

AGENDA NOTES

***28th Meeting
of the
NCR Planning Board
Ministry of Urban Development***

***to be held on 16th May, 2005
at 4.30.P.M. at Jacranda Hall,
India Habitat Centre, Lodhi Road,
New Delhi***

AGENDA ITEMS FOR THE 28TH MEETING OF THE NATIONAL CAPITAL REGION PLANNING BOARD TO BE HELD ON 16TH MAY, 2005 AT 4.30 P.M. AT JACRANDA HALL, INDIA HABITAT CENTRE, LODHI ROAD, NEW DELHI

Item No.	Agenda	Page Nos.
1.	Confirmation of the minutes of the 27 th Meeting of the NCR Planning Board held on 28 th October, 2004.	3-4
2.	Review of the action taken on the decisions of the 27 th Meeting of the NCR Planning Board.	5-10
3.	Consideration & approval of Draft Regional Plan – 2021 of National Capital Region for publication under Rule 13 of NCRPB Act 1985 and Rule 27 of the NCRPB Rules 1985.	11-37
4.	Recruitment Rules for Transport Cell, NCR Planning Board : for information.	38-46
5.	Post - retirement Medical facilities for Employees of the Board : for information.	47-50
6.	Any other Item(s) with the permission of the Chair.	

Agenda Item No.1

**Confirmation of the minutes of the 27th Meeting
of the NCR Planning Board
held on 28.10.2004**

Agenda Item No.1 : Confirmation of the minutes of the 27th Meeting of the NCR Planning Board held on 28.10.2004

The minutes of the 27th meeting of the NCR Planning Board held on 28th October, 2004 were circulated vide Letter No.K-14011/1/2004(27th)-NCRPB dated 25.11.2004 among the Members of the Board. Copy of the Minutes is placed at **Annexure1/I**.

Point for decision:

The minutes of the 27th meeting of the NCR Planning Board are placed for confirmation.

Agenda Item No.2

**Review of the Action Taken on the
decisions of the 27th Meeting
of the NCR Planning Board**

Agenda Item No. 2 : Review of the action taken on the decisions of the 27th meeting of the NCR Planning Board.

Agenda Item No.	Issues for Action	Action taken/status
3.	<p>Approval of Draft Regional Plan 2021 of the Board for inviting objections/suggestions under section 12 of the NCR Planning Board Act, 1985. (Agenda Item No.3, page 3 of the Minutes)</p> <p>The draft RP-2021 was approved for inviting objections/ suggestions from public u/s 12 of the NCRPB Act, 1985.</p>	<p>In pursuance to the decisions of the 27th Board Meeting held on 28.10.2004, the draft Regional Plan-2021 was published on 27.12.2004 for inviting objections/ suggestions under section 12 of the NCRPB Act, 1985 in Hindi & English newspapers (dailies) both national and local levels. The matter is placed before the Board as a separate Agenda No.3.</p>
4.	<p>Dispersal of industries within the National Capital Region (Agenda Item No. 4, page-3 of the Minutes)</p> <p>It was decided that the Ministry of Urban Development would take up the issue of giving a package of incentives for the benefit of tiny/small scale industries located in NCT Delhi and who wish to relocate out of Delhi within NCR, with the relevant Ministries of Government of India. It was also decided that GNCT Delhi would provide detailed information with regard to such industries that wish to relocate outside Delhi.</p>	<p>As a follow up action on the decisions of the Board with regard to providing an incentive package for tiny industries located in non-conforming areas of NCT-Delhi, Secretary (UD) had written letters to Secretary (Commerce), Ministry of Commerce & Industry and Secretary (Revenue), Ministry of Finance, Government of India on 28.12.2004. Secretary (UD) had also addressed a letter to Chief Secretary, NCT-Delhi on 27.12.2004 for furnishing the details of small scale and tiny industries in Delhi.</p> <p>These matters were further pursued by NCRPB through letters sent by Member Secretary, NCRPB on 31.1.2005 and 15.3.2005.</p> <p>The Ministry of Commerce and Industry took up the matter with the Department of Industrial Policy and Promotion. Based on a status report given by them, the Ministry has informed the Board that <i>"there is no justification for any special package of fiscal incentives for NCT-Delhi on the analogy/ parity of the other special category States"</i>. However, Ministry of Commerce and Industry has sent a copy of a Scheme namely, "Industrial Infrastructure Upgradation Scheme (IIUS)" for bridging the gap in the physical infrastructure in the industrial</p>

		clusters. This scheme is being studied and a copy of the same is also being forwarded to the State Governments concerned.
5.	<p>Status of IRBT System (Agenda Item No. 5, page-3 of the Minutes)</p> <p>The Ministry of Urban Development, Ministry of Railways, Government of Haryana had already agreed to the project, only the consent from Government of Uttar Pradesh was awaited. Hon'ble Minister of PWD, Government of Uttar Pradesh assured to formally communicate the consent of the State Government at the earliest.</p>	<p>The Consent of Government of Uttar Pradesh for the IRBT Project has been received. The proposal was submitted to the Planning Commission on 28th June, 2004 for in principle approval. The reply to subsequent queries has also been conveyed to the Planning Commission by the Ministry vide letter dated 2nd March, 2005. The matter is being pursued with the Planning Commission. After the approval of the Planning Commission, a proposal will be submitted to the Public Investment Board, Ministry of Finance and subsequently to the Union Cabinet for approval.</p>
6.	<p>(a) Mobilisation of resources through Centrally Sponsored Scheme for development of the NCR.</p> <p>(b) 1 % incentive scheme for innovative projects.</p> <p>(c) Studies on important aspects relating to the NCR.</p>	<p>A meeting was convened by Joint Secretary, Ministry of Urban Development, Shri Rajamani in this regard on 31st December, 2004. A decision was taken to involve NCR Planning Board in Project Selection Committee for Centrally Sponsored Schemes in the NCR & the CMA.</p> <p>The Board approved an incentive scheme in the form of 1% interest free loan for promotion of water conservation and treatment /recycle, use of alternative sources of energy and tree plantation along with infrastructure development in the NCR and the CMAs. The terms & conditions for the scheme have been approved circulated to the State Govt./ implementing agencies on 20.4.2005. A copy of the scheme is enclosed at Annexure- 2/I.</p> <p>One study relates to the water sector, for which Expression Of Interest has been invited. Advertisement of the same appeared on 25.4.2005 in leading Newspapers. Action on other studies is also being taken.</p>
8.	Approval of Draft Development Plan of Bahadurgarh 2021.	Govt. of Haryana was intimated vide letter No. K-14011/33/2003-NCRPB dated 2.11.2004 that

	<p>(Agenda Item No.8 , Page No. 4 of the Minutes)</p> <p>The draft Development Plan of Bahadurgarh-2021 was approved by the Board by circulation and the same was placed before the Board for ratification. The Board ratified the approval of the draft Development Plan for Bahadurgarh – 2021.</p>	<p>the draft Development Plan for Bahadurgarh – 2021 had been approved through circulation by the members of the NCR Planning Board with some conditions. It was further informed that draft Development Plan for Bahadurgarh – 2021 was approved subject to incorporation of these conditions in the Final Development Plan for Bahadurgarh – 2021 by the State Government before publishing the same.</p> <p>The approval of Final Development Plan for Bahadurgarh – 2021 was also communicated to the High Court of Punjab & Haryana through the Legal Advisor of the Board vide Board's letter No. K-14011/33/2003-NCRPB dated 2.11.2004.</p>
9.	<p>Status of proposals relating to change of land use considered in 49th and 50th meetings of the Planning Committee of the Board.</p> <p>(Agenda Item No.9, page No. 4 of the Minutes)</p> <p>The status was noted by the Board. The Chairman, NCR Planning Board further suggested that the NCR Planning Board should keep track of the developments on the land/sites for which land use change proposals are approved by the Board through site visits to ensure that the purpose is achieved for which land use change was made. The follow-up of the change in land use should be reported to the Board in the next meeting.</p>	<p>In pursuance to the decision, a team was constituted with the Chief Coordinator Planner/Chief Town Planner/Associate Planner of NCR Monitoring Cell of UP, Rajasthan and NCT-Delhi and officers of the NCRPB to carry out site inspection and also obtain information regarding the developments on the sites. The team of officers visited the sites along with the officers of the Development Authorities/Implementing Agencies. Some additional information is awaited from DDA and Government of Rajasthan. The report will be finalized after the receipt of the information and will be submitted to the Board in its next meeting.</p>
12.1	<p>Extending mobile phone facility to the officers of the Board.</p> <p>(Agenda Item no.12.1, page 5 of the minutes)</p> <p>Consideration of the Item was deferred.</p>	<p>A U.O. Note No.K-14011/1/2004-NCRPB, dated 9th March, 2005, regarding extension of mobile phone facility to the officers of the NCR Planning has been sent to the Ministry of Urban Development for examination and approval.</p>

1.	<p>Additional Agenda</p> <p>Inclusion of additional areas in the Counter Magnet Area, Gwalior. (page No. 5 & 6 of the Minutes)</p> <p>The Minister for Panchayat and Rural Development, Madhya Pradesh, mentioned that the matter of inclusion of additional areas in Gwalior Counter Magnet Area which was referred to in the last Board meeting, may be considered in this meeting. Chairman, suggested that the matter may be brought up separately and discussed in the next meeting of the Board.</p>	<p>The issue of inclusion of additional areas of Gwalior and Morena along with the existing SADA area in the Counter Magnet area (CMA) has been examined in the Board and it has been observed that this matter is a State level issue. Govt. of Madhya Pradesh vide its notification dated 17.2.1992 declared about 30000 ha. area as 'Gwalior Special Area' which is adjoining to the existing Gwalior city.</p> <p>Accordingly, State Govt. has been informed vide letter No. K-14011/61/88/NCRPB dated 22.3.2005 that the RP-2001 had identified Gwalior as a CMA. The State Govt. had declared SADA area as a separate CMA, therefore, the action will have to be taken by the Govt. of Madhya Pradesh in this regard. With regard to inclusion of a part of Morena district in the CMA, State Govt. has been informed that this matter will have to be re-examined in detail after Census data on migration is available and a detailed study is carried out for re-identification of CMAs of NCR.</p>
2.	<p>2. Peripheral Expressway (Page No. 6 of the Minutes)</p> <p>Chief Minister, NCT-Delhi emphasized on the importance of the Western Peripheral Expressway. Various aspects of the proposed peripheral expressway were discussed. The need and urgency of the expressway were appreciated by all the members. It was noted that the matter was subjudice.</p>	<p>Hon'ble Supreme Court on 11.2.05 while passing the orders directed that Haryana State Industrial Development Corporation, Govt. of Haryana would implement the Western Peripheral Expressway project and the National Highway Authority of India would implement the Eastern Peripheral Expressway. Government of Haryana and NHAI, Ministry of Road Transport may inform the Board about the present status of the implementation of these projects.</p>
3.	<p>3. Water Supply (page No. 6 of the Minutes)</p> <p>Chief Minister, Haryana mentioned that for meeting Delhi's growing need for water, long term</p>	<p>The matter has been taken up with the Ministry of Water Resources by the Ministry of Urban Development vide letter dated 14.2.2005 and it is being followed up with the Ministry of Water Resources.</p>

	measures such as construction of Tehri, Renuka and Kishau dams need to be expedited. After detailed discussion, it was decided that the NCR Planning Board/Ministry of Urban Development would take up the matter of construction of Renuka, Kishu, Tehri Dams with the Ministry of Water Resources and other departments concerned.	
1.	<p>Supplementary Agenda- Development of City Forest in the NCR and the Counter Magnet Areas.</p> <p>The development of the City Forests in the NCR was emphasized to provide a better living environment in the urban areas. It was decided that the Board would reimburse the cost of saplings required for taking up the plantations</p>	<p>On the request of the State Governments of the NCR, the issue of sharing the cost of maintenance of the City Forests was also examined. Subsequently it was decided that the Board would also bear a part of the cost of the maintenance. Accordingly, the detailed terms and conditions of the scheme were prepared, approved and conveyed vide letter No. K- 110019/28/2004-DD VI, dated 4.5.2005. The approved scheme is placed at Annexure-2/ II for ratification.</p>

Agenda Item No. 3

**Consideration and Approval
of Draft Regional Plan-2021 of National Capital Region
for Publication under Section 13 of NCRPB Act, 1985
, and Rule 27 of NCRPB Rules, 1985**

Agenda Item No. 3: Consideration and Approval of Draft Regional Plan-2021 of National Capital Region for Publication under Section 13 of NCRPB Act, 1985 and Rule 27 of NCRPB Rules, 1985

1. In its 27th meeting held on 28.10.2004 the Board approved the draft Regional Plan 2021. The draft Plan was published on 27.12.2004 inviting objections/ suggestions, within 45 days, under section 12 of the NCRPB Act, 1985 in Hindi & English newspapers (dailies) at both national and local levels. The draft Plan was displayed in the NCR Planning Board as well as in all the offices of the NCR Planning & Monitoring Cells. Along with this the draft Plan both Hindi & English versions were on sale in book format and Compact Discs. Simultaneously, the draft Plan was also uploaded on the website of the Board. In order to have better response and to publicise the draft Plan on a wider scale another notice was published in newspapers on 29th/30th January, 2005. Originally, the date of submission of objections/suggestions was 9.2.2005.
2. On the request of the participating States and on a decision taken in the 52nd meeting of the Planning Committee held on 28.1.2005, the date for receiving objections/suggestions was extended by one month. Accordingly another notice was published on 8th/9th February 2005 indicating the extension of date. The last date for receiving objections/suggestions was extended to 9.3.2005.
3. Govt. of Haryana vide letter D.O. No. CCP (NCR)/05/461 dated 11.2.2005 requested for more time to submit their views as the new Government was being formed. In this regard, Govt. of Haryana was informed that in view of the given time frame, the date for submission of objections/suggestions could not be extended beyond 9.3.2005. However, the Government of Haryana could submit its objections/suggestions up to 30.3.2005. It was also informed that they would also have the opportunity to give their objections/suggestions before the Planning Committee where the draft Regional Plan-2021 would be placed for discussions.
4. The Board received 55 objections/suggestions on the draft Regional Plan 2021 till the last date for receiving the same, i.e. 9.3.2005. Subsequently, 14 more objections/suggestions were received up to 4.5.2005 including that of Govt. of Haryana. These objections/ suggestions were examined and a Comparative Statement containing objections/ suggestions and observations of the Board was prepared separately and the same were submitted to the 53rd meeting of the Planning Committee held on 5.5.2005 for consideration and recommendation. A copy of the same is placed at **Annexure 3/I**. Planning Committee decided to consider all the objections/suggestions received up to 4.5.2005. After examination and deliberations, the Planning Committee finalized its recommendations. Minutes of the 53rd meeting of the Planning Committee are placed at **Annexure 3/II**. The suggestions to be incorporated in the draft Regional Plan-2021 are placed at **Appendix 3/I**.

Point for decision:

*The matter is placed before the Board for consideration and approval of the recommendations of the Planning Committee to be incorporated in the draft Regional Plan-2021 as at **Appendix 3/I**, and approval for publication and notification of the final Regional Plan-2021 under Section 13 of NCRPB Act, 1985 and Rule 27 of the NCRPB Rules, 1985.*

Appendix 3/I

**Recommendations of the Planning Committee
on the Objections and Suggestions
on the Draft Regional Plan-2021**

RECOMMENDATIONS OF THE PLANNING COMMITTEE

ON THE

OBJECTIONS AND SUGGESTIONS

ON THE

DRAFT REGIONAL PLAN-2021



**NATIONAL CAPITAL REGION PLANNING BOARD
MINISTRY OF URBAN DEVELOPMENT, GOVERNMENT OF INDIA**

MAY 2005

S. No.	Summary of Objections / Suggestions	Recommendations of the Planning Committee	Reference
Chapter III: Aims, Objectives and Policy Zones			
1.	<p>It is also for consideration whether the CNCR can be extended to incorporate the entire Sonapat-Kundli Complex (rather than just Kundli) and Greater NOIDA, - both of which are emerging as part of an emerging continuous urban spread.</p> <p>(Director, Association Urban Management and Development Authorities (AMDA) & (PHD Chamber of Commerce and Industry, New Delhi)</p>	<p>The DRP-2021 has already included Sonapat-Kundli Complex in CNCR (refer Map3.1 and Table 4.2). However, it needs to be appropriately added in the second sub-para of para 3.2.2 which will be done while finalizing the Plan. Regarding Greater Noida, the matter was deliberated in detail in the 49th meeting of the Planning Committee and it was decided that, since, the development is not contiguous to Delhi, it should not be included in CNCR.</p>	<p>OBJ. 35 (Annexure3/1a) & OBJ. 51 (Annexure3/1a)</p>
2.	<p>Map 3.1 refers to policy zones of the region on which observations are as follows:</p> <p>Highway Corridor Zone has been shown within the Controlled Area of Panipat, while as per policy it should be out of Controlled Area.</p> <p>(Chief Coordinator Planner (NCR), Haryana)</p>	<p>Necessary correction will be incorporated in the Final Plan.</p>	<p>OBJ. 11 (Annexure3/1b)</p>
Chapter IV: Demographic Profile and Settlement Pattern			
3.	<p>The new NCR Plan 2021 proposes a settlement hierarchy (p.32) that plays a safe political mode of accepting the administrative boundaries of metropolitan centers. For example, Delhi-Faridabad-Ghaziabad-Gurgaon-NOIDA have become one conurbation, making it a biggest 'megapolis' in entire Asia. By 2021, this megalopolis will have a population of 313.69 lakhs. Considering this megalopolis as a single administrative unit is important, rather than counting them individually as metro centers. The report should have dealt this issue and spoken for establishing a strong Megalopolis</p>	<p>Administrative boundaries particularly state boundaries are a reality that have to be taken into account in any Plan, since implementation of programmes is closely affected by these. It is beyond the purview of this Plan to propose a single administrative unit across State boundaries, even though the entire mass becomes one conurbation.</p> <p>However, the DRP-2021 recognizes the issue, and has attempted to address it through integrated planning for emerging megapolis in CNCR by a Planning Group set up</p>	<p>OBJ. 16 (Annexure3/1a) OBJ. 46 (Annexure3/1a)</p>

<p>government that will look into all aspects of planning and administration. However, the report played a safe mode of suggesting networking of these settlements through proper transport and investment in infrastructure through public and private means. A megapolis could have been suggested which can compete with some of the fast growing metropolitan centers like Shanghai, Bangkok, Kaula Lumpur, and Jakarta.</p> <p style="text-align: center;">(N. Sridharan, New Delhi)</p> <p>In order to make Hon'ble Rajiv Gandhi ji's dream i.e., to make the National Capital "a model for the world in its beauty and in the facilities to its residents" a reality, we would like to make the following suggestions:</p> <ol style="list-style-type: none"> Expand Delhi horizontal way to cover the area of 33,750 sq.kms. Name of the new territory as Virat Delhi or Maha Delhi Make it a full-fledged State like other States under Chief Minister Develop this entire area by providing all facilities (availability of good and services) at par with existing NCT Delhi <p style="text-align: center;">(Citizen Rights Association (Regd.), Ghaziabad)</p>	<p>for this purpose. The suggestions given have important implications. However, in the federal structure the consent of constituent states will be necessary to accept these suggestions.</p> <p style="text-align: center;"><i>The matter may be discussed in the Board.</i></p>	
<p>4. Pilkhua: Pilkhua may be included as an extension of Hapur.</p> <p style="text-align: center;">(Managing Director, UPSIDC)</p>	<p>Since Pilkhua is included in the Development Area of Hapur and a Hapur-Pilkhua Development Authority has also been created for plan development of the entire development area. The suggestion for inclusion of Pilkhua as extension of Hapur may be considered.</p>	<p>OBI. 41 (Annexure 3/1a)</p>
<p>5. i) In Table 4.17 & 4.20, for Palwal town the proposed population has been assigned as 1.7 lacs and 3 lacs by 2011 and 2021 AD respectively. However, the Final</p>	<p>i) Necessary modification in the population of Palwal for year 2021 AD may be made in the Final Plan.</p>	<p>OBI. 39 (Annexure 3/1a) &</p>

	<p>Development Plan 2021 AD for Controlled Area Palwal already stands published along with population projections of 1.7 lacs and 4.00 lacs for 2011 and 2021 AD. Therefore, the same may be incorporated in the Regional Plan 2021 AD.</p> <p>ii) In the Table 4.20, the population figures have been given for Sonapat-Kundli Multifunctional Urban Complex, while the note given below the table mentions “Population for Sonapat” which is controversial. Therefore, the said note given at the end of the table should be removed.</p> <p>iii) Under para 4.2.2 (iii) in Table 4.10 (page-27) the provisional figures need to be substituted by the final figures which were long back notified by Census of India, Haryana.</p> <p>iv) The Map 4.2 on page 36 indicating the proposed settlement pattern should be similar to the Map 17.2 i.e., Land Use Plan of 2021. Because Gurgaon-Manesar Urban Complex needs a separate identify. Consequently Table 4.20 on page 37 will require updation from Gurgaon to Gurgaon-Manesar Urban Complex.</p> <p style="text-align: center;">(Chief Coordinator Planner (NCR), Haryana) & (Chief Town Planner, Haryana State Industrial Development Corporation Ltd.)</p>	<p>OBJ. 11 (Annexure3/lb)</p> <p>ii) Necessary modifications will be carried out in the final Plan.</p> <p>iii) It was decided in the 51st meeting of the Planning Committee that the DRP-2021 should be submitted to the Board without carrying out any modifications as was placed in the last Board Meeting. Therefore, no modifications were carried out. Now the necessary modifications will be carried out in the Final Plan.</p> <p>iv) The suggestion of HSIDC for Gurgaon-Manesar Urban Complex as a separate identity may be incorporated in the Map 4.2 and relevant text and tables.</p>
<p>Chapter V: Economic Activity and Fiscal Policy</p> <p>6. This para needs to be updated and the final order passed by the Hon’ble Supreme Court on 7th May, 2004 in the matter of</p>	<p>The salient features of the order, which has been passed by the Court subsequently, would be incorporated in the Final</p>	<p>OBJ. 3 (Annexure3/la)</p>

	closure/shifting of industries in residential/non-conforming areas in Delhi may be incorporated in the operative portion of the order dated 7 th May, 2004 is enclosed as Annex-'B'.	(Secretary Cum Commissioner (Industries), Department of Industries, GNCT-Delhi)	Plan.	
7.	<p>Bio-Technology, Telecommunication, IT enabling services, Gem and Jewellery, Food Processing industries and Tool & Die Making, should also be included in the list of Hi-tech industries.</p> <p>(Secretary Cum Commissioner (Industries), Department of Industries, GNCT-Delhi)</p> <p>That the definition of so-called "hi-tech industry" in the draft is most deficient and deals mainly with Computer related activities. I say that Computer related activities are highly polluting industries and as a resident of NCT Delhi, I am very glad that these so called hi-tech industries are not yet widespread in NCT Delhi.</p> <p>(Sarbjit Roy, New Delhi)</p>	<p>Bio-Technology, Telecommunication, IT enabling services, Gem and Jewellery, Food Processing industries and Tool & Die Making, should also be included in the list of Hi-tech industries.</p> <p>(Secretary Cum Commissioner (Industries), Department of Industries, GNCT-Delhi)</p>	<p><i>Planning Committee recommended that 'Bio-Technology, Telecommunication, IT enabling services, Gem and Jewellery' may be included in the list of hi-tech industries as suggested by the Industries Department of GNCT Delhi.</i></p>	<p>OBJ. 3 (Annexure3/1a) & OBJ. 20 (Annexure3/1a)</p>
8.	<p>i) Continuing with the economic issue, on page 42, the document over emphasizes the privatization of PSUs and downsizing of government. In reality this is very meager in the context of NCR as well as at the National level. Given the current political-economic scenario downsizing the government and privatization of PSUs will not bring down jobs in the existing or future job markets within NCR. Moreover many researchers have pointed out that the private sector growth in Delhi has been one of the fastest in Delhi's development during the last decade. Unfortunately heavy reliance on just Census</p>		<p>i) It is true that at present definite trends in terms of downsizing the government and privatization of PSUs are not visible, however, the new environment of liberalization in the future is likely to have an impact in this direction.</p> <p>The analysis based on data in Economic Census-2001, if published before the finalization of the Plan, would be incorporated. This analysis on workforce would be of great help in determining and projecting the future trends in various workforce categories.</p>	<p>OBJ. 16 (Annexure3/1a)</p>

	<p>figures by the report and its analysis on workforce in various regions constrained the report to think in terms of employment only and that too only in limited sectors. One would have gone through District and city level productivity figures to compare various sub-regions and related the productivity to region's growth. These disaggregated figures are available with CSO/NSSO on request by Government organizations and it is surprising how these data were not used and analysed. Gurgaon's development is not because of just tertiary sector (as many reports) but within tertiary the BPOs call Centres that were not captured by the NCR Report any where in the economic analysis. Again in Page 59 the role of Delhi in Hi-tech has been over played while most of these hi-tech are getting located in NOIDA and Gurgaon. Moreover, the growth of Delhi's tertiary sector is also because of the growth of financial sector in Delhi next to Mumbai. This point seems to be missed out. One would also expect to see some analysis on agricultural workforce in the sub-regions as little more than 75% of the land is under agriculture use.</p>	<p>ii) The role informal sector in Delhi's as well as NCR's development has been given very little attention in point 5.6. If one relates the tertiary sector's contribution and segregate this contribution to various sub-sectors within tertiary one can see how much of productivity this sector contributes. There seems to belittle research in this direction to come out with detailed suggestions in this report.</p> <p style="text-align: right;">(N. Sridharan, New Delhi)</p>	<p>ii) This is a useful suggestion in view of growing contribution and importance of informal sector in the economy. The contents related to the informal sector in the chapter would be further elaborated.</p>	
9.	Freeze the housing activity and plan of setting up of new industries in Delhi. This step would slowly decongest the city	<p><i>The suggestion regarding 'freezing of housing activity in Delhi' was discussed in-depth and it was decided that the</i></p>		OBJ. 21 (Annexure3/1a)

	and the people will have no option but to shift to NCR towns. (S. C. Bhutani, Ghaziabad)	<i>related matters may be discussed in the meeting of NCR Planning Board.</i>	
10.	FDI Guidelines (Box 5.2) - It is suggested that the latest guidelines notified by the Govt. shall be mentioned. (Hirdesh Bedi, Delhi)	The latest guidelines would be incorporated in the final Plan.	OBJ. 50 (Annexure3/1a)
Chapter VI: Transport			
11.	The following be considered through text or maps: Location of Existing International/ National Airport and location of proposed Airport (south of Gr. Noida) (Director, Association Urban Management and Development Authorities (AMDA))	The location of existing International/Domestic Airport will be marked on the map. The location of new International/Domestic Airport can only be finalized after carrying out detailed study at micro level which will be undertaken and the recommendations will be incorporated in the Transport Functional Plan.	OBJ. 35 (Annexure3/1a)
12.	Existing road network in the region shows convergence of five National Highways i.e. NH-1, 2,8,10 and 24 on Delhi and two National Highways, namely, NH-58 and NH-91 meeting NH-24 at Ghaziabad (Map 6.1: Existing Transport Network (Roads)-2002. These National Highways have 4-lane divided carriageways on most stretches of NCR. The Delhi-Rohtak (NH-10) from Delhi to Delhi/Haryana Border is 4to 6 lane divided carriageway, Ghaziabad-Meerut (NH-58) is four-laned divided carriageway upto Meerut excluding Meerut Bypass, which is two lane, and Ghaziabad-Bulandshahr (NH-91), which have two lanes. In addition to this, NH-71 and NH-71A also pass through the region. (Deputy Secretary, Govt. of India, Deptt. of Road Transport and Highways (Coordination Section), New Delhi)	Para 6.2.1 (i) in DRP-2021 providing existing status will be updated as per information provided in the Final Plan.	OBJ. 7 (Annexure3/1b)
13.	i) In Sub para 1 National Highway 71 B has not been	i) Ministry of Road Transport and Highways has informed	OBJ. 11

	<p>included.</p> <p>ii) The Regional Plan 2001 AD of NCR provided for Faridabad- Gurgaon – Jhajhar – Rohtak – Sonapat – Baghpat – Meerut – Ghaziabad – NOIDA – Faridabad as the inner grid road of National Highway standard where Faridabad-Gurgaon road has neither been shown in Map 6.1 nor in Map 6.3 although it is a functional road.</p> <p>iii) NH-71 has been shown as leading to Hansi whereas it should be Jind.</p> <p>iv) WPE should be referred as expressway only and should follow the alignment approved by Supreme Court. It may be referred as Kundli-Manesar-Palwal expressway.</p> <p>v) The railway alignment shown at Map 6.4 (page 75) should follow the same route as that of expressway.</p>	<p>regarding the existing National Highways in NCR which is at Para 14 (i) above in the column 2 of this table. This also does not include NH 71 B.</p> <p><i>Planning Committee suggested that alignment of National Highway 71 B will be, if provided by the representative of Haryana along with a copy of notification for its declaration as National Highway for its incorporation in Regional Plan, the same will be incorporated in the Final Plan.</i></p> <p>ii) Faridabad-Gurgaon Road which has been reported as an existing road, the same will be incorporated in the Final Plan.</p> <p>iii) The map will be modified as suggested.</p> <p>iv) The terminology Western Peripheral Expressway has been widely used and therefore it has been indicated in the Map 6.3. However, in the write-up it has been referred as Expressway. Necessary corrections will be carried out in the Final Plan to bring the uniformity.</p> <p>v) The orbital rail corridor has been proposed parallel to Peripheral Expressway. This will be added in the write-up of the final plan at para 6.6.2 (iii). Map 6.3 & 6.4 will be modified, if the alignment of Expressway is finalized by the implementing agencies before finalization of the Regional Plan-2021.</p>	(Annexure3/Ib)
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	<p>vi) The implementation of Rohtak-Hansi Railway corridor may be taken up in first phase.</p> <p>vii) Due to restrictions imposed by Supreme Court Order for not allowing the heavy traffic not destined for Delhi through Delhi, the heavy traffic is passing through the Panipat-Gohana-Rohtak-Jhajjar-Rewari road. This road needs to be taken up for upgradation in the first phase by NHAI.</p> <p>viii) Phasing of Rewari-Jhajjar-Rohtak rail link has not been proposed. It may be proposed in first phase for implementation.</p> <p>ix) Jhajjar is directly linked with Delhi via Badli and Najafgarh. This link needs to be strengthened (to be shown as primary road network) to enable fast development of Jhajjar as district headquarter.</p> <p>x) Elevated Highway at Badarpur on NH-2 and at Bahadurgarh on NH-10 be proposed in RP-2021. To remove the traffic bottlenecks at these places being interstate junctions.</p> <p align="center">(Chief Coordinator Planner (NCR), Haryana)</p>	<p>vi) This may be included in the Final Plan.</p> <p>vii) This may be included in the Final Plan.</p> <p>viii) This may be included in the Final Plan.</p> <p>ix) This may be shown on the Map 6.3 in the Final Plan as other roads.</p> <p>x) This may be appropriately incorporated in the Final Plan.</p>	
14.	<p>i) Regarding road network the following should be incorporated in the Regional Plan-2021 AD:</p> <p>a) Western Peripheral Expressway may be modified as per the proposal of Expressway being taken up by HSIDC.</p> <p>b) The existing link of Jhajjar with Delhi may be</p>	<p>a) <i>Planning Committee suggested that chainage of inter-section points of Western Peripheral Expressway with NH-1, NH-2, NH-8 and NH-10 will be provided by Govt. of Haryana so as to modify the alignment of this expressway in the map 17.2 in the Final Plan.</i></p> <p>b) This may be shown on the Map 6.3 in the Final Plan</p>	<p align="center">OBJ. 12 (Annexure3/1b)</p>

	strengthened & shown on Regional Plan as Primary Road network. c) Construction of elevated Highway at Badarpur on NH-2, at Bahadurgarh on NH-10 and at Panipat on NH-1. iv) Rail link between Hansi and Rohtak has been proposed in the Draft Regional Plan but it is proposed to be taken up in Phase-II i.e. between 2011-2021. Since, it is an important link, Haryana wants that it should be taken up in Phase-I only (2001-2011 AD). (Government of Haryana through Chief Coordinator Planner (NCR), Haryana)	as other roads. c) This may be appropriately incorporated in the Final Plan. iv) This suggestion may be incorporated in the Final Plan.	
Chapter VII: Power			
15.	The concept of audit brings in increased optimization efforts, which is beneficial to the community as a whole. Application of periodic audit at the level of urban local government and through them to individually built environment projects shall result in substantial saving of water and power. Audits shall also cover water and air pollution which are created as a result of water or power consumption by human beings. (Eco Group, Delhi)	The policy to carry out periodic audit at the level of urban local government for water and power supply levels will be appropriately incorporated.	OBJ. 48 (Annexure 3/1a)
16.	Unified Power Authority for NCR – The supply and distribution of electricity in the country is basically dependent on Power Purchase Agreement, provision of uniform tariff in NCR may be difficult. The Electricity Act, 2003 and its structure provides enough incentives for improvement in quality of power supply and this responsibility is clearly placed on the distribution licensee with oversight by the SERC. As far as the issue of tariff is concerned, Section 62 of the Electricity Act, 2003 read with Section 86 stipulates that the	The matter was discussed with Secretary, Ministry of Power on 11.1.2005 in detail in a meeting which was attended by the Member Secretary and Chief Regional Planner from NCR Planning Board apart from officers from Ministry of Power, CEA, NREB, Power Grid Corporation, GNCT-Delhi, Delhi Transco Ltd., IPGCL, UPPCL, JVVNL and HVPNL. All the issues raised were discussed. Following will be incorporated in the policies and proposals for the power sector:	OBJ. 52 (Annexure 3/1a)

State Electricity Regulatory Commission (SERC) shall determine the tariff inter-alia for retail sale of electricity for a distribution licensee.

In the meeting mentioned above, it emerged that formation of Unified Power Authority for NCR will be a difficult proposition due to administrative and legal problems. Instead a 'Bottom to Up' approach could be taken up by asking the states to prepare Sub-Regional Plans and Functional Plans for sectoral development for the respective part of the NCR

NCR as Sub-grid of Northern Grid - The Draft RP stipulates NCR as a Sub Grid of Northern Grid for better load management along with the provision of SCADA. For this necessary provisions in the power act of the Centre/State Govts. will have to be made.

Formation of NCR a sub-grid of Northern Region may not serve any useful purpose, as distribution level reforms would automatically take care of the power supply position of the NCR. In order to improve the quality of power in NCR and island for this purpose following actions are required to be taken :

- Islanding Scheme for NCR as second level of Island after NDMC/Delhi. For this concerned power utility and CEA should revisit the Islanding scheme
- A sub-group within Northern Region electricity Board may be created for NCR to oversee the power supply and periodically discuss the power issues in NCR and make recommendations regarding quality and reliability of power supply in the region.

(Ministry of Power, Govt. of India through Assistant Secretary (BMCC))

- Instead of Unified Power Authority for NCR, it is proposed that the State Governments concerned will prepare Sectoral Plans for power and incorporate/integrate the same in their respective sub-regional plans in order to improve the quality of power supply in their respective sub-regions as suggested by the Ministry of Power, Govt. of India.

- Instead of NCR to be a sub-grid of the northern grid for better load management, it is proposed that an Islanding Scheme for NCR as second level of Island after NDMC/Delhi will be prepared by CEA and concerned State Power Utilities after revisiting the scheme which will be implemented by the concerned Power Utility company.

- A sub-group within Northern Region Electricity Board should be created for NCR by Ministry of Power to oversee the power supply and periodically discuss the power issues in NCR and make recommendations regarding quality and reliability of power supply in the region.

17.	<p>The DRP stipulates formation of Unified Power Authority for NCR, some queries to be answered through this Regional Plan 2021 are:</p> <ul style="list-style-type: none"> • What will be its Objectives? • Will it be for planning only or will it be responsible for overall management required for generation, transmission and distribution the NCR? • As mentioned, how the tariff may be kept same? • Who would be the Regulator? <p>The alternative suggested are:</p> <ul style="list-style-type: none"> • Unified Power Authority for NCR as a Coordinated Planning Agency only and not on the pattern of SEBs. • Separate distribution companies for areas in U.P., Haryana & Rajasthan for areas falling in the NCR. They will be responsible for taking power distribution as well as drawing power directly form Region and Inter-regional Grid. They would also undertake adding new generating capacity within region & outside region and would be responsible for supply upto 220 KV and below in their areas. • Tariff setting to be done by respective State Regulatory Commissions. It is not necessary to keep same retail tariff for all distribution companies. <p>NCR as Sub Grid of Northern Grid: Who will be responsible for Sub Transmission System with SCADA for Sub Regional System in NCR area? Power Grid may plan for sub-transmission system & SCADA funds to come from Power Grid and to be include & charged proportionately on states. Power Grid may be asked to ensure enough capacity to facilitate open access.</p> <p>Improvement in Transmission & Distribution: Power Grid should be responsible for the strengthening of the transmission system. Respective beneficiary State Power Utilities should develop the sub-transmission & distribution facilities, concerned</p>	<p>Same as Para 16 above.</p> <p>OBI. 2 (Annexure3/Ib)</p>
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	State Governments must take the steps necessary for improvement in transmission and distribution system in their area. (Chief Executive Officer, North Delhi Power Limited)		
18.	<p>Creation of Unified Power Authority for NCR should be for monitoring /co-ordination purpose only. As far as administration is concerned, it is not possible for any State of NCR area to allow other agency to control the power supply in their area. Further, provision of similar tariff throughout the NCR is not possible as 50% of sale of electricity in Haryana NCR area and tariff is regulated by HERC on annual basis.</p> <p>To provide quality power in the NCR area, dedicated power plants under Central Sector needs to be planned. Power generation from these plants should be allocated to NCR States on their power requirement in the NCR area.</p> <p>(Chief Coordinator Planner (NCR), Haryana)</p>	Same as Para 16 above.	OBJ. 11 (Annexure3/Ib)
Chapter IX: Sewerage, Solid Waste Management, Drainage and Irrigation			
19.	<p>Policies and proposals under the Solid Waste Management must consider the 'Waste to Energy' projects as a eco friendly mechanism. Also, disposal of fly ash from proposed / planned / existing power plants in an environmentally friendly manner must also be covered under the scope of this plan.</p> <p>(Chief Executive Officer, North Delhi Power Limited)</p>	<p>DRP-2021 provides various policies for solid waste disposal. Selection of any specific technology for disposal will depend upon the contents of the waste and accordingly the technology will vary from place to place. Utilisation of fly-ash for construction purposes will be indicated appropriately in DRP-2021 as it is a part of waste minimization which is the policy at Para 9.2.3, page 108.</p>	OBJ. 2 (Annexure3/Ib)
Chapter X: Telecommunications			
20.	<p>May be added as Sl. No. 5 at the end of para 10.4. :Seamless and unified telecommunication facilities in NCR and particularly in Central NCR to be promoted.</p>	<p>The following will be added at para 10.4 (ii):</p> <ul style="list-style-type: none"> Efficient telecommunication system will reduce number of trips and load on the transport corridors 	OBJ. 33 (Annexure3/Ia)

	<ul style="list-style-type: none"> Efficient telecommunication facilities may help to reduce number of trips and burden on transportation corridors <p>(Commissioner (Planning), Delhi Development Authority)</p>		
21.	<p>The policies & proposals must consider the integration of telecommunication service network with power distribution network in urban as well as rural network. Sharing of network infrastructure may be considered in the plan. Also, communication in power supply (automation) may also be provided in this plan.</p> <p>(Chief Executive Officer, North Delhi Power Limited)</p>	<p>This will be incorporated in the Final Plan, if found technically feasible.</p>	<p>OBJ. 2 (Annexure3/Ib)</p>
Chapter XI: Shelter			
22.	<p>The entire section on Shelter seems to be biased towards 'ownership housing' while neglecting the 'rental housing' housing demand. In fact, there is no demand analysis in this section. If one looks at the census of 1981, 1991 and 2001, growth of households surpassed the growth rate of population in the country as a whole and in metropolitan centres. NCR is not an exception to this. This statistics proves that the family nucleation is taking place at a faster rate than our housing expert could imagine. Thanks to globalization phenomenon, single member family is also increasing. With this kind of market structure, going only for 'ownership' housing will bring doom in land market. What is needed is a policy to promote rental housing and easy finance for rental housing construction.</p>	<p>The segregation of housing demand into 'ownership housing' and 'rental housing' is a difficult proposition since demand function is associated with factors like, local conditions, affordability, status of inhabitants (local or migratory) etc. With this background, this analysis should be undertaken and accordingly strategies could be worked out at the local level, or at Sub-Regional Plan level.</p> <p>As per the emerging scenario (based on housing data which has been now published by Census of India for 2001 Census) in NCR is as under:</p> <ul style="list-style-type: none"> Number of households 65.45 lakhs Number of residential houses 61.22 lakhs House unfit for living <ul style="list-style-type: none"> By condition of structure <ul style="list-style-type: none"> Dilapidated 2.87 lakhs Semi-permanent and temporary 11.33 lakhs By number of dwelling rooms 21.42 lakhs 	<p>OBJ. 16 (Annexure3/Ia)</p>

	<p>(Households having no exclusive room & a room)</p> <p>The housing deficit, from the above analysis, in NCR works out to be around 40 lakhs houses (2001).</p> <p>The analysis on housing demand etc., taking into consideration the existing as well as the demand by 2021, would be suitably incorporated in the Chapter.</p> <p>There is a variation in the slum data, as given in the Census of India and by the Slum Wing of MCD. It is proposed to retain the information given by Census of India (deleting the information given by MCD).</p> <p>Innovative methods including the suggestion of group land tenure scheme under Self-Help Groups (SHGs), would be incorporated in the Plan.</p>	
<p>Slum data used in the report especially for Delhi do not tally with the slum data of the slum wing of the MCD. As per their list there were little more than 50% of Delhi's population living in slums. Of course, this contradicts census figures. Leaving this aside, there is no policy statement in NCR report except repeating VAMBAY scheme of the Government of India. One would have expected Delhi and the NCR to set an example in coming out with group land tenure scheme under SHGs, and other innovative methods as practiced in different parts of the world. It seems the report writers are contended with VAMBAY and other government approved existing schemes and its continuation till 2021.</p> <p style="text-align: right;">(N. Sridharan, New Delhi)</p>	<p>The issues related to unabated growth of slums and unauthorized colonies and their subsequent regularization have been highlighted in the chapter. The draft National Slum Policy (salient features given in the plan) had recommended to adopt upgrading and improvement approach to deal with slums and informal settlements as apposed to resettlement. These policy guidelines will go a long way in solving the problems.</p> <p>However, the Government may also have to take strong measures/decisions to curb the tendency of unauthorized</p>	<p>OBJ. 20 (Annexure3/1a)</p>
<p>23.</p>	<p>NCT Delhi must be sanitized of outsiders in fluxing in NCT Delhi and consuming Delhi's precious resources. Regularisation of all illegal colonies whether residential or industrial must be stopped and denied. <u>The draft must contain sufficient safeguards to prevent unauthorized colonies coming up or being regularized. All such unauthorised colonies must be demolished, bull-dozed and the land utilized for planned purposes.</u></p> <p style="text-align: right;">(Sarbjit Roy, New Delhi)</p>	

		encroachments and on further regularization of such unauthorized settlements in Delhi. <i>The matter was discussed in the Planning Committee which suggested that the matter may be further discussed in the Board.</i>	
24.	<p>i) The above chapter seems based not on statutory planning provisions and processes, but on recent “policy” ideas. Moreover, it entirely ignores the substantial critique of draft National Slum Policy and reiterates (pp.127-128) the Delhi slum policy even though Delhi High Court quashed this in November 2002 for lack of basis in law or any success.</p> <p>ii) It obfuscates (including with mutually inconsistent data on Delhi slums from census-2001 and from MCD Slum Wing, curiously sourcing the letter to DUEIIP) the fact that Delhi’s slum problem owes not to runaway migration but to failure to implement explicit mandatory Master Plan targets for EWS housing, a fact acknowledged in Planning Commission report of June, 2002 on Delhi slums and also in at least one Delhi High Court order (of November 2003).</p> <p>(Gita Dewan Verma, New Delhi)</p>	<p>i) The text pertaining to the strategy for tackling problems related to slums in Delhi has been incorporated to bring out the policy so far being adopted by the GNCTD in this regard. It has not been analysed on its merits/demerits, this is a mere statement of facts only.</p> <p>The necessary changes brought out in the (draft) National Slum Policy, if any, would be made in the text at the time of finalization of the Regional Plan.</p> <p>ii) There is a variation in the slum data, as given in the Census of India and by the Slum Wing of MCD. It is proposed to retain the information given by Census of India (deleting the information given by MCD). The other views expressed in the suggestion regarding implementation of the Master Plan need not be incorporated.</p>	OBJ. 25 (Annexure3/1a)
Chapter XIV: Environment			OBJ. 2 (Annexure3/1b)
25.	Efficient and clean technology based power plants must be encouraged to meet the growing power demand. GHG reduction may also be attributed to loss reduction in power distribution.	It will be appropriately included in the DRP-2021.	

	(Chief Executive Officer, North Delhi Power Limited)		
Chapter XV: Disaster Management			
26.	<p>The following may be incorporated suitably ‘Disaster Management Centers may be established at strategic locations in the region to sensitize people, training of personnel and mitigation measure in case of Disasters’ (Commissioner (Planning), Delhi Development Authority)</p>	<p>Following will be incorporated in the DRP-2021 appropriately: ‘Disaster Management Centers may be established at strategic locations in the region for sensitizing people, training of personnel and mitigation measures in case of disasters’</p>	OBJ. 33 (Annexure3/1a)
Chapter XVI: Rural Development			
27.	<p>It appears that the development proposals are urban centric or Delhi centric. The proximity of Delhi should not determine the development scenario in NCR towns and cities. Rural development deserves better treatment. It is also learnt that most of the project funding in NCR by NCRPB has been done for towns and cities of the NCR while the rural areas continue to be neglected. Hence, there is a need to change the priorities of investment, which should also be directed towards development of infrastructure in rural areas. (Lok Kalyan Samiti (Regd.) – Greater Noida)</p>	<p>DRP-2021 addresses the development of rural areas in the region. There is a specific chapter on Rural Development. In addition to this, in the hierarchy of settlements a six-tier hierarchy of settlements has been proposed depending upon their functions. Out of these six levels of hierarchy, three are for rural areas only. They are Service Centre, Central Village and Basic Village. Specific functions have also been assigned to them. Para 5.5.1 (v) of the DRP-2021 recommends strategies for rural industrialization which includes development of agro-based industries in the rural areas as one of the aspects. Various chapters on physical infrastructure also provide policies for development of infrastructure in the rural areas which includes Drinking Water Supply, Power, Sanitation, Solid Waste Management, etc. However, a para will be added in the chapter on rural development for making more focused provision of providing urban amenities in rural areas. Further detailing for the development of rural settlements will be dealt in the Sub-Regional Plans as per provisions of 17(3) of the NCRPB Act, 1985 and District Plans.</p>	OBJ. 37 (Annexure3/1a)

28.	<p>There is need to specify the basic policy of rural development in the beginning of this section which may include.</p> <p>The rural development policy of the NCR is:</p> <ul style="list-style-type: none"> • to achieve balanced development of all districts. • to promote introduction of non-conventional crops so that the per-unit earning from farm-land increases that reduces the risk of the risk of its conversion to other uses; and • to improve the general quality of life in rural settlements through provision of better sanitation, water supply, communication system, and social infrastructure. <p style="text-align: center;">(S. K. Kulshrestha, New Delhi)</p>	<p>These suggestions will be incorporated appropriately in the rural development policy for NCR focusing on the following aspects:</p> <ul style="list-style-type: none"> • balanced development of all districts. • introduction of non-conventional crops so that the per-unit earning from farm-land increases that reduces the risk of its conversion to other uses; and • the general quality of life in rural settlements through provision of better sanitation, water supply, communication system, and social infrastructure. 	OBJ. 54 (Annexure3/Ia)
29.	<p>The fact that rural electrification would be the key for rural development has been highlighted time and again by one and all. This may specifically be taken-up in the plan as well.</p> <p style="text-align: center;">(Chief Executive Officer, North Delhi Power Limited)</p>	<p>The demand for power projected in the chapter on Power also includes the demand for rural sector. However, the suggestion will be appropriately incorporated in the Chapter on Rural Development.</p>	OBJ. 2 (Annexure3/Ib)
30.	<p>Development of dairy growth centres in rural areas, which helps in sustainable economic development in rural areas, conservation of environment etc.</p> <p style="text-align: center;">(MANIRAJ, New Delhi)</p>	<p>The following statement may be added in para 16.3.4 as (vii) “The state agencies must identify and promote dairy growth centres in rural areas while preparing the Sub-Regional Plans and District Plans”.</p>	OBJ. 9 (Annexure3/Ib)
31.	<p>It is suggested that various Programmes of this Ministry may be dovetailed in the action plans by the respective state agencies while preparing the District Plans.</p> <p style="text-align: center;">(Director (P & P), Ministry of Rural Development)</p>	<p>The following statement may be added in para 16.3.4 as (vi) “The various Programmes of the Ministry of Rural Development may be dovetailed in the action plans by the state agencies while preparing the Sub-Regional Plans and District Plans.”</p>	OBJ. 10 (Annexure3/Ib)
Chapter XVII: Regional Landuse			
32.	i) All the monuments and conservation areas mentioned in	i) Policies relating to the man-made heritage site, natural	OBJ.18

	<p>“Section 13, Tour & Heritage” must be conserved by preparing and implementing Detailed Conservation Plans for Man Made Heritage in Land Use Plan -2021.</p> <p>ii) In section 17.5, Zoning Regulations, the following amendments should be made:</p> <p>a) Section 17.5.1 (a) x. Man Made Heritage Areas 17.5.1(a) xi. Natural Heritage Areas</p> <p>(Member Secretary, INTACH, New Delhi)</p>	<p>heritage sites, heritage conservation areas may be added under 17.4.3 “Natural Conservation Zone” as 17.4.3 (vi) as follows:</p> <p>“The monuments / man-made heritages sites and conservation heritage areas be identified in the Master Plans / Zonal Plan of each town and detailed conservation plans may be prepared for their protection and conservation”.</p> <p>ii) The suggestion is to incorporate man-made heritage area and natural heritage area in landuses of urbanisable area.</p> <p>a) This suggestion may be accepted and will be incorporated in Para 17.5.1 as (x) & (xi).</p>	(Annexure3/Ia)
33.	<p>The draft MPD-2021 recommends that ‘in future, urbanization have to be in the areas that have development pressure / potential like the areas along the major transport corridors and fringes of already urbanized areas. Therefore, it is envisaged that the area under existing designated rural would be absorbed as urban extension from time to time. The Plan also stipulates that the land upto the depth of one peripheral revenue village boundary along the border of NCTD, wherever possible, would be maintained as Green Belt’.</p> <p>An important suggestion is that the Draft MPD-2021 has proposed the entire NCT-Delhi as urbanisable, except on revenue village depth along its border, which may be accordingly reflected in the Regional Landuse Plan.</p> <p>Further suggested that “the urbanisable area for 2021 of Delhi may be shown as per map enclosed i.e., entire NCTD as urbanisable, except one revenue village depth along its borders as green belt.</p>	<p>The UP, Haryana & Rajasthan States have earmarked the requirements of “urbanisable land” for 2021 and provided to the Board which were incorporated in DRP-2021 proposals. Now, DDA has proposed to incorporate the entire NCT-Delhi as urbanisable except one revenue village depth along its borders.</p> <p>The map provided by DDA indicates that the entire NCTD is proposed to be urbanized except the ridge including river Yamuna which is an eco-sensitive area.</p> <p>The land use proposal sent by DDA may be incorporated with the condition that land distribution is to be reserved as proposed at Annexure 4/I of DRP-2021.</p>	OBJ. 33 (Annexure3/Ia)

	(Commissioner (Planning), Delhi Development Authority)		
34.	<p>i) The last line of the paragraph i.e. the courts have intervened whenever a matter regarding the plan/change thereto, is proposed. This needs deletion. It is uncalled for.</p> <p>ii) On page 171 the last paragraph is also incomplete. It is self-conflicting.</p> <p>(Chief Town Planner, Haryana State Industrial Development Corporation Ltd.)</p>	<p>i) The last line as suggested may be deleted.</p> <p>ii) This is a typographical error, necessary correction will be made in the Final Plan. The areas of conflict have not been mentioned and also no suggestion has been given.</p>	OBJ. 39 (Annexure3/Ia)
35.	<p>The observations on page-161 para 17.2.4(b) (iii) concerning Gurgaon that it has developed some more areas beyond urbanisable limit is factually incorrect. It should be corrected. Likewise, on page-162 (2(I) Haryana Sub-Region) a mention is made about Rohtak that substantial area has been developed outside the urbanisable area of Rohtak is also factually incorrect.</p> <p>(Chief Town Planner, Haryana State Industrial Development Corporation Ltd.) & (Chief Coordinator Planner (NCR), Haryana)</p>	<p><i>Planning Committee suggested that the factual position will be given by the NCR Cell, Govt. of Haryana within three days which will be incorporated in the RP-2021.</i></p>	OBJ. 39 (Annexure3/Ia) & OBJ. 11 (Annexure3/Ib)
36.	<p>No Change of Landuse proposals shall be entertained for a minimum for a period of 5 years – there shall be some flexibility w.r.t. projects of national / state importance.</p> <p>(Hirdesh Bedi, Delhi) & (Chief Coordinator Planner (NCR), Haryana)</p>	<p><i>Planning Committee recommended to delete the same.</i></p>	OBJ. 50 (Annexure3/Ia) & OBJ. 11 (Annexure3/Ib)

37.	<p>Please refer the Map 17.2 at the page 164 of the Draft Regional Plan-2021 National Capital Region, the area marked as Neemrana may please be corrected as Shahjahanpur and the area marked as Shahjahanpur may please be corrected as Neemrana.</p> <p>(General Manager, Rajasthan State Industrial Dev. & Investment Corp. Ltd.)</p>	Correction will be carried out in the final Regional Landuse Plan -2021.	OBJ. 6 (Annexure3/Ib)
38.	<p>There are some observations on Map 17.2 which are as follows:</p> <ul style="list-style-type: none"> • The Jhajjar-Bahadurgarh road has not been shown. • The Kundli-Manesar-Palwal Expressway, which was discussed in detail in the 27th Board meeting, wherein the financial aspects were also considered for the same, has not been shown in the map. <p>(Chief Coordinator Planner (NCR), Haryana)</p>	<ul style="list-style-type: none"> • The map will be modified as suggested. • The map will be modified as suggested. 	OBJ. 11 (Annexure3/Ib)
39.	<p>Earlier the tentative area of the Leisure Valley was conveyed to NCRPB for its inclusion in the Regional plan 2021 AD. Now, the final demarcation of the same has been received from the HQ-Chandigarh after the notification of the same in the Government Gazette, which was further conveyed to the Board. The same should be incorporated in the Regional Plan 2021AD.</p> <p>(Chief Coordinator Planner (NCR), Haryana) & (Government of Haryana through Chief Coordinator Planner (NCR), Haryana)</p>	The tentative boundary of Leisure Valley has been marked in the Land Use Plan 2021. Copy of the notification along with the detailed map showing the Leisure Valley development area boundary may be sent by the Govt. of Haryana to NCR Planning Board for incorporation in the Final Plan.	OBJ. 11 (Annexure3/Ib) & OBJ. 12 (Annexure3/Ib)
Chapter XX: General			
40.	ii) Following suggestions for improvements:		OBJ. 43

	<ul style="list-style-type: none"> • Map No. 1.1 and 2.1: Area of constituent (state wise) in Ha or Sq Km. may be indicated on the maps. • Map 2.2: The light brown colour probably indicating 3-5% slope on the map, is missing from the legend. Probably by mistake, light grey colour has been shown twice in the legend. • Map 2.3, 2.4 & 2.5: Lithological structure, Geomorphologic status, Ground Water prospects for additional areas may please be shown. • Map 3.1: Railway Network may be included. • Map 6.4: proposed transport network (Rail) 2021 should include DMRC Network also. It is better to show the Rail Network as per Internationally accepted symbol. 	<ul style="list-style-type: none"> • Constituent areas (State wise) in sq km. was indicated in map 1.1 and the same was not indicated in map 2.1. Constituent areas (State wise) will be indicated in Map 2.1. • The legend colour merging is visible in map 2.2. Map 2.2 will be improved. • Data in respect of additional areas are being generated at NRSA and will be shown in the final maps at the time of publishing. • Railway Network will be added in Map 3.1. • The standard symbol for Rail is not available in power point / Auto CAD symbol library. The internationally accepted symbols will be used in Final Plan at the time of printing only. 	(Annexure3/1a)
	<p>ii) On all maps, scale (both graphic and numerical ratio) may be shown.</p> <p>(Shovan K. Saha, New Delhi)</p>	<p>ii) Graphic & Numerical scale will be shown in the Final Plan at the time of printing.</p>	
41.	<p>Incidentally, the very well presented maps in the book do not carry a scale (preferably graphical scale). The same may kindly be incorporated in the final plan.</p> <p>(Mahavir, New Delhi)</p>	<p>Graphic & Numerical scale will be shown in the Final Plan at the time of printing.</p>	OBJ. 44 (Annexure3/1a)
42.	<p>Discrepancy in nomenclature: Different Nomenclature have been used in the maps and text of the NCR Plan – 2021 reports. For example ‘Highway Corridor zone’ in Map 2.1 and Transport Corridor Zone’ in Map 16.2.</p> <p>(S. P. Gautam, Noida)</p>	<p>Necessary corrections will be made in the Final Plan before printing.</p>	OBJ. 53 (Annexure3/1a)

<p>Any other issue</p>	<p>43. The Chief Coordinator Planner, NCR Cell, UP referring to para 17.5.1 (a) on page 169 of the draft RP-2021 mentioned that a provision has been kept for approval of the Master Plans / Development Plans of all the towns of NCR by the NCR Planning Board which was not required as there is no such provision in the NCRPB Act 1985.</p> <p>Chief Regional Planner, NCRPB giving the background pointed out that in compliance with the Allahabad High Court Judgement in the case of Civil Misc. Writ Petition No.26737 of 1993 dated 1.10.96 in Ravindra Singh & others Vs. State of UP & Greater Noida Authority, the participating States had been submitting the Master Plans / Development Plans for towns to the NCR Planning Board for consideration and approval. The Board had received about 11 Master Plans/Development Plans of which about 5 had already been approved by the Board and comments/suggestions on the remaining Master Plans/Development Plans had been sent to the concerned State Governments/Agencies. He pointed out that the provisions of NCR Planning Board Act, 1985 and the Regional Plan-2001 were examined by the Hon'ble Supreme Court in its common judgement dated 31.03.1994 in Civil Writ No.4384 of 93 and Civil Appeal No.4385 of 93 in Ghaziabad Development Authority Vs. Delhi Auto and General Finance Private Limited & others and Civil Appeal No.634 of 1994 and that the Supreme Court held that Section 27 provides for the over-riding effect of this Act notwithstanding anything inconsistent therewith in any other law, decree or order etc. He further mentioned that in order to ensure that Master Plans/Development Plans are prepared in conformity with the Regional Plan and do not run counter to the policies and proposals of Regional Plan, it is imperative that Development Plans/Master Plans are examined and approved by the Board. However, the Members from Governments of U.P. and Haryana were also in favour of the deletion of the provision of approval of the Master Plans / Development Plans by NCRPB.</p> <p>The Planning Committee noted that none of the 69 individuals / institutions / governments who have communicated their comments, suggested deletion of the</p>
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	<p>above provision in the draft Regional Plan-2021. It was further noted that the various provisions of the draft Regional Plan-2021 were discussed in various Planning Committee meetings and also in the 26th & 27th Board Meeting, none of the Members had suggested deletion of the above provision. The Board had also approved the Draft RP-2021 for inviting objections/suggestions.</p> <p><i>Keeping the above in view, the Planning Committee recommended that the Board may take a decision in the matter.</i></p>	
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Agenda Item No.4

Recruitment Rules for Transport Cell, NCR Planning Board

AGENDA ITEM NO.4 : RECRUITMENT RULES FOR TRANSPORT CELL, NCR PLANNING BOARD.

The NCR Planning Board in its 26th Meeting approved creation of a Transport Cell in the Board with following three posts: (1) a post of Officer on Special Duty (OSD), (2) a post of Assistant Director (Tech.), (3) a post of Personal Secretary. Accordingly, draft Recruitment Rules for these posts were prepared by the Board and sent to the Ministry of Urban Development for approval. The Ministry of Urban Development vide their letter No.K-14011/2/2004-DD-IB/VI, dated 16.2.2005 have conveyed their approval (Appendix- 4). These Rules are being notified and action has been initiated to fill up these posts.

The above matter is placed before the Board for information.

Appendix - 4/I

**Letter of Ministry of Urban Development
No.K-14011/2/2004-DD-IB-VI,
Dated 16th February, 2005**

Appendix-4

MOST IMMEDIATE

No. K-14011/2/2004-DD-IB/VI
Government of India
Ministry of Urban Development
(Delhi Division)

Nirman Bhawan, New Delhi
Dated 16.2.2005

To

Ms. Shashi B. Srivastava
Director (Admn.),
NCR Planning Board.
India Habitat Centre.
Lodhi Road.
New Delhi.

Sub: Recruitment Rules for the Transport Cell in NCR Planning Board.

Madam,

Please refer to NCRPB's letter No. A-11013/1/2004-Estt., dated 23.6.2004 on the above subject. I am directed to convey the approval of the Minister for Urban Development and Chairman, NCR Planning Board to the Recruitment Rules for the posts of OSD, Asstt. Director(Technical) and a Private Secretary in the Transport Cell in NCR Planning Board.

A copy of the Recruitment Rules, duly initialled by the undersigned, are accordingly enclosed herewith for necessary action.

Yours faithfully,



(J.S. Dua)

Under Secretary to the Govt. of India
Tel No. 23013267

Encl: As above

National Capital Region Planning Board.

1	Name of the Post	:	Officer on Special Duty
2	No. of posts	:	1 (One)
3	Classification	:	Group 'A', Gazetted
4	Scale of Pay	:	Rs. 18,400-500-22,400
5	Whether selection post or non-selection post	:	Not applicable
6	Age limit for direct recruits	:	Preferably below 50 years
7	Whether benefit of added years of service admissible under rule 30 of CCS (Pension Rules), 1972	:	Not applicable
8	Educational and other qualifications required for direct recruits :- Essential	:	<p>Possessing the following educational qualifications and experience :-</p> <p>(i.) Degree in Civil or Electrical or Mechanical or Structural Engineering from a recognized university or equivalent.</p> <p>(ii.) 15 years experience including 5 years experience in areas of appraisal of feasibility or detailed project report, project financing, project monitoring or quality control of projects, preferably in large projects of mass transport system.</p> <p>Desirable :- The officer should have vast and varied experience in planning, design and construction of major rail construction projects. Preferably should have experience of working in the Ministry of Railways or any other Ministry.</p>
9	Period of Probation, if any	:	Not applicable
10	Whether age and educational qualifications prescribed for direct recruit will apply in the case of promotees and deputationist	:	Yes
11	Method of recruitment whether by direct recruitment or by promotion or by deputation / transfer and if by deputation, to be filled by what method	:	Deputation (Initially for a period of two years. The post is temporary and will be abolished as soon as the work is completed. The term of engagement shall be reduced on requirement.)
12	In case of recruitment by promotion / deputation / absorption, grades from which promotion / deputation / absorption to be made	:	<p>Officers under Central Govt. or State Govts. or Union Territory Govts. or Public Sector Undertakings or semi-Govt. or autonomous or statutory organisations:-</p> <p>(i.) holding analogous posts on regular basis in the parent cadre / department or</p> <p>(ii.) with three years service in the grade rendered after appointment thereto on regular basis in the scale of Rs. 14,300-18,300 or equivalent in the parent cadre or department.</p>
13	If a DPC exists, what is its composition	:	Selection of personnel for appointment against the post will be made by the Personnel Group consisting of the following :-

6/24/04

Recd. Rule OSD 2.doc

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16/1/2005

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Cont.

			(i) Secretary (UD), M/o UD&PA - Chairman (ii) Secretary (Expenditure) or his representative - Member (iii) Secretaries in-charge of NCR work in the States of Haryana, Rajasthan & U.P. - Member (iv) Member Secretary, NCRPB - Convenor (as per NCRPB gazette notification dated 8 th July, 1985)
14	Circumstances in which UPSC is to be consulted in making recruitment	:	Not applicable

The qualification for planning as recognized by the Institute of Town Planners / All India Council for Technical Education would only be admissible.

Handwritten signature and date: 16/2/2005

**Draft Recruitment Rules for the post of Assistant Director (Tech.) in
National Capital Region Planning Board.**

1	Name of the Post	: Assistant Director (Tech.)
2	No. of posts	: 1 (One)
3	Classification	: Group 'A'. Gazetted
4	Scale of Pay	: Rs. 8,000-275-13,500
5	Whether selection post or non-selection post	: Not applicable
6	Age limit for direct recruits	: Preferably below 35 years
7	Whether benefit of added years of service admissible under rule 30 of CCS (Pension Rules), 1972	: Not applicable
8	Educational and other qualifications required for direct recruits	<p>Essential : Degree or equivalent in Urban / Regional Planning or Engineering or Architecture OR Post Graduate degree in Economics with 4 years experience in planning execution and monitoring of projects.</p> <p>OR</p> <p>Master's Degree in Urban / Regional Planning/ Engineering / Architecture with 2 years experience in planning, executing and monitoring of projects.</p> <p>Desirable :- Experience in planning, survey, design and construction of major rail construction projects.</p>
9	Period of Probation, if any	: Not applicable
10	Whether age and educational qualifications prescribed for direct recruit will apply in the case of promotees and deputationist	: Yes
11	Method of recruitment whether by direct recruitment or by promotion or by deputation/transfer and percentage of the vacancies to be filled by various methods	<p>Deputation</p> <p>(Initially for a period of two years. The post is temporary and will be abolished as soon as the work is completed. The term of engagement shall be reduced or extended on requirement basis).</p>

[Signature]
16/2/2015

12	In case of recruitment by promotion/deputation/absorption, grades from which promotion/deputation/absorption to be made	: Officers under Central Govt. or State Govts. or Union Territory Govts. or Public Sector Undertakings or semi-Govts. or autonomous or statutory organisations:- (i.) holding analogous posts on regular basis in the parent cadre / department on regular basis in the scale of Rs. 8000-275-13500 for a period of two / four years as the case may be as mentioned under Essential Qualification at Srl. No. 8 above.
13	If a DPC exists, what is its composition	: Selection and appointment to this post will be made by Member Secretary (as per NCRPB gazette notification dated 8 th July, 1985)
14	Circumstances in which UPSC is to be consulted in making recruitment	: Not applicable

The qualification for planning as recognized by the Institute of Town Planners / All India Council for Technical Education would only be admissible.

16/2/2005

**Draft Recruitment Rules for the post of Private Secretary in
National Capital Region Planning Board**

1.	Name of the Post	Private Secretary
2.	No. of posts	1 (One)
3.	Classification	Group "B"
4.	Scale of Pay	Rs.6,500-200-10,500
5.	Whether selection post or non-selection post	Non-selection
6.	Age limit for direct recruits	Preferably below 50 years
7.	Whether benefit of added years of service admissible under Rule 30 of CCS (Pension Rules), 1972	Not applicable
8.	Educational and other qualifications for direct recruits	Essential-Graduation from a recognized University.
9.	Period of Probation, if any	—
10.	Whether age and educational qualifications prescribed for direct recruit will apply in the case of promotees and deputationist	Yes
11.	Method of recruitment whether by direct recruitment or by promotion or by deputation/transfer and percentage of the vacancies to be filled by various methods	Deputation (Initially for a period of two years. The post is temporary and will be abolished as soon as the work is completed. The term of engagement shall be reduced or extended on requirement basis)
12.	In case of recruitment by promotion/ deputation / absorption, grades from which promotion/ deputation/ absorption to be made	Officers under Central Govt. or State Govts. or Union Territory Govts. or Public Sector Undertakings or semi-Govts. or autonomous or statutory organizations and holding analogous posts on regular basis or 8 years regular service as Stenographer in the scale of Rs.5,500-9000.
13.	If a DPC exists, what is its composition	Selection and appointment to this post will be made by Member Secretary(as per NCRPB gazette notification dated 8 th July, 1985)
14.	Circumstances in which UPSC is to be consulted in making recruitment	Not applicable

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16/2/2005

Agenda Item No.5

Post - retirement Medical facilities for Employees of the Board

AGENDA ITEM NO. 5 : POST - RETIREMENT MEDICAL FACILITIES FOR EMPLOYEES OF THE BOARD

A decision was taken by the NCR Planning Board in its 26th Meeting to get the scheme of Post - retirement Medical facilities for employees of the Board examined by the Ministry of Urban Development. Accordingly, the matter was referred to the Ministry of Urban Development for consideration. The Ministry of Urban Development vide its letter No. 11019/6/2004-DD-VI, dated 8.2.2005 has approved extension of medical facilities to the pensioners of the Board (Appendix - 5).

The main highlights of the Scheme approved by the Ministry are as under:

- (a) OPD facility to the pensioners of the Board would be same as being given by DDA to it employees after superannuation.
- (b) The indoor facility to the pensioners of the Board would be at par with those given to the serving employees of the NCR Planning Board.

The above matter is placed before the Board for its information.

Appendix-5

No. K-11019/6/2004-DD-VI
Government of India
Ministry of Urban Development
(Delhi Division)

Nirman Bhawan, New Delhi
Dated 8th February, 2005

✓ To

The Member Secretary,
NCR Planning Board,
India Habitat Centre,
Lodhi Road,
New Delhi

Sub: Post retirement medical facilities and annual health checkup for officers and staff of the NCR Planning Board.

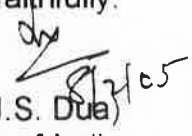
Sir,

Please refer to your U.O. Note No. K-14011/58/NCRPB(26th)/2003-2004, dated 23.2.2004 on the above subject.

In this connection it is stated that the matter has been examined at length in this Ministry and it has been decided that the rules adopted by DDA in respect of OPD facilities for the pensioners may also be made applicable to the NCRPB. In respect of indoor medical facility, the facilities available to the serving employees of NCRPB could be extended to the retired employees as in the case of DDA.

The proposal for providing a special facility of annual medical health checkup @Rs.2550/- per annum per each employee with 45 years of age and above, has not been agreed to.

Yours faithfully,


(J.S. Dua)

Under Secretary to the Govt. of India
Tel No. 23013267

**Minutes of the 28th Meeting of the
NCR Planning Board**

**HELD ON 9TH JULY, 2005 AT SILVER OAK HALL
INDIA HABITAT CENTRE, NEW DELHI**

**NCR PLANNING BOARD
MINISTRY OF URBAN DEVELOPMENT
(GOVERNMENT OF INDIA)
NEW DELHI**

National Capital Region Planning Board

Minutes of the 28th meeting of the NCR Planning Board held on 9th July, 2005 under the Chairmanship of Minister for Urban Development & Parliamentary Affairs and Chairman, NCR Planning Board.

- 1 The 28th meeting of the NCR Planning Board was held on 9th July, 2005 at 11.30 A.M. at India Habitat Centre, New Delhi under the chairmanship of Minister for Urban Development & Parliamentary Affairs and Chairman, NCR Planning Board. The list of participants is at **Annexure I**.

- 2 Shri Ghulam Nabi Azad, Minister for Urban Development & Parliamentary Affairs and Chairman, NCR Planning Board welcomed all members of the Board and officers from the Central Ministries and State Governments. The Chairman observed that during two decades of functioning of the NCR Planning Board and its official committees, a greater understanding of the problems of NCR has developed and there are signs of evolution of a common approach to development in the Region.

He informed that with the initiative of the Board, an Integrated Rail-cum-Bus Transit (IRBT) Project with an interface with Delhi Metro Rail has been proposed, which on implementation will facilitate effective integration of the Region. He further informed that the critical issues relating to the Eastern and Western Peripheral Expressways have been resolved and these projects would help in reducing the traffic in Delhi and also provide impetus for growth and development of the NCR.

He appreciated the efforts made in development of city forests and requested the State Governments to cover more areas under the city forest scheme.

He further informed that Rajasthan has identified Behror- Neemrana-Shahjahanpur area for setting up a new township. NCR Planning Board will fund the entire cost of the study to prepare an Action Plan and financing pattern, and that similar township development activities will also be taken up with Government of Haryana and Uttar Pradesh. His speech is placed at **Annexure II**.

- 3 The speeches of Shri. Bhupinder Singh Hooda, Chief Minister, Haryana, Smt. Shiela Dixit, Chief Minister, NCT-Delhi, Shri. Pratap Singh Singhvi, Minister for Urban Development, Rajasthan and Mohd. Azam Khan, Minister for Parliamentary Affairs, Urban Development (UD), Urban Employment & Poverty Alleviation (UEPA) of Uttar Pradesh were taken as read and a copy each of their speeches are placed at **Annexure III, IV, V and VI** respectively.
- 4 **Agenda item no.1: Confirmation of the minutes of the 27th meeting of the NCR Planning Board held on 28.10.2004.**

The Board confirmed the minutes of its 27th Meeting held on 28.10.2004.

5 Agenda item no. 2: Review of the action taken on the decisions of the 27th meeting of the NCR Planning Board.

5.1 Approval of draft Regional Plan 2021 of the Board for inviting objections / suggestions under section 12 of the NCR Planning Board Act, 1985.
(Agenda item no.3, page 3 of the Minutes of 27th Meeting of the Board)

The Board noted that the draft Regional Plan 2021 was published and follow-up actions were taken and other aspects of the Plan were addressed while discussing Agenda item no. 3.

5.2 Dispersal of industries within the National Capital Region.
(Agenda item no. 4, page-3 of the Minutes of 27th Meeting of the Board)

The Board noted the status.

5.3 Status of IRBT System
(Agenda item no. 5, page-3 of the Minutes of 27th Meeting of the Board)

The Board noted the status and desired that the IRBT Project be taken up on priority. Advisor (HUD), Planning Commission informed that a meeting would be convened within a fortnight to discuss the project and to expedite the approval.

5.4 (a) Mobilisation of resources through Centrally Sponsored Scheme for development of the NCR.
(Part of Agenda item no. 6, page no.4 of the Minutes of 27th meeting of the Board)

The Board noted the status.

5.4 (b) 1 % incentive scheme for innovative projects for promotion of water conservation and treatment/ recycle, use of alternative sources of energy and tree plantation.
(Part of Agenda item no. 6, page no.4 of the Minutes of 27th meeting of the Board)

The Board noted the status.

5.4 (c) Studies on important aspects relating to the NCR.
(Part of Agenda item no. 6, page no.4 of the Minutes of 27th meeting of the Board)

Chairman, NCR Planning Board informed that the Govt. of Rajasthan has identified a site for development of a new township at Shahjanpur-Neemrana-Behror. A study for formulation of development strategy and action plan for new town would be undertaken jointly by the NCRPB and Government of Rajasthan. Chief Minister, Haryana informed that Government of Haryana has identified three possible

locations for township, namely Jahangirpur-Badli in Jhajjar district, Sampla on NH-10 and Samalkha on NH-1. In addition, Kundli has been identified for development as Education City.

Minister for Parliamentary Affairs, UD and UEPA, Uttar Pradesh pointed out that they are keen to develop Garhmukteshwar as a new township and that a presentation had already been made to the NCRPB. Secretary (Housing), UP also made a reference to a scheme of hi-tech township introduced by the Govt. of UP. Member Secretary, NCRPB informed that the presentation regarding Garhmukteshwar was based on an interim report by a consultant engaged by the Government of UP and that a formal proposal in this regard was yet to be received. He also observed that the scheme of hi-tech township was for the state as a whole and not designed to address the issues emerging in the NCR. Secretary (UD), Government of India advised that as already discussed with Secretary (Housing), UP in an earlier meeting, the proposed project for development of Garhmukteshwar as township in NCR should be examined with specific relation to the techno-economic viability of the township, the level and potential of economic activity in the region for sustaining of township of about one million plus population, and the attractiveness of the project vis-à-vis private investment in the development of urban infrastructure. After detailed discussion it was decided that the Govt. of UP would examine the economic potentials of the Garhmukteshwar project and would also identify alternative locations for development of new township.

- 5.5 **Approval of Draft Development Plan of Bahadurgarh 2021.**
(Agenda item no.8 , page no. 4 of the Minutes of 27th Meeting of the Board)

The Board noted the status.

- 5.6 **Status of proposals relating to change of land use considered in 49th and 50th meetings of the Planning Committee of the Board.**
(Agenda item no.9, page no. 4 of the minutes of 27th Meeting of the Board)

The Board was informed that a team of officers visited the sites for which land use changes had been approved and it was found that there was no deviation from the land use approved. However, a few sites could not be developed either because these sites were not suitable for the proposed uses or the land had been encroached upon. Chairman suggested that in future, before any land use change proposal is considered sites may be inspected to assess their suitability for the proposed land use/development.

- 5.7 **Extending mobile phone facility to the officers of the Board.**
(Agenda item no.12.1, page 5 of the minutes of 27th Meeting of the Board)

The issue relating to providing mobile phone facility to the officers of the Board was re-considered by the Members of the Board and it was decided to extend this

facility up to certain level based on operational necessity. Chairman, NCRPB was authorized to take an appropriate decision in this regard.

5.8 Supplementary Agenda-

Development of City Forest in the NCR and the Counter Magnet Areas.

(page no.5 of the Minutes of 27th meeting of the Board)

The Board appreciated the efforts made in this direction. The Chairman requested the State Governments to identify more sites for development of city forests.

5.9 Additional Agenda

5.9.1 Inclusion of additional areas in the Counter Magnet Area, Gwalior.

(Page no. 5 & 6 Srl. no. 1 of the Minutes of 27th Meeting of the Board)

The Board noted the status.

5.9.2 Peripheral Expressway

(Page No. 6, Srl.no. 2 of the Minutes of 27th Meeting of the Board)

The Board noted the status. Chief Minister, Haryana informed that land acquisition cost had gone up significantly and more financial assistance would be required. Secretary, Ministry of Road Transport & Highways informed that the cost of the project had been finalised in the meeting of the Committee of Secretaries (COS). He informed that further changes in the cost could be done by COS only. Chairman suggested that a meeting of COS could be convened at the earliest to sort out the matter.

5.9.3 Water Supply

(page no. 6, Srl. no.3 of the Minutes of 27th meeting of the Board)

In the 27th Meeting of the Board, long terms measures were suggested to meet Delhi's growing need for water such as construction of Tehri, Renuka and Kishau dams. The Board was informed that the matter had been taken up with the Ministry of Water Resources and a study on 'Water Supply and its Management in NCR' had also been initiated by the NCR Planning Board.

Further, representative from Upper Yamuna River Board informed that National Institute of Hydrology, Roorkee has taken up a study to evaluate the requirement and availability of water for the NCT-Delhi. He further informed that projects such as (Renuka, Kishau and Lakhwar) in the Yamuna Basin are under consideration. Regarding the sharing of water between States, he informed that State-wise allocations are under review by the Yamuna River Board after which the issue probably will be placed before Review Committee under the chairmanship of Union Minister of Water Resources.

- 6 Agenda item no.3: Consideration and approval of Draft Regional Plan – 2021 of National Capital Region for notification under Section 13 of NCRPB Act, 1985 and Rule 27 of the NCRPB Rules, 1985.**
- 6.1 Member Secretary, NCRPB explained that in pursuance to the decision taken in the last meeting of the Board the draft Regional Plan-2021 was published on 27.12.2004 for inviting objections/ suggestions under section 12 of the NCRPB Act, 1985. The objections/suggestions were invited up to 75 days from the date of publication of Draft Regional Plan-2021. The Board received 55 objections/suggestions till the last date, i.e. 9.3.2005. Subsequently 14 more objections/ suggestions were received. The objections/suggestions were examined and placed before the 53rd meeting of the Planning Committee of the Board, held on 5.5.2005 for consideration. The recommendations of the Planning Committee were placed before the Board for approval and incorporation in the final Regional Plan-2021. Board discussed the suggestions/objections in detail.
- 6.2 The suggestions for Virat Delhi and for freezing of housing activity in NCT-Delhi were not agreed to. (Reference srl.no. 3 and 9 of Appendix 3/I of the Agenda)
- 6.3 The issue of unabated growth of slums and unauthorized colonies was discussed. Chief Minister, NCT-Delhi suggested incorporation of the concept of ‘holding areas’ in the Regional Plan 2021 for creation of slum free cities. Such area would be dedicated for temporary settlement of migratory influx for a specified period of time enabling them to economically and physically integrate with the formally developed areas. It was agreed to incorporate the suggestion. (Reference Srl. no. 23, Appendix 3/I of the Agenda).
- 6.4 The matter of an explicit provision in the Regional Plan for approval of Master Plans /Development Plans of the Towns of NCR by the NCRPB was discussed in detail. Some of the members pointed out that there was no specific provision to this effect in the NCRPB Act, 1985 and as such it should not be included in the Regional Plan. It was clarified by the officers of NCRPB that the practice of approval of Master Plans by the Board was initiated consequent upon a judgement of the Allahabad High Court. Secretary, UD suggested that in view of the differing interpretation, the matter could be examined by the Ministry of Law. After detailed discussion, it was decided that the issue be referred to the Ministry of Law. (Reference srl.no. 43 of Appendix 3/I of the Agenda).
- 6.5 After detailed discussions and deliberations, the Board approved the incorporation of the recommendations of the Planning Committee of the Board to the Draft Regional Plan – 2021 and approved the Final Regional Plan-2021 for notification under Section 13 of NCRPB Act and Rule 27 of the NCRPB Rules, 1985.
- 7 Agenda item no.4: Recruitment Rules for Transport Cell, NCR Planning Board.**

The Board noted the status.

8 Agenda item no.5: Post - retirement medical facilities for employees of the Board.

The Board noted the status.

9 Supplementary agenda item no. 1: Points raised by the Constituent State Governments / their agencies and comments of the NCRPB.

The Board agreed with the suggestions in the agenda notes.

10 Supplementary agenda item no. 2: Decisions relating to change of land use proposals considered in the 51st and 52nd meeting of the Planning Committee.

The Board noted the decisions of the Chairman, NCR Planning Board and Hon'ble Minister for Urban Development and Parliamentary Affairs.

11 Supplementary Agenda Item No. 3: (Additional issues discussed in the meeting)

11.1 Inclusion of additional towns as Counter Magnet Area.

Minister for Parliamentary Affairs, UD and UEPA of UP suggested that Saharanpur and Firozabad should be included as Counter Magnet Areas of UP. Chairman informed that a study on migration pattern would be undertaken soon, which would review the Counter Magnet Areas.

11.2 Increase in budgetary support to the NCR Planning Board for development of the NCR.

The Board members recommended that the amount of financial assistance for the development of infrastructure in the NCR should be substantially increased and a grant component should be introduced for which enhancement of the budgetary support to the Board would be required in order to enhance the pace of the infrastructure development in the NCR.

11.3 The Chairman suggested that the next meeting of the Board may be held in December, 2005 in Haryana and the subsequent meeting be held in Uttar Pradesh.

The meeting ended with a vote of thanks by the Member Secretary, NCR Planning Board.

THE NCR PLANNING BOARD HELD ON 9.7.2005 AT 11.30 A.M.**Chairman**

1. Sh. Ghulam Nabi Azad, Hon'ble Minister for Urban Development & Parliamentary Affairs, Government of India.

Members

2. Km. Selja, Minister of State for Urban Employment and Poverty Alleviation (Independent Charge), Government of India.
3. Shri B. S. Hooda, Chief Minister, Government of Haryana.
4. Shri B.L. Joshi, Lt. Governor, Government of NCT-Delhi.
5. Smt. Sheila Dikshit, Chief Minister, Government of NCT-Delhi.
6. Mohd. Azam Khan, Minister for Parliamentary Affairs, Urban Development (UD), Urban Employment & Poverty Alleviation (UEPA), Uttar Pradesh.
7. Shri. Pratap Singh Singhvi, Minister for Urban Development & Housing, Govt. of Rajasthan.
8. Shri Anil Baijal, Secretary (UD), Ministry of Urban Development, Government of India.
9. Shri G. Madhavan, Chief Secretary, Government of Haryana.
10. Shri S. Regunathan, Chief Secretary, Government of NCT-Delhi.
11. Shri J.S. Mishra, Secretary (Housing), Lucknow (Uttar Pradesh).
12. Shri K.T. Gurumukhi, Chief Planner, TCPO, New Delhi.
13. Dr. P.K. Mishra, Member Secretary, NCR Planning Board.

Co-opted Members

14. Shri Dhanendra Kumar, Secretary, Department of Road Transport & Highways.
15. Shri Madhukar Gupta, Vice-Chairman, Delhi Development Authority.
16. Shri Chanchal Kumar, Dy. Secretary, Deptt. of Industrial Policy & Promotion.
17. Shri Satish Agnihotri, Ex. Dir (Metro Project), Railway Board.
18. Shri Jainder Singh, Advisor (HUD), Planning Commission.
19. Dr. M.P. Patel, Chief Executive Officer, SADA, Gwalior, Madhya Pradesh.
20. Shri K.B. S. Sidhu, Secretary, Deptt. of Housing, Government of Punjab.

Special Invitees

21. Smt. Shakuntla Jakhu, Commissioner & Principal Secretary, Govt. of Haryana.
- ✓ 22. Smt. P.M. Singh, Principal Secretary, PWD, Delhi.
23. Smt. Neena Garg, Jt. Secretary & Financial Advisor, MOUD, Government of India.
24. Shri B.P. Arya, Principal Secretary, Urban Governance, Government of Rajasthan.
- ✗ 25. Shri M. Kithan, Commissioner (Industry), Haryana, Chandigarh.
- ✗ 26. Dr. V. Raghavswamy, Head, Landuse Division, NRSA, Hyderabad, Andhra Pradesh
- ✗ 27. Shri S.C. Poddar, Secretary/Commissioner (Industry), GNCT-Delhi.
- ✗ 28. Shri H.L. Malik, Jt. Commissioner (Industry), GNCT-Delhi.
- ✗ 29. Shri Vijay S. Madan, Commissioner Transport, GNCT-Delhi.
- ✗ 30. Shri O.P. Kelkar, Principal Secretary (UD), GNCT-Delhi.
31. Sh. S.K. Rao, PS to Minister for Urban Development & Parliamentary Affairs, Government of India.
32. Shri M.S. Tayal, Principal Secretary, Chief Minister, Government of Haryana
- ✗ 33. Ms. S. Aparna, Director (DD), Ministry of Urban Development, Govt. of India.

34. Shri S.S. Harit, Additional Secretary, NCR Cell, NCT-Delhi.
35. Shri Hemant Murdia, CTP, NCR Planning & Monitoring Cell, Rajasthan.
36. Smt. Radha S. Chauhan, Commissioner (NCR UP Sub-Region), Ghaziabad
37. Shri S.K. Zaman, CCP, NCR Planning & Monitoring Cell, Ghaziabad (UP).
38. Shri Sanjai B. Verma, CCP, NCR Cell, Haryana.
39. Shri A.K. Arora, Group General Manager, RITES Ltd.
40. Shri S.S. Dhillon, Chief Administrator HUDA and Director Town & Country Planning, Haryana
41. Shri C.M. Pandit, Member Secretary, Upper Yamuna River Board
42. Shri P. Padmanabhan, Sr. Jt. Commissioner (Projects).
43. Shri Subhash Sharma, TA to CTP (NCR), Rajasthan.
44. Shri B.K. Jain, Director (Planning), DDA.
45. Shri S.S. Yadav, Special Secretary to CM Delhi.
46. Shri Chhatar Singh, Addl. Principal Secretary to CM Haryana.
47. Shri Ashok Lavasa, Resident Commissioner, Haryana.
48. Dr. Keshavmurthy, Information Officer Ministry of Urban Development.
49. Shri Hirdesh Bedi, ATCP, NCR Cell, Delhi.
50. Shri A.K. Tyagi, Asstt. Planner, NCR Cell Ghaziabad
51. Shri K.V. Shukla, Associate Planner, NCR Cell, Chandigarh.
52. Shri Sudhir Kashyap, ATP, NCR Cell Ghaziabad.
53. Shri Mannesh Singh Sidhu, Administrator PDA, ALA, PUDA, Patiala.
54. Shri G.B. Pradhan, Joint Secretary, Ministry of Power, New Delhi.
55. Shri S.K. Singhvi, General Manager, NHAI.
56. Shri Alok Swarup, OSD, to LG Delhi.
57. Shri P.V. Mahashabdey, Director (Plg.), MPD, DDA, Delhi.
58. Shri Brham Prakash, DTP (NCR) Panchkula.
59. Shri Alkesh Sharma, PS to M/o. (I/C), UEPA
60. Shri V.S. Ramachandaran, OSD to UDM, Delhi.

Officers in the Board Secretariat

61. Smt. Shashi B. Srivastava, Director (A&F)
62. Shri Rajeev Malhotra, Chief Regional Planner
63. Shri V.K. Thakore, Joint Director (Tech.)
64. Shri J.N. Barman, Joint Director (Tech.)
65. Shri R.C. Shukla, Joint Director (Tech.)
66. Shri D.R. Sarin, Dy. Director (Admn.)
67. Shri S. Surendra, Dy. Director (Tech.)
68. Ms. Anjali Pancholy, Assistant Director (Tech.)
69. Ms. Meenakshi Singh, Assistant Director (Tech.)
70. Shri Raghu Nath, Assistant Director (Estt.)
71. Shri R.M. Pandey, Assistant Accounts Officer
72. Shri P.K. Jain, Assistant Accounts Officer
73. Shri D.K. Verma, Assistant Accounts Officer
74. Shri Harsh Kalia, Assistant Director (Admn.)

UDM's Speech on 28th Meeting of the NCR Planning Board to be held on 9th July, 2005 at 11.30 a.m., in Silver Oak, India Habitat Centre, Lodhi Road, New Delhi.

1. My colleagues in the Union Cabinet, Chief Ministers, Lt. Governor Delhi, Ministers from States, Secretaries to Government of India, Chief Secretaries to State Governments and Officers from the Government of India, NCR Planning Board and State Governments and other agencies.

I extend to you all a hearty welcome to the 28th meeting of the NCR Planning Board.

2. The setting up of the statutory NCR Planning Board in 1985 ushered in a new era for inter-State cooperation and regional Planning. The Regional Plan 2001 and the functional plans drawn up by the Board in the intervening period envisaged balanced development of the region. I feel that during these years of functioning of the NCR Planning Board and its official committees, a greater understanding of the problems of NCR has developed and there are signs of the evolution of a common approach to development in the region.

3. I need hardly emphasize that with the emergence of NCR, there have been decisive efforts to stem the tide of population growth in Delhi. The growth of population in NCT Delhi has declined to 47 per cent in the decade 1991-2001, as compared to decadal growth rates of population of more than 50 per cent during the earlier decades. Yet, much remains to be done in order to realize the objectives of the NCR Planning Board Act.

4. You will agree with me that connectivity is the key to the balanced development of the NCR. A lot has been done in the field of telecommunications, however, we have to go a long way in improving road and rail connectivity. As you know, the Board has taken the initiative to put in place the Integrated Rail-cum-Bus Transit (IRBT) system, which will have interface with the Delhi Metro rail and bus routes to connect NCR towns. This is a part of a much larger project of Regional Rapid Transit System(RRTS), which will go a long way in integrating the region effectively.

5. In the last meeting of the Board, we had detailed discussion on the relevance and utility of eastern and western peripheral expressways in order to reduce congestion of traffic in Delhi and to provide an impetus for growth and development of the NCR. As a result of joint efforts of all of us and under the direction of the Supreme Court of India, critical issues relating to these two expressways have been resolved. Matters relating to alignment, sharing of costs and time frame of implementation have been finalized. I am sure, it will be feasible to implement the work within the given time frame which will bring about far-reaching changes in the economic scene of the NCR.

6. In the last meeting of the Board, while showing concern over the depletion of natural resources in the wake of growing urbanization, I suggested a scheme of development of "city forests" by utilizing open areas and waste land. I am glad to note that the NCR Planning Board has prepared a detailed scheme in this regard. I am also pleased to know that the State Governments have identified land and initiated work for implementing the programme with right earnest.

7. Needless to say, we have to strive for harmonized and balanced development between urban and rural areas and synchronise the needs of both. In this regard, I would like to emphasize the scheme for Provision of Urban Amenities in Rural Areas (PURA). This is an idea that contains within itself possible solutions to a number of problems that afflict rural India such as, unemployment, isolation of markets, lack of connectivity and migration to cities. This concept should be extended to promote balanced and dispersed process of urbanization and present congestion of the existing mega cities. There is tremendous scope for public-private partnership in creating such new urban centers with modern infrastructure.

I am happy to mention that Govt. of Rajasthan has already identified Behror-Neemrana-Shahjahanpur area for setting up a new township. The NCR Planning Board will fund the entire expenditure on a study to prepare an action plan and financing pattern. The NCR Planning Board and Govt. of India will collaborate with Govt. of Rajasthan in preparing a programme of Public-Private Partnership and also in its implementation. We will undertake similar activities jointly with Governments of Haryana and Uttar Pradesh.

8. As it was decided in the last meeting of the Board, action has been taken to sponsor studies on important aspects of infrastructure for development. One such study relates to water supply and its management in the NCR. The idea is to take a holistic and comprehensive view of the requirement and availability of water in the NCR with a view to preparing a plan for optimal use of water resources and water supply systems in the region. Another study aims to address transmission and distribution losses in the power sector in order to identify measures for improving the quality of electricity supply in the region. In addition, it is proposed to sponsor a study on trends of migration to Delhi so as to review the counter magnet area development strategies.

9. The Board had approved in its last meeting, held on 28th October 2004, the Draft Regional Plan 2021 for publication and for inviting objections and suggestions. The Board received 69 sets of objections and suggestions from individuals, local bodies and other institutions. All the suggestions were examined in detail by the Planning Committee of the Board. The recommendations of the Planning Committee are on the agenda of this meeting. In fact the main item of today's agenda is finalization of the Regional Plan 2021, keeping in view the recommendations of the Planning Committee and other aspects.

10. I thank all of you once again for responding to our invitation and participating in this meeting of the Board. I am sure, the deliberations in the meeting and your valuable suggestions will enable us not only to finalise the Regional Plan 2021 but also to accelerate the pace of development in the National Capital Region.



Speech of

Shri Bhupinder Singh Hooda

Chief Minister, Haryana

Delivered at

**The 28th Meeting
of
National Capital Region
Planning Board**

**Saturday, July 9, 2005
New Delhi**

Hon'ble Union Minister for Urban Development Shri Ghulam Nabi Azad ji, my esteemed colleagues, members of the National Capital Region Planning Board and friends !

It is indeed my proud privilege to address this august gathering and share my views with my esteemed colleagues for balanced and harmonious development of the NCR. I hope this meeting would provide an opportunity to find viable solutions to some of the long standing issues concerning the NCR. I am sure, Sir, under your dynamic leadership and farsightedness, the **National Capital Region Planning Board** would be able to serve its purpose in letter and spirit.

At the outset I would like to dwell upon the relationship between the 'Core' and 'Periphery' of NCR. Robert Chambers, the famous development thinker and practitioner of our times, in his book PUTTING THE LAST FIRST had depicted the adverse relationship between the 'Core' and 'Periphery' of development and had called for strategic development decisions and proactive Action Plans to improve and disperse the developmental endeavours in the peripheral areas. It is human nature to get attracted to the Core, that is Delhi in the present context, and unless concerted strategic decisions about upgrading the quality of life and opportunities in the Peripheral areas of the NCR are taken, human attraction to the capital city will continue unabated. With this scenario in view, we in the NCRPB, will have to renegotiate the agenda and grapple with harsh realities laid before us.

I take this opportunity to focus on some of the burning issues before NCRPB which are as under :

1. **Kundli-Manesar-Palwal (KMP) Western Expressway**

Mr. Chairman Sir, the creation of Kundli-Manesar-Palwal (KMP) Western Peripheral Expressway will be a milestone in determining the global character of National Capital Region. It will afford multi-dimensional opportunities for growth along this Corridor. Haryana Government has decided to develop a state-of-the-art Global Corridor along the Western Expressway. With a view to attract investments, world class infrastructural facilities will be put in place. My State intends developing this Corridor at par with the best in the world so as to boost the economy of the region and realize the dreams of residents, investors and tourists. The areas on both sides of this Corridor will get opened up for new Townships, State-of-the-Art Business Centres including the IT & BPO services, Entertainment Zones and Special Economic Zones.

2. **Development of New Townships; KMP-Delhi-Connectivity Issues**

The areas along the KMP Western Expressway are being declared as Controlled Areas to facilitate the setting up of new townships. We have decided to set up an **Education City** in **Sonipat-Kundli Multi-functional Urban Complex** over an area of 1500 acres for attracting world class academic institutes. I would request the Central Government to give liberal financial assistance for this Project.

This brings me to various issues concerning the KMP Western Expressway which need your urgent intervention. These are listed as follows :

- (i) The Western Peripheral Expressway should be named as **Kundli-Manesar-Palwal (KMP) Western Expressway** in keeping with existing landmarks which are recognized by the common man.
- (ii) The **alignment of KMP Western Expressway** shown in Regional Plan should be as per alignment of KMP Western Expressway being developed by Haryana State Industrial Development Corporation as per details already sent by my State.
- (iii) Connectivity to Delhi and the Indira Gandhi International Airport from the **Interchange Points** on KMP Expressway should be provided. These links are at **Kundli (NH-1), Jakhoda (NH-10), Panchgaon (NH-8) & Palwal (NH-2)** and need to be incorporated in the Regional Plan.
- (iv) Haryana intends to develop another **Industrial Model Township** on the lines of IMT Manesar in and around **Kharkhauda**. To make it possible it is necessary to strengthen and widen the existing road to six lanes from **Gohana-Kharkhauda** with bypass at **Bawana (Delhi)-Kanjhawla-Ghevra Road** with a flyover on **NH-10** and also **Railway over-bridge at Ghevra**.

- (v) In view of **Industrial Estate** being developed at **Badli** and to open up areas beyond **Jhajjar**, the **Charkhi Dadri-Jhajjar-Badli Road up to Dhansa border** need strengthening. Since Najafgarh is a bottleneck, NCT Delhi should consider a link from **Dhansa border to Bijwasan** to improve connectivity to I.G.I. Airport.
- (vi) For better connectivity from **Kapashera-Bijwasan-Najafgarh-Bahadurgarh** a Railway Over-Bridge at Bijwasan and a bypass of Najafgarh towards West of the town will be required.
- (vii) **Badli-Budhera-Dhankot** rural link may be strengthened to provide short cut link from Badli to Gurgaon and to Indira Gandhi International Airport. This is necessary as there is an **Underpass** available at **Badli** on KMP Expressway.
- (viii) **Strengthening of Farrukh Nagar-Dhankot Road** will provide short cut connectivity to I.G.I. Airport from Special Economic Zone and Gurgaon. A link is also required from **Dhankot to Dwarka in Delhi**. Similarly, a flyover would be required for Kapashera-Bijwasan-Najafgarh Road over railway line for fastest connectivity with I.G.I. Airport.
- (ix) **NH-10** to be elevated through the township of **Nangloi** in NCT Delhi.

3. The above interventions are only a few, to say the least. I would request that these projects should be incorporated in

the final Regional Plan. Mr. Chairman, Sir, we are at the threshold of a transition phase where concerted efforts of the various Ministries of the Central Government, NCRPB, Planning Commission and the State Governments are required for translating the vision delineated above into reality.

The existing pattern of assistance available with NCRPB is grossly inadequate to address the needs of this transition phase. **The framework of NCRPB may be strengthened to gear it up for meeting the challenges of unprecedented developmental endeavour.** I strongly recommend that the NCRPB should provide liberal assistance in the form of grants to the extent of 35% coupled with soft loan with a long repayment period.

4. **Industries and other Economic Activities :**

The Regional Plan has rightly emphasized the need for establishing Special Economic Zones in the NCRPB. It has been decided to set up a Special Economic Zone between Gurgaon and Manesar which has made the whole area of Gurgaon upto Manesar as one entity. It would be appropriate to reflect the same in the final Regional Plan.

One of the prime objectives of the Regional Plan is to decongest Delhi by shifting of economic activities away from Delhi. However, creation of new hubs for economic activities is continuing in Delhi. Freight complexes are being developed at **Narela and Gazipur**; **New industrial area** is being set up in **Bawana** and no Government offices have shifted out of

Delhi. Foodgrains from NCR still go to Delhi because there is no purchase/sales tax on foodgrains. This leads to traffic congestion in Delhi and NCR. If the objective of decongesting Delhi is to be achieved, these activities need to be shifted to different areas of NCR.

5. Creation of Employment Opportunity in NCR Towns

Development of the National Capital Region is closely linked to our National commitment to preserve and maintain the essential character of the National Capital. The NCR should not only be able to intercept the migrating population, but also act as an area of employment and growth for supporting the population whose destination would otherwise be Delhi. Therefore, the NCR must have a definite economic orientation with an incentive for location of settlements in areas other than Delhi. I strongly urge that maximum employment opportunities should be created in these areas.

6. Airport and Civil Aviation Centre

Keeping in view the congestion at Indira Gandhi International Airport, New Delhi, it has become necessary to have another Airport in the vicinity of Delhi. Haryana is keen to have International Airport near Asaudha (Rohtak). The present air-cargo handling facility at Indira Gandhi International Airport is rather over stretched. In order to provide faster movement of goods, it would be essential to have a Civil Aviation Centre within NCR, which should include air-cargo handling, general aviation, maintenance and allied services. Haryana would be too happy to provide space for the same.

7. Water

Due to the scarcity of water in Haryana, it is becoming increasingly difficult to provide sufficient quantities of potable water to Delhi. Haryana is compelled to meet the requirements of Delhi due to the orders of the Hon'ble Supreme Court of India dated February 29, 1996 and May 10, 2000. This issue was discussed in the meeting held in March 2001 with the Union Ministry of Water Resources and it was suggested that Delhi Government would take the following steps to augment its own water supply:

- i) To explore the ground water potential in the areas adjoining river Yamuna and also in the aquifer of Ganga basin adjoining Delhi territory.
- ii) Delhi Jal Board will take effective steps to minimize water losses in their distribution system (which are upto 40 per cent at present).

This issue was also raised in the meeting of the Common Economic Zone, where it was proposed to have an integrated water distribution plan. While preparing this plan, adequate care must be taken to meet the ever increasing requirement of water, specially potable water within Haryana, in the fast developing DMA towns and priority towns like Sonipat, Gurgaon, Bahadurgarh, Rohtak, Faridabad, Rewari, Palwal and their rural hinterland. These towns should get specific allocation of drinking water from abundant supplies in river Ganga where large number of storages are being developed.

The Haryana Government has, on its own, already implemented the Ranney Well Scheme in Faridabad and has made it mandatory to provide rain water harvesting on all plots exceeding 100 sq. metres in size.

Haryana has always been suggesting that a long term solution to drinking water problem of Delhi and NCR area is the early completion of upstream storages namely Renuka, Kishau and Lakhwar Vyasi on river Yamuna. Although these storage sites were identified long ago and the MoU signed on May 12, 1994 provided for their early construction, no tangible step has so far been taken to start these projects. I urge you Sir, to take personal initiative in getting these projects started and completed in a time bound manner.

8. Pollution Level in Yamuna

The increasing level of pollution in river Yamuna is of great concern. It is not given due attention, it would adversely affect the availability of water in future. River Yamuna supplies potable water to Delhi when it enters the National Capital Territory of Delhi with BOD level of around 3. However, at the exit point, the water quality of the river is so polluted that it is unfit even for irrigation.

Under the Yamuna Action Plan, the Haryana Government has already completed all 11 treatment plants while the progress in Delhi is very slow. Despite orders from the Hon'ble Supreme Court of India, sewage and sullage are still being discharged in Yamuna causing pollution of

unacceptable levels and making the water flowing into Agra Canal and Gurgaon Canal unfit for consumption. The Government of Delhi should take immediate steps to reduce pollution in river Yamuna.

9. **Power**

I request that the second phase of NTPC gas based power project of 450 MW must be taken up immediately at Ballabgarh. **The Dadri Thermal Power Station** has been built by NTPC as a station catering exclusively to the NCR. However, it was not to be treated as a regional station as such. Haryana, which comprises a major portion of the NCR, was entitled to a minimum share of 10 per cent. Whereas the Power from this power station has been allocated to Delhi and UP alone. The situation needs to be rectified and Haryana's share must be secured and allocated with the personal intervention of my worthy counterpart in Delhi as it has been Haryana's long standing demand.

Sir, the NCR deserves the higher allocation of power from the Central Pool of un-allocated share. Also, Haryana needs to be allocated higher share from this Pool. At present, this share is 20 per cent which needs to be increased to 30 per cent, especially during the Kharif season.

With a view to meet the demand for power in the NCR area, additional power generation projects on the pattern of NCR thermal station at Dadri need to be set up and power generated from such plants should be allocated to the NCR

states in the region in the ratio of their area falling in NCR. In view of the difficulty in getting linkage of coal, alternative fuels like gas or LNG could be considered. Also, the transmission system needs to be strengthened in the NCR with liberal financial assistance from NCR Planning Board.

Unified Power Authority for NCR proposed in the Plan should be for monitoring and coordination because same tariff for NCR is not feasible.

The predetermined formula for allocation of power to various states needs to be reworked according to requirement of the State. This will avoid trading in power which is presently resorted to by Delhi.

I suggest that common electricity duty for the whole of NCR should be implemented. At present the rate of electricity duty applicable in Uttar Haryana Bijli Vitran Nigam is 10 paise per unit for various categories of consumers.

10. Roads

- i) The Union Ministry of Road Transport and Highways must take up immediately, through the NHAI, the construction of elevated highway at Badarpur on National Highway No.2, at Bahadurgarh on National Highway No.10 and at Panipat on National Highway No.1 to remove the traffic bottlenecks as delay in implementation of these projects would result in enhanced cost of projects.

- ii) Additional road links to Gurgaon from Delhi, i.e., one passing through village Dera Mandi/Vasant Kunj area and other from Palam Vihar to Dwarka across the railway line are immediately required. Similarly, the existing bypass along Agra Canal in Faridabad should also be connected with the existing road linking Sarita Vihar-Jamia-Maharani Bagh in Delhi. The Haryana Government has already taken up this matter with the Government of National Capital Territory Delhi.
- iii) The National Highway-71 (Rohtak to Rewari) and 71-A (Panipat to Rohtak) forming part of Outer Grid should be strengthened through four or six laning in a time bound schedule by 2006 by the Union Ministry of Road Transport and Highways. I would like to point out here that this issue was also placed in the meetings of the board held on July 12, 2000, January 16, 2004 and October 28, 2004, but it has not yet been resolved.
- iv) The recently notified National Highway No. 71-B (Rewari-Palwal) be shown in the Regional Plan and taken up for strengthening.
- v) The Government of Delhi should start widening and strengthening of Delhi-Mehrauli Road upto Gurgaon border so as to ease congestion of traffic on this route.

- vi) I would urge that four-laning of National Highway No.10 from Delhi to counter magnet town Hisar should be expedited
- vii) Due to the ban imposed on the heavy traffic passing through the National Capital, except the vehicles destined for Delhi, sizeable commercial traffic has been diverted on other roads passing through Haryana. This has overcrowded the existing inner roads of the State as these were not designed for this purpose. These roads include Palwal-Sohna-Gurgaon-Jhajjar-Sonipat, Faridabad-Gurgaon-Bahadurgarh-Narela-NH-1 and Kotputli-Narnaul-Mahendragarh-Dadri-Bhiwani-Jind-Kaithal. These roads need immediate strengthening and widening. I would like to urge the Union Ministry of Road Transport and Highways to allocate enough financial assistance for up-gradation and strengthening of these roads or to consider these links as a part of the National Highway Development Programme Project.

11. Rail Network

If we really want to achieve the objective of decongesting Delhi, it would be essential to provide faster mobility to commuters between Delhi and its satellite towns. With a view to achieving that objective, we need to electrify railway tracks between Delhi and some of the satellite towns like Delhi-Rohtak and Delhi-Rewari. Though the railway track between

Delhi-Panipat and Delhi-Faridabad has already been electrified yet the frequency of the trains on this track is rather low. Therefore, there is a dire need to introduce more trains on these tracks.

- i) The Functional Plan for Transportation prepared under the Regional Plan also suggests that Mass Rapid Transport System (MRTS) should be provided in the NCR on all rail corridors radiating out of Delhi. M/S. RITES have already conducted a preliminary study in this regard. The Government of Haryana is very keen that the three corridors of Narela-Sonipat, Nangloi-Bahadurgarh, Tuglakabad-Ballabgarh may be taken up immediately under the MRTS. These Corridors would provide great relief to the commuters to and from Delhi and help in achieving the objective of Regional Plan.
- ii) The proposed **Integrated Rail-cum-Bus Transit (IRBT) connection between Dayabasti (Delhi)-Bijwasan-Gurgaon** may be extended upto Garhi Harsaru so that the industrial township at Manesar and Special Economic Zone (SEZ) at Garhi Harsaru are covered under the project. The proposed terminal facility at Basai Dhankot may be extended and located at Garhi Harsaru by covering a distance of four kilometres. The IRBT may be de-linked from UP and implemented upto Gurgaon and beyond

since Haryana Government has already given green signal to the project. The proposal of Ministry of Railways on the issue of keeping railways insulated, requires rethinking. Sir, I suggest that all the stakeholders should share profit and loss proportionately. I urge you Sir, to use your good offices for an early implementation of the project so as to avoid cost escalation.

- iii) Haryana State has approved the **Delhi Metro Project upto Gurgaon** as per the detailed Project Report prepared by DMRC. The Delhi Government must agree to take up the project upto Gurgaon border as without that the Haryana portion can not take off. With a view to providing better connectivity in the Region, DMRC has been entrusted the responsibility of conducting detailed project report for Delhi-Bahadurgarh and Delhi-Badarpur-Faridabad routes. The State Government is keen to extend the Metro to Kundli-Sonipat as well. Hence the Delhi Government may consider extending Vishvidhalaya-Jahangirpuri Metro Line to Sonipat-Delhi Border.

- iv) **Rail link between Rewari, Palwal and Khurja -** This rail link was earlier proposed as a part of Outer Railway Grid in Regional Plan-2001. But it has been omitted in the present Draft Regional Plan-2021.

This link needs to be restored as it is important for inter-state connectivity in Haryana.

- v) **Rail link between Hansi and Rohtak** -This rail link has been proposed in the Draft Regional Plan, but it is proposed to be taken up in Phase-II, i.e., between 2011 and 2021. As it is an important link, the Government of Haryana proposes that it be taken up in Phase-I only, i.e., 2001-2011.
- vi) Even though Periphery Expressway between Kundli- Manesar-Palwal is already under way, there is a need to provide rail system as well along this Expressway so as to take care of the magnitude of traffic in the next 25 years or so.

12. The proposal of development of City Forests under the assistance of the Board is a welcome step. However, with a view to making this project a success, the share of grant should be increased and it can be on 50:50 basis, including the cost involved on land acquisition, plantation and its maintenance.

13. The living conditions in villages falling in NCR must be improved. This objective can be achieved by laying focus on the rural areas of NCR and by devising special infrastructural schemes so as to make them as livable as the towns.

14. I compliment the NCRPB and the concerned Ministries of the Central Government for being instrumental in finding solutions to the problems of the Region in the fields of telecommunication and multipoint taxation. No doubt, the Ministry of Communications & I.T. has created an excellent

telecommunication network between Delhi and NCR cities, it has to strive hard to resolve the problem of inter-city telecommunication network between various towns of the NCR.

15. With these views, I express my gratitude to the Chair for having given me this opportunity. I would request that these points must be adequately incorporated in the final Regional Plan-2021. I am confident that our deliberations would yield positive results. With each other's cooperation, we would be able to make a lasting contribution to develop NCR as an excellent model of regional development.

Jai Hind!

ANNEXURE- IV



सत्यमेव जयते

SPEECH OF
SMT. SHEILA DIKSHIT
CHIEF MINISTER, DELHI



DELIVERED AT
28TH MEETING OF
NATIONAL CAPITAL REGION
PLANNING BOARD

Saturday, July 09, 2005

NATIONAL CAPITAL TERRITORY OF DELHI

Hon'ble Union Minister for Urban Development & Poverty Alleviation, Distinguished Members of the National Capital Region Planning Board and Dear Friends!

It is always a pleasure to participate in the meetings of the National Capital Region Planning Board (NCRPB). I am grateful to the Union Minister for Urban Development and Poverty Alleviation for showing keen interest in the issues concerning the National Capital Region (NCR) in general, and the capital city of Delhi in particular. I also extend a warm welcome to Sh. Bhupinder Singh Hooda, Chief Minister of Haryana to his first meeting in the Board. The National Capital Region would definitely gain a lot from his vast experience of public life and deep commitment to improve the quality of life of the people of NCR.

2. I congratulate the Members and the officers of the NCRPB for taking an active interest in the preparation of Draft Regional Plan – 2021 (DRP-2021) which after its finalisation will guide our efforts for the accelerated growth and balanced development of NCR, and help ease the immense pressure of migrants into the capital city. I sincerely hope that the NCRPB, with the vast experience of supervising and guiding the implementation of the Regional Plan – 2001, has been able to critically identify

the issues which require immediate attention for sustainable and balanced growth of the region for the next two decades.

3. Sir, I would like to begin by offering the unstinted support of our government in resolving all those issues that need to be tackled on priority to attain the objectives of the Regional Plan – 2021. The National Capital Territory of Delhi (NCTD) because of its geo-political status continues to experience a very high growth of population, which has increased from a mere 1.7 million in 1951 to about 14 million in 2001 – a growth of about eight times in just five decades. Today, the city has become a mega metropolis having heterogeneous demographic character.

4. The neighboring states of Uttar Pradesh, Haryana and Rajasthan account for about 65% of the migratory population to Delhi. Uttar Pradesh heads the list with about 48% share. This unchecked growth in population has manifested itself in increasing congestion and considerable strain on the social, civic, economic and environmental fronts. This has also acted as an obstacle in the integrated and balanced development of the NCR without any regard to the administrative boundaries. Sir, this anomaly in the system needs to be addressed on priority, to find out a mechanism for an integrated and coordinated approach at various decision making levels

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2. I congratulate the Members and the officers of the NCRPB for taking an active interest in the preparation of Draft Regional Plan – 2021 (DRP-2021) which after its finalisation will guide our efforts for the accelerated growth and balanced development of NCR, and help ease the immense pressure of migrants into the capital city. I sincerely hope that the NCRPB, with the vast experience of supervising and guiding the implementation of the Regional Plan – 2001, has been able to critically identify

the issues which require immediate attention for sustainable and balanced growth of the region for the next two decades.

3. Sir, I would like to begin by offering the unstinted support of our government in resolving all those issues that need to be tackled on priority to attain the objectives of the Regional Plan – 2021. The National Capital Territory of Delhi (NCTD) because of its geo-political status continues to experience a very high growth of population, which has increased from a mere 1.7 million in 1951 to about 14 million in 2001 – a growth of about eight times in just five decades. Today, the city has become a mega metropolis having heterogeneous demographic character.

4. The neighboring states of Uttar Pradesh, Haryana and Rajasthan account for about 65% of the migratory population to Delhi. Uttar Pradesh heads the list with about 48% share. This unchecked growth in population has manifested itself in increasing congestion and considerable strain on the social, civic, economic and environmental fronts. This has also acted as an obstacle in the integrated and balanced development of the NCR without any regard to the administrative boundaries. Sir, this anomaly in the system needs to be addressed on priority, to find out a mechanism for an integrated and coordinated approach at various decision making levels

to induce growth outside Delhi in the Central National Capital Region (CNCR) and beyond. There thus exists our consistent demand for a more dynamic role for the NCR, which would ease some of the pressures on infrastructure services from in-migration. The Union Government, as is obvious, would have to play the most important role of providing the much needed funds as well as "teeth" to the NCR to take roots and to fructify.

5. Sir, it is heartening to know that the National Urban Renewal Mission (NURM) has been announced by the Government of India and that your Ministry is working out the modalities for its implementation. Delhi has been included in this Mission as one of the mega cities. We have already introduced a large number of urban reforms in the preceding years like Property Tax Reforms, Rationalisation of Stamp Duty, Abolition of Land Ceiling, Computerisation of Land Registration, Introduction of Double Entry Accounting System in para-municipal bodies etc. Delhi Rent Control Amendment has also been passed by Parliament and assented to by the President. The date of its implementation is to be notified by the Government of India. We further agree to undertake more such reforms like the restructuring of Municipal Corporation of Delhi (MCD), modification and rationalisation of building bye-laws and various infrastructure related projects to keep pace with the special requirements of Delhi as the

National Capital and the host city for the Commonwealth Games-2010. We request for liberal grant of funds under the Mission so that we can change the face of the city before the Commonwealth Games in our endeavour to make Delhi a world-class city. Apart from this, there is an issue of multiplicity of authorities and implementing agencies with overlapping functions, which we feel can be addressed by grant of statehood to Delhi and functional structuring of the local bodies.

6. One of the foremost problems confronting us is non-availability of adequate and well-provisioned housing for poor people, resulting in a large scale mushrooming of slums, JJ clusters and unauthorised colonies. Majority of these people perform essential informal sector services such as domestic help, hawkers, low paid workers in industrial and commercial enterprises etc. Considering their important contribution to city life and the economy, it becomes the prime responsibility of planning and implementation agencies to provide adequate and well provisioned housing at affordable prices and convenient locations, so that they are well integrated with the main frame city development and infrastructure on the one hand and the elimination of further proliferation of slums and unauthorised colonies on the other, in order to make the National Capital a slum free city. I would like to suggest that a NCR level comprehensive strategy regarding

housing for the urban poor may be evolved on the lines of the National Slum Housing Policy. On our part, we have taken certain initiatives in this direction and are organising slum relocation through formation of multi-purpose cooperative societies which will not only take care of their housing needs but will also help them in related developmental activities.

7. Creation of a slum free city is a long-term goal, which needs to be pursued on a continuous basis with the development of other concepts such as development of "Holding Areas". It is a developed area, which can be dedicated for temporary catchment of migratory influx for a specified period of time enabling them to economically and physically integrate with the formally developed areas as per their suitability. Such areas should be identified primarily at the outskirts of the city as well as at such locations in the NCR, which have economical and fast connectivity with the main city. Eventually, it should be the employer's responsibility to provide accommodation for his employees including workers.

8. As you are aware, Delhi is hosting the Commonwealth Games – 2010. Our Government is taking these Games as a promising challenge for its successful culmination. I am quite sure that these Games will not only offer immense opportunities for development and

growth in the immediate surrounding region but also attract a large number of national and international visitors to Delhi during these games. In order to meet this challenge, we shall seek the cooperation of States of Uttar Pradesh, Haryana and Rajasthan for creating infrastructural facilities in water supply, power and transport, and more importantly the tourism sector.

9. It is a universal fact that the transport network of a city is its lifeline. But in case of Delhi, the rapid increase of vehicles for inter city, intra city and transit trips has choked the city's lifeline bringing it to a halt many a time. The total number of vehicles in the city has increased from 22 lakhs in 1994 to 42 lakhs in 2004. Such an unprecedented increase without the commensurate increase in the supporting infrastructure is causing road congestion, pollution and accidents. Our government is trying its level best to improve the transport network and infrastructure by way of constructing flyovers, underpasses, road widening, sub-ways, elevators, and providing a wide choice of world class public transport systems to the citizens like Metro, Monorail, High capacity buses, Electric Trolley buses & so on. A multi-modal transportation system in the city catering to all types of passengers will definitely improve the intra city traffic movement. Improvement in inter city traffic in the NCR is also very crucial.

10. In this connection I would like to emphasise the importance of quickly implementing the Integrated Rail-cum-Bus Transit System (IRBT) within the region. Since approvals of concerned States have been obtained, I feel that the three stretches of this system namely i) Tri Nagar - Gurgaon (30.53 kms) ii) Shahdara -- Ghaziabad (14.93 kms) iii) Sahibabad – Shivaji Bridge (17.36 kms) must be implemented without any further delay. This would greatly help in incentivising the people to use public transport as opposed to their personal vehicles in commuting to their place of work and back to their residence. These stretches would also integrate with existing and proposed metro lines for the efficient handling of passengers bound for different destinations using multi-modal transport system. The Government of Delhi financed the feasibility cost of IRBT project connecting Delhi with these three fast developing towns of the NCR. Though we are keeping a provision for IRBT project each year, no concrete action has been taken. Delay in implementation of this project is a matter of serious concern for all of us.

11. The Peripheral Expressways (Western Peripheral & Eastern Peripheral) project will bring much needed respite to one and all in terms of reduced congestion on Delhi roads, opening up of new areas for development along the alignment, better and faster ride to the road users. Our government has already released an amount

of Rs. 147.10 crores out of its committed share of Rs. 422 crores on March 31, 2005 to the Ministry of Road Transport and Highways, Government of India for implementation of the Western Peripheral Expressway project. We are willing to release balance of our share. However, I would like to urge the Chief Ministers of Uttar Pradesh and Haryana to expedite the implementation of the projects and even reduce the project duration so that its benefits may help in improving the environmental conditions of the area along with better movements of inter-state goods and passenger traffic in the region. It is also heartening to know that the Government of Haryana and the Government of Uttar Pradesh are actively considering extension of the Metro rail service to the surrounding towns of Gurgaon, Kundli, Noida and Ghaziabad etc. These developments in the transport sector in the region are bound to have a multiplier effect on the spatial as well as economic development of the entire region.

12. Delhi is dependent for water supply on external sources of which the majority pass through these states. I, therefore request Haryana for the speedy construction of the 102 km long pucca parallel channel from Munak to Haiderpur for which Rs. 140 crores have already been released. Further, I would request governments of Uttar Pradesh and Uttaranchal to complete their respective

works for releasing raw water for Sonia Vihar treatment plant. As per Yamuna Water Agreement of 1994, Delhi can get its due share of 0.724 B.C.M. of water only after construction of Renuka Dam in Himachal Pradesh, Lakhwar Vyasi and Kshau reservoir in Uttaranchal. Keeping the precarious position of raw water availability to Delhi for making potable water, it is in the interest of the capital city of the country and its citizens that these water projects are completed in the shortest possible time. We look forward to a positive response on this issue from these state governments.

13. The power demand of Delhi is being met partly by its own generation. The estimated current peak demand is about 3850 MW, whereas the availability is about 3200 MW. This shortfall is to be met through assistance from the Northern Regional Grid and other various central power generating units. The cooperation of the concerned departments, particularly the Union Power Ministry would be required to spare the Delhiites of the agony of power cuts during peak demand period.

14. Introduction of the Value Added Tax (VAT) regime in the State of Haryana and the National Capital Territory of Delhi is a landmark achievement towards a Common Economic Zone within the NCR. We would be able to reap benefits of VAT only after other constituent states of

the Region also implement VAT. The efforts towards achieving a Common Economic Development Zone (CEDZ) in the NCR must continue. Some of the suggested activities which need immediate attention towards CEDZ may include common transport/ticketing system, common fiscal and tax regime, parity in educational facilities and their acceptability for graduation level courses, barrier free entry permits to all category of vehicles, uniform telecom and electricity tariff and other such issues which benefit the common man and in turn encourage him to settle in NCR area outside the capital city. As the entire region has become more or less seamless, it is suggested that a joint venture may be considered for beautifying the major entry points on both sides of the border befitting the character of the State.

15. From the planning perspective, it is a crucial period for the capital as both the Regional Plan – 2021 and Master Plan for Delhi – 2021 (MPD – 2021) are at an advanced stage of finalisation. I have been informed that this time an attempt has been made to keep these two plans in synergy with each other. I welcome the proposal to prepare the Sub-Regional Plan for Delhi Sub-region by the Government of National Capital Territory of Delhi (GNCTD) in both of these plan documents. Since, the role of GNCTD in the preparation of both of these plans is limited, I, therefore, would like to suggest that a time

bound mechanism must be devised in both these plans . For speedy implementation of the major housing and infrastructural projects in active consultation with our government, keeping in consideration the Commonwealth Games.

16. Delhi has emerged as one of the biggest centers of Small Scale Industries in the country. The manufacturing sector in the city contributes 21% of the State income and 41% of the total work force. The inadequate availability of land, lack of enforcement of locational policy and economic viability of running a small / tiny industry from premises near the residences have led to the growth of industries in the residential and non-conforming areas of Delhi. Keeping in view the land use, and environmental regulations under the directions of the Supreme Court, the GNCTD is taking necessary steps to relocate the industries from non-conforming areas to planned industrial areas within Delhi. Some of the steps taken by the GNCTD include i) addition of 45 industries in the list of household industries, ii) identification of about 827 hectares land for relocation of industries from residential / non-conforming areas to conforming use zones iii) Government of India, through DDA, is in the process of amending the Master Plan for Delhi – 2001 to provide an enabling clause to declare areas of industrial concentration for redevelopment.

17. As per DRP – 2021, the total workforce in Delhi in percentage terms is expected to grow from 33% in 2001 to 38% in 2021. Alternatives for further growth of activities in the city would have to be found outside the city. To achieve that, it would become essential to transfer a few economic activities alien to the city character to surrounding NCR towns. However past experience in this shifting exercise has not been very encouraging for Delhi as well as for the surrounding states too. It is therefore, my humble suggestion to all the present members to arrive at a mutually acceptable incentive package for encouraging shifting of such industrial activities from Delhi which are labour intensive and non-conducive to city environment. It would also be necessary to quickly announce a scheme which has been discussed earlier in the Board meetings for shifting of small and tiny industries out of Delhi without waiting for details of schemes to be fine tuned. Looking at the complexities involved in the shifting process, it is my request that Central assistance may be provided to give the necessary fillip. Further, it is suggested that a joint venture between the Delhi State Industrial Development Corporation Ltd. and its counterparts in the NCR States may be formed to develop smaller industrial plots suitable for industries to be shifted out from Delhi in future.

18. There is a lot that can be achieved in sectors such

as social, power, telecommunication, waste management, ground water and natural environment protection, for a balanced and sustainable development of the entire NCR. It is with a sense of pride that I inform this august gathering that the forest cover in Delhi has increased from 26 sq. km. in 1997 to 248 sq. km. as of today. Over 13.5 lakh saplings were planted during the year 2004-05. About 15.57 lakh more saplings will be planted during the current financial year. An Eco-Task Force has started the reclamation of Bhatti mines area of 2100 acres. In order to spread awareness about the importance of forests, their role in our daily life and conservation of wildlife, a Conservation Education Center is being set up by Forest Department at Asola Bhatti Wildlife Sanctuary. The introduction of CNG in the entire public transport system of Delhi has brought about a much desired reduction in the pollution level in Delhi. It has a beneficial cyclic effect on the society as well as on the economy. The Government of Delhi would like to accelerate the momentum of this eco-friendly fuel by enforcing other vehicles plying in/through the city to switch over to CNG. This would call for amendments in acts and provisions.

19. On the issue of funding of projects for developments in NCR, I would like to reiterate my government's full support for the execution of various development schemes in the region. I am glad to inform that till March 31, 2005

our government has released an amount of Rs. 193 crores as grant-in-aid to the NCR Development Fund of NCRF and we are committed to this contribution in future also.

20. I am confident that under the able guidance of the Union Government this is achievable and many steps have already been taken or are being initiated by the governments of the respective Sub-regions at their level in this direction. All that is needed now is the co-ordination and integration of these efforts at the regional level as well. I am grateful for having been given an opportunity to participate in this meeting and share my views with the other Hon'ble members of the NCRPB. I wish for a fast, integrated and coordinated infrastructure development in the NCR and hope that these would be examples for realising our dream of turning Delhi into a world-class city and making NCR a more vibrant and happening reality.

JAI HIND

राजस्थान सरकार



सत्यमेव जयते

श्री प्रताप सिंह सिंघवी
नगरीय विकास मंत्री, राजस्थान

का

राष्ट्रीय राजधानी क्षेत्रीय
योजना मंडल
की 28वीं बैठक

के अवसर पर

अभिभाषण

नई दिल्ली, 9 जुलाई, 2005

आदरणीय अध्यक्ष महोदय,

उपस्थित मुख्यमंत्रीगण, बोर्ड के अन्य सदस्यगण एवं

उपस्थित महानुभाव,

मैं अध्यक्ष महोदय का आभारी हूँ कि उन्होंने मुझे राजस्थान राज्य की ओर से इस बैठक में विचार प्रस्तुत करने का अवसर दिया।

2. मैं राष्ट्रीय राजधानी क्षेत्र योजना बोर्ड का आभार व्यक्त करता हूँ कि राष्ट्रीय राजधानी क्षेत्र में अलवर जिले की शेष रही पाँच तहसीलों को सम्मिलित करने बाबत निर्णय लिया गया एवं इस बाबत अधिसूचना जारी की गई। अब सम्पूर्ण अलवर जिला राष्ट्रीय राजधानी क्षेत्र में सम्मिलित है जिससे राष्ट्रीय राजधानी क्षेत्र योजना के क्रियान्वयन में आसानी होगी। इस प्रकार राजस्थान उप क्षेत्र का क्षेत्रफल राष्ट्रीय

राजधानी क्षेत्र के 15 प्रतिशत से बढ़कर करीब 24 प्रतिशत अर्थात् एक चौथाई हो गया है। मैं आशा करता हूँ कि राष्ट्रीय राजधानी क्षेत्र योजना बोर्ड अब राजस्थान राज्य की ओर पहले से अधिक ध्यान देगा।

3. हर्ष का विषय है कि आज की बैठक का मुख्य मुद्दा राष्ट्रीय राजधानी क्षेत्र के लिए प्रारूप क्षेत्रीय योजना-2021 पर विचार करके अन्तिम रूप देना है। यह कार्यवाही करना आवश्यक हो गया है क्योंकि क्षितिज वर्ष बीत जाने के उपरान्त भी पिछले चार वर्षों से आवश्यक कार्यवाही पुरानी क्षेत्रीय योजना-2001 के अन्तर्गत की जा रही है। नई क्षेत्रीय योजना-2021 लागू हो जाने पर इस स्थिति में सुधार आयेगा।

4. सर्वविदित है कि राजस्थान उप क्षेत्र में पिछले 17 वर्षों में क्षेत्रीय योजना-2001 के अनुसार अपेक्षित विकास नहीं हो पाया है। इस योजना में प्रावधान होने के बावजूद एवं राजस्थान राज्य सरकार के अथक प्रयासों के बावजूद, यह स्थिति बनी है। इसके विभिन्न कारण हैं जिनमें मुख्य यह है कि दिल्ली राज्य में इस योजना को पूर्णतः एवं सही प्रकार से लागू नहीं किया गया। अतएव यह भी सुनिश्चित किया जाना आवश्यक है कि नई क्षेत्रीय योजना-2021 में इसे दिल्ली राज्य में पूर्णतः व उचित रूप से लागू किये जाने हेतु आवश्यक प्रावधान हों ताकि राजस्थान उप क्षेत्र का विपुल विकास सम्भव हो सके।

5. जैसा कि पूर्व में उल्लेख कर चुका हूँ, राजस्थान उप क्षेत्र राष्ट्रीय राजधानी क्षेत्र का एक चौथाई भाग है। राष्ट्रीय राजधानी क्षेत्र योजना का एक उद्देश्य यह भी है कि केन्द्र

व राज्य सरकार द्वारा राजस्थान उप क्षेत्र में इन्फ्रास्ट्रक्चर में काफी सुधार किया जाए ताकि यह क्षेत्र ज्यादा आकर्षक बने जिससे वहाँ आर्थिक कार्यकलापों और निजी निवेश को बढ़ावा मिले। अतएव यह उचित होगा कि राष्ट्रीय राजधानी क्षेत्र योजना बोर्ड द्वारा राष्ट्रीय राजधानी क्षेत्र में किये जा रहे कुल निवेश का 25 प्रतिशत या उससे अधिक राशि राजस्थान राज्य में लगाई जाए।

6. जैसा कि विदित है, राष्ट्रीय राजधानी क्षेत्र योजना बोर्ड द्वारा विकास हेतु उपलब्ध कराई जाने वाली राशि ऋण के रूप में है। उल्लेखनीय है कि राजस्थान उप क्षेत्र की स्थिति अन्य राज्यों की तुलना में दिल्ली से दूर होने के कारण, इस क्षेत्र में विकसित की जा रही योजनाओं से लाभ कम होता है जिससे राजस्थान सरकार के विभागों व स्थानीय निकायों के पास उपलब्ध राशि इन्फ्रास्ट्रक्चर विकास करने के लिए

अत्यन्त अपर्याप्त है। अतएव यह भी उचित होगा कि राजस्थान उप क्षेत्र में निवेश की जाने वाली राशि में से कुछ भाग ऋण के रूप में नहीं अपितु अनुदान के रूप में हो। अतएव मेरा सुझाव है कि राष्ट्रीय राजधानी क्षेत्र के संतुलित विकास के उद्देश्य को पूर्ण करने के लिए राजस्थान उप क्षेत्र को विशेष दर्जा दिया जाकर अन्य उप क्षेत्रों की तुलना में अधिक वित्तीय संसाधन — अनुदान एवं कम ब्याज दर पर ऋण — उपलब्ध कराये जाने की समुचित व्यवस्था की जाए।

7. राजस्थान उप क्षेत्र से संबंधित प्रारूप क्षेत्रीय योजना-2021 में दिये गये प्रस्तावों के लिए मैं आभारी हूँ। राजस्थान उप क्षेत्र में तीन क्षेत्रीय केन्द्र — शाहजहाँनपुर—नीमराना—बहरोड अरबन कॉम्प्लेक्स, अलवर व भिवाड़ी — प्रस्तावित किये गये हैं। अन्य प्रस्ताव भी हैं किन्तु

ये पर्याप्त नहीं हैं। उदाहरण स्वरूप, परिवहन संबंधित प्रस्तावों में अलवर से दिल्ली या गुड़गाँव रेडियल कोरिडोर सड़क एवं रेवाड़ी से भिवाड़ी ब्रोड गेज रेल लाइन के प्रस्ताव हैं। किन्तु ये प्रस्ताव राजस्थान उप क्षेत्र के राष्ट्रीय राजधानी क्षेत्र का एक चौथाई भाग होने के परिपेक्ष्य में व अन्य उप क्षेत्रों की तुलना में बहुत कम हैं। अन्य प्रस्तावों की भी ऐसी ही स्थिति है। इस प्रकार राष्ट्रीय राजधानी क्षेत्र के संतुलित विकास का उद्देश्य पूर्ण नहीं होने की स्थिति बन रही है। राष्ट्रीय राजधानी क्षेत्र योजना बोर्ड का इस तथ्य की ओर ध्यान आकर्षित करते हुए मैं कहना चाहूँगा कि इस संबंध में उचित कार्यवाही की जाए।

8. मैंने गत बोर्ड की बैठक में सुझाव दिया था कि राष्ट्रीय राजमार्ग 8 पर शाहजहाँनपुर—नीमराना—बहरोड में प्रस्तावित आधुनिक महानगर का विकास दिल्ली की समस्याओं को

हल करने में महत्वपूर्ण भूमिका निभा सकेगा। मुझे जानकर प्रसन्नता हुई कि इस प्रस्तावित महानगर के विकास की विस्तृत योजना तैयार करने के लिए होने वाले व्यय का वहन बोर्ड द्वारा किये जाने का निर्णय लिया गया है। मैं आशा करता हूँ कि शीघ्र ही यह विस्तृत योजना बोर्ड द्वारा तैयार कर इसी वर्ष से लागू की जावेगी। इस क्रम में मैं विशेष रूप से बोर्ड व दिल्ली राज्य से निवेदन करना चाहूँगा कि राष्ट्रीय राजमार्ग 8 पर प्रस्तावित महानगर (शाहजहाँपुर—नीमराना—बहरोड अरबन कॉम्प्लेक्स) के विकास में वे राजस्थान सरकार को पूर्ण सहयोग प्रदान करें।

9. भिवाड़ी एक आधुनिक औद्योगिक नगर के रूप में विकसित हो रहा है, लेकिन राष्ट्रीय राजमार्ग संख्या 8 से लगता हुआ नहीं होने से एवं रेलमार्ग के अभाव में औद्योगिक यातायात के संचालन पर प्रतिकूल प्रभाव पड़ रहा है।

भिवाड़ी से रेवाड़ी की 25 कि.मी. की दूरी को ब्रोड गेज रेल लाइन से जोड़ने का मुद्दा राजस्थान राज्य विगत सभी बैठकों में उठाता रहा है। यह प्रस्ताव क्षेत्रीय योजना 2001 व परिवहन कार्यात्मक योजना में सम्मिलित होने के उपरांत भी इस संबंध में निर्णय नहीं लिया गया है। अतः मैं बोर्ड से पुनः अनुरोध करूँगा कि भिवाड़ी को रेल लाइन से जोड़ने के लिए वह अपने स्तर पर विशेष प्रयास कर रेल मंत्रालय से योजना की क्रियान्विति अतिशीघ्र कराये।

10. प्रारूप क्षेत्रीय योजना-2021 में उल्लेखित है कि दिल्ली क्षेत्र के अलावा शेष राष्ट्रीय राजधानी क्षेत्र में प्राथमिकता नगरों के विकास की संकल्पना फलित नहीं हुई है। क्षेत्रीय योजना-2021 के प्रवर्तन एवं क्रियान्विति का समन्वय करने का कार्य राष्ट्रीय राजधानी क्षेत्र योजना बोर्ड का है। इस संबंध में मेरा सुझाव है कि योजना समिति द्वारा क्षेत्रीय

योजना-2021 की राज्यवार पंचवर्षीय एवं वार्षिक, भौतिक व वित्तीय योजना तैयार की जाए जिसे सहभागी राज्यों के पंचवर्षीय एवं वार्षिक योजनाओं से जोड़ कर राज्यों के पास वित्तीय संसाधनों की कमी का आंकलन करके उसे पूर्ण करने की कार्यवाही की जाए। उचित होगा कि योजना समिति यह कार्य अगले छः माह में पूरा करे। तत्पश्चात योजना समिति द्वारा इसकी क्रियान्विति सुनिश्चित की जाए।

11. राष्ट्रीय राजधानी क्षेत्र के विकास में अन्तर्राज्यीय सहयोग का विशेष महत्व है। राजस्थान के सन्दर्भ में राजस्थान राज्य हेतु जल की उपलब्धता की समस्या का समाधान यमुना नदी के बेसिन यथा उत्तर प्रदेश के पास है। धारूहेड़ा एवं भिवाड़ी कस्बे क्रमशः हरियाणा एवं राजस्थान राज्य में स्थित हैं किन्तु एक दूसरे से लगते हुए हैं। भिवाड़ी कस्बे एवं राष्ट्रीय राजमार्ग 8 के बीच का समस्त

क्षेत्र हरियाणा प्रदेश में है। इस क्षेत्र की भौगोलिक बनावट इस प्रकार है कि भिवाड़ी कस्बे का पानी साहिबी नदी की ओर हरियाणा राज्य में से होकर जाता है। इस प्रकार विकास के ऐसे अनेक सैक्टर हैं जिनका समाधान अन्तर्राज्यीय सहयोग के बिना सम्भव नहीं है।

12. हालांकि इस प्रकार के कुछ मुद्दे राष्ट्रीय राजधानी क्षेत्र योजना बोर्ड की जानकारी में लगातार लाये गये हैं, मुझे कहना पड़ रहा है कि इनको सुलझाने हेतु कारगर कदम नहीं लिये गये हैं। राष्ट्रीय राजधानी क्षेत्र में इन मुद्दों को सुलझाने का दायित्व राष्ट्रीय राजधानी क्षेत्र योजना बोर्ड का होना चाहिए। अतएव मेरा सुझाव है कि राष्ट्रीय राजधानी क्षेत्र योजना बोर्ड द्वारा योजना समिति के मार्फत इस प्रकार के मुद्दों को सुलझाने के कार्य को अधिक गति दी जाए।

13. अध्यक्ष महोदय, मैं आपका ध्यान इस ओर आकर्षित करना चाहूँगा कि राष्ट्रीय राजधानी क्षेत्र योजना बोर्ड अधिनियम, 1985 में उल्लेखित मुख्य उद्देश्य “राष्ट्रीय राजधानी क्षेत्र में भू-उपयोग नियंत्रित करना एवं इन्फ्रास्ट्रक्चर विकास के लिए परस्पर समन्वित नीतियाँ तैयार करना” है। अतएव अन्ततः मैं कहना चाहूँगा कि नई क्षेत्रीय योजना-2021 को अन्तिम रूप देने से पूर्व यह सुनिश्चित करना आवश्यक है कि यह योजना इस मूल उद्देश्य एवं राष्ट्रीय राजधानी क्षेत्र के संतुलित विकास के उद्देश्य को प्राप्त करने में सक्षम हो सके।

जय हिन्द ।



राष्ट्रीय राजधानी क्षेत्र योजना बोर्ड
नई दिल्ली
की 28वीं बैठक

के अवसर पर

मो० आजम खाँ

मंत्री, संसदीय कार्य, नगर विकास,
नगरीय रोजगार एवं गरीबी उन्मूलन
उत्तर प्रदेश

का सम्बोधन



दिनांक 9 जुलाई, 2005
सिल्वर ओक हॉल-I एवं II, इन्दिया हैबीटाट सेन्टर
लोधी रोड, नई दिल्ली ;

राष्ट्रीय राजधानी क्षेत्र योजना बोर्ड की दिनांक 9 जुलाई, 2005 को आयोजित 28वीं बैठक हेतु मो० आजम खाँ, मंत्री, संसदीय कार्य, नगर विकास, नगरीय रोजगार एवं गरीबी उन्मूलन, उत्तर प्रदेश का सम्बोधन

राष्ट्रीय राजधानी क्षेत्र योजना बोर्ड की ऐतिहासिक 28वीं बैठक में मुझे भाग लेने का सुअवसर प्राप्त हुआ है। यह अत्यन्त हर्ष का विषय है कि इस बैठक में एन.सी.आर. क्षेत्र के आगामी 20 वर्षों के भावी परिदृश्य की मार्गदर्शिका के रूप में क्षेत्रीय योजना-2021 अनुमोदन हेतु प्रस्तुत की जा रही है। क्षेत्रीय योजना को क्रियान्वयन योग्य बनाने एवं इसके अन्तर्गत शामिल विभिन्न प्रस्तावों के लिए आवश्यक वित्तीय संसाधन जुटाने से सम्बन्धित कुछ महत्वपूर्ण विषयों पर मैं बोर्ड का ध्यान आकर्षित करना चाहता हूँ।

2. क्षेत्रीय योजना - 2021 के अन्तर्गत दिल्ली क्षेत्र में नियन्त्रित विकास की अवधारणा के स्थान पर सन्तुलित विकास की अवधारणा को अपनाया गया है। ऐसी स्थिति में दिल्ली में आर्थिक क्रियाकलापों के केन्द्रीयकरण पर नियन्त्रण रखने के लिए यह आवश्यक है कि एन.सी.आर. क्षेत्र में क्षेत्रीय एवं नगरीय अवस्थापना सुविधाओं का विकास तीव्र गति से किया जाए; जिससे उपक्षेत्र के नगरों का आर्थिक विकास सुनिश्चित हो सके एवं इनमें सृजित होने वाले रोजगार के अवसरों के परिणामस्वरूप दिल्ली पर जनसंख्या का दबाव कम हो सके।

मेरा सुझाव है कि इस समय जब क्षेत्रीय योजना को अन्तिम रूप दिया जा रहा है, दिल्ली से थोक व्यापार विषयक क्रियाकलापों के अन्यन्त्र विस्थापन हेतु एक प्रभावी 'एक्शन प्लान' तैयार किया जाना चाहिए। इस योजना के अनुसार केमिकल पदार्थ, प्लास्टिक सामग्री, फल एवं अन्य पदार्थों के थोक व्यवसाय को उत्तर प्रदेश उपक्षेत्र के अन्तर्गत हापुड़, बुलन्दशहर, बागपत आदि नगरों में स्थानान्तरित किया जाना चाहिए।

3. क्षेत्रीय योजना-2021 में दिए गए महत्वपूर्ण प्राविधानों को साकार करने के लिए सुदृढ़ क्रियान्वयन ढाँचा तैयार किया जाना वर्तमान में सबसे बड़ी चुनौती है; जिसका समाधान खोजे बिना आगे बढ़ना सम्भव नहीं है। अवस्थापना सुविधाओं के क्रियान्वयन हेतु एक एस.पी.वी. बनायी जानी चाहिए, जिसमें केन्द्र सरकार एवं एन.सी.आर. योजना बोर्ड द्वारा सीड कैपिटल अनुदान के रूप में दिया जाए तथा एस.पी.वी. द्वारा केन्द्र एवं राज्य सरकार की सहभागिता प्राप्त कर योजनाएं क्रियान्वित करायी जाएं। आवश्यकता होने पर एस.पी.वी. द्वारा बाजार से ऋण भी प्राप्त किया जा सकता है। इस व्यवस्था से अन्तर्राज्यीय परियोजनाओं के क्रियान्वयन हेतु एक साझा प्लेटफार्म उपलब्ध होगा, जिससे अन्तर्राज्यीय मुद्दों को सुगमता से हल किया जा सकेगा। प्रस्तावित एस.पी.वी. के माध्यम से उत्तर प्रदेश उपक्षेत्र में क्षेत्रीय अवस्थापना सुविधाओं के विकास के निम्न प्रस्तावों को प्राथमिकता के आधार पर क्रियान्वित कराया जाना चाहिए :-

- 3.1 फरीदाबाद से कुण्डली जाने वाले "ईस्टर्न पैरीफेरियल
●एक्सप्रेस-वे" के साथ ही गाजियाबाद - मेरठ एक्सप्रेस - वे का
भी निर्माण किया जाना चाहिए।
- 3.2 तुगलकाबाद से बोराकी रेल लिंक का निर्माण कर नोएडा तथा
ग्रेटर नोएडा को रेल कनेक्शन उपलब्ध कराया जाना चाहिए।
- 3.3 राष्ट्रीय राजमार्ग - 91 एवं 58 को चार लेन "डिवाइडिड कैरिज-
वे" हेतु सुदृढ़ किया जाना चाहिए।
- 3.4 गाजियाबाद को जोड़ने वाले "इन्टीग्रेटिड - रेल, बस - ट्रान्जिट
सिस्टम" योजना का क्रियान्वयन एक निर्धारित अवधि में पूर्ण कर
राष्ट्रीय राजधानी क्षेत्र के अन्य महत्वपूर्ण नगरों यथा मेरठ, खुर्जा,
बुलन्दशहर को भी जोड़ने हेतु योजना तैयार की जानी चाहिए
जिससे सम्पूर्ण राष्ट्रीय राजधानी क्षेत्र के अन्तर्गत दैनिक यात्रा को
सुगम बनाया जा सके।
4. जलापूर्ति, सीवरेज, सॉलिड वेस्ट मैनेजमेन्ट, आदि महत्वपूर्ण
अवस्थापना सुविधाओं के स्तर में सुधार हेतु यह आवश्यक है कि एन.सी.
आर. क्षेत्र में स्थित विभिन्न नगरों की अवस्थापना महायोजनाएं तैयार
करायी जाएं। उत्तर प्रदेश उपक्षेत्र में अवस्थापना सुविधाओं से

सम्बन्धित स्थानीय निकाय वित्तीय एवं तकनीकी दृष्टि से इन महायोजनाओं के नियोजन एवं क्रियान्वयन हेतु अभी सक्षम व समर्थ नहीं हैं। अतः उक्त महायोजनाएं एन.सी.आर. योजना बोर्ड द्वारा प्राथमिकता के आधार पर तैयार कर क्रियान्वित कराया जाना ही एक मात्र विकल्प है। उत्तर प्रदेश सरकार का यह सुविचारित मत है कि राष्ट्रीय राजधानी क्षेत्र के त्वरित एवं संतुलित विकास के लिए राष्ट्रीय राजधानी क्षेत्र योजना बोर्ड स्वयं एक क्रियान्वयन नोडल एजेंसी के रूप में कार्य करे।

5. माननीय उच्चतम न्यायालय के निर्देशानुसार "ईस्टर्न पैरीफेरियल एक्सप्रेस-वे" का कार्य राष्ट्रीय परियोजना मानकर महत्तम प्राथमिकता के आधार पर क्रियान्वित किया जाना चाहिए; जिससे राष्ट्रीय राजधानी क्षेत्र के अन्तर्गत न केवल प्रदूषण एवं यातायात विषयक समस्याएं नियन्त्रित होंगी अपितु सुगम यातायात एवं परिवहन व्यवस्था भी उपलब्ध होगी।

6. क्षेत्रीय स्तर की अवस्थापना सुविधाओं को बढ़ावा के उद्देश्य से यातायात एवं परिवहन प्रणाली को सुदृढ़ बनाया जाना आवश्यक है। इस दिशा में राष्ट्रीय राजधानी क्षेत्र योजना बोर्ड द्वारा 'इन्टीग्रेटेड रेल-बस ट्रॉन्जिट सिस्टम' की परियोजना के क्रियान्वयन हेतु प्रयास किए जा रहे हैं, जो सहरानीय हैं। परन्तु दिल्ली मेट्रो रेल की सुविधा का दीर्घकालीन लाभ सम्पूर्ण राष्ट्रीय राजधानी क्षेत्र को उपलब्ध कराया जाना चाहिए। मेरा सुझाव है कि दिल्ली मेट्रो का विस्तार उत्तर प्रदेश उपक्षेत्र में

गाज़ियाबाद, हापुड़ एवं ग्रेटर नोएडा तक किया जाए; जिस पर होने वाला व्यय केन्द्र सरकार द्वारा वहन किया जाए। मुझे पूर्ण विश्वास है कि दिल्ली मेट्रो रेल के विस्तार के फलस्वरूप राष्ट्रीय राजधानी क्षेत्र में सुनियोजित एवं संतुलित विकास की सतत प्रक्रिया को प्रोत्साहन मिलेगा।

7. नगरीय एवं ग्रामीण विकास में सामंजस्य स्थापित करना क्षेत्रीय नियोजन का महत्वपूर्ण अवयव है; परन्तु अभी तक क्षेत्रीय नियोजन के समस्त प्रयास नगरीय क्षेत्रों के विकास पर ही केन्द्रित रहे हैं। अतः नई क्षेत्रीय योजना में ग्रामीण क्षेत्रों को न्यायोचित महत्ता दी जानी चाहिए। ग्रामीण क्षेत्रों में रोजगार के अवसरों की कमी के कारण ही नगरीय क्षेत्रों की ओर जनसंख्या का पलायन हो रहा है; अतः ऐसे कार्यक्रम बनाए जाने चाहिए जिससे ग्रामीण क्षेत्रों में रोजगार के अधिक से अधिक अवसर उपलब्ध हो सकें। इसके अतिरिक्त ग्रामीण क्षेत्रों में मूलभूत अवस्थापना सुविधाओं, सामुदायिक सुविधाओं एवं उपयोगिताओं के विकास हेतु भी विशेष प्रयास किए जाने चाहिए।

8. कानून एवं सुरक्षा व्यवस्था को प्राथमिकता क्षेत्र मानकर एकीकृत "डाटा बेस" तैयार किया जाना चाहिए, जिससे दिल्ली एवं उत्तर प्रदेश की पुलिस आपसी सहयोग से दोनों प्रान्तों में कानून एवं सुरक्षा व्यवस्था में सुधार ला सकें। इस हेतु एक विशेष कार्यदल का गठन कर प्रगति में अग्रेतर गति लाई जा सकती है। साझा आर्थिक क्षेत्र (कामन इकोनॉमिक

जोन) स्थापित करने में यातायात एवं परिवहन की भी महत्वपूर्ण भूमिका है, अतः सम्पूर्ण एन.सी.आर. क्षेत्र में सार्वजनिक यातायात जैसे टैक्सी, आदि की अबाध परिचालन एवं टेलीकाम की व्यवस्था विकसित किया जाना आवश्यक है। साझा आर्थिक क्षेत्र के इन पहलुओं पर बिना विधिक परिवर्तन किए क्रियान्वयन आरम्भ किया जा सकता है।

9. राष्ट्रीय राजधानी क्षेत्र की मूल भावना के अनुसार एन.सी.आर. योजना बोर्ड द्वारा क्षेत्रीय योजना के विभिन्न प्रस्तावों के क्रियान्वयन हेतु केन्द्र सरकार एवं सहभागी राज्य सरकारों के मध्य सामंजस्य स्थापित कर विकास को बढ़ावा दिया जाना है। परन्तु क्षेत्रीय योजना-2021 में यह प्रस्ताव है कि एन.सी.आर. क्षेत्र के सभी नगरों की महायोजनाओं का अनुमोदन एन.सी.आर. योजना बोर्ड द्वारा किया जाना प्रस्तावित है। इस सम्बन्ध में उल्लेखनीय है कि नगरों की महायोजनाएं चूंकि राज्यों के संगत अधिनियमों के अधीन एवं स्थानीय आवश्यकताओं व परिस्थितियों के दृष्टिगत बनायी जाती है, अतः उपरोक्त प्रस्ताव तार्किक एवं औचित्यपूर्ण प्रतीत नहीं होता है। उक्त प्रक्रिया के अपनाए जाने के फलस्वरूप एक ओर प्रक्रियात्मक जटिलताएं बढ़ेंगी एवं दूसरी ओर क्षेत्रीय सहभागिता के उद्देश्यों की पूर्ति में बाधा उत्पन्न होगी। अतः नगरों की महायोजनाओं पर एन. सी.आर. योजना बोर्ड के अनुमोदन सम्बन्धी प्रस्ताव पर पुनर्विचार की आवश्यकता है।

10. क्षेत्रीय योजना-2021 में "काउन्टर मैग्नेट" नगरों की संख्या बढ़ाने हेतु कोई निर्णय नहीं लिया गया है। एन.सी.आर. क्षेत्र में हो रही नगरीय जनसंख्या वृद्धि के दृष्टिगत उत्तर प्रदेश उपक्षेत्र में नए "काउन्टर मैग्नेट" नगरों को चयनित किया जाना चाहिए। उदाहरणार्थ; उत्तर प्रदेश उपक्षेत्र में सहारनपुर एवं फिरोजाबाद नगरों को "काउन्टर मैग्नेट" के रूप में चयनित किया जाना चाहिए। इसके अतिरिक्त क्षेत्रीय योजना में की गई परिकल्पना के अनुरूप "काउन्टर मैग्नेट" की भूमिका को प्रभावी बनाने हेतु विद्यमान एन. एच. -24 का विस्तारीकरण एवं सुदृढीकरण बरेली तक किया जाना चाहिए।

11. क्षेत्रीय योजना-2021 एक दीर्घकालीन योजना है, जो आगामी लगभग 16 वर्षों की अवधि हेतु तैयार की गई है। मेरा सुझाव है कि नगरों के परिवर्तनशील भौतिक, आर्थिक एवं सामाजिक परिवेश में क्षेत्रीय योजना के प्रस्तावों की मध्यावधि समीक्षा की जानी चाहिए। अतः इस आशय का प्राविधान क्षेत्रीय योजना-2021 में सम्मिलित किया जाना चाहिए।

12. मुझे आशा ही नहीं वरन् पूर्ण विश्वास है कि क्षेत्रीय योजना - 2021 के क्रियान्वयन में केन्द्र सरकार की सक्रिय सहभागिता एवं सहयोग बढ़ेगा; जिससे राष्ट्रीय राजधानी क्षेत्रीय योजना-2021 के उद्देश्यों को प्राप्त कर राष्ट्रीय राजधानी दिल्ली में जीवन अधिक सुखद एवं आकर्षक बनाया जा सकेगा। इसके अतिरिक्त उत्तर प्रदेश उपक्षेत्र

के विकास को बढ़ावा मिलने के साथ-साथ सम्पूर्ण क्षेत्र के निवासियों को समुचित रोजगार तथा स्वस्थ एवं बेहतर पर्यावरण में कि विकासोन्मुखी एवं बेहतर जीवन स्तर उपलब्ध हो सके।

13. अन्त में बोर्ड के संज्ञान में यह तथ्य विशेष रूप से लाना चाहूंगा कि उत्तर प्रदेश आर्थिक दृष्टि से सुदृढ़ राज्य न होने के बावजूद राष्ट्रीय राजधानी क्षेत्र योजना के उद्देश्यों के प्रति वचनबद्ध रहा है और विभिन्न कार्यक्रमों एवं योजनाओं के विकास में पूर्ण सहयोग दिया है तथा भविष्य में भी अपेक्षित सहयोग देने के लिए वचनबद्ध है। आज आवश्यकता इस बात की है कि क्षेत्रीय योजना-2021 के क्रियान्वयन हेतु एन.सी.आर. प्लानिंग बोर्ड द्वारा एक ठोस एवं समयबद्ध कार्यक्रम तैयार कर उसका क्रियान्वयन सुनिश्चित कराया जाये।

जयहिन्द।