Rs. 2800 crores for upgradation of the existing Exchange to 7 digit level and provide facilities 'On Demand' in the entire NCR.

9. While explaining the root cause of suffocating traffic congestion in Delhi, Member Secretary pointed out that all the 5 National Highways from the region and the Railway Lines converging into Delhi bring in all the freight-passenger traffic including 394 incoming & outgoing trains everyday to the core of the capital. Moreover, the entire dependence of the commuters on road based system and no integration with the rail network, compounds problems of congestion and the resultant pollution. The present traffic load on Ring Road, especially between the Azadpur, Punjabi Bagh, Dhaula Kuan and Ashram Chowk etc. has reached the peak capacity and the situation is likely to become critical by 2001 A.D., when the traffic loading may need as many as 24 lanes in some of the sections of the Ring Road as against its present 6 lanes and the traffic speeds are likely to go down to 5 kms per

hour. Keeping the Delhi's traffic problems in view, the Functional Plan for Transport sector of NCR has proposed the augmentation of the Ring Road and a fully integrated rail and road network. The road/ highway proposals include the elevated expressway on Ring Road at a cost of Rs. 750 crores, Faridabad-Noida-Ghaziabad Expressway at a cost of Rs. 750 crores, Ghaziabad-Sonepat-Panipat Expressway at a cost of Rs. 1800 and Delhi-Loni-Khurja Expressway at a cost of Rs. 2250 crores and a peripheral Expressway already being planned by Delhi at a cost of Rs. 1800 crores. The total cost of these road network projects is estimated at Rs. 7500 crores.

10. In respect of the railway network, the necessity of activating the Ring rail in Delhi by doubling of the track to provide exclusive railway lines for commuter trains, separated from long distance trains at a cost of Rs. 420 crores was emphasised in the Transportation sector Functional Plan. These additional tracks could subsequently be extended to Panipat, Rohtak, Bahadurgarh, Gurgaon, Alwar, Faridabad, Palwal, Ghaziabad and Hapur and Meerut etc. The total cost of railway network development would be Rs. 3500 crores. This network was further required to be supported by a perimeter Road cum-rail Corridor around Delhi at a cost of Rs. 2800 crores (which includes the cost of perimeter expressway referred to under road proposals). Referring to the proposed tram ways, Member Secretary, NCRPB explained that rather than providing it as a parallel system on the Ring Road it would be better if trams acted as a feeder to the rail system and replace the buses. It was further explained that underground portion of the MRTS connecting Vishva Vidyalaya with Central Secretariat, at a cost of about Rs. 2000 crores had been retained as such in the Functional Plan.

11. Giving the broad investment requirement for implementation of Regional Plan, the Member Secretary intimated that the overall financial requirements estimated over the next 10 years would be Rs. 60,000 crores, out of which Rs. 26000 cores would be required during the 9th plan period. The private sector is proposed to provide bulk of it i.e. Rs. 15,000 cores. The balance of Rs. 11,000 crores is required to come through the Central Ministries, participating states and the NCR Planning Board, whose share of Rs. 4100 crores shall consist of:

-Central Budgetary Support during the 9th Plan	: Rs. 800 Cr.
-Enhanced contribution from GNCT Delhi	: Rs. 150 Cr.
-Internal accruals of NCRPB	Rs.280 Cr.&
-the balance to be arranged through market borrowings (bonds etc.) and loans from financial institutions.	Rs 2840 Cr.

Simultaneously the Central Ministries / participating States would have to make the following provision :

Participating States :

Haryana	Rs. 941 crores
Uttar Pradesh	Rs. 950 crores
Rajasthan	Rs. 200 crores
NCT Delhi	Rs. 2050 crores, *

\* bulk of which would be spent for the Ring Rail, Delhi MRTS and the peripheral road.

Central Ministries:

- The Ministry of Surface Transport Rs. 600 crores,
- Ministry of Telecommunication Rs. 1300 crores.
- Ministry of Railways Rs. 1000 crores (to be provided outside their plan without dividend liability)

12. Shri Sahib Singh Verma, Chief Minister, Delhi expressed his concern at the un-abated immigration of around 4 lakh people every year into Delhi and stressed the need for development of employment opportunities and basic services in the regional towns to stop this trend. He further suggested the approval of the mechanism for the mobilisation of resources as suggested by the NCR Planning Board, so that the projects are not stalled for want of funds. The Chief Minister intimated that though they wanted to substantially increase the contribution to the NCR Fund as against the contribution of Rs. 10 crores during the last three years, however in view of the curtailment in their Plan size, for the current financial year, they have been able to earmark only Rs. 5 crores .

13. The Chief Minister further pointed out that out of the 20,000 trucks coming into Delhi at least 10,000 are not destined to Delhi and in order to cater this type of bypassable traffic, the Delhi Government has decided to develop a 82-Km long urban Expressway starting from Village Madanpur Khadar connecting Mathura Road with G.T. Karnal Road which will; also provide connections to Faridabad, Gurgaon, Rohtak, Karnal and Panipat.

14. In order to facilitate the relocation of the 168 industries to be shifted by 30.11.96 as a result of Honourable Supreme Court order which would infact affect a large work force living in Delhi, the Chief Minister Sh. Verma, requested the state govts. to allot the land as early as possible on preferential basis and at pre-determined rates. For this, the GNCT Delhi had already set up a Unified Single Agency with the co-operation of the surrounding States.

15. The Chief Minister expressed his gratefulness towards Haryana for its offer that they would not have any objections in issuing permit to ply taxies and buses between Delhi and the neighbouring towns of Rohtak, Sonapat, Gurgaon, Faridabad etc. It was further pointed out that Delhi was heavily dependent upon Haryana for water and power supply also. Accordingly the Chief Minister Sh. Verma requested for supply of additional water to feed the already commissioned 40 m.g.d. plant and the new 140 mgd Plant being planned in NCT Delhi. Shri Bansi Lal, Chief Minister, Haryana intervened to say that unless SYL water is made available, it will not be possible to release any additional water for NCT Delhi. Shri Verma requested the Prime Minister to intervene and help out in the matter. The Chief Minister Delhi also informed that Shri Bansi Lal, Chief Minister, Haryana had agreed to start the work on the 1200 cusecs capacity parallel channel to supply raw-water to Delhi within the next 2 or 3 months. It was also suggested that since the agricultural land in Delhi was being converted into residential and other colonies, the water saved from agriculture should be used for augmentation of the drinking water supply in the residential areas.

16. Shri Sahib Singh Verma, once again emphasised the need for establishing power plants in the region in order to facilitate the establishment of industries shifting outside from Delhi but pointed out that the amount of Rs. 3,600 crores mentioned in the Functional Plan seems to be much less and needs to be raised. The chief Minister also drew attention towards the power shortages in the outer Delhi and requested for being given its due share of 1450 M.W. from the Northern Grid. Referring to the Ninth Plan Investment

requirement of Rs. 2,6000 crores for the NCR and the corresponding provision of Rs. 2035 crores required in Delhi's 9th Plan,. the Chief Minister Shri Verma requested the Central Government to assist Delhi Govt. in raising additional resources so that this Plan target can be achieved.

17. Concluding his speech, Shri Sahib Singh Verma expressed concern over the increasing number of unauthorised colonies and encroachments on agricultural land resulting out of the non-availability of affordable plots for allotment to the immigrants of this category. He emphasised the need for developing fully serviced colonies in the neighbouring border towns of NCR states to arrest the potential migrants from swarming into Delhi in search of economic opportunities.

18. Finally, The Chief Minister expressed his hope that under the chairmanship of the Hon'able prime minister adequate funds would be made available for the effective implementation of the NCR schemes.

19. Shri Bansi Lal, Chief Minister Haryana, describing NCR Plan as a 'unique' example of integrated development by bringing together different States, emphasised the need for greater intervention of Central Ministries to make adequate investments for implementation of the NCR projects. He however, expressed concern over the inadequacy of the Budget Provisions in the plans of the Central Ministries for NCR projects. Referring to the report of the Working Group for the Ninth Plan, Shri Bansi Lal hoped that with the blessing of the Hon'ble Prime Minister, the Investment Plan will be able to make a headway. He, however, pointed out there were certain issues which needed immediate consideration :-

19.1 Though, MRTS may help in reducing traffic congestion and air pollution in Delhi but the system would be incomplete unless NCR Towns are fully connected and form an integral part of the Regional Rapid Transport System (RRTS) approved by the NCR Planning Board..

19.2 Regarding the location of the directional Terminals it was suggested that the one proposed at Bijwasan should be located in Gurgaon town , for which Haryana State will be in a position to provide sufficient land. He also requested an early action in finalising the alignment of the peripheral Expressway around NCT Delhi so that

the roads coming in from Haryana could be properly interfaced. He further suggested that Railway Board should electrify all the Radial Railway Lines upto a distance of 150 kms from Delhi for running High Frequency EMU Trains.

19.3 Regarding the Ninth plan Investment of Rs. 941 crores required to be provided by the Haryana Government, the Chief Minister, expressed his reservations in view of the limitations of resources and suggested that while the State would be happy to make modest contribution, the bulk of the investment should come from the Government of India either directly or through a special allocation to the Haryana State.

19.4 In order to accommodate the large number of industrial units to be shifted from Delhi, as a consequence of Hon'ble Supreme Court's Judgement, it may be difficult to provide adequate power in view of the persistent shortage. It was, therefore, requested that additional power may be made available from the Northern Grid. In fact, as had been decided in the earlier meeting, 44% of the 457 MW. of additional power to be made available from the Northern Grid out of the unallocated reserve should be given to the Haryana State.

19.5 Referring to the Telecom Network, Shri Bansi Lal, explained that while the DMA towns are connected with Delhi on Local Call System but the intercity linkage of these towns were on STD network, which needs to be converted into a Local Call System in order to have economical and better interconnection.

19.6 Shri Bansi Lal requested the NCR Planning Board to consider providing Interest Free Loan for infrastructure schemes for financing the Expressway, Regional road Grid, Power Transmission and Distribution system etc.

19.7 The Chief Minister, Haryana also emphasised the necessity of revising the boundaries of the NCR to include some more areas/ towns like Karnal, Hansi, Bhiwani etc. and the Mahendergarh districts in the NCR so as to arrest migration from these areas.

19.8 Referring to the finalisation of Sub-regional plan of Haryana Sub-region of NCR, it was pointed out that the two conditions put-forth by the NCRPB were difficult to be met in view of the following reasons :-

- a) The two Kms Green Belt required to be left along the Delhi-Haryana Boarder in the Haryana territory was not possible because of major urban centres like Faridabad, Gurgaon, Bahadurgarh and Kundli etc. had already come up along the Highways and it was not possible to incur heavy investment on acquisition of this Green Belt. It may be possible for Delhi to leave such a green belt within their own territory and controlling it through the Master Plan provisions.
- b) Haryana would only follow the land use plan prepared for the entire NCR and approved by the NCR Planning Board and as such preparation of a separate Sub-regional Land Use Plan for Haryana Territory would not serve any purpose.

As such, Shri Bansi Lal, requested the Board to relax the above conditions so that the Sub-regional Plan for Haryana could be finalised accordingly..

20. Summing up the issues requiring immediate action the Chief Minister, Haryana stressed early for an action on the following matters :-

- i. Construction of Palwal-Sohna -Bhiwadi-Rewari-Jhajjar-Rohtak bypass.
- ii. Second International Airport near Kundli.
- iii. Uniformity in the rates of Sales-tax.
- iv. Direct electrified rail link between Rohtak and Counter Magnet town of Hissar.
- v. Sparing of more power out of unallocated reserve for industries.

21. The Haryana Chief Minister invited the attention towards the all important question of the need for a uniform sales tax in the entire region. He pointed out that the inter-state competition was not only affecting the ways and means position of the states but also going against the very spirit of the Regional plan aiming at the balanced development of the region. As such it was necessary to take immediate steps in this regard.

22. Shri Bansi Lal once again requested the Prime Minister to help in getting the SYL canal constructed in Punjab so as to enable it supply of additional water to Delhi. He also requested that in view of the substantial contribution of 45 million tons of wheat and rice being provided by the Haryana State to the Central Pool additional power should be made available to his State.

23. Concluding his speech, Shri Bansi Lal requested that in order to ensure that important decisions are taken, the Board meeting should always be chaired by the Hon'able Prime Minister himself.

24. Shri Bhanwar Lal Sharma, Minister of Urban Development, Rajasthan also reiterated the request of Shri Bansi Lal, Chief Minister of Haryana that the meeting of the Board should always be chaired by the Hon'ble Prime Minister which would help in implementation of the NCR projects.

25. Explaining the industrial policy of Rajasthan, Shri Sharma intimated that an Industrial Area Development Authority Act had already been enacted so that in the industrial areas being developed, all the infrastructural facilities can be provided and maintained by a single agency and under this Act one of the two industrial areas selected for establishing such an Authority was Bhiwadi. He further requested that in view of the rapid growth of the Behror-Nimrana-Shahjapur Industrial Corridor, all these three sub regional centres should be upgraded to the level of Regional Centres. Shri Sharma informed about the industrial development being undertaken by the Rajasthan State Industrial Development and Investment Corporation Ltd. (RIICO) at different locations in the Rajasthan sub-region and explained about the efforts being made and the opportunities being afforded by Rajasthan through its Single Window. In view of the industrial development in the area the Rajasthan government was setting up an Export Promotion Industrial park at Tappukhera (Service Centre) near Bhiwadi at a cost of Rs. 55.34 Cr. with the approval of the Min. of Commerce.



26. The Alwar Master Plan had already been approved while in June, 1996, Bhiwadi Master Plan had also been approved. For Sub-regional Centre Shahjahanpore a draft Master Plan has been prepared and in respect of other Sub-regional Centres the Master Plans and Development Projects are under preparation. In respect of Sewage disposal of Bhiwadi a scheme for obtaining Japanese Grant Assistance has already been prepared and the same would shortly be sent for further necessary action. Shri Bhanwar Lal Sharma further requested the Chief Minister, Haryana to get this project jointly implemented.

27. Expressing optimism at the projects being implemented through the financial assistance being provided under the New Financing pattern the Minister requested for a grant assistance for the development of service centres and basic villages also. He further suggested that the Alwar Improvement Trust had taken up certain non-remunerative schemes like the overbridge and were accordingly under a great pressure as the Interest on loan had been increasing and were finding it very difficult to return the loan amount along with the interest. As such, he requested the NCR Planning Board to seriously consider the complete writing off, of such loans.

28. For construction of the rail link between Bhiwadi and Rewari as a part of the Palwal - Khurja bypass line, the NCR Planning Board in its 19th meeting held on 17.11.1995 suggested that the project may be financed on CIDCO Pattern by sharing the cost between the State Govt. and the Railways. The Minister expressed his views that though this project was extremely important for the development of Bhiwadi but should be taken up by the Central Government by providing the entire investment required for this long over due project. He also suggested the laying down of broad Gauge Line connecting Hansoli-Mandawar-Behror-Narnoul and requested the Railway Board to complete the survey early. Shri Sharma requested that the development of Alwar-Ramgarh-Sohana-Gurgaon Road on priority and further that Alwar-Kherthal-Azarka roads be connected with NH-8 near Bawal.

29. Referring to the floods successively during the second year in Rajasthan Sub-region, he requested for a special financial assistance from the NCR Planning Board for the repairs and re-construction of important roads in the sub-region of NCR, Rajasthan. He further requested for the inclusion of

the remaining four Tehsils of Alwar District in the National Capital Region, so that from the administrative point of view the execution of the projects would become easier. He also requested that Ministry of Environment and Forests' Notification of 7th May, 1992 should be withdrawn so that the development works can be taken up without any hindrance.

30. Repeating the request of the Chief Minister of Haryana, Shri Bhanwar Lal Sharma requested that removing of the tax and tariff differentials in National Capital Region was essential so that large industries can be attracted to the Sub-region. He also requested that some of the Central Government offices from Delhi should be shifted to the sub-region so that the commutation is reduced to the minimum. Concluding his speech, Shri Sharma, Minister of Urban Development, Rajasthan requested the Minister of Railways Shri Ram Vilas Paswan to get the railway projects implemented which are long over due .

31. The Advisor to the Governor, Uttar Pradesh, Shri B.N. Swarup expressed the hope that under the Chairmanship of the Hon'ble Prime Minister the issues and bottlenecks which have so far been preventing the implementation of the NCR programmes, would be fully resolved. He fully endorsed the views of the Chief Ministers of Haryana & Delhi and Minister for Urban Development, Rajasthan, that the meeting of the NCRPB should always be chaired by the Prime Minister himself. He expressed his happiness over the accelerated implementation of the programme during the current year, whereby against the overall assistance of Rs.55 crores during the period 1986 to 1995, during 1996 projects worth Rs.359 crores consisting of NCR assistance of about 269 crores, had been approved. The Advisor expressed great concern over the deteriorating conditions in Delhi which would be further aggravated, if the Delhi Administration plan of industrialising additional land is implemented. This would go against the very spirit of the NCR Plan and the policy of decentralisation of industries, specially in the light of the Supreme Court order to close down and shift 168 industries and the action to be initiated in respect of 758 industries and resulting ultimately in the shifting of the 90,000 non-conforming industries from Delhi. He urged upon that the NCR Planning Board not to approve this programme as well as requested the Delhi Govt. to give it up.

32. Referring to the improvements required in the rail transport Shri Swarup emphasised the need to stop thinking of transportation projects for Delhi on stand alone basis specially the 'self contained MRTS' for Delhi and suggested that it had to be fully integrated with the region as had been done in the case of Greater Mumbai. The implementation of this Plan should be undertaken by the Ministry of Railways, for which already a reference has been made to the Hon'ble Railway Minister by the U.P. Govt. The Advisor, further emphasised on the need for a uniform pin code and the improvements in the telecom network to provide 7 digit telephone exchange so that local call facilities are provided within the entire NCR. It was explained that this may not involve any technical problem because already in Bombay more than 32 kms radius area is covered by a single 7 digit telephone code on local dialling system.

33. The Advisor further emphasised the need for raising resources by using land as a resource, specially utilising the 100 acres of land in Delhi for more remunerative purposes than the existing proposal of constructing subsidised Govt. Housing, which could yield over Rs. 2000 crores. On the other hand, such Housing could be developed across the Border in U.P. at a fraction of the cost and part of the saving could be used for giving incentives for Govt. employees staying in these outlying colonies. He further emphasised the need for affecting the much awaited shifting of Govt. offices and trading activities to the NCR, for which they were holding about 5000 acres of land in Meerut and more than Rs. 500 crores worth of investment in the form of unsold offices and commercial buildings in Ghaziabad. He also suggested the setting up of a Regional centre in Delhi where office space for industries and large commercial establishments located in Greater NOIDA, Meerut, Bulandshahr and Ghaziabad could be offered at pre-determined price, though without any subsidy but not through auction.

34. In view of the much lower value of real estate in U.P. as compared to Mumbai, Sh. Swaroop observed, the resources generated through land development in U.P. would be modest, and as such, available state contribution for implementing the rail proposals will be limited and it may not be possible to strictly follow the CIDCO pattern of State's investment of 2/3rd of the project cost. He further suggested that the movement of taxis throughout the region should be made free and all restrictions removed as early as possible.

35. Concluding his speech, Shri Swarup, Advisor to the Governor, UP expressed the hope that it will not only be possible to develop a proper focus for its activities but the NCR Planning Board will also make record achievements under the guidance of the Hon'ble Prime Minister.

36. The Lt. Governor of Delhi, Shri P.K. Dave, requested that his written speech placed on the table may be treated as read, and, since most of the points had already been brought out by the Delhi Chief Minister, he would only emphasise on 3 important issues.

- i. It was suggested that firstly the rapid tram system should be reviewed and Greater emphasis be laid on MRTS and Express highways than tramways.
- ii. Secondly before its implementation, a technical feasibility be commissioned for the double decker ring road (elevated expressways).
- iii. Thirdly, in the process of moving the industries out of Delhi, we should not think of deindustrialising Delhi. Further, Delhi should invite non-polluting industries in the computer software and allied hi-tech fields.

37. The Chairman, Railway Board Sh. C.L.Kaw pointed out that since no where in the world rail services for the commuters are profitable and they accordingly continue to be subsidised, it was suggested that the NCR Planning Board should seriously consider the matter of resources and assured that after considering all the factors whatever decision is taken, it will be implemented by the railways. It was pointed out that presently all lines converged into Delhi catering both to the passenger and freight traffic. The latter moves all through the core areas from Tilak Bridge, Nizammuddin, Okhla, Daya Basti, Azadpur to go towards Ambala. This causes too much of congestion on these tracks and these stations, which are now in the heart of Delhi. As such the railways welcomes the NCR Planning Board's suggestions for construction of bypasses. However, the question of financing the construction of these lines remains to be sorted out. While appreciating the suggestion of the Chief Minister of Haryana to electrify certain lines in Haryana and running of EMU's at high frequency, the Chairman Railway

Board, pointed out that as this was a capital intensive scheme, it will not be possible for railways to spend so much of additional funds out of their plan budget. Similarly, he fully subscribed to the proposals given by the MS, NCRPB regarding the electrification of other tracks in Delhi and Rajasthan, but the only problem remaining to be sorted out was the provision of funds. Finally the Chairman, Railway Board assured that the Railways would participate in all projects as may be decided by the Board and the Govt., and can co-ordinate and try to make them successful.

38. The Minister for Railway requested the Chairman, Railway Board to clarify certain issues regarding the interconnection of Rewari, Bhiwadi and Rohtak by railway lines which had been raised by the Sh. Bansi Lal Chief Minister Haryana, and the Minister for Urban Development Rajasthan Sh Bhanwar Lal Sharma. It was confirmed by the Chairman Railway Board that these lines were definitely required to bypass the traffic on Central portions of Delhi so that the traffic not destined to Delhi does not come inside. He once again pointed out that all EMU services being non-remunerative, have to be highly subsidised and on operation and maintenance alone 70 to 80% subsidy is required to be provided. The Chairman assured that Railways would provide all the technical help wherever necessary and called upon to do so. Referring to a question regarding implementation of projects, the Chairman pointed out that everything was possible and in fact a study was being conducted by RITES on behalf of NCRPB but the availability remained the major constraint. However any further delay of 10 or 15 years will multiply the cost manifold and it was high time that something is done immediately.

39. The Minister of State for Power, Dr. S.Venugopalachari, while agreeing with the investment proposals contained in the Functional Plan for Power, spelt out the steps being taken to meet the requirements of Haryana, specially for Agriculture, and intimated that already 5% additional power had been released. In fact, both Rajasthan and Haryana had already drawn more than their allocation during the year 1995-96. He further reaffirmed that while private sector would be required to make investments for power generation to the extent of Rs.3000 crores, the States would have to invest Rs. 600 crores towards the improvement of transmission and distribution.

40. Shri Ram Vilas Paswan, Minister for Railways assured that his Ministry was totally committed towards the development in national interest. His Ministry was fully aware of the transportation problems and that if immediate steps are not taken, the situation could be explosive as already the implementation of the projects has substantially been delayed. As had been explained a day earlier not only the traffic load is increasing, Delhi is getting more and more polluted and the same may result in terrible diseases. However, as far as railways are concerned we have been repeating time and again that a clear cut policy decision needs to be taken as to whether railways has to be a purely commercial, profit earning organisation or it has to function as an instrument of public service. Addressing specially Shri Bansi Lal, the Railway Minister clarified that as per his own experience, nowhere in the world railways are profit earning, and on top of it, as against the earlier years when the railways use to be given 75% of its funds as budgetary support, the same has been reduced to 15% and thereto the actual release of funds is less and they have to return substantial money in the form of dividends. He reiterated the need for substantial funds and requested the Central and State Governments to actively co-operate in arranging the same. The Railway Minister emphasised the need to allow the railways to raise resources through the development of railway land for commercial use.

41. Concluding his speech, Shri Ram Vilas Paswan, Railway Minister recommended the setting up of a small Committee so as to co-ordinate the projects and get them implemented effectively as early as possible in the regional and national interest.

42. Shri Omesh Saigal, Member Secretary, NCR Planning Board explained the Agenda items and the following decisions on each of the item were taken:-

43. Agenda Item No. 1 : CONFIRMATION OF THE MINUTES OF THE 19TH MEETING OF THE NCR PLANNING BOARD HELD ON 17.11.1995.

Since no comments had been received in respect of the minutes of the 19th meeting of the NCR Planning Board held on 17.11.1995, the same were confirmed and approved.

44. Agenda Item No.2 : REVIEW OF THE ACTION TAKEN ON THE DECISIONS OF THE 19TH MEETING HELD ON 17.11.1995.

The review of the actions taken on the decisions of 19th meeting of the Board held on 17.11.1995 were noted .

45. Agenda Item No.3 : NINTH FIVE YEAR PLAN (1997-2002) INVESTMENT REQUIREMENTS FOR DEVELOPMENT -PROGRAMMES OF THE NATIONAL CAPITAL REGION.

Shri Omesh Saigal, Member Secretary explained the details of the Investment Requirement of Rs. 26,000 crores worked out in the Report of the Sub-Group of the working group on the Ninth Plan and the corresponding Development Works required to implement the Regional Plan during the Ninth Plan period. He also explained the provisions which will have to be made by the Central Ministries, the State Governments, and the NCR Planning Board in their Plans as brought out briefly in the audio-visual presentation and requested that at the time of plan discussions in the Planning Commission, the State Governments and Central Ministries should incorporate these as 'Sub Sector Plans' of NCR in their plans. The issue of raising of resources for these Plan provisions can be examined seperately, but the Plan provision itself should definitely be made.

The report was accordingly approved in the meeting.

46. Agenda Item No. 4 : FINANCING OF NCR PROJECTS - RAISING OF ADDITIONAL RESOURCES .

The Member Secretary, NCR Planning Board explained the 'New Financing Pattern' which was approved in the earlier meeting of the NCR Planning Board and whereby the Board had been providing a loan assistance to the extent of 75% and the States contribution was limited to only 25%. He, however, expressed his concern over the inability to raise additional funds through HUDCO as had been presumed in the earlier. It was, therefore, decided that for raising Bonds through HUDCO, the matter would be sorted by the Hon'ble Minister of State for Urban Affairs and Employment.

Member Secretary, NCRPB further requested that since NCR Planning Board has to provide continuing assistance for infrastructure projects which are very basic and necessary for the development of the region, the NCR Planning Board should be treated as a Priority Funding Institution parallel to HUDCO and be granted low interest Government directed loans from institutions like GIC, LIC, UTI etc. Also in order to raise bonds at reasonable cost, the NCR Planning Board may be provided with sufficient IEBR by the Planning Commission in order to be able to float tax free bonds.

This proposal was agreed and it was decided that a reference be made to the Ministry of Finance in this regard and to the corresponding funding agencies.

47. Agenda Item No. 5 : APPROVAL OF FUNCTIONAL PLAN FOR POWER SECTOR IN NCR.

The provisions of the Functional Plan for Power Sector in NCR had broadly been discussed in the Audio Visual presentation and the same were agreed to in the meeting on 19.8.96. It was explained that in order to contain the financial burden on the states, the power generation which constitute the major cost component would be taken up in the private sector. Citing the example of New Delhi, the Member Secretary, NCR Planning Board explained that the response from the foreign countries was quite encouraging for captive power projects in New Delhi and the same could be tried in the region also. However, the Chief Minister of Haryana Shri Bansi Lal intervened to say that rather than States directly negotiating with the private parties, he would like the NTPC to take up the responsibility who could install the projects in collaboration with the foreign companies and supply the power to the States. It was suggested by the Member Secretary, NCR Planning Board, that these modalities should be examined by the Ministry of Power. However, the Chief Minister of Haryana was of the view that since the Prime Minister was presiding over the 20th meeting of the NCRPB, a final decision should be taken right across.

The Prime Minister intervened to ask Shri Bansi Lal, Chief Minister, Haryana about the role of the State Governments in this regard conceived by him. Shri Bansi Lal agreed that State Govts. were definitely required to play a big role in providing power but they cannot provide the amount of power which is required to serve and fulfil the NCR Plan demands.



He specially requested that the power tariff should be made uniform all over the region so that there is no interstate competition specially in the matter of location of industries.

Dr. S. Venugopalachari, Minister of State for Power and Non-Conventional Energy Sources stated that the Hon'ble Prime Minister had agreed to convene the Chief Ministers' meeting in the month of September, 1996 where the matter of fixation of uniform tariff would be discussed, and a decision will be taken.

Certain observations regarding the anticipated Power shortages in the region by 2001 A.D and the costs indicated in the Functional Plan were made by the Chairperson H.S.E.B. It was decided that these being of minor nature could be taken care of while implementing the Power Projects suggested in the Functional Plan.

The proposal was accordingly approved.

48. Agenda Item No. 6 : FUNDING THE REGIONAL RAIL  
TRANSPORT SYSTEM FOR THE  
NATIONAL CAPITAL REGION.

Explaining the requirements of funds for implementation of the Regional Rail Transport System, Member Secretary, NCR Planning Board explained that the matter regarding financing of RRTS projects had been discussed with the States and the Ministry of Railways in detail. The NCRPB has been proposing that for funding these projects, we may adopt the CIDCO pattern of sharing the expenditure between the States and the Railways in the ratio of 2/3rd : 1/3rd respectively. However, the States have expressed the opinion that they would be able to make only modest contributions, and it will be difficult for them to contribute the full share as envisaged in the NCR proposal based on CIDCO pattern. The Member Secretary, NCRPB suggested that we may set up a Group headed by the Chairman, Railway Board with Chief Secretaries of NCR States as its members who could make

recommendations after considering all aspects in detail on which the final decisions can be taken. It was further suggested that in addition, the Secretary, Deptt. of Urban Development should also be included as a member in the aforesaid Group. Accordingly, it was decided to set up the following Group :

- |    |   |                 |
|----|---|-----------------|
| 1. | Chairman, Railway Board   | Chairman        |
| 2. | Chief Secretary, Govt. of U.P.  | Member          |
| 3. | Chief Secretary, Govt. of Haryana   | Member          |
| 4. | Chief Secretary, GNCT-Delhi   | Member          |
| 5. | Chief Secretary, Govt. of Rajasthan   | Member          |
| 6. | Secretary (Urban Development)<br>Ministry of Urban Affairs & Employment<br>Govt. of India | Member          |
| 7. | Member Secretary, NCR Planning Board  | Member-Convenor |

It was decided that the report of this Group/Committee would be submitted in the next meeting of the NCR Planning Board for taking a final decision in the matter.

#### 49. Agenda Item No. 7 : APPROVAL OF THE ANNUAL REPORT 1995-96

The Annual Report 1995-96 was approved.

#### 50. Agenda Item No. 8 :ISSUES ARISING OUT OF THE 38TH AND 39TH MEETINGS OF THE PLANNING COMMITTEE.

While briefly describing the various issues and consequent decisions taken by the Planning Committee in its 38th meeting and 39th meeting held on 10.4.96 and 15.7.96 respectively, the Member Secretary, NCR Planning Board explained that one of the major issues deliberated upon was the approval of Plans related to Greater Noida. In this case the Authority had notified a total

of 40,000 ha. acres of area as development area but while finalising the plans for the two Sub-Regional Centres namely Surajpur and Kasna, in this developed area, only around 5000 ha. area was earmarked for Urban Development. The rest of the 35,000 ha. was being retained under agricultural use. This proposal had been recommended for being placed before the Board by the Planning Committee, after obtaining the concurrence of the U.P. Govt. and the Committee of Experts who had held detailed deliberations in the matter.

All the issues/decisions of the Planning Committee taken in their 38th and 39th meetings were approved.

51. Agenda Item No. 9 : REVIEW OF LOANS AND ADVANCES  
RELEASED TO THE STATE GOVERN--  
MENTS IMPLEMENTING AGENCIES  
DURING 1995-96.

The information in respect of this item was placed before the Board and the same was accepted as such.

52. Agenda Item No. 10 : RECRUITMENT RULES AND ASSESSMENT  
SCHEME FOR NCR PLANNING BOARD  
STAFF.

This item was withdrawn .

53. Agenda Item No.11: ARRANGING OF RESIDENTIAL ACCOMMO-  
DATION FOR OFFICERS ON DEPUTATION  
TO THE NCR PLANNING BOARD.

This item was approved. It was decided that the matter as such may be sent to the Government for its approval and necessary action.

54. Shri N.P. Singh, Secretary, Deptt. of Urban Development suggested that a Co-ordination Committee headed by the Minister of State for Urban Affairs and Employment and the Finance Ministers of the concerned NCR States may be set up to go into the following matters:

- \* Suggest on appropriate mechanism for mobilisation of resources for financing the NCR Development Programme for the 9th Plan through budgetary and extra budgetary resources including private sector participation.
- \* Identify innovative methods of financing the projects on BOT, BOLT, BOOT basis, etc. and other modes such as using land as a resource, economic use of air space, transferable development rights and setting up joint venture projects etc.
- \* Involvement of Private Sector in the development of housing and infrastructure like power, transportation etc.
- \* Suggest appropriate changes in the tax structure of the participating States including the NCT-Delhi so as to achieve uniformity/minimum floor level in tax structure and tariffs in the NCR.
- \* Make any other recommendations relating to fiscal measures as would, in their view, promote a balanced and integrated development of the National Capital Region.

Shri Bansi Lal, Chief Minister, Haryana requested that the meeting of the above Committee should be convened as early as possible.

55. Prime Minister and Chairman of the NCR Planning Board, Shri H.D. Deve Gowda, addressing the 20th meeting of the NCR Planning Board, gave a brief over-view of the Regional Plan and its future development programmes and also explained the various investments required to be made by the member States, the Central Govt. Ministries, the private sector and the NCR Planning Board, during the next 10 years and for the Ninth Plan period.

56. The Prime Minister, while appreciating the substantial increase in the loans given by the NCR Planning Board to the participating NCR States during the last 2 years, expressed his concern over the meagre funds actually being invested compared to the overall requirements of around Rs. 60,000 cr. during the next 10 years.

57. He expressed his disappointment over the slow pace at which progress was being made in the Highway Sector, the Railway Sector, provision of housing and drinking water facilities, power facilities, etc. resulting in the continuous influx of migrants from the neighbouring States due to the non-availability of adequate funds.

58. The Prime Minister complimented the Urban Development Minister Dr. Umareddy Venkateswarlu for taking the initiative for calling this meeting within 2 months of the formation of the new Govt., and his anxiety to take concrete action to achieve the objectives of the NCR Plan. He further called upon the NCR States to share full responsibility with the one being expected from the Govt. of India as the Central Govt. as the latter alone would not be able to take up the entire work of implementing the plan. In the light of the liberalisation of the economy at the national level, the Prime Minister suggested, extending invitation to private sector for making investment in most of the areas of development. He approved the setting up of the Committee proposed by the Secretary, Deptt. of Urban Development, Ministry of Urban Affairs & Employment under the Chairmanship of Minister of State of Urban Affairs & Employment and suggested that it should also consider the modes through which private investment can be encouraged, additional resources can be raised, and a uniform tax structure evolved. This Committee should continuously meet on day-to-day basis for 2-3 days and come to a concrete understanding on various issues so that a final decision can be taken in the next board meeting ..

59. Expressing his happiness and complimenting Shri Omesh Saigal, Member Secretary, NCR Planning Board for making an excellent presentation, the Prime Minister, Shri H.D. Deve Gowda explained that resource mobilisation was the crux of the entire problem and unless sincere efforts are made in this direction, it will be very difficult to push up the work. Pointing out that similar problems had been expressed by the Chairman, Railway Board, the Prime Minister felt that everybody was living in the era of fear. On the one hand we have all these resource problems, and on the other hand we are afraid of raising the same through additional taxes so that nobody gets the blame. However, we cannot keep our eyes shut to the situation and hard decisions are required to be taken, for which the Prime Minister requested the Chief Ministers to share the burden collectively and take effective measures to raise the resources to achieve the Plan objectives.

60. It was intimated by Shri Bansi Lal, Chief Minister, Haryana that they have already raised the tax level to 25% recently.

61. Thanking the Chief Minister for this bold decision, the Prime Minister, referring to the apprehensions of the Chief Minister, Haryana with regard to the criticism he may expect while dealing with the private sector in respect of power generation, the Prime Minister requested him to dispel all such fears of criticism, since they are part of normal public life of any politician and that he should fearlessly pursue the matters which are in the interest of region and the State. The Prime Minister assured that he would like the matters regarding the Power and the Highway Sectors to be sorted out as early as possible.

62. Concluding his speech, the Prime Minister, Shri H.D. Deve Gowda thanked the Minister of State for Urban Affairs & Employment, Dr. U. Venkateswarlu, the Lt. Governor of Delhi, the Chief Ministers and the Ministers and other members of the NCR Planning Board for the steps being taken by them for the development of the Region, and specially Shri Bansi Lal, Chief Minister, Haryana for presenting the real picture of the National Capital Region and for taking a pragmatic approach for the first time towards implementation of the Regional Plan.

63. Shri N.P. Singh, Secretary, Deptt. of Urban Development proposing a Vote of Thanks to the Chair, assured the immediate setting up of the Sub-Committee under the Chairmanship of the Minister of State for Urban Affairs & Employment with the Finance Ministers of the NCR States as its members. He explained that this committee would not only look after the uniformity of the sales tax and other taxes etc. but also the scope of private sector investment in major capital intensive sectors like Power, Highways, etc. The Prime Minister intervened and directed that the housing sector should be especially included in the Terms of Reference of this Committee, since this was one of the major problems faced by the migrating population from the neighbouring States of Punjab, Uttar Pradesh, Bihar, Haryana and Rajasthan to NCT-Delhi. The Secretary, Deptt. of Urban Development assured that housing sector would be taken special care off, during the deliberations of the Sub-Committee as directed the Chairman-NCRPB and Prime Minister.

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

  
( OMESH SAIGAL )  
Member Secretary

LIST OF PARTICIPANTS  
-----

1. SHRI H.D. DEVE GOWDA,  
HON'BLE PRIME MINISTER,  
GOVT. OF INDIA,  
NEW DELHI.
2. SHRI RAM VILAS PASWAN,  
MINISTER OF RAILWAYS,  
GOVT. OF INDIA,  
NEW DELHI.
3. DR. U. VENKATESWARLU,  
MINISTER OF STATE FOR  
URBAN AFFAIRS & EMPLOYMENT &  
PARLIAMENTARY AFFAIRS,  
GOVT. OF INDIA,  
NEW DELHI.
4. DR. S. VENUGOPALACHARI,  
MINISTER OF STATE FOR POWER,  
GOVT. OF INDIA,  
NEW DELHI.
5. SHRI BANSI LAL,  
CHIEF MINISTER,  
GOVT. OF HARYANA,  
HARYANA CIVIL SECTT.,  
CHANDIGARH.
6. SHRI P.K. DAVE,  
LT. GOVERNOR,  
GOVT. OF NCT-DELHI.
7. SHRI SAHIB SINGH VERMA,  
CHIEF MINISTER,  
GOVT. OF NCT-DELHI.
8. SHRI SIRI KISAN DASS,  
MINISTER FOR TOWN & COUNTRY PLANNING,  
GOVT. OF HARYANA,  
HARYANA CIVIL SECTT.,  
CHANDIGARH.
9. SHRI BHANWAR LAL SHARMA,  
MINISTER (URBAN DEVELOPMENT),  
GOVT. OF RAJASTHAN,  
JAIPUR.

- ✓ 10. SHRI B.N. SWARUP,  
ADVISOR TO GOVERNOR  
UTTAR PRADESH, LUCKNOW.
11. SHRI C.L. KAW,  
CHAIRMAN,  
RAILWAY BOARD,  
NEW DELHI.
12. SHRI P. ABRAHAM,  
SECRETARY,  
MINISTRY OF POWER,  
GOVT. OF INDIA,  
NEW DELHI.
13. SHRI C. RAMACHANDRAN,  
SECY., DEPTT. OF EXPENDITURE,  
MINISTRY OF FINANCE,  
GOVT. OF INDIA.  
NEW DELHI.
14. SHRI K.S. SHARMA,  
SECRETARY,  
DEPTT. OF URBAN EMPLOYMENT  
& POVERTY ALLEVIATION,  
NIRMAN BHAWAN,  
NEW DELHI.
15. SHRI N.P. SINGH,  
SECRETARY,  
DEPTT. OF URBAN DEVELOPMENT,  
MIN. OF URBAN AFFAIRS & EMPLOYMENT,  
NIRMAN BHAWAN,  
NEW DELHI.
16. SHRI OMESH SAIGAL,  
MEMBER SECRETARY,  
NCR PLANNING BOARD,  
NEW DELHI.
17. SHRI ANIL KUMAR,  
VICE CHAIRMAN,  
DELHI DEVELOPMENT AUTHORITY,  
NEW DELHI.
18. SHRI K.K. BHATNAGAR,  
CHAIRMAN-CUM-MANAGING DIRECTOR,  
HUDCO, NEW DELHI.
19. SHRI P.V. JAYAKRISHNAN,  
CHIEF SECRETARY,  
GOVT. OF NCT-DELHI.



20. MRS. KRISHNA SINGH,  
ADVISOR (HUD),  
PLANNING COMMISSION,  
NEW DELHI.
21. SHRI LAKSHMI CHAND,  
PRINCIPAL SECY., (DEPTT. OF IND.DEV.),  
GOVT. OF UP, LUCKNOW.
22. SHRI M. RAVINDRA,  
MEMBER ENGINEERING,  
MINISTRY OF RAILWAYS,  
RAIL BHAWAN, NEW DELHI.
23. SHRI ANIL RAJDAN,  
SECY. PERSONNEL & COORDINATION,  
GOVT. OF HARYANA, CHANDIGARH.
24. SHRI S.S. SOHANI,  
COMMISSIONER FOR INDUS WATER,  
MINISTRY OF WATER RESOURCES  
NEW DELHI.
25. SHRI K.R. LAKHANPAL,  
SECRETARY,  
URBAN DEV. & HOUSING DEPTT.  
GOVT. OF PUNJAB,  
PUNJAB CIVIL SECTT.,  
CHANDIGARH.
26. SHRI A.P. SINGH,  
PRINCIPAL SECRETARY, HOUSING &  
URBAN DEV., GOVT. OF UTTAR PRADESH,  
LUCKNOW.
27. SHRI D.S. MESHRAM,  
CHIEF PLANNER,  
TOWN & COUNTRY PLG. ORGANISATION,  
NEW DELHI.
28. SHRI G.C. BHANDARI,  
JOINT SECRETARY (FINANCE),  
DEPTT. OF URBAN DEVELOPMENT,  
NIRMAN BHAWAN,  
NEW DELHI.
29. SMT. MEENAXI ANAND CHOUDHARY,  
CHAIRPERSON,  
HARYANA STATE ELEC. BOARD,  
PANCHKULA, HARYANA.

30. SHRI B.S. MINHAS,  
JOINT SECRETARY (WA),  
MINISTER OF URBAN AFFAIRS,  
& EMPLOYMENT,  
DEPTT. OF URBAN DEVELOPMENT  
NIRMAN BHAWAN, NEW DELHI.
31. SHRI P. RAMACHANDRAN,  
ADDL. MEMBER (PROJECTS),  
MINISTRY OF RAILWAYS.  
NEW DELHI.
32. SHRI ARUN MHAISALKAR,  
COMMISSIONER (PLANNING),  
DDA, NEW DELHI.
33. SHRI R.L. KOUL,  
CHIEF ENGINEER (PLANNING),  
MINISTRY OF SURFACE TRANSPORT,  
GOVT. OF INDIA,  
NEW DELHI.
34. SHRI S.P.S. JAIN,  
EXECUTIVE DIR. (PROJECTS),  
MINISTRY OF RAILWAYS.  
NEW DELHI.
35. SHRI S.C. CHOUDHARY,  
DIRECTOR, TOWN & COUNTRY PLG.,  
HARYANA, CHANDIGARH.
36. SMT. SUMAN SWARUP,  
SECRETARY (L&B),  
GNCT-DELHI.
37. SH. R.D. AHERWAR,  
ADDL. SECY. TO GOVT. OF MP,  
HOUSING & ENVIRONMENT DEPTT.,  
BHOPAL (MP).
38. SERGIUS MINJ,  
COMMISSIONER, GWALIOR & CHAIRMAN  
COUNTER MAGNET, SADA, GWALIOR.
39. SHRI H.C. SETHI,  
ENGINEER-IN-CHIEF,  
PWD, B & R BRANCH,  
GOVT. OF HARYANA,  
CHANDIGARH.

40. SHRI B.D. GULATI,  
CHIEF CO-ORDINATOR PLANNER,  
NCR-CELL,  
C/O CHIEF ADMINISTRATOR,  
SCO, SECTOR 6, HUDA,  
PUNCHKULA, HARYANA.
41. SHRI M.P. ANEJA,  
SR. TOWN PLANNER,  
TOWN & COUNTRY PLG. DEPTT.,  
GOVT. OF UTTAR PRADESH,  
LUCKNOW.
42. SHRI C.S. MEHTA,  
CHIEF TOWN PLANNER,  
TOWN & COUNTRY PLG. DEPTT.,  
GOVT. OF RAJASTHAN,  
JAIPUR.
43. SHRI A.S. LAMBA,  
DIRECTOR (TRANSPORT),  
PLANNING COMMISSION,  
YOJANA BHAWAN,  
NEW DELHI.
44. SHRI R. TRIPATHY,  
ADDL. ECONOMIC ADVISOR,  
MINISTRY OF INDUSTRY,  
UDYOG BHAWAN,  
NEW DELHI.
45. SHRI R.K. SINGH,  
DIRECTOR,  
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