



## **National Capital Region Planning Board**

### **Agenda**

**30<sup>th</sup> Meeting  
of  
the NCR Planning Board  
to be held at  
12.00 Noon on 21<sup>st</sup> August, 2007  
at  
Silver Oak Hall, India Habitat Centre  
Lodhi Road, New Delhi**

**NCR Planning Board  
(Ministry of Urban Development)  
Government of India**

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**Agenda Items for the 30<sup>th</sup> Meeting of the National Capital Region Planning Board  
to be held on 21<sup>st</sup> August, 2007 at 12.00 Noon  
at Silver Oak Hall, India Habitat Centre, Lodhi Road, New Delhi**

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**Agenda Item No. 1 : Confirmation of the Minutes of the 29<sup>th</sup> Meeting of the NCR Planning Board held on 24<sup>th</sup> May, 2006**

The minutes of the 29<sup>th</sup> Meeting of the NCR Planning Board held on 24.5.2006 were circulated vide letter No. K-14011/1/2006(29<sup>th</sup>)-NCRPB dated 19.6.2007 among the Members of the Board and co-opted members of the NCR Planning Board. Copy of the Minutes is at **Annexure-I**.

No comments have been received on the minutes. Accordingly, minutes of the last meeting are placed before the Board for confirmation.

**Agenda Item No. 2 : Action Taken on the decisions of the 29<sup>th</sup> Meeting of the NCR Planning Board held on 24<sup>th</sup> May, 2006.**

Sl. No.	Agenda Item No.	Issues for Action	Action taken/status
1.	1.3	<p>The Minister for Urban Development, Govt. of Rajasthan raised the issue of inclusion of Rewari-Khurja broad gauge line in the Regional Plan-2021. Member Secretary, NCRPB assured him that the said proposal would be duly considered while preparing the Functional Plan on Transport under the Regional Plan-2021.</p> <p><i>(Page 3 of the minutes)</i></p>	The Board has undertaken a Study on Integrated Transport Plan for NCR which will examine providing Rewari-Khurja broad gauge line. The study will result in preparation of Functional Plan on Transport.
2.	1.4	<p>The Minister representing the Uttar Pradesh Government pressed for the implementation of the IRBT. Chairman, NCRPB pointed out that in view of the demand of the participating States for extension of Metro, the Planning Commission has set up a Committee under the Chairmanship of Secretary, MoUD to re-examine the IRBT Project.</p> <p><i>(Page 3 of the minutes)</i></p>	Status has been given in the Agenda Item No.7
3.	1.5	<p>Chief Minister, Haryana advocated the extension of the Metro to Gurgaon en route from Saket and Mehrauli. Chief Minister, Delhi informed the Board that an alternate route is being worked out vis-à-vis the concerns expressed about the heritage status of Qutab Minar. A representative from the Government of U.P. requested that traffic data should be updated. It was informed by Member Secretary, NCRPB that the Board is taking up a Study to project the travel demand relating to commuters from both origin and destination points. Chairman, NCRPB pointed out that the Committee under the Secretary, MoUD</p>	Status has been given in the Agenda Item No.7.

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		would look into the matter after taking inputs from the States concerned.  <i>(Page 4 of the minutes)</i>	
4.	2.1	<b>Status of IRBT System-</b> It was agreed that the Committee set up under the chairmanship of Secretary, Urban Development would examine various aspects and take a view on the IRBT System.  <i>(Page 4 of the minutes)</i>	Status has been given in the Agenda Item No.7.
5.	2.3	<b>New township in Haryana:</b>  Member Secretary, NCRPB indicated that the State Government has only referred one proposed new township, namely Samalkha - Gannaur on NH-1 to the Board for undertaking a study for preparation of the Detailed Project Report. The Board has informed the State Government that the said area has to be notified, and thereafter the TORs could be prepared jointly and the study would be tendered for inviting consultancy firms.  <i>(Page 5 of the Minutes)</i>	Government of Haryana has informed that the controlled areas have been notified for the said town and is in the process of taking further action.
6.	2.4	<b>Inclusion of additional towns as Counter Magnet Areas</b>  The Government of Haryana suggested the inclusion of Ambala town as a Counter Magnet Area and Government of U.P. sought a decision on the development of Garhmukteshwar in the NCR. Member Secretary, NCRPB informed that the Board has initiated a study into migratory patterns in NCR and identification of gaps in the counter Magnet area towns. He indicated that the inputs of concerned states would also be taken on board in these studies.	Draft Final Report for the study on Counter Magnet Areas to Delhi and NCR has been received which is being examined. The matter of inclusion of Ambala and few other towns has been covered in the same. Draft final report would be discussed with the States in a seminar and the report would be finalized.  As per Section 8 (f) of the NCR Planning Board Act, 1985 the Counter Magnet Area has to be outside the NCR. Garhmukhteshwar is within NCR and therefore was not considered as CMA.

7.	3.	<p><b>Agenda Item No. 3: Status of Regional Plan 2021</b></p> <p>3.1 The participating States were requested to complete the preparation of their Sub-Regional Plans in consonance with the Regional Plan 2021 within the next 12 months.</p> <p>3.3 Member Secretary, NCRPB indicated that, NCRPB would fund, on the basis of standard norms, the meetings of the Expert Groups to be organised by each NCR Cell to look into various aspects of the preparation of Sub-Regional Plans. Further, the constituents of the NCR can also submit proposals along with detailed TORs for funding studies on a few critical facets of the Sub-Regional Plans, for the approval of PSMG-I and II of the Board.</p> <p><i>(Page 6 of the Minutes)</i></p>	<p>Status has been given in the Agenda Item No.8.</p>
8.	3.2	<p>Member Secretary, NCRPB further indicated that the Board would take up preparation of Functional Plans relating to water resources' management; power generation, transmission and distribution; drainage and effluents' management system; and transport system in pursuance of the Regional Plan-2021 with the active support of the constituents of the NCR.</p> <p><i>(Page 6 of the Minutes)</i></p>	<p>The Board has initiated the preparation of Functional plans for the following sectors:</p> <ul style="list-style-type: none"> <li>i) Water</li> <li>ii) Transport</li> <li>iii) Power</li> <li>iv) Drainage</li> </ul> <p>The Board has commissioned following Studies for the preparation of Functional Plans on Water and Transport sectors:</p> <ul style="list-style-type: none"> <li>a) Water Supply and its management in NCR</li> <li>b) Integrated Transportation Plan for NCR</li> </ul> <p>With regard to preparation of Functional Plan on Power and Drainage, study groups have been constituted and data collection format have been sent to the participating States for obtaining the data.</p>

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9.	3.4	Chairman, NCRPB announced that a High Powered Group would be set up under the NCR Planning Board to develop common approaches and solutions to the problems of Water Resources Management, Power, Transportation and Pollution in terms of Solid Waste Management and adoption of clean fuels in the NCR as well as modes of financing major projects.	The High Powered Group of the Board for defining common approaches to problems and solutions of Water Resources Management, Power, Transportation and Pollution amongst the constituents of the NCR Planning Board has been set up with the approval of the Chairman, NCRPB and Hon'ble Union Minister for Urban Development vide NCRPB letter No. K-14011/1/2006(29 <sup>th</sup> )-NCRPB dated 31.8.2006. The first Meeting of the Group was held on 15.3.2007 and the minutes of the same are placed at <b>Annexure-II-A</b> .
10.	3.5	Chairman, NCRPB accepted the request of the Members of the Board for setting up of a suitable Empowered Committee of the Board for coordination and cooperation on an ongoing basis between the participating states and NCT of Delhi relating to critical activities essential for making the NCR a regional of global excellence.	An Empowered Committee of the Board has been set up to take decision about critical activities essential for making the NCR a region of global excellence with the approval of the Chairman, NCRPB and Hon'ble Union Minister for Urban Development vide NCRPB letter No. K-14011/1/2006(29 <sup>th</sup> )-NCRPB dated 31.8.2006. The first meeting of the Empowered Committee was held on 4.4.2007 under the chairmanship of Secretary, Ministry of Urban Development. Minutes of the same are placed at <b>Annexure-II-B</b> .
11.	5.	<b>Agenda item no. 5: Settlement of issues relating to Regional Rapid Transit System</b>  It was agreed that the resolution of issues relating to the Integrated Rail cum Bus Transit system as also the Regional Rapid Transport System (RRTS) which includes construction of railway lines for commuter traffic with an interface with the Metro and bus routes need to be expedited as it would help in reducing the traffic congestion in the NCR and provide impetus for accelerated development of the Region.	A Study on "Integrated Transportation Plan for NCR" has been commissioned which includes examining of the corridors of RRTS and its integration with Metro stations apart from other aspects. The Study is expected to be completed by January, 2008. Details about extension of Metro to NCR towns have been given in the Agenda Item No.7.



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		The Board noted the status of progress in the matter.  <i>(Page 9 of the minutes)</i>	
12.	8.	Revision of Delegation of Powers relating to Member Secretary and corrections in the NCRPB Notifications relating to Delegation of Powers.	Gazette Notification, dated 16.9.2006 issued. Action completed.
13.	1 (Suppl. Agenda)	Amplification of performance linked incentives	The detailed scheme and related clarifications have been issued by the Board vide letter Nos. B-20018(7)/2003-04-NCRPB dated 14.7.2006 and 7.8.2006 to the Constituent State Govts/their implementing agencies and agencies of Counter Magnet towns.
14.	2 (Suppl. Agenda)	Revision of Powers with regard to Appointment of Consultants	Gazette Notification, dated 16.9.2006 issued. Action completed.

**Agenda Item No. 3 : Items relating to Statutory provisions.**

**Agenda Item No. 3.1 : Annual statement of outstanding loans and advances disbursed by the Board during the year 2006-07 as per Rule 47(1) of NCRPB Rules, 1985.**

The Annual Statement of outstanding loan/ advances are submitted in Form 'G', proviso to Rule 47(1), NCR Planning Board Rules, 1985. The Form 'G' is placed at **Annexure – III-A**.

2. The highlights of Loan/Advances released during Financial Year 2006-07 are as under:

- During 2006-07 the Board has sanctioned loans amounting to Rs. 571.56 crores and disbursed loans amounting to Rs. 416.46 crores for 31 development projects.
- There has been no default in repayment of loan. Recovery has been 100% of all the repayments due up to 31.3.2007. Three repayments from Government of Madhya Pradesh, U.P. State Road Transport Corporation Ltd. and PUDA, Patiala were received late.
- The Annual Accounts for the Financial Year 2006-07 are yet to be audited by C&AG, therefore, the figures shown in Form 'G' (**Annexure – III-A**) are provisional.

*The matter is placed before the Board for information in accordance with para 47(1) of the NCR Planning Board Rules, 1985.*

**Agenda Item No. 3.2 : Annual Statement of outstanding Loan/Advances received by the Board during the year 2006-07 as per Rule 47(2) of NCRPB Rules, 1985.**

The Annual Statement of outstanding loan/ advances are submitted in Form 'H', proviso to Rule 47(2), NCR Planning Board Rules, 1985. The Form 'H' is placed at Annexure – III B.

2. The highlights of Loan/Advances received by the Board upto the Financial Year 2006-07 are as under:

- The Board did not raise any money from the Capital Market during 2006-07.
- All payments due on account of interest and repayment of principal had been released to the investors in time. There was no default on repayment of any loan on part of the Board.
- Outstanding market borrowing as on 31<sup>st</sup> March, 2007 was NIL. Board has retired all its debt liability and prepaid to bondholders by exercising call option.

3. It is also brought to the notice of the Board that the following funds were raised from the capital market in the form of taxable/tax-free bonds in the past and the status of each such bond issue is given below:

(Rs. in crores)

Financial Year	Amount raised	Interest rate	Status
1997-98	226.40	10.50 % to 14.00 %	Redeemed in the year 2003 after exercising call option at the end of five years.
1998-99	285 .00	9.70% to 13.50%	Redeemed in the year 2004 after exercising call option at the end of five years.
2001-02 (May 2001)	152.40	10.85 %	Redeemed on 14.5.2006 after exercising call option at the end of five years.
2001-02 (Nov.,2001)	234.75	9.55 %	Redeemed on 11.10.2006 after exercising call option at the end of five years.

*The matter is placed before the Board for information in accordance with para 47(2) of the NCR Planning Board Rules, 1985.*

**Agenda Item No. 3.3 :      Ratification of Annual Report and Audited Annual Accounts for the Financial Year 2005-06.**

The Annual Report and the Audited Accounts are placed at **Annexure-III C**.

2.      The Annual Accounts of the Board are maintained in the form prescribed by the Government and as laid down in Section 25 of the NCR Planning Board Act, 1985, read with Rule 33 of the NCR Planning Board Rules, 1985. These Accounts are audited by the Principal Director of Audit, Economics and Service Ministries, New Delhi on behalf of Comptroller and Auditor General of India.

3.      The Annual Report and Audited Annual Accounts of 2005-06, duly approved by the Chairman & Hon'ble Union Minister for Urban Development has already been circulated to the members for approval by circulation.

***The Annual Report and the Audited Accounts for the year 2005-06 is placed for the approval / ratification of the Board.***

**Agenda Item No. 3.4 : Approval of BE for the Financial Year 2007-08 under Plan (Capital) & Non-Plan (Revenue) heads as per Rule 29 of the NCR Planning Board Rules, 1985.**

The Revised Estimates for the Financial Year 2006-07 and Budget Estimates for the financial Year 2007-08 were submitted to the Ministry of Urban Development *directly* on 23.10.2006 since the 29<sup>th</sup> Meeting of the Board was held about five months earlier on 24.5.2006. The said Budget Estimates for 2007-08 submitted to the Ministry are summarized below:-

**B.E. 2007-08**

**A. Plan (Capital)**

(Rs. in Crore)

S. No	Particulars	Total outlay	Grant from Ministry of UD	Grant from GNCT - Delhi	Market Borrowing	Internal resources
1.	Budget Estimates for 2007-08	1181.47	300.00	60.00	400.00	421.47

**B. Non-Plan (Revenue)**

(Rs. in Lakh)

S. No.	Particulars	Total outlay	Grant from Ministry of UD	Internal Resources
1.	Budget Estimates for 2007-08	202.00	200.00	2.00

\*\* Internal resources include repayment of loans made by State Govts, interest on loans and bank deposits etc.

The statements of Plan and Non-Plan Budget Estimates for the year 2007-08 are at **Annexure – III-D & III-E** respectively.

2. As against the Budget Estimates 2007-08 submitted by the office of the NCRPB, the following budget, Plan as well as Non-Plan, was approved by the Government of India for the said year.

S. No.	Particulars	Grant sought in BE 2007-08	Grant approved by Government of India for 2007-08
1.	Plan (Capital)	Rs. 300 crores	Rs. 100 crores
2.	Non-Plan (Revenue)	Rs. 200 lakhs	Rs. 190 lakhs

*The Budget Estimates for the financial year 2007-08, both under Plan (Capital) and Non-Plan (Revenue) head are placed before the Board for its Ex-post-facto approval and the Budget Estimates approved by the Government of India both under Plan (Capital) and Non-Plan (Revenue) head are placed before the Board for information.*

**Agenda Item No. 3.5 : Approval of RE 2007-08 & BE for the Financial Year 2008-09 under Plan (Capital) & Non-Plan (Revenue) heads as per Rule 29 of the NCR Planning Board Rules, 1985.**

The Revised Estimates for the Financial Year 2007-08 and Budget Estimates for the financial Year 2008-09 are required to be submitted to the Ministry of Urban Development by 15.9.2007. Revised Estimates 2007-08 and Budget estimates 2008-09 are summarized below:-

**R.E. 2007-08**

**A. Plan (Capital)**

(Rs. in Crore)

S. No	Particulars	Total outlay	Grant from Ministry of UD	Grant from GNCT - Delhi	Market Borrowing	Internal resources **
1.	Revised Estimates for 2007-08	743.00	100.00	50.00	200.00	393.00

**B. Non-Plan (Revenue)**

(Rs. in Lakh)

S. No.	Particulars	Total outlay	Grant from Ministry of UD	Internal Resources **
1.	Revised Estimates for 2007-08	192.00	190.00	2.00

\*\* Internal resources include repayment of loans made by State Govts, interest on loans and bank deposits etc.

**B.E. 2008-09**

**A. Plan (Capital)**

(Rs. in Crore)

S. No	Particulars	Total outlay	Grant from Ministry of UD	Grant from GNCT -Delhi	Loans/ Advances from Multilateral Aid Agencies (Asian Dev. Bank/ World Bank)	Market Borrowings	Internal resources **
1.	Budget Estimates for 2008-09	1468.6	100	50.00	500.00	400.00	418.60

\*\* Internal resources include repayment of loans made by State Govts, interest on loans and bank deposits etc.

**B. Non-Plan (Revenue)**

(Rs. in Lakh)

S. No.	Particulars	Total outlay	Grant from Ministry of UD	Internal Resources
1.	Budget Estimates for 2008-09	220.00	215.00	5.00

**\*\*** Internal resources include repayment of loans made by State Govts, interest on loans and bank deposits etc.

The statements of Plan and Non-Plan Budget Estimates for the year 2008-09 and Revised Estimate for the year 2007-08 are at **Annexure – III-F and III-G** respectively.

*The Revised Estimates 2007-08 and Budget Estimates for the financial year 2008-09, both under Plan (Capital) and Non-Plan (Revenue) head are placed before the Board for its approval.*

**Agenda Item No.4: Proposed Financing Programme for the Eleventh Plan (2007-12) and raising of resources from multi-lateral aid agencies and capital markets.**

As per section 7(e) of NCRPB Act, 1985, the NCR Planning Board is also responsible to arrange for and oversee financing of selected development projects in the NCR and in Counter Magnet Areas. In fulfillment of its mandate, the NCR Planning Board has been playing a significant role in the development of infrastructure in the National Capital Region by financing infrastructure development projects selected under powers vested in it by section 8(e) of NCRPB Act, 1985. These projects cover wide spectrum of Basic Infrastructure Development, Sewerage, Drainage and Solid Waste Management, Water Supply, Power, Transport, Hospitals, Abattoir and Civic Centre. The Board has financed 171 infrastructure projects involving total outlays exceeding Rs. 11000 crores so far. It has sanctioned total loan amount of Rs. 3902 crores for the said projects and disbursed loan assistance to the tune of Rs. 2628 crores as on 31-3-2007.

2. The Board is financing the projects mainly out of the annual plan grant received from the Central Government and annual contribution received from the GNCT of Delhi. The average annual amounts of grants received from the above two sources have been Rs. 69 crores during the IX Plan and Rs. 86 crores during X Plan. **The Board has received only Rs. 725 crores as capital grant from MoUD and Rs. 250 crores from the GNCTD till March, 2007 but has disbursed loans amounts Rs. 2628 crores.** To do so, the Board has been leveraging grants received to raise money from the capital market as well as by ensuring timely repayments of loans and interests by the Borrowers. The NCR Planning Board has so far mobilized about Rs. 900 crores in the capital market through private placement of bonds during 9<sup>th</sup> Plan. These bonds have since been retired. It may be highlighted here that the Board' has been rated "AAA(SO)" by the CRISIL for its bond raising operation for last nine years, the highest rating for such type of organizations. **The Board also has a 100% recovery rate with regard to loans given by it and has no NPA.** The Board is paying approximately Rs. 30 to 40 crores per annum as Income Tax on its interest income since 2002-03.

3. The Regional Plan 2021 was notified by the Government of India on 17.9.2005. The thrust areas of this Plan are:

- Development of *Metro Centres and Regional Centres* as powerful growth nodes to attract major socio-economic activities;
- Provide *Regional transport linkages* in terms of a Regional Rapid Transit System (RRTS) and its interface with the Delhi Metro;
- Construction of *peripheral eastern and western expressways* and an orbital rail corridor around Delhi;
- Development of *core urban infrastructure related to sectors* like power, water supply, sewerage, drainage and transport in NCR Towns with the NCR Planning Board participating in financing key infrastructure projects;



- *Development of the region's economy through model industrial estates and special economic zones outside NCT-Delhi; and*

- Development of Counter-Magnet Areas outside the National Capital Region.

4. Further in the 52<sup>nd</sup> Meeting of the National Development Council (NDC) held on 9.12.06, Hon'ble Chief Ministers of Delhi and Haryana had stressed the need to revisit the concept of the National Capital Region for greater commitment towards implementing the Regional Plan by the concerned State Governments and for providing liberal assistance for upgrading infrastructure and civic services in the NCR. The Govt. of Delhi, in its 11<sup>th</sup> Plan document has desired that NCRPB should contribute significantly in the development process of Delhi by initiating a number of interstate projects in the NCR in the areas of electricity generation, water supply, sanitation etc. The Planning Commission while reviewing the 11<sup>th</sup> Plan projections of Ministry of Urban Development has also recommended that NCRPB should play a more effective role.

5. In order to play a more effective role with the ultimate objective of translating the vision of the National Capital Region to develop as a region of global excellence into actual reality on the ground, the NCR Planning Board needs to substantially scale up its operations by undertaking financing of large/mega infrastructural projects in the thrust areas identified in the Regional Plan-2021. The Board has identified mega infrastructure projects in the area of 100% sewerage development, new townships, road networks, integrated water supply, Regional Rapid Transit System and power generation, transmission and distribution for financing during 11<sup>th</sup> plan period. These mega projects would be in addition to the projects the Board would be receiving for financing from the State Governments including GNCTD and their implementing agencies during the 11<sup>th</sup> Plan. The projects identified by the NCR Planning Board for being financed during the 11<sup>th</sup> Plan (2007-12) involve a total outlay of Rs. 15,000 crores. Some of these projects will be taken up in collaboration with other stake-holders.

6. Substantial financial resources would have to be arranged by the Board through higher budgetary allocations for the NCRPB and by raising funds from other sources viz. multi-lateral funding and capital market. Out of the total projected outlay of projects, it is expected that the loan component will be about Rs. 11,000 crores, which needs to be arranged for by the NCRPB. As budgetary grant from Ministry of Urban Development and GNCTD during 11th Plan period is expected to be limited, around Rs. 150 crores p.a. i.e. Rs. 750 crores during the plan period, NCRPB will have to look for other sources of funds such as loans from multi-lateral aid agencies and/or market borrowings. The Board expects to arrange for another Rs. 1250 crores through internal accruals and repayment of loans during the 11th plan period. Thus, the Board will have to raise about Rs. 9000 crores from other sources, if it does not get enhanced budgetary support. In order to continue financing at lower interest rates, the Board proposes to raise resources outside budgetary resources through a mix of products with a view to keep cost of capital low. The Board has identified following two sources of funds for raising resources over a period of five to seven years

- Loan from the ADB/World Bank
- Market Borrowings in the form of 54 EC Bonds/Tax-free Bonds

7. **Loans from ADB/World Bank-** The Board proposes to raise around Rs. 4000 crores each (Rs.8000 crores) from the ADB and WB as under:

- It will be a Project Development Fund with remittances in multi-tranches over a period of seven years.
- It will be a loan to NCRPB.
- The loan will be returned in 25 years with a moratorium of five years.
- The Government of India is expected to guarantee the loan.
- The Government of India is requested to either waive the guarantee fee or restrict it to 0.25%.

8. **Market Borrowings-** During the 11<sup>th</sup> Plan period, the Board intends to raise balance amount from the capital market through a mix of Capital Gains Bonds and Tax Free Bonds, if permitted by the Central Government, else as taxable bonds leveraging its credit worthiness and sound financial health as exhibited in AAO(SO) ratings and 100% loan recovery. The Board, accordingly, would be requesting the Central Government for notifying its bonds as *Capital Gains Bonds (u/s 54 EC of the Income Tax Act 1961)* as permitted to the NHAI and the Rural Electrification Corporation. The amount of fund to be raised from the domestic capital market would be likely to be around Rs. 1000 crore. However, in case loan from the multi-lateral agencies does not materialize to the extent proposed, the Board will have to raise higher amount from the market.

*The proposed financing programme for the Eleventh Plan (2007-12) and the raising of funds from the multi-lateral aid agencies and the domestic capital markets as above are placed for the approval of the Board.*

**Agenda Item No. 5 : Performance Report of NCRPB: 2006-07**

**I) Projects financed by the Board:**

In pursuance to the sections 7(e) & 8(e) of NCRPB Act, 1985, the NCR Planning Board is arranging for and overseeing financing of selected development projects in the National Capital Region through Central and State Plan funds as well as other sources of revenue. Accordingly, the NCR Planning Board has been extending loan assistance for the selected infrastructure development projects in the NCR to the State Governments/Implementing Agencies up to 75% of the project cost with the over-arching goal of achieving the balanced development of the Region. These projects cover wide spectrum of Basic Infrastructure Development, Sewerage, Drainage and Solid Waste Management, Water Supply, Transport, Hospitals, Abattoir etc. The Board is financing the projects mainly out of the annual plan grants received from the Central Government and annual contribution received from the GNCT of Delhi. The Board has also augmented its financial resources by recycling repayments of loans and interest earned on loans through a fund viz. "NCRPB Fund" set up as per the provisions of the NCRPB Act, 1985.

As on 31<sup>st</sup> March, 2007, the Board has financed 171 projects (excluding withdrawn projects) with an estimated cost of Rs. 11340.33 Crores, out of which an amount of Rs. 3901.81 Crores has been sanctioned as loan. The Board has released a loan amount of Rs. 2627.51 Crores till 31<sup>st</sup> March, 2007 and the participating States have reported an expenditure of Rs. 4007.78 Crores up to 31<sup>st</sup> March, 2007. The sub-region wise break up including completed and ongoing projects is as below in Table 1.

**Table 1: Sub-region wise break up including completed and ongoing projects**

(Rs. in crores)

S.No.	States	No. of projects	Estimated cost	Loan sanctioned	Loan released by NCRPB	Expenditure (March'07)
1	Rajasthan	23	337.55	160.58	130.63	217.18
		13.45%	2.98%	4.12%	4.97%	5.42%
2	UP	50	1514.35	737.46	561.11	1215.1
		29.24%	13.35%	18.90%	21.36%	30.32%
3	Haryana	84	3940.29	1925.95	1327.02	1936.5
		49.12%	34.75%	49.36%	50.50%	48.32%
4	NCT-Delhi	2	520.56	310	240	238.6
		1.17%	4.59%	7.95%	9.13%	5.95%
5	CMAs	12	5027.58	767.82	368.75	400.4
		7.02%	44.33%	19.68%	14.03%	9.99%
	<b>Total</b>	<b>171</b>	<b>11340.33</b>	<b>3901.81</b>	<b>2627.51</b>	<b>4007.78</b>

Among the 171 projects financed by the Board, 109 projects have been completed and 62 are at various stages of implementation. In the last financial year (2006-07) five projects were sanctioned with an estimated cost of Rs 4474.32 crores and a loan component of Rs.571.56 crores. A list of ongoing & completed projects where loan was sanctioned as

well as released is annexed as **Annexure-V-A** and **Annexure-V-B**. The sector wise summary for projects in whole of the NCR and CMAs is as placed below in Table 2 and graphically represented in Figures 1, 2 and 3.

**Table 2: Sector wise summary for projects in whole of NCR**

	Description	Land Development	Sewerage/ SWM etc.	Water Supply	Transport	Power	Others	Total
<b>COMPLETED</b>	<b>Number</b>	80	5	8	14	1	1	109
	<b>Estimated cost (in Cr)</b>	3009.94	12.23	148.01	183.42	16.00	2.45	3372.05
	<b>Loan Sanctioned (Rs. In Cr.)</b>	994.78	9.18	83.04	128.41	12.00	1.83	1229.24
	<b>Loan Released (Rs. In Cr.)</b>	902.74	7.65	35.39	123.16	12.00	1.83	1082.77
	<b>Expenditure (Rs. In Cr.)</b>	1970.28	10.43	182.17	181.64	16.48	1.53	2362.53
<b>ONGOING</b>	<b>Number</b>	16	14	15	3	9	5	62
	<b>Estimated cost (in Cr)</b>	1352.70	430.46	725.52	112.78	4794.10	552.71	7968.28
	<b>Loan Sanctioned (Rs. In Cr.)</b>	546.94	268.22	544.16	79.96	899.18	334.11	2672.57
	<b>Loan Released (Rs. In Cr.)</b>	452.59	150.09	232.20	63.74	389.57	256.55	1544.74
	<b>Expenditure (Rs. In Cr.)</b>	645.66	185.93	221.87	77.90	255.57	258.32	1645.25
<b>Total</b>	<b>Number</b>	96	19	23	17	10	6	171
	<b>Estimated cost (in Cr)</b>	4362.65	442.69	873.53	296.20	4810.10	555.16	11340.33
	<b>Loan Sanctioned (Rs. In Cr.)</b>	1541.73	277.40	627.19	208.36	911.18	335.94	3901.81
	<b>Loan Released (Rs. In Cr.)</b>	1355.33	157.74	267.59	186.90	401.57	258.38	2627.51
	<b>Expenditure (Rs. In Cr.)</b>	2615.94	196.36	404.04	259.54	272.05	259.85	4007.78

**Figure 1**

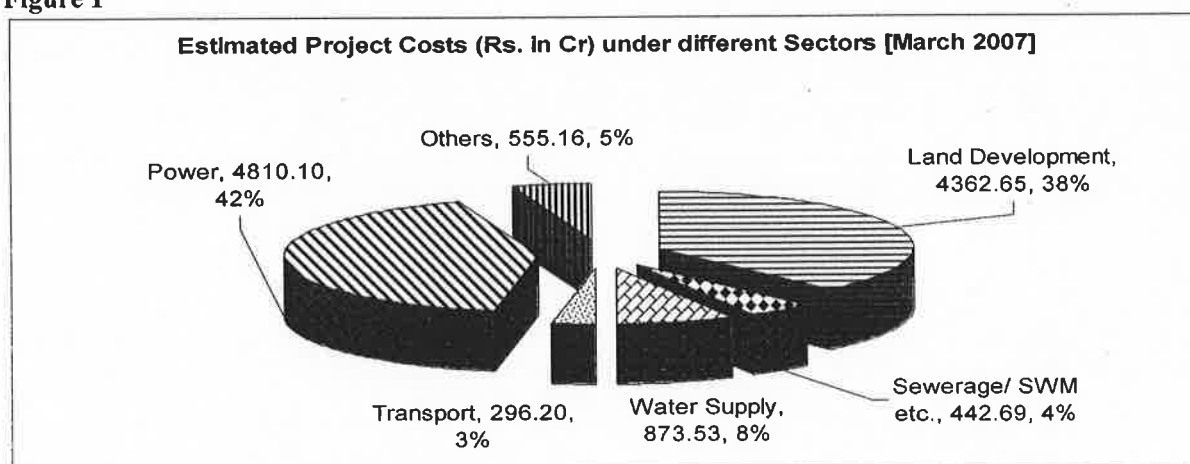


Figure 2

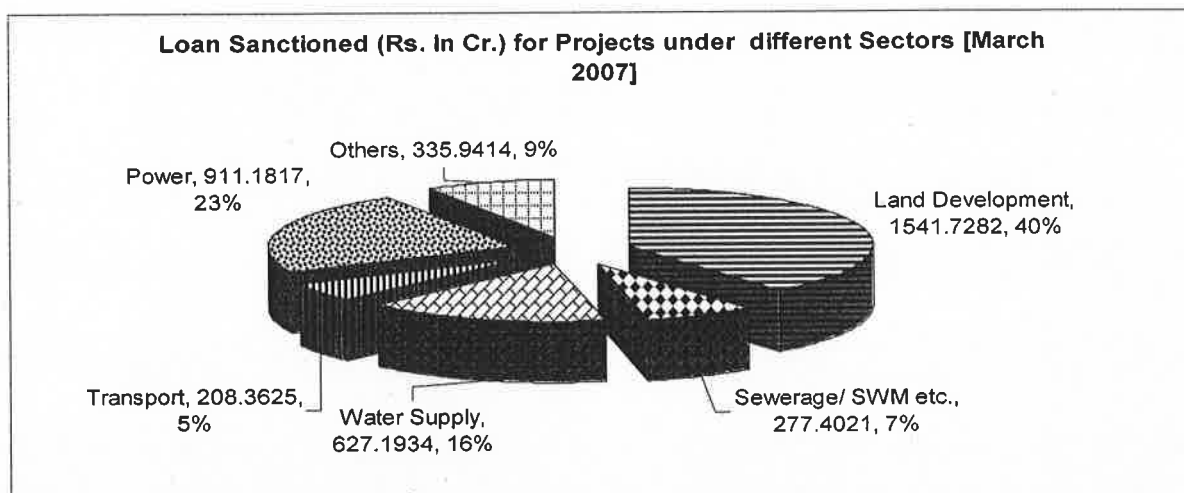
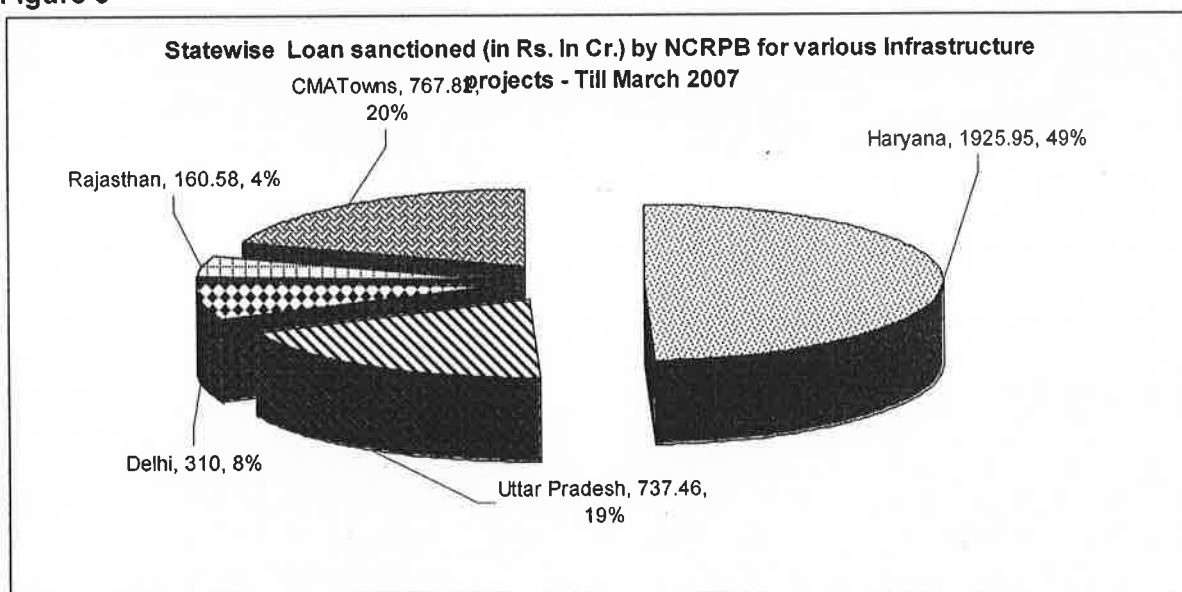


Figure 3



#### Delhi Sub region:

The Delhi sub region is the smallest sub region of the NCR with only 1,483 sq. kms. of area. However, the sub region has the highest population and density figures. In November, 2004, two projects were sanctioned in the Delhi Sub region where under the implementing agency is Municipal Corporation of Delhi. The combined estimated cost of these projects is Rs. 520.6 crores of which the total sanctioned loan amounts to Rs. 310 crores. The Board has so far released Rs.240 crores for these two projects and an expenditure of Rs. 238.61 crores has been reported by the implementing agency till March'07.

## Uttar Pradesh Sub-region

The details of projects sanctioned and funded by NCRPB in the U.P. sub region are given in Table 3.

**Table 3: Sector wise summary for projects sanctioned and funded by NCRPB in the Uttar Pradesh Sub region**

	Description	Land Development	Sewerage/ SWM etc.	Water Supply	Transport	Power	Others	Total
<b>COMPLETED</b>	<b>Number</b>	29	5	5	3	0	1	43
	<b>Estimated cost (in Cr)</b>	604.21	12.23	99.05	85.40	0.00	2.45	803.34
	<b>Loan Sanctioned (Rs. In Cr.)</b>	249.88	9.18	46.44	64.05	0.00	1.83	371.38
	<b>Loan Released (Rs. In Cr.)</b>	230.21	7.65	11.54	64.06	0.00	1.83	315.28
	<b>Expenditure (Rs. In Cr.)</b>	519.03	10.43	122.27	78.00	0.00	1.53	731.26
<b>ONGOING</b>	<b>Number</b>	4	0	0	2	1	0	7
	<b>Estimated cost (in Cr)</b>	361.41	0.00	0.00	49.71	299.89	0.00	711.01
	<b>Loan Sanctioned (Rs. In Cr.)</b>	108.54	0.00	0.00	32.65	224.89	0.00	366.08
	<b>Loan Released (Rs. In Cr.)</b>	89.00	0.00	0.00	16.43	140.40	0.00	245.83
	<b>Expenditure (Rs. In Cr.)</b>	323.06	0.00	0.00	26.53	134.24	0.00	483.83
<b>Total</b>	<b>Number</b>	33	5	5	5	1	1	50
	<b>Estimated cost (in Cr)</b>	965.62	12.23	99.05	135.11	299.89	2.45	1514.35
	<b>Loan Sanctioned (Rs. In Cr.)</b>	358.42	9.18	46.44	96.7	224.89	1.83	737.46
	<b>Loan Released (Rs. In Cr.)</b>	319.21	7.65	11.54	80.49	140.4	1.83	561.11
	<b>Expenditure (Rs. In Cr.)</b>	842.09	10.43	122.27	104.53	134.24	1.53	1215.09

## Haryana Sub-region

The details of projects sanctioned since inception by NCRPB in the Haryana sub region are given in Table 4.

**Table 4: Sector wise summary for projects sanctioned and funded by NCRPB in the Haryana Sub region**

	Description	Land Development	Sewerage/ SWM etc.	Water Supply	Transport	Power	Others	Total
<b>COMPLETED</b>	<b>Number</b>	<b>30</b>	<b>0</b>	<b>3</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>38</b>
	<b>Estimated cost (in Cr)</b>	1708.55	0.00	48.96	23.47	0.00	0.00	1780.98
	<b>Loan Sanctioned (Rs. In Cr.)</b>	577.32	0.00	36.60	14.69	0.00	0.00	628.61
	<b>Loan Released (Rs. In Cr.)</b>	508.22	0.00	23.85	9.44	0.00	0.00	541.51
	<b>Expenditure (Rs. In Cr.)</b>	1098.58	0.00	59.90	23.28	0.00	0.00	1181.76
<b>ONGOING</b>	<b>Number</b>	<b>10</b>	<b>12</b>	<b>14</b>	<b>1</b>	<b>6</b>	<b>3</b>	<b>46</b>
	<b>Estimated cost (in Cr)</b>	825.68	354.59	695.87	63.07	187.95	32.15	2159.31
	<b>Loan Sanctioned (Rs. In Cr.)</b>	351.72	211.32	521.92	47.31	140.96	24.11	1297.34
	<b>Loan Released (Rs. In Cr.)</b>	297.79	94.14	222.20	47.31	107.52	16.55	785.51
	<b>Expenditure (Rs. In Cr.)</b>	238.14	125.80	212.91	51.37	106.81	19.71	754.74
<b>Total</b>	<b>Number</b>	<b>40</b>	<b>12</b>	<b>17</b>	<b>6</b>	<b>6</b>	<b>3</b>	<b>84</b>
	<b>Estimated cost (in Cr)</b>	2534.23	354.59	744.83	86.55	187.95	32.15	3940.30
	<b>Loan Sanctioned (Rs. In Cr.)</b>	929.04	211.32	558.52	62.00	140.96	24.11	1925.95
	<b>Loan Released (Rs. In Cr.)</b>	806.01	94.14	246.05	56.75	107.52	16.55	1327.02
	<b>Expenditure (Rs. In Cr.)</b>	1336.72	125.80	272.81	74.65	106.81	19.71	1936.50

### Rajasthan Sub-region

Twenty three projects have been funded by NCRPB in this sub-region. The details of projects sanctioned and funded by NCRPB in the Rajasthan sub region are given below:

**Table 5: Sector wise summary for projects sanctioned and funded by NCRPB in the Rajasthan Sub region**

	Description	Land Development	Sewerage/ SWM etc.	Water Supply	Transport	Power	Others	Total
<b>COMPLETED</b>	<b>Number</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>22</b>
	<b>Estimated cost (in Cr)</b>	263.39	0.00	0.00	26.54	0.00	0.00	289.93
	<b>Loan Sanctioned (Rs. In Cr.)</b>	113.59	0.00	0.00	13.67	0.00	0.00	127.25
	<b>Loan Released (Rs. In Cr.)</b>	110.32	0.00	0.00	13.67	0.00	0.00	123.98
	<b>Expenditure (Rs. In Cr.)</b>	176.35	0.00	0.00	26.31	0.00	0.00	202.66
<b>ONGOING</b>	<b>Number</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>
	<b>Estimated cost (in Cr)</b>	0	0	0	0	47.61	0.00	47.61
	<b>Loan Sanctioned (Rs. In Cr.)</b>	0	0	0	0	33.33	0.00	33.33
	<b>Loan Released (Rs. In Cr.)</b>	0	0	0	0	6.65	0.00	6.65
	<b>Expenditure (Rs. In Cr.)</b>	0	0	0	0	14.52	0.00	14.52
<b>Total</b>	<b>Number</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>23</b>
	<b>Estimated cost (in Cr)</b>	263.39	0.00	0.00	26.54	47.61	0.00	337.55
	<b>Loan Sanctioned (Rs. In Cr.)</b>	113.59	0.00	0.00	13.67	33.33	0.00	160.59
	<b>Loan Released (Rs. In Cr.)</b>	110.32	0.00	0.00	13.67	6.65	0.00	130.64
	<b>Expenditure (Rs. In Cr.)</b>	176.35	0.00	0.00	26.31	14.52	0.00	217.18

### Counter Magnet Areas

Five Counter Magnet Areas (CMAs) had been identified in the Regional Plan 2001. These are towns located at a considerable distance from the National Capital Region, with a developmental objective to reduce migration from neighboring areas into the National Capital Region, by being growth nodes outside the Region. The identified towns are Gwalior in Madhya Pradesh, Patiala in Punjab, Bareilly in Uttar Pradesh, Kota in Rajasthan and Hissar in Haryana. The details of projects sanctioned and funded in all CMAs are given in Table 6.



**Table 6: Sector wise summary for projects sanctioned and funded by NCRPB in the Counter Magnet Towns (CMA) of NCR**

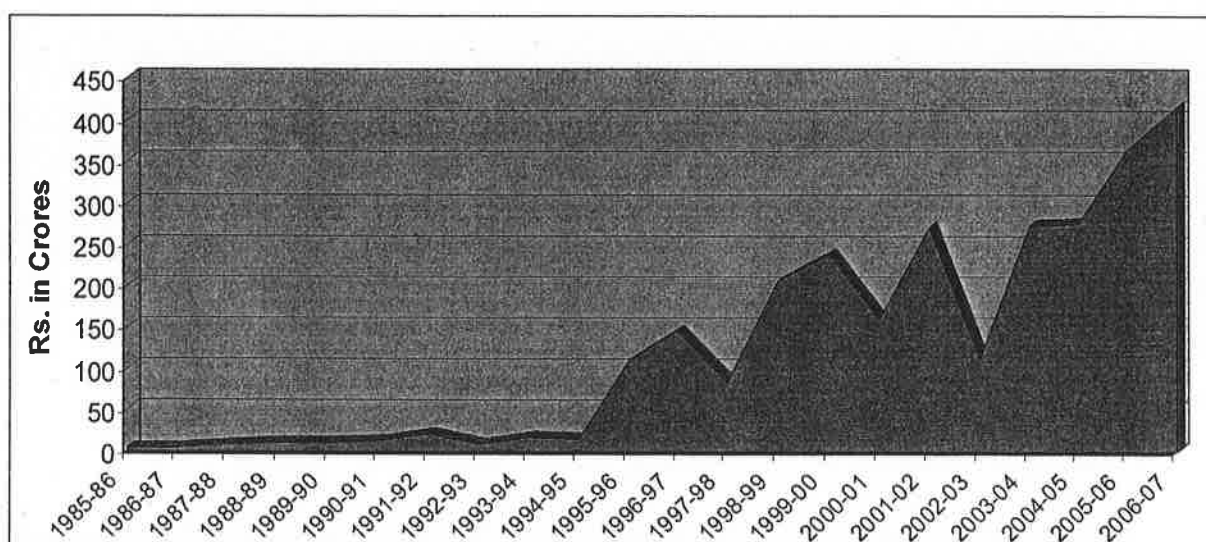
	Description	Land Development	Sewerage/ SWM etc.	Water Supply	Transport	Power	Others	Total
<b>COMPLETED</b>	<b>Number</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>6</b>
	<b>Estimated cost (in Cr)</b>	433.80	0.00	0.00	48.00	16.00	0.00	497.80
	<b>Loan Sanctioned (Rs. In Cr.)</b>	54.00	0.00	0.00	36.00	12.00	0.00	102.00
	<b>Loan Released (Rs. In Cr.)</b>	54.00	0.00	0.00	36.00	12.00	0.00	102.00
	<b>Expenditure (Rs. In Cr.)</b>	176.32	0.00	0.00	54.05	16.48	0.00	246.85
<b>ONGOING</b>	<b>Number</b>	<b>2</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>6</b>
	<b>Estimated cost (in Cr)</b>	165.61	75.87	29.65	0.00	4258.65	0.00	4529.78
	<b>Loan Sanctioned (Rs. In Cr.)</b>	86.68	56.90	22.24	0.00	500.00	0.00	665.82
	<b>Loan Released (Rs. In Cr.)</b>	65.80	55.95	10.00	0.00	135.00	0.00	266.75
	<b>Expenditure (Rs. In Cr.)</b>	84.46	60.13	8.96	0.00	0.00	0.00	153.55
<b>Total</b>	<b>Number</b>	<b>6</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>12</b>
	<b>Estimated cost (in Cr)</b>	599.41	75.87	29.65	48.00	4274.65	0.00	5027.58
	<b>Loan Sanctioned (Rs. In Cr.)</b>	140.68	56.90	22.24	36.00	512.00	0.00	767.82
	<b>Loan Released (Rs. In Cr.)</b>	119.80	55.95	10.00	36.00	147.00	0.00	368.75
	<b>Expenditure (Rs. In Cr.)</b>	260.78	60.13	8.96	54.05	16.48	0.00	400.40

## II. Financial Management:

- In the FY under review (2006-07), loan amounting to Rs.416.45 crores were released which is approx. 15% higher than that of the previous year.
- The loan disbursed during 2006-07 is the highest disbursement in a FY since inception of the Board. The year-wise details of loan disbursement are presented in graphical form in Diagram – I.
- The Board has a creditable loaning performance in as much as it has 100% recovery and does not have any Non-performing Asset (NPA).
- Board has retired all its Bond obligations & prepaid all the Bonds after exercising Call option.
- The NCR Planning Board has taken following decisions/ reform measures in the area of project financing to make system of project appraisal and evaluation more professional:-

- Appointment of National institution for appraising Detailed Project Report (DPR) submitted by the borrowing agency.
- Adoption of Third Party Inspection and Monitoring System (TPIM) at each stage/phase of implementation of the project right from sanction, release of installments to physical completion/financial closure.
- Board has initiated and institutionalized the monthly progress reporting system for all ongoing projects.
- Due to efficient and diligent management of funds, the NCRPB has consistently generated profits despite keeping loan interest rates for lower than the market rates.

**Figure 4: Trend in Loan Disbursement by the NCR Planning Board since its inception in 1985**



A study of this Figure shows that 2006-07 marks the highest point in loan disbursement. The Board will strive to maintain this momentum in 2007-08.

### **III) Preparation of Sub-regional Plan by the constituent States:**

Board has been pursuing with the participating States to prepare the Sub-regional Plan for their respective Sub-regions. Detailed status is given at Agenda Item No.6.

### **IV) Preparation of Functional Plans:**

The National Capital Region Planning Board Act, 1985 vide Section 16 provides for the preparation of Functional Plan '*as a plan prepared to elaborate one or more elements of the Regional Plan*', by the Board with the assistance of the Planning Committee, for the proper guidance of the participating states and the Union Territory.

In pursuance to the decision of the 29<sup>th</sup> Board Meeting, the Board has initiated action for the preparation of Functional Plans on Water, Transport, Power & Drainage.

In order to prepare Functional Plan on Water, the Board has commissioned a Study on 'Water Supply and its Management in NCR' which will culminate in a Functional Plan on Water. It will focus on identification of all the potential surface water sources, ground water aquifers, inter basin transfer of water, demand supply gap, leakages in the existing supply system as well as evolve a mechanism for improving the water supply scenario in the region through integrated water management. The Study has been delayed due to difficulties being faced by the Consultant WAPCOS in obtaining the surface water data from CWC. The Draft Final Report is expected by September, 2007.

In order to prepare the Functional Plan on Transport, a Study on "Integrated Transportation Plan for National Capital Region" has been commissioned. This will focus on future transport demand on various existing transport corridors taking into account the traffic and travel characteristics, movement of goods, regional land use, deficiencies, issues of existing transport network, development of short-term, medium-term and long-term transport development plan etc. and prepare an Integrated Multi-Modal Transportation Plan for the National Capital Region which can cater to growing transport demand at an acceptable level of service and identification of projects in the study including economical feasibility study for the said project. The scope of work also includes the updation of passenger load on all the corridors of RRTS with respect to proposed extension of Metro corridors in NCR along with its estimated cost, its integration with other public transportation systems. It will also examine the feasibility of new rail link connecting Rewari with Khurja via Bhiwadi & Palwal. Inception Report was approved by the CRC on 06.06.2007. Next stage report related to Traffic Surveys is expected in August, 2007. Traffic Surveys are in progress.

With regard to preparation of Functional Plan on Power & Drainage, it is proposed to prepare these Functional Plans in-house with the help of Study Groups which would be represented by the Sr. Officers of the State Governments in the respective Sectors and Experts from outside as Members. These Study Groups have been constituted and nominations have been received from the participating States. Data Collection formats have been sent to the participating States which will work as in-puts to the Study Groups. The matter is being followed up with the Constituent states to obtain the data.

#### **V) Studies undertaken by the Board:**

Apart from the Studies on 'Water Supply and its Management in NCR' and "Integrated Transportation Plan for National Capital Region" undertaken by the Board as referred to above for the preparation of Functional Plans on Water and Transport, the Studies on Counter Magnet Areas to Delhi and the National Capital Region and formulation of Development Strategies and Action Plan for a New Town – Global City at Shahjahanpur-Neemrana-Behror in Rajasthan Sub-region has been undertaken. Details of the Studies have been given in the subsequent paras.

**Study on Counter-Magnet Areas to Delhi and the National Capital Region:** The NCR Planning Board undertook a Study on Counter-Magnet Areas to Delhi and the National Capital Region, with a view to have a fresh look on the concept/strategy in the light of the changes which have taken place in the intervening period in the growth dynamics in the country, relating to various factors considered earlier in the selection and

development of the Counter-Magnet Areas. Draft Final Report has been received on 23.7.2007 and is being examined in the Board.

**Formulation of Development Strategy and Action Plan for a New Town- Global City at Shahjahanpur-Neemrana-Behror in Rajasthan Sub-region:** Govt. of Rajasthan proposes to develop a Global City at near Shahjahanpur-Neemrana-Behror on NH-8 which is one of the Regional Centres as per Regional Plan-2021. A Study in this regard was commissioned on the request of Rajasthan Government and Draft Final Report has been received on 23.7.2007 and is being examined. After the Final Report is received, the same would be sent to Govt. of Rajasthan for implementation.

**VI) Review of preparation of Master Plans by the constituent States/Agencies and its examination:**

In NCR, the number of urban settlements increased from 94 in 1981 to 108 in 2001. Of these, there are 17 Class-I cities (including Delhi Metropolis), 9 Class-II towns, 27 Class-III, 38 Class-IV, 15 Class-V and 2 Class-VI towns in 2001. Sub-region wise details are given in Table 1. There are 35 urban settlements in Haryana Sub-region, 9 in Rajasthan Sub-region and 63 in Uttar Pradesh Sub-region. Outside NCT-Delhi in NCR, there are 8 Class-I urban centres in Haryana Sub-region, one Class-I urban centre in Rajasthan Sub-region and 7 Class-I urban centres in Uttar Pradesh Sub-region.

**Table 1: Urban Settlements in NCR (2001)**

Urban Settlement /Sub-region	Class-I 100,000 +	Class-II 50,000 - 99,999	Class-III 20,000 - 49,999	Class-IV 10,000 - 19,999	Class-V 5,000 - 9,999	Class-VI Below 5,000	Total
1	2	3	4	5	6	7	8
Haryana	8	0	7	13	6	1	35
Rajasthan	1	0	4	3	1	0	9
Uttar Pradesh	7	9	16	22	8	1	63
NCT-Delhi	1	0	0	0	0	0	1
<b>NCR</b>	<b>17</b>	<b>9</b>	<b>27</b>	<b>38</b>	<b>15</b>	<b>2</b>	<b>108</b>

Source: RP-2021

In order to have planned development in NCR, Master Plans for all the settlements are required to be prepared. The Constituent States are required to prioritise the preparation of Master Plans based on the class of town and its development potential. The status of preparation of Master Plans was reviewed in the CCP's meeting held on 25.7.2007 under the Chairmanship of the Member Secretary, NCRPB and it was observed that there is no prioritization in this regard. Chief Coordinator Planners of the NCR Cells were requested to prepare an Action Plan in this regard and submit the same along with latest status of the preparation of Master Plans.

During the year, following Master/Development Plans were examined and comments/suggestions were conveyed to the State Governments/Agencies for incorporation:

- i) Master Plan for Delhi-2021
- ii) Master Plan for Noida – 2021
- iii) Master Plan for Greater Noida – 2021
- iv) Development Plan for Gurgaon-Manesar Complex – 2021
- v) Development Plan for Dharuhera - 2021
- vi) Development Plan for Meham – 2021
- vii) Development Plan for Nuh – 2021
- viii) Development Plan for Taoru – 2021

*The matter is placed before the Board for information.*

**Agenda Item No. 6: Approval for Continuation of the NCR Planning & Monitoring Cells in the participating States and NCT Delhi during the Eleventh Five Year Plan period.**

INTRODUCTION

1. The National Capital Region Planning Board (NCRPB) has four Planning & Monitoring Cells located, respectively, in Haryana, Uttar Pradesh, Rajasthan & Delhi. These cells are multi-disciplinary in nature and act as coordinating agencies for various sectoral programmes. They also strive to ensure coordination of these programmes with policies as contained in Regional/ Sub-regional/ Functional Plans of NCRPB.
2. Main functions of the NCR Cell are :-
  - a) Preparation of Sub-regional Plan,
  - b) Preparation of Master Plan for Urban centres falling in the NCR,
  - c) Assistance to the implementing agencies in preparation of projects and schemes and forwarding them to the NCRPB for financing and monitoring of the projects,
  - d) Feed back to the NCR Planning Board in matters relating to Planning, development and projects.

BACKGROUND

3. NCRPB approved the setting up of these Cells in its 5<sup>th</sup> Meeting held on 17.2.1987. The Board decided to provide financial assistance to the State Governments, to the extent of 50% of the expenditure on pay and allowances of the core staff. Later, in its 12<sup>th</sup> meeting held on 1<sup>st</sup> January, 1991, the Board decided that during the VIII Five Year Plan, this amount be enhanced from 50% to 100%. In addition to this, the recurring office expenses incurred by the NCR Planning and Monitoring Cells were to be reimbursed upto a ceiling of Rs.1.25 lakhs per annum for each cell. The Board decided to continue the scheme of NCR Cells during the IXth Plan period, (23<sup>rd</sup> meeting, on 13.6.1998). It was decided to continue 100% reimbursement of pay and allowances in respect of officers and staff of the State Governments posted in the Cells. It was also decided to enhance the ceiling on reimbursement of recurring office expenses from Rs.1.25 lakhs per annum to Rs.2.25 lakhs per annum. The NCR Cells were also allowed reimbursement of expenses on capital items, purchased earlier which required replacement.

PRESENT STATUS AS PER TENTH PLAN

4. The Hon'ble Minister for Urban Development and Chairman, NCR Planning Board approved continuation of NCR Planning and Monitoring Cells for Tenth Plan period on 9.5.2003. The decision of the Chairman, NCRPB was conveyed to participating states & NCT Delhi vide Board's letter No. G-25020(1)/2003-04/NCRPB dt. 6.6.2003. Subsequently, the continuation of NCR Planning &

Monitoring Cells for Tenth Five Year Plan period was approved by the 26<sup>th</sup> Board meeting held on 16.1.2004. The recurring office expense was enhanced from Rs.2.25 lakh p.a. to Rs.2,47,500/- per annum for NCR Cells of U.P., Rajasthan and Haryana and from Rs. 50,000/- p.a. to Rs. 55,000/- p.a. for NCR Cell, GNCT Delhi..

5. The sanctioned posts during Tenth Plan period in the four NCR Cells are given below:-

<b>NCR Planning &amp; Monitoring Cell for</b>	<b>Sanctioned Posts</b>
i) Haryana Sub Region	30
ii) Rajasthan Sub Region	21
iii) UP Sub Region	30
iv) NCT Delhi Sub region	5
<b>Total</b>	<b>86</b>

**PROPOSAL FOR ELEVENTH PLAN**

6. **Proposal for continuation of NCR Planning Monitoring Cells during 11<sup>th</sup> Plan.**

Regional Plan 2021 has been notified by the Central Govt. on 17.9.2005. The preparation of Sub Regional Plan 2021 by NCR Cells under overall guidance of the Board and preparation of Functional Plan by the Board for various infrastructure sectors is in progress. NCR Planning & Monitoring Cells will be required to play significant role in implementing the recommendations of RP 2021 besides preparing Sub Regional Plans, Master Plans, Development Plans, Project Plans etc. Accordingly, continuation of NCR Planning & Monitoring Cells during 11<sup>th</sup> Plan is proposed, subject to the following :-

- Keeping in view general hike in prices and inflation, the recurring office expenditure for NCR Cell, Haryana, Rajasthan and UP shall be enhanced from Rs.2,47,500/- to Rs.2,75,000/- per annum and for NCT Delhi from Rs.55,000/- to Rs.65,000/- per annum for the 11<sup>th</sup> Plan period.
- Keeping in view the fact that the preparation of Sub Regional Plan shall be outsourced, the vacant posts proposed to be filled up on contract basis should not be required now. The staff strength for the 11th Plan period for which NCRPB would be reimbursing 100% of expenditure on pay & allowances is proposed to be restructured as per following details:-

<b>NCR Planning &amp; Monitoring Cell for</b>	<b>Sanctioned Posts</b>
i) Haryana Sub Region	25
ii) Rajasthan Sub Region	17
iii) UP Sub Region	25
iv) NCT Delhi Sub region	5
<b>Total</b>	<b>72</b>

The details of posts for the NCR Cells are placed at **Annexure-VI A.**

- iii) It has been observed that after conveying sanction for creation of posts in NCR Cells, the participating States neither created the posts in their Cells nor they took any effective action for filling up the vacant posts. For effective functioning of the Cell and to ensure that it carry out the mandate of NCR Planning Board, it is proposed that in case of post remaining vacant for more than 3 months, the post should be filled up on contractual basis for one year. The appointment of Consultant should be carried out in the respective NCR Cells of the Constituent States / NCT of Delhi and an Officer from NCRPB may also be suitably associated with the recruitment process.
- iv) The Work Programme / Action Plan for the Cells during 11<sup>th</sup> Plan period is placed at **Annexure VI-B.**

It is proposed to make the NCR Cells an effective instrument for implementing the Regional Plan 2021 and various projects complementary thereto with a view to promoting harmonized, balanced and sustainable development in the participating States.

**Points for Decision**

*The proposal is placed before the Board for consideration and approval for continuation of the NCR Planning and Monitoring Cells during the 11<sup>th</sup> Plan period as contained in para 6 above.*



**Agenda Item No. 7 : Status of connectivity to NCR towns through Metro and Regional Rapid Transit System**

In the last Board meeting, it was informed that the Planning Commission has set up a Task Force under the Chairmanship of the Secretary (UD) to re-examine the matters related to corridors of IRBT and extension of Metro Rail to NCR to facilitate the commuter traffic interacting with Delhi. This Task Force met in June, 2006 and decided to undertake a Study on 'Integrated Transportation Plan for NCR' which includes the updation of data for Regional Rapid Transit System. It also constituted an Advisory Group consisting of representatives of the participating States, Planning Commission and Railways to advise the Consultancy Evaluation and Review Committees, which were constituted to select the consultant and monitor the Study on 'Integrated Transportation Plan for NCR'. The study has been awarded and is expected to be completed by January, 2008. Ministry vide their letter dated 13.6.2006 informed the Board regarding the proposed links of metro corridors with CNCR Towns. This included the connectivity to Gurgaon, Faridabad, Ghaziabad, Noida & Bahadurgarh.

The Empowered Committee constituted by the Board reviewed the progress of extension of Metro to NCR towns in its meeting held on 04.04.07. As a follow up of the meeting, DMRC informed the current status of the extension of metro to the NCR towns vide its letter dated 11.6.2007 which is as follows:

- (i) Gurgaon: Construction work of this link is in progress and the connection is targeted for commissioning in January, 2010. DMRC has requested Haryana Govt. to release balance amount of Rs.28.50 crores for the year 2006-07 and also the installment of Rs.170.25 crores fallen due for the year 2007-08.
- (ii) Noida: Work is in progress. However, clearance from GNCT-Delhi is awaited.
- (iii) Ghaziabad/Vaishali: No request has been received from Govt. of U.P. or Ghaziabad Development Authority so far for taking up the work.
- (iv) Faridabad: After obtaining the approval from Govt. of Haryana for the extension of Delhi Metro from Badarpur to YMCA Chowk of Faridabad, DMRC has requested Delhi Govt. to communicate their in-principle approval.
- (v) Bahadurgarh: Detailed Project Report for Metro connection from Mundka to Bahadurgarh has been submitted by DMRC to Haryana Govt. on 29<sup>th</sup> May, 2007.

Governments of the concerned States may expedite approvals at various stages so that the work on all the corridors can be initiated at the earliest. They are also requested to prepare action plans to operate the feeder bus services to metro stations to facilitate the commuters.

In the IRBT project, it was proposed to connect Gurgaon, Sahibabad and Ghaziabad with Delhi through sub-urban rail system. These connectivities will now be available through Metro rail.

***The matter is placed before the Board for information.***

**Agenda Item No. 8 : Status of Preparation of Sub-Regional Plan 2021**

In pursuance to the 29<sup>th</sup> Board meeting, the Board organized a Seminar on Preparation of Sub-regional Plan in which representatives from all the three Constituent States and GNCT-Delhi participated. In the Seminar detailed procedure, guidelines and time frame for the preparation of the Sub-regional Plan was chalked out for strict adherence by the participating States. The Board committed to provide funds to the tune of Rs.54 lakhs for preparation of Sub-regional Plan to the Constituent States. It was observed that little progress has been made in the preparation of Sub-regional Plans except for U.P. Sub-region where NCR Cell has constituted eight Study groups and one meeting for each of the Study Group has taken place. NCR Cell, U.P. is in the process of preparation of base map and collection of data for providing inputs to the Study Groups for preparation of Sub-regional Plan for U.P. Sub-region. In Haryana and Rajasthan Sub-regions Study Groups and other Committees were still in the process of constitution. GNCT-Delhi has not initiated any action so far in this regard.

Government of Rajasthan and Haryana requested the Board to review the approach for preparation of Sub-regional Plan as it involves several committees and the manpower required for such works is not available with the Cells. They also requested to outsource this work to enable them to prepare the Sub-regional Plan in a time-bound manner. It was suggested that the study would be outsourced on the basis of bidding process.

The matter was examined in the Board and then placed before the Project Sanctioning & Monitoring Group (PSMG)-I in its 39<sup>th</sup> meeting held on 25.7.2007 for consideration and in-principle approval to initiate action in this regard. In this process, there would be no need to have the Steering Committee, High Level Group, Monitoring Committee and Study Groups. The progress and contents of the Study would be reviewed & monitored by the Consultancy Review Committee under the Chairmanship of the Principal Secretary In-charge of the NCR Cells of each State and could include experts from the relevant field. No separate studies would be carried out to provide inputs to the preparation of Sub-regional Plans. The PSMG-I gave in-principle approval with a maximum limit of Rs.54 lakhs per Sub-region. Any additional cost on the preparation of Sub-regional Plan shall be borne by the respective State Governments.

*The matter is placed before the Board for information.*

# **NATIONAL CAPITAL REGION PLANNING BOARD**



## **Minutes of the 30<sup>th</sup> Meeting of NCR Planning Board**

**Held on 21<sup>st</sup> August, 2007, at Silver Oak Hall-I&II,  
India Habitat Centre, New Delhi**

**NCR Planning Board  
Ministry of Urban Development,  
(Government of India)  
1st Floor, Core IV-B India Habitat Centre,  
Lodhi Road, New Delhi-110003.**

**Minutes of the 30<sup>th</sup> meeting of the NCR Planning Board held on 21<sup>st</sup> August, 2007 under the Chairmanship of Shri S. Jaipal Reddy, Union Minister for Urban Development & Chairman, NCRPB.**

- i) The 30<sup>th</sup> meeting of the NCR Planning Board was held on 21<sup>st</sup> August, 2007 at 12.00 Hrs. at the India Habitat Centre, New Delhi under the chairmanship of Minister for Urban Development and Chairman, NCR Planning Board. The list of participants is at **Annexure I**.
- ii) At the outset, Shri S. Jaipal Reddy, Minister for Urban Development and Chairman, NCR Planning Board welcomed all members of the Board and officers from Central Ministries and State Governments. In his address, the Minister highlighted the achievements of the Board in promoting planned development of the NCR and in improving infrastructure facilities in the region by way of extending financial support. He informed the Board about the progress of implementation of various policy initiatives/interventions suggested by the Board particularly in the transport sector. The Chairman stressed the need to expedite preparation of sub-regional plans which would have strong industrial content for the growth of regional and metro centres of the NCR besides preparing development plans for new townships in the NCR in a time-bound manner. He also informed the Board members about the resolve of the Board to continue playing active role in extending financial support to infrastructure development projects. He urged participating states to show greater commitment towards implementing the Regional Plan by way of preparation of sub-regional plans by the state governments for their sub-region in a definite time frame, preparation of Master Plans by the states in a prioritised manner in conformity with the Regional Plan, identification and development of inter-state projects through the cooperation and mutual partnership of constituent states and NCT of Delhi under the aegis of the Board with a view to making the National Capital Region a unique example of regional development. Copy of the Inaugural Address of the Chairman, NCRPB and Union Minister for Urban Development is enclosed at **Annexure-II**.
- iii) The speeches of Smt. Sheila Dixit, Chief Minister, NCT-Delhi, Shri. Bhupinder Singh Hooda, Chief Minister, Haryana, Shri Naseemudin Siddiqui, Minister for Housing & Urban Planning, Uttar Pradesh and Shri Jayanat Malaiya, Minister for Urban Administration, Housing & Environment, Madhya Pradesh were taken as read and copies of their speeches are placed at **Annexure III, IV, V and VI** respectively.
- iv) Before taking up agenda items for discussion, Member Secretary, NCRPB informed the Chairman that Sh. A. Raja, Hon'ble Minister for Communications and IT and the member of the Board has approved the Annual Report 2005-06 except Point No. 6 on page-20 of the said Report. Member Secretary highlighted that the content of the Report in question was an excerpt of the Regional Plan-2021, which was approved in the 28<sup>th</sup> Meeting of the Board held on 9<sup>th</sup> July, 2005 and was notified by the Central Government on 17-9-2005. After brief discussion on the issue, it was decided to record the observation of the member.

**1. Agenda item No.1: Confirmation of the minutes of the 29<sup>th</sup> meeting of the NCR Planning Board held on 24<sup>th</sup> May, 2006.**

- 1.1 Member Secretary, NCRPB pointed out that till the time of circulation of Agenda for 30<sup>th</sup> meeting, no comments were received on the Minutes of the 29<sup>th</sup> Meeting of the NCRPB and therefore proposed confirmation of the Minutes by the Board. The Board, accordingly, confirmed the Minutes of its 29<sup>th</sup> meeting held on 24.5.2006

**2. Agenda item No. 2: Action taken on the decisions of the 29<sup>th</sup> meeting of the NCR Planning Board.**

- 2.1 Member Secretary, NCRPB gave the status of action taken on the decisions of the last meeting highlighting the issues where action has been completed. The Board noted the action taken on the Minutes of the 29<sup>th</sup> Meeting of the NCR Planning Board.

**Agenda Item No. 3 : Items relating to statutory provisions.**

**Agenda Item No. 3.1 : Annual statement of outstanding loans and advances disbursed by the Board during the year 2006-07 as per Rule 47(1) of NCRPB Rules, 1985.**

The Board noted the status.

**Agenda Item No. 3.2 : Annual Statement of outstanding Loan/Advances received by the Board during the year 2006-07 as per Rule 47(2) of NCRPB Rules, 1985.**

The Board noted the status.

**Agenda Item No. 3.3: Ratification/ approval of Annual Report and Audited Annual Accounts for the Financial Year 2005-06.**

- 3.3.1 Member Secretary, NCRPB informed that it was decided with the approval of the Chairman to get Annual Report and Audited Annual Accounts 2005-06 of the Board approved from the members of the Board by circulation. He mentioned that 13 Resolutions in favour of the proposal have already been received in the Board Secretariat and therefore, the Annual Report and Audited Annual Accounts of the Board already stands approved by the Board. The Board noted the status and ratified the approval of Annual Report and Audited Annual Accounts for the Financial Year 2005-06.

**Agenda Item No. 3.4 :      Approval of BE for the Financial Year 2007-08 under Plan (Capital) & Non-Plan (Revenue) heads as per Rule 29 of the NCR Planning Board Rules, 1985.**

- 3.4.1 Sh. Tejendra Khanna, Lt. Governor of Delhi observed that the receipts and expenditure have not been shown clearly in the format presented before the Board for consideration and suggested that agenda item on Budget matter should in future contain a table clearly stating the source of receipt and expenditure heads in brief apart from the detailed information contained in the Annexures. Secretary, UD clarified that there are no other sources of receipts of the Board other than those mentioned in the Agenda notes viz. Annual Grant from MoUD, Delhi Government and Internal Accruals consisting of repayment of loans and interest incomes. Chairman, NCRPB assured that the suggestions made by LG, Delhi will be considered for future compliance.

The Board accorded the ex-post facto approval of the Revised Estimate 2006-07 and Budget Estimate 2007-08.

**Agenda Item No. 3.5 :      Approval of RE 2007-08 & BE for the Financial Year 2008-09 under Plan (Capital) & Non-Plan (Revenue) heads as per Rule 29 of the NCR Planning Board Rules, 1985.**

- 3.5.1 The Revised Estimates for the Financial Year 2007-08 and Budget Estimates for the financial Year 2008-09 were discussed at length. The Chief Minister, Delhi observed that no participating state other than the GNCT Delhi is providing grant-in-aid to the NCR Development Fund and suggested that other States should also contribute proportionately into the Fund. The Chief Minister, Haryana said that the participating State Govt. helps in achieving the objectives of the NCR Planning Board Act 1985 by way of undertaking projects for improving infrastructure facilities in the neighboring areas which results into reduction of in-migration of population into Delhi. The Secretary, UD informed that the contribution by the GNCT of Delhi for NCR development is the logical corollary of the fact that the NCRPB has been set up with the objective of reducing pressure on Delhi. CM, Delhi while subscribing to historical necessity however reiterated that the time has come for other states also to contribute to NCR Development Fund and suggested that the funding arrangement needs to be reviewed. After detailed discussions, the Chairman, NCRPB assured that the Board Secretariat will examine the issue in consultation with the participating States and the outcome will be placed in the next Board meeting.

After detailed deliberations, the Board accorded the approval of the Revised Estimate 2007-08 and Budget Estimate 2008-09.

**Agenda Item No.4: Proposed Financing Programme for the Eleventh Plan (2007-12) and raising of resources from multi-lateral aid agencies and capital markets.**

- 4.1 Member Secretary, NCRPB informed that in order to play more aggressive role in development of infrastructure in the region, as desired by the Board Members at various fora, the Board has planned to scale up financing activities substantially during the Eleventh Five Year Plan. He informed that the Board has identified infrastructure projects involving outlay of Rs. 15000 crores for financing during the Eleventh Plan and the Board intends to extend loan of Rs. 11000 crores for these projects. For this purpose, the Board plans to raise an amount of Rs.9,000 crore from ADB / World Bank and the domestic capital market.
- 4.2 While endorsing the proposal, Chief Secretary, Haryana cautioned about the volatility in the domestic financial market and suggested that utmost care should be taken to ensure raising of funds at low cost by suitable hedging for fluctuations on account of interest rates and currencies. He also suggested that adequate provisions should also be made to service the loans taken by the Board. Principal Secretary (Housing), Govt. of U.P. suggested that the Board should explore raising Tax-free Bonds. Member Secretary, NCRPB indicated that Board would ensure due diligence in managing its funds and mobilization programme for 11<sup>th</sup> Plan period and will hit the market as and when the market conditions are favourable. He further indicated that funds would be raised through a mix of products in different tranches to minimize the risk as well as cost of borrowing.

The item was approved by the Board.

**Agenda Item No. 5 Performance Report of NCRPB: 2006-07**

- 5.1 Member Secretary, NCRPB highlighted major achievements made by the Board during 2006-07 in terms of project financed by the Board and loan disbursements and mentioned that Board disbursed an amount of Rs. 416 crores during the last year which was the highest disbursement in a year since its inception. The Board members appreciated the progress made by the Board during 2006-07. Member Secretary, NCRPB also informed the Board that Govt. of Rajasthan and Govt. of U.P. are lagging behind in posing new projects for financial assistance to the Board. Principal Secretary, Housing, Govt. of UP informed that they are in the process of preparation of DPRs for various development projects and shall be submitting them to the Board for financing. Principal Secretary, Urban Governance, Govt. of Rajasthan also said that he will look into it and get the Detailed Project Reports expedited for infrastructure projects.

**Preparation of Sub-regional Plan by the constituent States:**

- 5.2 Chief Secretary, Haryana stated that there is a need to review the Regional Plan-2021 in view of recent developments in the Region such as Delhi-Mumbai Freight & Industrial Corridor, Special Economic Zones and Development along the Peripheral Expressway which were not conceived in the Regional Plan.

5.3 Member Secretary invited attention of the Board to the provisions of Special Economic Zones and Development along the Peripheral Expressway in the Regional Plan-2021 and said that the NCR Planning Board is conscious of these developments. He informed that the Board is in the process of preparation of Functional Plan on Transport which would include the development along freight and industrial corridor and suggested that the Sub-regional Plans which are under preparation by the Constituent States should incorporate all these proposals. He also suggested that the review of Regional Plan-2021 may be taken up after the process of preparation of Sub-regional Plans-2021 and Functional Plans-2021 is complete.

5.4 After discussion, the Chairman said the suggestions made by the Govt. of Haryana would be examined in consultation with other stake holders and in the meantime, States should take necessary steps to prepare Sub Regional Plan-2021 for their respective Sub-regions expeditiously.

Provision of Orbital Rail in the Regional Plan-2021

5.5 Chief Minister, Haryana further suggested that there should be provision of an Orbital Rail parallel to the Peripheral Expressways. Supplementing this, Chief Secretary, Haryana requested that the proposed Orbital Rail as in the Regional Plan-2021 should be provided by the Railways parallel to the Peripheral Expressways. Responding to the suggestion, Executive Director (Planning), Railway Board stated that since NCRPB has already undertaken a study to update the Regional Rapid Transit System (RRTS), Railways would take further action in the matter after the report of the Study on "Integrated Transportation Plan of NCR" updating traffic volume data becomes available by January, 2008. He however mentioned that the experience of Ring Rail in Kolkata as well as in Delhi was not good.

5.6 L.G., Delhi also felt that the study for estimation of Traffic Volume would be required for Orbital Rail. He further added that it would serve as bye-pass for the passenger/goods rail traffic which is not destined to Delhi. Secretary, Urban Development stated that the Study undertaken by the NCR Planning Board would update the traffic loads on RRTS and Orbital Rail based on fresh estimates of commuter & goods traffic and proposed corridor of Delhi Metro to CNCR Towns and as such separate study will not be required. However, Govt. of Haryana may provide additional inputs, if any, in view of developments on account of dedicated freight corridors of Railways and also on account of proposed Delhi-Mumbai Industrial Corridor, developments of new townships etc to the NCRPB for consideration in the said study.

5.7 After detailed discussion in the matter, Chairman summed up the issue and said that the Study on "Integrated Transportation Plan for NCR" would be projecting the traffic volumes for passengers as well as goods in NCR. This would also examine the load on Orbital Rail and therefore Railways may carry out the feasibility study for the Orbital Rail after the completion of the study being undertaken by the NCRPB.



**IV) Preparation of Functional Plans:**

Board noted the status of preparation of Functional Plans.

**V) Studies undertaken by the Board:**

**Study on Counter-Magnet Areas to Delhi and the National Capital Region:**

5.8 Principal Secretary, Housing & Urban Development, Govt. of U.P. stated that Saharanpur should be made Counter-Magnet Area (CMA) of NCR. Chief Minister, Haryana stated that Ambala should be included as CMA to NCR.

5.9 Member Secretary, NCR Planning Board informed that Board has undertaken a study on Counter Magnet Areas to Delhi & NCR through a Consultant and draft Final Report of the study is under examination. This Study has considered the requests from State Governments for Saharanpur, Ambala, Dehradun and other towns. The recommendations of the Report would be discussed in a Seminar wherein the representatives from the concerned State Governments would also be invited. The recommendations of the Seminar and the Consultancy Review Committee would be incorporated in the Final Report which would be placed before the Board.

Board noted the status.

**Formulation of Development Strategy and Action Plan for a New Town- Global City at Shahjahanpur-Neemrana-Behrur in Rajasthan Sub-region:**

5.10 Member Secretary, NCR Planning Board informed that draft Final Report has been received which is being examined. He further mentioned that the Government of Rajasthan would have to prepare the Master Plan for the Development of this New Township at the earliest for its implementation.

**VI) Review of preparation of Master Plans by the constituent States/Agencies and its examination:**

5.11 Member Secretary informed that there are 108 towns in the Region and during the year Board examined 8 Master Plans prepared by Govt. of Haryana and U.P. Comments of the NCR Planning Board have been conveyed to the State Government/Agencies.

The Board noted the Performance Report of the Board for 2006-07.

**Agenda Item No. 6: Approval for Continuation of the NCR Planning & Monitoring Cells in the participating States and NCT Delhi during the Eleventh Five Year Plan period.**

6.1 The Member Secretary, NCRPB apprised the Board about the need for continuing NCR Planning & Monitoring Cells in the constituent states and GNCT of Delhi during the Eleventh Five Year Plan and proposed that posts not filled or created by the state governments may be abolished. On the proposal of reduction in staff strength of the Cells, Chief Minister, Haryana said that they will take necessary action to fill the vacant posts and therefore, requested for retention of the posts at

the same level which were sanctioned for 10<sup>th</sup> Plan period. Representative of Govt. of U.P. and Govt. of Rajasthan also endorsed the views of the C.M. Haryana. The Chief Secretary, Govt. of Haryana suggested that the quantum of recurring office expenses may be increased to Rs. 3,25,000 per annum as hike proposed in the Agenda is too low to meet escalation factors.

- 6.2 After detailed deliberations, the Board approved continuation of the NCR Planning & Monitoring Cells during the 11<sup>th</sup> Plan period as per following:-
- i) The staff strength should be the same as sanctioned for the 10<sup>th</sup> Plan period for all the four NCR Planning & Monitoring Cells,
  - ii) The recurring office expenses may be enhanced from Rs.247500/- to Rs.325000/- per annum for NCR Cells of U.P., Rajasthan and Haryana and from Rs.55,000/- to Rs.75000/- per annum for NCR Cell, NCT Delhi.

**Agenda Item No. 7: Status of connectivity to NCR towns through Metro and Regional Rapid Transit System**

- 7.1 Introducing the topic, Member Secretary said that status of issues relating to connectivity in the NCR has been summed up in the agenda for information of members and added that a lot of issues relating to connectivity have already been discussed under agenda no. 6. The Member Secretary also informed that study on integrated transport in NCR will examine all the issues relating to rail and road connectivity and outcome will be in shape of a Functional Plan on Transportation.
- 7.2 Principal Secretary, Housing & Urban Planning, Govt. of U.P. requested that the work on Delhi-Meerut Expressway should be taken up by NHAI simultaneously on priority basis along with Eastern Peripheral Expressway.
- 7.3 Secretary, Deptt. of Road Transport & Highways, Govt. of India mentioned that it is proposed to construct 1000 kms. of Expressways in the country and Delhi-Meerut Expressway is one of them. Prioritisation Study for the same is in progress. He also informed about the progress of upgrading various National Highways in NCR. Details are at Annexure-VII.
- 7.4 Chief Secretary, Haryana requested extension of metro for a further stretch of 6 Km beyond Mundka till Bahadurgarh in Haryana in the current phase itself. After detailed discussion in the matter, it was suggested to the Govt. of Haryana that they may submit DPR for the work to the DMRC Board for further action as per the extant procedure.
- 7.5 Chief Secretary, Haryana raised the issue of construction of Badarpur flyover and said that the matter is pending with the GNCT-Delhi for long time now. He further added that in order to improve the connectivity between Haryana Sub-region and Delhi, they had also highlighted the need for expediting the work relating to various road links between Haryana and Delhi by the GNCT of Delhi during the meeting of the Empowered Committee of the NCRPB held on 4.4.2007. Work on these road links has not initiated so far.

- 7.6 Principal Secretary, PWD, Delhi informed that the proposal of Badarpur Flyover had been cleared by MCD recently. Secretary, PWD, Haryana, however brought to the notice of the Board that the matter is now pending with Archeological Department, GNCT-Delhi. After discussions, CM-Delhi stated that they would expedite the matter.
- 7.7 Chief Secretary, GNCT of Delhi apprised the Board the status of various connecting roads between Haryana and Delhi and highlighted certain issues regarding Supreme Court directions regarding construction on Ridge and also of finalization of Zonal Plan by DDA in this regard. Vice Chairman, DDA stated that they have conceptually agreed for widening of links and MCD is working on alignments and once alignments are complete, DDA will approve them. Principal Secretary, PWD, Delhi supplemented that to consider these road links, a Committee under his Chairmanship has met in Delhi in which Financial Commissioner-cum-Secretary, Town & Country Planning Department, Govt. of Haryana and other officers from the concerned Departments such as DDA, MCD, NCRPB, PWD, etc. also participated. He then informed the Board the stretch-wise progress made so far, which has been placed at Annexure-VIII.
- 7.8 Regarding linkage of the connectivity with the Zonal Plans of DDA, the Chairman stated that Zonal Plans should not come in the way of road connectivity between Delhi and adjoining States. Officers of NCT-Delhi, DDA, MCD, NCRPB, Govt. of U.P. and Govt. of Haryana could meet every quarter to sort out the matters related to road links between Delhi and other areas of the NCR. This meeting could be held under the Chairmanship of Principal Secretary, PWD, GNCT-Delhi.
- 7.9 L.G. Delhi wanted to know as to why Haryana is not releasing 40 MGD of water from Bhakra Beas Management Board(BBMB) as was approved by Central Water Commission. Principal Secretary, Irrigation Department, Govt. of Haryana informed that Govt. of Punjab is not releasing share of water for Delhi as well as Haryana. Therefore, Haryana is unable to release this water.
- 7.10 C.M., Delhi requested the C.M., Haryana to complete the construction work of Munak Link Canal expeditiously. Principal Secretary, Irrigation Department, Govt. of Haryana informed that they need a schedule of completion of the part of Canal in Delhi so that they could simultaneously complete the work in Haryana part. After discussions, it was decided that GNCT-Delhi and Govt. of Haryana would send their respective completion schedule to each other for completing the work simultaneously in a coordinated manner.
- 7.11 L.G. Delhi suggested the setting up of a group consisting of representatives of Haryana and Delhi to sort out issues relating to PWD etc. under the overall coordination of the chief secretaries. It was suggested by the Secretary, Urban Department, Govt. of Haryana that two groups viz. High Powered Group and Empowered Committee set up under the aegis of the NCR Planning Board should meet more frequently to discuss these issues. C.M. Delhi said that there were

many inter-state issues which are pending despite frequent meetings between the concerned officials of the two states and therefore suggested that NCR Planning Board should meet more frequently, say once in two months to review the progress on decisions taken and problems etc. After detailed discussions, it was decided that Empowered Committee under the Chairmanship of Secretary, Urban Development would meet frequently to resolve the inter-State matters based on agenda inputs submitted by the concerned state governments.

**Agenda Item No. 8: Status of Preparation of Sub-Regional Plan 2021**

The issue was discussed at length under Agenda Item No. 5 as above and the status was noted.

In the end, Chairman invited general remarks and suggestions from the members and other special invitees for making the NCR a region of global excellence and NCRPB an ideal platform for inter-state cooperation. L.G. Delhi suggested that we must put great emphasis on planned urban growth and not commit mistakes of the past as these mistakes have led to haphazard growth of our towns and cities. The suggestion was noted by all.

The meeting ended with a vote of thanks to the Chair as well as the participating Members by the Member Secretary, NCR Planning Board.

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**List of participants in the 30<sup>th</sup> meeting of the NCR Planning Board held on 21.8.2007**

**Chairman of the Board**

1. Shri S. Jaipal Reddy, Hon'ble Union Minister for Urban Development

**Members of the Board**

2. Shri A. Raja, Minister for Communication & Information Technology, Govt. of India.
3. Shri Tejendra Khanna, Lt. Governor, Govt. of NCT-Delhi
4. Smt. Sheila Dikshit, Chief Minister, Govt. of NCT-Delhi,
5. Shri Bhupinder Singh Hooda, Chief Minister, Govt. of Haryana
6. Shri Naseemuddin Siddiqui, Minister for Housing & Urban Planning, Govt. of U.P. (On behalf of Chief Minister, UP)
7. Shri M. Ramachandran, Secretary, Ministry of Urban Development, Govt. of India.
8. Shri R. Narayanaswami, Chief Secretary, Govt. of NCT Delhi.
9. Shri Prem Prashant, Chief Secretary, Govt. of Haryana
10. Shri Mohinder Singh, Principal Secretary, Housing and Urban Planning, Govt. of Uttar Pradesh
11. Shri Shri J.B. Kshirsagar, Chief Planner, Town & Country Planning Organisation, New Delhi.
12. Shri P.D. Sudhakar, Member Secretary, NCR Planning Board

**Co-opted Members of the Board/their representatives**

13. Shri Jayant Malaiya, Minister for Urban Administration Housing & Environment, Govt. of Madhya Pradesh (-On behalf of CM Madhya Pradesh).
14. Shri Brahm Dutt, Secretary, Deptt. of Road, Transport & Highways, Govt. of India.
15. Shri Arun Goel, Secretary, Deptt. of Housing & Urban Development, Govt. of Punjab
16. Shri Dinesh Rai, Vice-Chairman, Delhi Development Authority
17. Shri Lalit Kapur, Executive Director (Work Planning), Railway Board (-On behalf of Shri Ramesh Chandra, Chairman, Railway Board).
18. Shri P.L. Kain, Deputy Secretary, Deptt. of Industrial Policy & Promotion, Ministry of Commerce (-On behalf of Shri Ajay Shankar, Secretary, Deptt. of Industrial Policy & Promotion, Ministry of Commerce).
19. Shri Anil Kumar, Additional Secretary & Shri A.K. Saxena, Director (Operation & Monitoring), Ministry of Power (-On behalf of Shri Anil Razdan, Secretary, Ministry of Power).

### **Special Invitees**

20. Shri A.K. Walia, Minister for Finance, Urban Development & PWD, Govt. of NCT Delhi
21. Shri S.M. Acharya, Additional Secretary, Ministry of Urban Development
22. Dr. R.K. Vats, JS&FA, Ministry of Urban Development- Representing Secretary (Exp.).
23. Dr. M.M. Kutty, Joint Secretary (D&L), Ministry of Urban Development,
24. Shri K.S. Mehra, Principal Secretary, PWD, Govt. of NCT Delhi
25. Shri Parvinder Singh, Pr. Secretary (Urban Governance), Deptt. of Urban Development, Rajasthan.
26. Shri D.S. Dhesi, Commissioner & Secretary, Urban Department, Govt. of Haryana
27. Shri B.R. Salwan, General Manager, National Highway Authority of India (-On behalf of Dr. Jivtesh Singh Maini, Chairman, National Highway Authority of India).
28. Shri Hemant Murdia, Chief Town Planner, NCR Planning & Monitoring Cell, Rajasthan
29. Shri S.K. Zaman, Chief Coordinator Planner, NCR Planning & Monitoring Cell, Ghaziabad (UP).
30. Shri Jai Singh Kushwaha, Commissioner, Gwalior Division & Chairman SADA, Gwalior (M.P.)
31. Shri S. D. Saini, Chief Co-ordinator Planner, NCR Cell, Haryana.
32. Smt. S. Radhakrishnan, Director, Public Relation, Press Information Bureau

### **Officers from the Ministry of Urban Development, Govt. of India**

33. Shri Atul Kumar Tiwari, PS to Minister for Urban Development, Govt. of India
34. Shri S.K. Singh, Jt. Secretary, M/o Housing and Urban Poverty Alleviation

### **Other participants**

35. Shri K.K. Jalan, Commissioner & Secretary, PWD (B&R), Govt. of Haryana.
36. Shri R.N. Prasher, Pr. Secretary, Irrigation, Govt. of Haryana
37. Shri M.L. Tayal, Pr. Secretary to C.M. Haryana
38. Shri S.S. Dhillon, Director, Town & Country Planning, Haryana.
39. Shri P.K. Tripathi, Pr. Secretary to CM Delhi
40. Shri A.K. Jain, Commissioner (Planning), DDA, New Delhi.
41. Shri A.K. Chaturvedi, Special Commissioner (Transport), GNCT Delhi
42. Shri Kumar Purshottam, CEO, SADA, Gwalior
43. Shri P.K. Mahapatra, Resident Commissioner, Haryana, Delhi.
44. Shri H.P.S. Saran, Jt. Secretary, PWD, GNCT Delhi
45. Shri Gajanan Mali, Research Officer, Planning Commission
46. Shri Jitender Sihag, DTP (NCR), Haryana

47. Shri S.L. Sethi, DTP (NCR), Rajasthan
48. Shri Mahak Singh, Sr. Finance Officer, SADA, Gwalior
49. Shri Pawan Kumar, Asstt. Town & Country Planner, TCPO, New Delhi
50. Shri Ashok Kumar, Dy. Director, P.R. Haryana Government
51. Shri R.N. Gupta, Sr. Manger, Haryana
52. Shri Tarak Adhikary, S.O. (Project), Railway Board
53. Shri N.K. Johri, NCR Cell (U.P.), Ghaziabad
54. Shri S. Pal, Information Officer to Delhi CM
55. Shri A.K. Tyagi, Asstt. Planner, NCR Cell, U.P.
56. Shri R.N. Misra, Associate Planner, NCR Cell, U.P.
57. Shri Farhat Hassan, MLA, U.P.
58. Shri S.S. Hooda, Joint Director, Deptt. of Public Relations, Haryana.

**Officers in the Board's Secretariat**

59. Shri R.K. Karna, Director (A&F)
60. Shri Rajeev Malhotra, Chief Regional Planner
61. Shri J. N. Barman, Joint Director
62. Shri R.C. Shukla, Joint Director.
63. Shri Jitendra Agrawal, Dy. Director (Admn.)
64. Shri P.K. Jain, Finance & Accounts Officer.
65. Shri Nabil Jafri, Dy. Director (GIS)
66. Ms. Anjali P. Roy, Asstt. Director (T)
67. Ms. Meenakshi Singh, Asstt. Director (T)
68. Shri Aqeel Ahmed, Asstt. Director (T)
69. Shri Abhijeet Samanta, Asstt. Director (PMC)
70. Shri Raghu Nath, Asstt. Director (E)
71. Shri D.K. Verma, Asstt. Director (F)
72. Shri Harsh Kalia, Asstt. Director (A)
73. Shri S.K. Katariya, Asstt. Director (E)
74. Shri Shireesh Sharma, Asstt. Director (F)



## **National Capital Region Planning Board**

### **Inaugural Address**

**By**

**Hon'ble Minister for Urban Development  
&  
Chairman, NCR Planning Board**

**At**

**the 30<sup>th</sup> Meeting**

**Of**

**National Capital Region Planning Board**

**Silver Oak Hall,  
India Habitat Centre,  
New Delhi**

**21<sup>st</sup> August, 2007**



**Inaugural Address**

**By**

**Shri S. Jaipal Reddy,**

**Hon'ble Minister for Urban Development & Chairman, NCR Planning Board on the occasion of the 30<sup>th</sup> meeting of the NCR Planning Board.**

Colleagues in the Council of Ministers, Chief Ministers, Lt. Governor of Delhi, Ministers from various States, Secretaries to Government of India, Chief Secretaries of participating States & NCT of Delhi, Officers from the Central and State Governments, Ladies and Gentlemen, on my own behalf and on behalf of the NCR Planning Board, I warmly welcome you on the occasion of the 30<sup>th</sup> meeting of the Board.

2. The key rationale for constituting a National Capital Region in 1985 was **to induce harmonized and balanced development in the National Capital Region** with the vision to *develop the National Capital and its surrounding areas as a region of global excellence with Delhi centric emphasis to disperse/reduce pressure on the National Capital's infrastructure.*

3. To achieve the above stated objectives, the Board has been attempting to channelise the flow and direction of economic growth along more balanced and spatially oriented paths through the instruments of Regional Plans and complementary Functional Plans related to key elements of infrastructure. These plans aim to provide improved opportunity of employment and quality of life in the whole region. With an active participation of the NCR constituent States, two Regional Plans i.e. Regional Plan-2001 and Regional Plan-2021 have been prepared by the Board, which gives a vision for development of the NCR.

4. The Board has impacted the over-all development of the NCR by inducing developments on account of the policy initiatives and interventions proposed in the Regional Plans-2001 and 2021 and by financing selected infrastructure development projects in the NCR and Counter Magnet Areas. It gives me a great pleasure to inform that various plan proposals/interventions of the Regional Plans are at advanced stages of implementation by the concerned authorities. The work of construction of Western Peripheral Expressway with a total length of 136 km and with an estimated cost of Rs. 1915 crores passing through the towns of Kundli Manesar and Palwal is under construction by the Government of Haryana and is likely to be completed by July, 2009. The work for selection of Concessionaire for the Eastern Peripheral Expressway with a total length of 134 km. and an estimated cost of Rs. 1950 crores passing through the towns of Kundli, Ghaziabad, Greater NOIDA and Palwal is under process and is scheduled for completion by January, 2011.

5. In the last meeting, I had mentioned about construction of Delhi-Chandigarh, Delhi-Jaipur, Delhi-Meerut and Delhi-Agra expressway based on "the Design, Build, Finance and Operate (DBFO) model". The prioritisation study for the proposed stretches is under progress by the Ministry of Shipping, Roads Transport and Highways. On completion of the prioritisation study, Detailed Project Report (DPR) will be prepared for the selected stretches. I am also happy to inform that the Metro links to the important Central National Capital Region (CNCR) towns of NOIDA and Gurgaon are under construction and the other CNCR towns viz. Bahadurgarh, Ghaziabad and Faridabad are expected to be linked with the Metro in due course of time. Further, the Board has undertaken a Study on "Integrated Transport Plan for NCR" which will not only update Regional Rapid Transit System

Corridors but also crystallize other transport infrastructure requirement for NCR based on the magnitude and pattern of passengers and freight traffic movement within NCR. This will help to develop/improve the major transport demand corridors (road as well as rail) to and from Delhi as well as within the NCR taking into consideration the proposed policies/programmes of growth, changing socio-economic and travel characteristics and environmental issues. The Board, through its Empowered Committee under Secretary (UD), constituted as per the recommendations of the last board meeting, has also been working to promote inter-state cooperation particularly, in the transport sector with a view to achieving seamless connectivity in the NCR as a whole.

6. In the last meeting I had stressed that in order to catalyze the development of new townships in the NCR, a study was initiated for developing Shahjahanpur-Neemrana-Behr r (SNB) Complex as a Global City at NH-8 connecting Delhi with Jaipur. The study is at the advanced stage of finalization. The Government of Rajasthan should take necessary steps to prepare and finalise the statutory Master Plan for the SNB Complex-2021 and initiate developing the Global City in a time bound manner. I welcome the decision of the Government of Haryana to develop Hi-tech City Samalkha-Ganaur at NH-1 connecting Delhi with Jalandhar. The Government of Haryana should prepare Development Plans for the perspective year 2021 for Samalkha-Ganaur and development of Global Corridor along the Kundli-Manesar-Palwal (KMP) expressway so that these areas develop in a planned way. I hope the development of new townships around the fast growing National Capital would go a long way in developing the National Capital Region in a balanced manner.

7. The urban growth needs industrial development for providing sustainable economic base. Accordingly, the NCR Planning Board, with a view to achieve the objective of balanced and harmonized development of the NCR, has been vigorously pursuing with the participating states to create industrial infrastructure for the growth and development of industrial activities in NCR. The Metro and the Regional Centres, selected in the Regional Plan -2021 for induced development, are expected to play a significant role in this and would have a strong industrial content. Besides this, the Sub-regional Centres, which are to be identified in the Sub-regional Plans, prepared by the respective State Governments, will also serve as the first stage industrial centres. Thus, in order to translate the policies and proposals of the Regional Plan-2021, preparation of detailed Sub-Regional Plans by the constituent States for their respective Sub-regions needs to be expedited.

8. In the NCR, the number of urban settlements has increased from 94 in 1981 to 108 in 2001. The planned urban growth demands preparation of Master Plans for the towns and cities and corresponding development of *core urban infrastructure related to sectors* like power, water supply, sewerage, solid waste management, drainage and transport in these Towns and cities. The Constituent States are, therefore required to prioritise and expedite preparation of Master Plans based on the class of town and its development potential.

9. Further, to develop core urban infrastructure in the NCR towns and cities in a time-bound manner, the Board in collaboration with participating States and the NCT of Delhi has embarked upon the exercise of preparing Functional Plans on important sectors areas like Water Management; Power;

Drainage; and Transport. The expert Study Groups on Power and Drainage have been constituted and data collection has been initiated. The Studies on Integrated Transportation Plan and Water Supply are being conducted through outside Consultants. The Functional Plan for Transportation and Water will be prepared after completion of these studies.

10. The NCR Planning Board has been playing significant role in the development of infrastructure in the entire NCR by providing financial assistance to the participating State Governments / Agencies concerned. It has provided financial assistance for the development of infrastructure projects involving outlay of over Rs. 11,300 crores. The board has sanctioned total loan of Rs. 3902 crores and disbursed Rs. 2628 crores for these projects as on 31<sup>st</sup> March, 2007. During the last financial year, the Board disbursed loans amounting to Rs. 416 crores, which was the highest disbursement in a year since inception of the Board. The Board has set disbursement targets of Rs. 700 crores for the current financial year (2007-08) and Rs. 1375 crores for 2008-09.

11. The Board will continue to play effective role in promoting core urban infrastructure in the National Capital Regions as per the proposals/recommendations of the Regional Plan-2021, which was notified by the Central Government on 17-09-2005. The Board intends to substantially scale up its operations by undertaking financing of infrastructural projects in the thrust areas identified in the Regional Plan-2021 with the ultimate objective of translating the vision of the National Capital Region to develop as a region of global excellence into actual reality on the ground. The NCR Planning Board has planned for extending finance for urban infrastructure projects involving a total outlay of Rs. 15,000 crores

during the 11<sup>th</sup> Plan (2007-12). The scaling up operation, as above, will require hiking budgetary as well as extra budgetary resources of the board. The Board plans to access finances from the International Aid Agencies like World Bank/ADB and other low cost funds from the capital market for this purpose.

12. To conclude, the balanced and harmonized development of the National Capital Region demands greater commitment towards implementing the Regional Plan by the concerned State Governments. This would call for preparation of sub-regional plans by the state governments for their sub-region in a definite time frame, preparation of Master Plans by the states in a prioritised manner in conformity with the Regional Plan, identification and development of inter-state projects through the cooperation and mutual partnership of constituent states and NCT of Delhi under the aegis of the Board with a view to making the National Capital Region a unique example of regional development.

13. I take this opportunity to thank all of you for responding to our invitation and participating in this Meeting. I am sure that the deliberations of this Meeting, based on your valuable contributions, *will help to give concrete shape to the technical and economic partnership symbolized by the NCR Planning Board.* I request you to lend your wisdom and economic strength for enabling this Region to march towards balanced and sustainable development.

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राष्ट्रीय राजधानी क्षेत्र योजना बोर्ड

माननीय शहरी विकास मंत्री

और

अध्यक्ष, राष्ट्रीय राजधानी क्षेत्र योजना बोर्ड

का

राष्ट्रीय राजधानी क्षेत्र योजना बोर्ड

की

30वीं बैठक में उद्घाटन भाषण

सिलवर ओक हॉल, भारत पर्यावास केन्द्र  
लोधी रोड, नई दिल्ली

21 अगस्त, 2007

राष्ट्रीय राजधानी क्षेत्र योजना बोर्ड की 30वीं बैठक के अवसर पर  
श्री एस.जयपाल रेड्डी, माननीय शहरी विकास मंत्री और अध्यक्ष,  
राष्ट्रीय राजधानी क्षेत्र योजना बोर्ड

का

उद्घाटन भाषण

मंत्री परिषद के मेरे साथियों, मुख्य मंत्रीगण उग-राज्यपाल, दिल्ली, विभिन्न राज्यों से आए मंत्रीगण, भारत सरकार के सचिवगण, सहभागी राज्यों और राष्ट्रीय राजधानी क्षेत्र, दिल्ली के मुख्य सचिव, केन्द्रीय और राज्य सरकारों के अधिकारीगण, बहनों और भाइयों मैं बोर्ड की 30वीं बैठक के अवसर पर आप सब का हार्दिक स्वागत करता हूँ ।

2. 1985 में राष्ट्रीय राजधानी क्षेत्र का गठन राष्ट्रीय राजधानी क्षेत्र में सुव्यवस्थित और संतुलित विकास करने के लिए किया गया था । इसका आशय दिल्ली पर अधिक जोर देते हुए, राष्ट्रीय राजधानी और इसके इर्द-गिर्द के क्षेत्रों को वैश्विक उत्कृष्ट क्षेत्र बनाना और राष्ट्रीय राजधानी के अवसंरचना पर दबाव को कम करना था ।

3. उपर्युक्त उद्देश्यों को प्राप्त करने हेतु, बोर्ड, क्षेत्रीय योजनाओं और अवसंरचना के महत्वपूर्ण तत्वों से संबंधित कार्यात्मक योजनाओं के माध्यम से अधिक संतुलित और स्थानिक अवसंरचना को अपना कर आर्थिक विकास को दिशा प्रदान करता रहा है । इन योजनाओं का ध्येय पूरे क्षेत्र में नियोजन और उच्च गुणवत्ता वाले जीवन के उन्नत अवसर प्रदान करना है । बोर्ड द्वारा, राष्ट्रीय राजधानी क्षेत्र के सहभागी राज्यों के सक्रिय सहयोग से दो क्षेत्रीय योजनाएं अर्थात् क्षेत्रीय योजना-2001 और क्षेत्रीय योजना-2021 तैयार की गई है, जो राष्ट्रीय राजधानी क्षेत्र के विकास की एक झलक प्रस्तुत करती हैं ।



4. बोर्ड ने क्षेत्रीय योजना-2001 और 2021 में प्रस्तावित नीतिगत पहलुओं और मध्यस्थता द्वारा तथा राष्ट्रीय राजधानी क्षेत्र और काउंटर मैग्नेट क्षेत्रों में चुनिंदा अवसंरचना विकास परियोजनाओं का वित्तपोषण करके राष्ट्रीय राजधानी क्षेत्र का समग्र विकास किया है। मुझे यह सूचित करते हुए अत्यधिक प्रसन्नता हो रही है कि क्षेत्रीय योजना के विभिन्न योजना प्रस्ताव संबंधित प्राधिकरणों द्वारा कार्यान्वयन के अंतिम चरणों में हैं। 1915 करोड़ रुपये की अनुमानित लागत के 136 किलोमीटर की कुल लंबाई वाले वैस्टर्न पैरीफेरल एक्सप्रेसवे जो कुण्डली-मनेसर और पलवल के शहरों से गुजर रहा है और जिसका निर्माण हरियाणा सरकार द्वारा किया जा रहा है, का निर्माण कार्य जुलाई, 2009 तक पूरा हो जाने की संभावना है। कुण्डली, गाज़ियाबाद, ग्रेटर नोएडा और पलवल शहरों से गुजरने वाले 1950 करोड़ रुपये की अनुमानित लागत के 134 किलोमीटर की कुल लंबाई के इस्टर्न पैरीफेरल एक्सप्रेसवे के अनुमोदन का कार्य प्रक्रियाधीन है और इसे जनवरी, 2011 तक पूरा किया जाना अनुसूचित किया है।

5. पिछली बैठक में, मैंने 'डिज़ाइन, निर्माण, वित्तपोषण और परिचालन मॉडल के आधार पर' दिल्ली-चण्डीगढ़, दिल्ली-जयपुर, दिल्ली-मेरठ और दिल्ली-आगरा के निर्माण के बारे में उल्लेख किया था। जहाज़ रानी, सड़क परिवहन और राजमार्ग मंत्रालय द्वारा प्रस्तावित मार्ग के संबंध में प्राथमिकता के आधार पर अध्ययन का कार्य प्रगति पर है। प्राथमिकता के आधार पर अध्ययन का कार्य पूरा हो जाने पर, चुनिंदा मार्गों के लिए विस्तृत परियोजना रिपोर्ट तैयार की जाएगी। मुझे आपको यह सूचित करते हुए भी हर्ष हो रहा है कि केन्द्रीय राष्ट्रीय राजधानी क्षेत्र के महत्वपूर्ण शहरों अर्थात् नोएडा और गुडगांव को मेट्रो से जोड़ने का कार्य निर्माणाधीन है और केन्द्रीय राष्ट्रीय राजधानी क्षेत्र के अन्य शहरों अर्थात् बहादुरगढ़, गाज़ियाबाद और फरीदाबाद को भी यथासमय मेट्रो से जोड़े जाने की आशा है। इसके अतिरिक्त बोर्ड ने 'राष्ट्रीय राजधानी क्षेत्र के लिए एकीकृत परिवहन योजना' पर एक अध्ययन किया है जिससे न केवल रीजनल रेपिड ट्रांजिट सिस्टम कोरीडोर अद्यतन होंगे बल्कि राष्ट्रीय राजधानी क्षेत्र में यात्रियों के विस्तार और पैटर्न तथा यातायात आवागमन के

भाड़े पर आधारित राष्ट्रीय राजधानी क्षेत्र के लिए अन्य परिवहन अवसंरचना की आवश्यकताओं का भी पता चलेगा । इससे, विकास की प्रस्तावित नीतियों/कार्यक्रमों, सामाजिक-आर्थिक परिवर्तनों और यात्रा विशिष्टताओं तथा पर्यावरण मुद्दों को ध्यान में रखते हुए, दिल्ली से आवागमन के साथ-साथ राष्ट्रीय राजधानी क्षेत्र में मुख्य परिवहन मांग कोरीडोर (सड़क और रेल) के विकास/सुधार करने में सहायता मिलेगी । बोर्ड, अपनी उच्च शक्ति प्राप्त समिति, जिसके अध्यक्ष सचिव, शहरी विकास हैं और जिसका गठन बोर्ड की पिछली बैठक की सिफारिशों के अनुसार किया गया है, के द्वारा विशेष तौर पर, राष्ट्रीय राजधानी क्षेत्र में बिना रोक-टोक के आवागमन को ध्यान में रखते हुए परिवहन क्षेत्र में अंतर्राज्यीय सहयोग को प्रोत्साहित करने की दिशा में भी कार्य कर रही है ।

6. पिछली बैठक में, मेरे इस बात पर जोर दिए जाने के संबंध में कि राष्ट्रीय राजधानी क्षेत्र में नए शहरों के विकास के उत्प्रेरण के उद्देश्य से एक अध्ययन करवाया जाए, को ध्यान में रखते हुए दिल्ली को जयपुर के साथ जोड़ने वाले राष्ट्रीय राजमार्ग-8 पर वैश्विक शहर के रूप में शाहजहानपुन-नीमराणा-बेहरोर परिसर के विकास के लिए एक अध्ययन आरंभ किया गया था । अध्ययन को अंतिम रूप दिया जा रहा है । राजस्थान सरकार को शाहजहानपुन-नीमराणा-बेहरोर परिसर-2021 के लिए संविधिक महायोजना तैयार करने और उसे अंतिम रूप दिए जाने के लिए आवश्यक कदम उठाने चाहिए तथा समयबद्ध रूप से वैश्विक शहर का विकास आरंभ करना चाहिए । मैं, दिल्ली से जालंधर को जोड़ने वाले राष्ट्रीय राजमार्ग-1 पर समालखा-गन्नौर को हाई-टैक शहर के रूप में विकास करने के लिए हरियाणा सरकार द्वारा लिए गए निर्णय का स्वागत करता हूँ । हरियाणा सरकार को समालखा-गन्नौर हेतु भावी वर्ष 2021 हेतु और कुण्डली-मानेसर-पलवल एक्सप्रेसवे के साथ-साथ वैश्विक कोरीडोर के विकास हेतु विकास योजनाएं तैयार करनी चाहिए ताकि इन क्षेत्रों का योजनाबद्ध तरीके से विकास हो सके । मुझे यह आशा है कि तेज़ी से बढ़ रही राष्ट्रीय राजधानी के इर्द-गिर्द नए शहरों के विकास से राष्ट्रीय राजधानी क्षेत्र में संतुलित तरीके से विकास करने में अत्यधिक सहायता मिलेगी ।

7. शहरी विकास में स्थायी आर्थिक आधार उपलब्ध करवाने के लिए औद्योगिक विकास की आवश्यकता होती है । तदनुसार, राष्ट्रीय राजधानी क्षेत्र योजना बोर्ड, राष्ट्रीय राजधानी क्षेत्र के संतुलित और सुव्यवस्थित विकास के उद्देश्य से सहभागी राज्यों पर राष्ट्रीय राजधानी क्षेत्र में औद्योगिक गतिविधियों को बढ़ावा देने और उनके विकास हेतु औद्योगिक अवसंरचना के सृजन करने के लिए प्रभावी जोर डालता रहा है । इस संबंध में, क्षेत्रीय योजना 2021 में प्रभावी विकास हेतु चुने गए मैट्रो और क्षेत्रीय केन्द्रों द्वारा महत्वपूर्ण भूमिका अदा किए जाने की आशा है और इससे सशक्त औद्योगिक विकास होने का अनुमान है । इसके अतिरिक्त, संबंधित राज्य सरकारों द्वारा तैयार की गई उप-क्षेत्रीय योजनाओं में पहचान किए गए उप-क्षेत्रीय केन्द्र भी औद्योगिक केन्द्रों के प्रथम चरण के रूप में कार्य करेंगे । इस प्रकार, क्षेत्रीय योजना 2021 में अंतर्विष्ट नीतियों और प्रस्तावों का पालन करके और सहभागी राज्यों द्वारा अपने-अपने क्षेत्रों के लिए विस्तृत उप-क्षेत्रीय योजनाओं को तैयार करने के कार्य में तेजी लाए जाने की आवश्यकता है ।

8. राष्ट्रीय राजधानी क्षेत्र में शहरी बस्तियों की संख्या 1981 में 94 से बढ़कर 2001 में 108 हो गई है । योजनाबद्ध तरीके से शहरी विकास करने हेतु, विद्युत जलापूर्ति, सीवरेंज, सॉलिड वेस्ट प्रबंधन, ड्रेनेज और परिवहन जैसे क्षेत्रों में शहरी अवसंरचना से संबंधित महत्वपूर्ण विकास करने के लिए इन शहरों और नगरों के लिए महायोजनाओं का तैयार किया जाना समय की मांग है । इसलिए, सहभागी राज्यों से, शहरों और इसके विकास के आधार पर महायोजनाओं को तैयार करने में तेजी लाए जाने और उन्हें प्राथमिकता प्रदान करने की अपेक्षा की जाती है ।

9. इसके अतिरिक्त, समयबद्ध तरीके से राष्ट्रीय राजधानी क्षेत्र शहरों और कस्बों में महत्वपूर्ण शहरी अवसंरचना का विकास करने के लिए बोर्ड ने, सहभागी राज्यों और राष्ट्रीय राजधानी क्षेत्र दिल्ली के सहयोग से जल प्रबंधन; विद्युत; ड्रेनेज और परिवहन जैसे

महत्वपूर्ण क्षेत्रों पर कार्यात्मक योजना तैयार करने हेतु भी कार्य आरंभ किया है । विद्युत और ड्रेनेज के संबंध पर विशेषज्ञ अध्ययन ग्रुप गठित किए गए हैं और डाटा एकत्र करने का कार्य आरंभ कर दिया गया है । एकीकृत परिवहन योजना और जलापूर्ति के संबंध में अध्ययन बाहरी परामर्शदाताओं के माध्यम से करवाए जा रहे हैं । इन अध्ययनों के पूरा किए जाने के पश्चात् परिवहन और जल के लिए कार्यात्मक योजनाएं तैयार की जाएंगी ।

10. राष्ट्रीय राजधानी क्षेत्र योजना बोर्ड संबंधित सहभागी राज्य सरकारों/एजेंसियों को वित्तीय सहायता उपलब्ध करवा कर पूरे राष्ट्रीय राजधानी क्षेत्र में अवसंरचना के विकास में एक महत्वपूर्ण भूमिका अदा कर रहा है । बोर्ड ने 11,300 करोड़ रुपये से अधिक के परिव्यय वाली अवसंरचना परियोजनाओं के विकास के लिए वित्तीय सहायता प्रदान की है । 31 मार्च, 2007 की स्थिति के अनुसार, बोर्ड ने 3902 करोड़ रुपये का ऋण स्वीकृत किया है और इन परियोजनाओं के लिए 2628 करोड़ रुपये वितरित किए हैं । पिछले वित्त वर्ष के दौरान, बोर्ड ने 416 करोड़ रुपये की राशि का ऋण प्रदान किया था जो बोर्ड की स्थापना के किसी वर्ष में वितरित की गई राशि से सबसे अधिक था । बोर्ड ने वर्तमान वित्त वर्ष (2007-08) के लिए 700 करोड़ रुपये और 2008-09 के लिए 1375 करोड़ रुपये वितरित करने का लक्ष्य निर्धारित किया है ।

11. बोर्ड क्षेत्रीय योजना 2021, जिसे केन्द्रीय सरकार द्वारा 17.9.2005 को अधिसूचित किया गया था, के अनुसार राष्ट्रीय राजधानी क्षेत्र में महत्वपूर्ण शहरी अवसंरचना को उन्नत करने में प्रभावी भूमिका अदा करता रहेगा । राष्ट्रीय राजधानी क्षेत्र की संकल्पना को वास्तविक जमीनी हकीकत में एक वैश्विक उत्कृष्टता के क्षेत्र में तबदील करने के अन्तिम लक्ष्य के साथ अधिक कारगर भूमिका निभाने के उद्देश्य से, राष्ट्रीय राजधानी क्षेत्र योजना बोर्ड को क्षेत्रीय योजना 2021 में पहचान किए गए थ्रस्ट क्षेत्रों में बड़ी/बहुत बड़ी बुनियादी परियोजनाओं का वित्त पोषण करके अपने प्रचालन कार्यों में पर्याप्त वृद्धि करने की जरूरत है । राष्ट्रीय राजधानी क्षेत्र योजना बोर्ड ने 11वीं योजना (2007-12) के दौरान 15,000

करोड़ रुपये के कुल परिव्यय वाली शहरी अवसंरचना परियोजनाओं का वित्तपोषण करने की योजना बनाई है । ऊपर वर्णित कार्य प्रचालन हेतु अधिक बजटीय आबंटनों के साथ-साथ अतिरिक्त बजटीय संसाधन जुटाने होंगे । इस परियोजनार्थ बोर्ड की वर्ल्ड बैंक/ए.डी.बी. जैसी अंतर्राष्ट्रीय सहायता एजेंसियों और पूंजी बाजार से अन्य कम लागत की निधियों के माध्यम से वित्त जुटाने की योजना है ।

12. अंत में, मैं यह कहना चाहता हूं कि राष्ट्रीय राजधानी क्षेत्र के संतुलित और सुव्यवस्थित विकास हेतु संबंधित राज्य सरकारों द्वारा क्षेत्रीय योजना के कार्यान्वयन की दिशा में अत्यधिक वचनबद्धता की आवश्यकता है । इसका पालन तभी संभव हो पाएगा जब राज्य सरकारें अपने-अपने उप-क्षेत्रों के लिए समयबद्ध तरीके से उप-क्षेत्रीय योजनाएं तैयार करें तथा क्षेत्रीय योजना के अनुसार प्राथमिक आधार पर राज्यों द्वारा महायोजनाएं तैयार की जाएं । राष्ट्रीय राजधानी क्षेत्र को एक आदर्शपूर्ण क्षेत्रीय विकासशील उदाहरण प्रस्तुत करने हेतु बोर्ड के तत्वाधान में सहभागी राज्यों और राष्ट्रीय राजधानी क्षेत्र दिल्ली आपसी सहयोग के माध्यम से अंतर्राज्यीय परियोजनाओं का पहचान करें और उनका विकास करें ।

13. मैं इस अवसर पर आपके द्वारा हमारे आमंत्रण पर इस बैठक में भाग लेने के लिए धन्यवाद देता हूं । मुझे पक्का विश्वास है कि आपका महत्वपूर्ण योगदान, इस बैठक में किया गया विचार-विमर्श राष्ट्रीय राजधानी क्षेत्र योजना बोर्ड को तकनीकी और आर्थिक सहयोग प्रदान करने में एक ठोस रूप देने में सहायक होगा । मेरा आपसे अनुरोध है कि इस क्षेत्र के संतुलित और सुव्यवस्थित विकास के लिए महत्वपूर्ण विचार और आर्थिक बल प्रदान करें ।

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सत्यमेव जयते

SPEECH OF  
**SMT. SHEILA DIKSHIT**  
CHIEF MINISTER, DELHI

DELIVERED AT  
  
**30<sup>TH</sup> MEETING OF  
NATIONAL CAPITAL REGION  
PLANNING BOARD**

**Tuesday, August 21, 2007**

NATIONAL CAPITAL TERRITORY OF DELHI

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

1. It is always a pleasure to participate in the meetings of the National Capital Region Planning Board (NCRPB). With the dedicated efforts of all plan implementing agencies Delhi has become one of the most favoured places for living in the country. The accredited agencies recognized world over for international grading and assessment have categorized Delhi as the First Rank Metropolitan City in the country in terms of quality of living. Our Government has decided to make Delhi a World – Class city by improving the civic and social infrastructure.

2. The National Capital Territory of Delhi (NCTD) because of its geo-political status continues to experience high growth of population. The rate of growth of population is double than the National growth rate, which has a direct bearing on the requirement infrastructural facilities in the city. There is a need to channelise the plan and direction of economic growth in view of the lopsided developments in the region. The need is for a more dynamic role for the

NCRPB, which should concentrate on easing the pressures on infrastructure services inside Delhi through rapid growth of alternative counter magnet centers.

3. As per the MPD – 2021 estimates there is a housing shortage of nearly 4 lakh housing units in the NCT of Delhi particularly for low income group people like economically weaker sections, slum dwellers and industrial workers. No consistent efforts have been made by the concerned agencies to provide such housing in a planned manner. In order to substantially augment the housing needs for weaker section, the Government of NCT of Delhi has asked the Delhi State Industrial Development Corporation to undertake Low Cost Housing Projects of four storey type houses which are being constructed by using pre cast technology. The per unit cost varies between Rs.2 to 3 lakhs. Similar must be the experience of other major cities in the NCR. There is a need to have a common policy on meeting the needs of housing for weaker sections of the society in NCR who cannot afford to purchase a flat in the open market.

4. The Master Plan of Delhi 2021 has been approved by Government of India and is being implemented subject



to the case pending before Hon'ble Supreme Court of India. So far as the issue of Sub-Regional Plan for Delhi Sub-Region is concerned, it may be pointed that Delhi has a peculiar status with respect to its planning and development related issues. Delhi Development Authority, by virtue of DDA Act 1957 is solely responsible for planned development of the entire Union Territory through the instrument of Master Plan. The recently approved Master Plan – 2021 has proposed almost the entire area of Delhi as urban leaving only one village depth at the periphery as rural. Therefore, the contexts of Sub-Regional Plan, which are supposed to cover the area out side urban zone have little significance in this scenario. Although, we agree that NCRPB Act 1985, Regional Plan – 2021 & Master Plan – 2021 have all proposed that Government of NCT of Delhi shall prepare the Sub-Regional Plan, but in these circumstances such a document would be duplication of Master Plan of Delhi-2021. Therefore, it is suggested that considering the peculiar status of Delhi, the Master Plan – 2021 for all practical purposes be adopted as the Sub-Regional Plan for Delhi – 2021. However, I assure that the various inter-state issues will be consciously deliberated and attempted for resolution in the best interest of the people of NCR as a whole.

5. The Yamuna Cleaning is an important area which is currently being monitored by the Hon'ble Supreme Court of India. While it has been agreed to set up a High Powered Committee headed by the Hon'ble Lt. Governor of Delhi on Yamuna River Front Development, proposals and cooperation of the States of Haryana and Uttar Pradesh for cleaning the river is considered essential. Perhaps a common strategy for cleaning of the Yamuna River in the stretch where it is entering the NCR and exiting the NCR needs to be formulated so that inter-state issues can be addressed while planning for the development of Yamuna River Front Development and cleaning the river.

6. The transport network of a city is its lifeline. However, the rapid increase in number of vehicles in Delhi has severely affected the movement of inter and intra city traffic. Any effort to add to infrastructure is soon neutralized by increase in vehicular traffic. With such large increase in numbers of vehicles, road congestion, pollution and accidents are inevitable. My 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 the metro. Studies conducted by different agencies pointed out that a large

number of commercial vehicles passing through National Highways enter Delhi although not destined for Delhi. The construction of Eastern and Western Peripheral Expressways would bring much needed respite to one and all in terms of reduced congestion on Delhi roads and opening of new areas for development along the alignment. I am happy that my government has joined hands with the Government of Haryana and Uttar Pradesh and the Central Government, for the first of its kind Public Private Partnership project involving the Union Government, three State Governments and the private sector. Sir, you would be glad to know that Delhi Government has already released its full share of Rs.653.50 crores to the Ministry of Road Transport & Highways for construction of Western Peripheral Expressways, which includes Rs.231.50 crores as additional amount than the share of GNCTD assessed earlier. The GNCTD has been very prompt in releasing the additional contribution towards this project. I am afraid however that the pace of work of construction of Western Peripheral Expressway has not been very encouraging. A lot of work is required to be done by Uttar Pradesh Government & NHAI for timely completion of Eastern Peripheral Expressway. The importance of implementing both these projects in a time-bound manner need not be

emphasized. It is imperative that there are no further cost and time overruns and the projected benefits start accruing to the region without delay. The transport sector in the NCR has witnessed some landmark achievements in the recent past. Some of the projects being implemented in NCT of Delhi are :

- Widening of road from Metcalf House to Wazirabad Barrage from 6 lane to 8 lane.
- Widening of NH-1 from 6 lane to 8 lane from Wazirabad to Singhu Border.
- Construction of flyover at Mukarba Chowk at Karnal Bypass on NH-1 is in full swing.
- Widening of NH-24 bypass from Nizamuddin bridge to U.P. Border from Ashram Chowk to Badarpur border.
- Widening of NH-2 from Ashram Chowk to Badarpur.
- Widening of Mehrauli – Gurgaon road to 6 lane plus service lanes from Andheria More to Ayanagar Border.
- Widening of NH-10 from 6 lane to 8 lane from Savda Ghevra to Haryana border towards Bahadurgarh.
- Construction of flyover at Nangloi on NH-10.

- Widening and development of a stretch of NH-8 from Delhi to Gurgaon to a level of expressway is under progress. We shall provide all assistance for its early completion.
- Construction of elevated road at Badarpur Crossing NH-2 by National Highway Authority of India.
- Construction of Signature Bridge parallel to the existing Wazirabad Barrage Bridge is in final stages of planning.
- Apart from these, I am glad to know that Government of Haryana and Government of Uttar Pradesh are actively considering extension of Metro Rail services to surrounding towns of Gurgaon, Kundli, Noida & Ghaziabad etc. Sir, these developments in transport sector in the region are bound to have multiplier effect on the spatial as well as economic development of the entire region.
- Considering the need for improvement of transport facilities, Delhi Government has constituted Delhi Integrated Multi Modal Transport Systems (DIMTS). A study commissioned by Delhi Government "Integrated

Multi Modal Public Transport” for Delhi has identified 575 km corridors for different modes of transport, which include High Capacity Bus system, Metro Rail, Elevated LRT, Monorail and Integrated Rail Corridors. All the three corridors of Metro Rail included in the first phase have been commissioned. Work on Phase II has also commenced. Improvement in the inter city traffic in the NCR which is a crucial need is also being addressed.

7. Sir, the connectivity with NCR is planned for ensuring smooth and unhindered movement between Delhi, Haryana and Uttar Pradesh. On our part, we have consciously taken up projects which in future would facilitate faster movement of commuters between Delhi and NCR. I sincerely request our sister States in the NCR to reciprocate in a like manner and improve road connectivity on their respective sides also. I would request NCRPB also to take initiatives for co-ordination of this important activity. For augmenting the public transport, Integrated Multi Modal Transport system consisting of 43 corridors having nearly 575 km length alternate transport modes namely High Capacity Bus system or Bus Rapid

System, Metro, Elevated Light Rail Transit, Monorail and an Integrated Rail Bus Transport system have been planned by 2012 for improving the Public Transport System. The Phase – II of Metro Project is currently under implementation. This will be completed by 2010 and by then Metro connectivity would increase by almost 125 km with links extended to Haryana and Uttar Pradesh.

8. Sir, I would like to suggest to this forum to take up other large scale infrastructure projects in the NCR on the Public Private Partnership model, as adopted in the case of Peripheral Expressways, in areas like waste disposal, power generation, water management and transport etc. Delhi Government would be a willing and active partner in such projects for the overall benefit of the National Capital Region. With the population explosion witnessed by the National Capital in the last decade, it has become progressively difficult to locate suitable land for large scale infrastructure projects in Delhi, hence there is an urgent need to identify suitable and large sites in the NCR (outside Delhi), for such projects. Here, I would like to address the apprehension that sister States sometimes have regarding sharing the load of developments around Delhi, which is ungrudgingly serving the needs of in-migrants coming from

these States, so the neighbouring States should also not hesitate in parting with the resources like water, power, land etc. for catering to the needs of their people, who have migrated to Delhi. Statistically, I would like to inform that the neighbouring States of Haryana, Uttar Pradesh and Rajasthan contribute about 60 % of the migratory population to Delhi with Uttar Pradesh having approximately 40 % share. Moreover, NCR has more or less emerged as one large urban conglomeration and should appropriately be conceived as a single common entity '**ONE NCR**'. Let us all join hands for ONE NCR concept to make it a reality – a role model for the rest of the country.

9. Sir, on behalf of our glorious country, Delhi received the Commonwealth Games Flag from Commonwealth Games Federation during the closing ceremony of Commonwealth Games – 2006 at Melbourne. We play host to the next Commonwealth Games in 2010 at Delhi. All of us are well aware of the significance of this mega event, but while holding the flag in my hands, I realized the great responsibility it placed on all of us and the enormity of the tasks that lie ahead. Sir, these games will provide all of us with a unique opportunity to develop and



showcase our services and infrastructure. You will agree that games of such magnitude will have a catalytic and multiplier effect, not only on the development of the host city but also on its immediate surrounding regions. In order to meet this challenge, I not only seek the cooperation of neighbouring States of Uttar Pradesh, Haryana and Rajasthan for infrastructural facilities in water supply, power and transport etc., but more importantly for the development of the tourism spots in the entire NCR.

10. 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 268 sq. km in 2005 and approximately 300 sq. km in 2007. ECO Task Force has started the reclamation of Bhatti mines area of 2100 acres. In order to spread awareness about the importance of forests, and their role in our daily life and for conservation of wildlife, a Conservation Education Center is being set up by the Forest Department as Asola Bhatti Wildlife Sanctuary. The Forest department is also doing compensatory afforestation for different infrastructure projects e.g. for DMRC and also distributing free saplings to RWAs, Eco-clubs etc. to sensitize Delhites to grow and nurture trees. Since various cities / satellite towns around Delhi in NCR

region are developing very fast and so many residential colonies and commercial complexes have been constructed in the recent past, these cities face the problem of very high vehicular density resulting in increase vehicular pollution. It is suggested that these cities around Delhi may take up massive tree plantation drive in order to improve the overall environmental quality in NCR region and thus contributing in mitigating the impact of the climate change. For better ambient air quality in NCR region, the CNG based public transport may be made mandatory.

11. A lot can be achieved in sectors like social welfare, power, telecommunication, waste management, ground water augmentation and natural environment protection for a balanced and sustainable development of the NCR. This would be possible with the efforts put in by different departments and agencies of the Government to undertake plantation programmed at a very large scale. The introduction of CNG in the entire public transport system of Delhi has brought about a much desired reduction in the pollution levels in Delhi. The Government of Delhi would like to accelerate the momentum of this eco-friendly fuel by demanding that all other vehicle plying in the NCR may switch over to CNG.

12. In the Power Sector, Delhi is planning to set up two gas based power plants within Delhi apart from the projects being implemented by NTPC at Dadri and Badarpur. All these and the Agreements with Haryana on Aravali Power Company, Joint Venture power plant at Jhajjar, as well as the PPAs signed with Damodar Valley Corporation and Tehri Hydro Development Corporation will enable Delhi to add 8000 MW of power by the end of the 11th Five Year Plan. Delhi hopes to be surplus in power by 2010. However, the security of transmission grid in the NCR is a cause of concern and the CEA must work on a plan to make a Transmission around the NCR to ensure proper availability of the power in the NCR Region. I would request all the Member of the NCR Planning Board to put in plans for enhancing capacity generation in their respective regions to ensure that the demand-supply gap is always on the plus side and there is surplus power available in the NCR Region to meet the growing future needs. There is also a need to improve the distribution system. The model of Delhi for creating public-private partnership in the distribution system is a model which is well worth emulating in the NCR Region.

13. The National Capital Territory of Delhi has emerged as one of the biggest centers of Small Scale Industries in the country, but inadequate availability of land, lack of enforcement of location policy due to multiplicity of authority and economic viability of running a small / tiny industries from premises near to the residence led to growth of industries in the residential and non-conforming areas of Delhi. To deal with the problems relating to industries in residential / non-conforming areas, Delhi Government has acquired 1930 acres of land at Village Bawana for relocation of industries. Due to the variety of restrictions, it is not possible to encourage large-scale industrialization in Delhi. Development of industry in Delhi will be confined to non-polluting high-tech industries as permitted in MPD-2021. The adjoining states should avail this opportunity to take up industrialization to meet the growing needs of NCR. The need to grant of special financial assistance / incentive to the industries willing to relocate in NCR area may also be supported. The National Capital Region should be declared as a Common Economic Zone.

14. On the issues of funding of projects for developments in NCR, I would like to reiterate my government's full support for execution of various

development schemes in the region. I am glad to inform that till July, 2007 our government has released an amount of Rs.277 crores as grant-in-aid to the NCR Development Fund of NCRPB.

15. The introduction of Value Added Tax regime in the National Capital Territory of Delhi, Haryana and Rajasthan is a land mark achievement towards a common economic zone within NCR. The State of Uttar Pradesh has however not yet introduced Value Added Taxation system in the State with the result the NCR is not able to derive full benefit of the uniform system of taxation in this entire region.

16. The Government of Delhi has been making efforts to develop a Treatment, Storage and Disposal Facility (TSDF) for hazardous waste. However it is felt that the accumulated hazardous waste needs to be disposed of in a eco friendly manner. The facility at Faridabad may be asked to accept the accumulated waste as a one time measure. As a long term measure since such common facility would be technically and economically more viable vis-a-vis individual facilities in each State common facility may be set up in adjoining states of NCR which may accept waste from other states on mutually agreed terms.

17. 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. It was decided by the Government of Delhi to beautify the entry points to Delhi on National Highways. Government of Delhi is constructing a memorial in the name of "Guru Tegh Bahadur" the 9th Sikh Guru near Singhu Border on NH – 1. The surroundings area near the memorial is also being beautified suitably. The work is scheduled to be completed by June, 2009.

I am grateful for having been given an opportunity to participate in this meeting and share my views with 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 realizing our dream of turning DELHI into a world class city and making NCR a region of global excellence.

**JAI HIND**

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TO BE DELIVERED  
ON THE OCCASION OF  
**THE 30th MEETING OF**  
**NATIONAL CAPITAL REGION PLANNING BOARD**

AUGUST 21, 2007  
SILVER OAK HALL, INDIA HABITAT CENTRE, NEW DELHI

SPEECH OF  
**BHUPINDER SINGH HOODA**  
CHIEF MINISTER, HARYANA



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**Hon'ble Union Minister for Urban Development  
Shri Jaipal Reddy ji, Hon'ble Union Minister of State  
for Urban Employment and Poverty Alleviation  
Km. Selja ji, Hon'ble Union Minister of State for  
Urban Development Shri Ajay Maken ji, my  
esteemed colleagues, members of the National  
Capital Region Planning Board and friends !**

I thank the Chair for permitting to share my views with my esteemed colleagues in this 30<sup>th</sup> meeting of NCR Planning Board. Sir, the NCR Regional Plan-2021 has laid down the broad policy framework for development to be pursued in the next 15 years. I would like to invite the attention of this august gathering towards the steps taken by Haryana for the development of NCR in order to realize the objectives of the Regional Plan-2021.

We have created a friendly environment for attracting investment across the globe. This has led to the dispersal of economic activities from Delhi to CNCR and beyond. I had highlighted in the last meeting of the Board the need for planning of the major projects for the CNCR towns having infrastructure at par with Delhi so as to make these towns more attractive for habitation.

The construction of 135.65 kms Kundli-Manesar-Palwal (KMP) Expressway is in full swing. The acquisition of land for Eastern Peripheral Expressway (EPE) is also at an advanced stage. The work on extension of Delhi Metro to Gurgaon has been started and would be functional by

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January 2010. The DPR for extension of Delhi Metro from Badarpur to YMCA chowk in Faridabad has been approved by the Haryana Government in principle. Delhi government is requested to convey its approval to the project. We have also decided to extend this route upto Ballabgarh. DPR for extension of Metro from Mundka upto Bahadurgarh is being examined by the State Government.

To check migration of population from NCR to Delhi, we have embarked upon an ambitious plan for creation of the state-of-the-art towns along KMP Expressway with world class infrastructure. The study conducted by a reputed consultant envisages setting up of Cyber City, Bio-Science City, Fashion City, Retail-Merchandiser-Warehouse Centre, Medi City, Knowledge City, Entertainment City, World Trade and Financial City, Special Economic Zones and Dry Port/ Freight City. The Development Plan is being prepared for this corridor to establish the various specialized townships.

The work on setting up of phase-I of Rajiv Gandhi Education City over an area of 2000 acres has already been started. The Government is in the process of preparation of Development Plans for three new townships namely, Sampla, Jahangirpur-Badli and Samalkha-Ganaur in the NCR. The Government of India has accorded 'in principle' approval to 55 SEZs in Haryana Sub-Region of NCR. The petrochemical hub is being developed by Indian Oil Corporation at Panipat with the investment of Rs. 35,000 crore. This will further enhance the economic activities in NCR.

Gurgaon has already emerged on the global map. In order to regulate its further growth the Development Plan

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of Gurgaon-Manesar Urban Complex has been prepared for a population of 37 lakh. To meet the requirement of this population the infrastructure has been planned in advance. To support a healthy growth of the area, an initiative for construction of NCR water-supply channel has been planned. The Government has already approved this project at a cost of Rs. 225 crore. Presently the water to Gurgaon and Bahadurgarh towns is being supplied through G.W.S. channel which was constructed during 1994-95 with a capacity of 135 cusecs. Its capacity has been recently increased to 200 cusecs. The balance requirement of 800 cusecs will be met through the new canal. Once the canal is completed there will be a big relief for the fast developing areas.

In the direction of achieving the goal of Regional Plan-2021 AD the Government has already published the Development Plans of 17 towns of the Haryana Sub Region and Development Plans of the remaining 11 towns are at various stages of preparation. I hope the above initiatives in Haryana Sub Region would effectively contain the migration to Delhi.

To enable Haryana to play its meaningful role in the NCR, the following issues need to be addressed:

**1. Review of the NCR Regional Plan – 2021**

The Government of Haryana is fully conscious of the fact that the Plan is a dynamic instrument to guide and facilitate development and not a static tool. The magnitude of recently conceived projects of Mumbai-Delhi Dedicated

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Freight and Industrial Corridors was not even envisioned at the time of preparation of Regional Plan-2021. The corridor passes through Haryana Sub Region and is likely to bring about a quantum change in the level of economic activities in the Haryana Sub Region. Similarly, a large number of SEZ Projects sanctioned in this area have significant demographic and infrastructure related implications. The impact of all these developments needs to be properly evaluated and suitably reflected in the Regional Plan. The participating States will appreciate that instead of present provision of review once in five years there should be continuous process of review of Regional Plan so that the challenges thrown up by new developments in the region are adequately addressed and harmonized with the Regional Plan.

## **2. Road and Rail Connectivity between Delhi and CNCR Towns**

I would like to mention that certain crucial links between Haryana and Delhi were identified in the meeting I had with Chief Minister, Delhi on 25<sup>th</sup> July, 2005. The 'in principle' consent of Delhi Government/DDA could be obtained only on 18<sup>th</sup> October, 2006. The implementation of the projects was required to be taken up on priority. But unfortunately it is moving at a slow pace. The following links are also required to be incorporated in the respective Zonal Development Plans.

- i) Northern Peripheral Road with 150 metres Right of Way along Sectors 110 and 111 in Gurgaon to be extended upto Bijwasan-Najafgarh road in

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Delhi and meeting the proposed junction point with road coming from Dwarka.

- ii) Road between Sectors 1 and 111 to be extended upto Bijwasan-Najafgarh Road.
- iii) Gwal Pahari-Mandi-Gadaipur-Jaunapur road upto Andheria Mor in Delhi

Besides, the strengthening/creation of the following additional connecting roads is urgently required:

- a) Widening of Mehrauli-Gurgaon road upto 90 metres in Delhi area at par with Haryana portion.
  - b) Road between Sectors 114 and 115 to be extended upto Najafgarh Road.
  - c) Early construction of Badarpur flyover: Recently, the Delhi Urban Arts Commission has given its clearance for taking up the Badarpur Flyover Project. I would request NCRPB to impress upon the Ministry of Road Transport & Highways (MORTH) to take up this long pending project at the earliest.
  - d) Gohana, Kharkhauda – Bawana (bypass) – Khanjhawala-Ghevra.
  - e) Dhansa border to Bijawasan.
  - f) ROB at Kapasheda – Bijawasan – Najafgarh road.
  - g) Bypass of Najafgarh Town.
  - h) Faridabad town needs to be connected with Taj Expressway to provide for an alternative route to Agra.
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Delhi Master Plan has been recently approved and the zonal plans are under preparation. The following two additional links with Delhi also require 'in principle' approval and inclusion in Zonal Plan by Delhi Government/DDA :

- i) A road connecting Gurgaon-Mehrauli road near Sector 26, Gurgaon with Mahipalpur Qutab road, near junction with Nelson Mandela road.
- ii) Linking Holambi Kalan in Delhi with Kundli in Sonipat via village Bakhtawarpur in Delhi and village Janti Kalan in Haryana.

I would request Hon'ble Chairman, NCRPB to get these projects incorporated in Zonal Plans for their early execution.

Strengthening of road infrastructure in NCR Sub Region of Haryana is of vital importance for economic development and growth of other sectors. In fact, the roads of the States in NCR Sub Region act as corridor routes and cater to high intensity of traffic in terms of volume and axle load. Level crossings are being seen as serious bottlenecks in the smooth flow of traffic causing loss of vehicle, hours and fuel. Remedy lies in providing Railway Over Bridges which should receive due attention. The widening and strengthening of Palwal-Sohna-Rewari road (NH-71B) needs to be taken up on priority. I would also impress upon early finalization of functional plans on transportation so that all these issues could be addressed at an early date.

As aforesaid, the KMP Expressway and Eastern Peripheral Expressway are in the process of execution, there

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is need for faster movement through rail also. The Ministry of Railways is sometimes asking the State Governments to share the project cost of putting up new railway lines such as Rohtak-Rewari and Sonipat-Jind Railway lines in Haryana. These are essentially for the benefit of the entire National Capital Region. Instead of State Governments bearing the cost of such projects, it should be borne by NCRPB. Besides fast connections from Delhi to Panipat, Rewari, Palwal and Rohtak, there is need to provide orbital rail along KMP and Eastern Peripheral Expressways.

### **3. Transport**

The issue of Mass Rapid Transport System was highlighted by me in the previous meetings. I am happy to note that steps have been initiated in this regard. I would urge that the study initiated by the Board should be completed quickly so as to provide seamless movement facilities in the CNCR.

At present there are bottlenecks in fast movement of traffic in CNCR because of inter state restrictions. Even though this issue has been deliberated in the Empowered Committee meeting held in April 2007, the issue has not been resolved. I would, therefore, urge upon the Chairman to take a decision about the free movement of vehicles in this meeting itself.

### **4. Grant for Development of the National Capital Region falling in Haryana**

I am grateful to the NCRPB for its liberal financing of various development projects in Haryana Sub Region. The

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Board has sanctioned 96 infrastructure projects with total estimated cost of Rs. 8,419.51 crore having a loan component of Rs. 2,551.51 crore till date. To meet the requirements of Regional Plan-2021, a manifold upgradation of infrastructure would be required which would entail huge expenditure. Hence, the Government and its Agencies in the NCR Sub Region would require higher quantum of financing by the government. The present pattern of funding by way of loans through NCRPB is grossly inadequate. Government of Haryana has been consistently requesting to change the funding pattern so as to allow a sizeable component of grant. I again request the Board to agree to fund the entire cost of studies awarded for finding workable solutions in the areas of mass transport, mass housing and other similar projects. The Board may also consider reduction in interest rates, increase in the moratorium and repayment period for all the projects financed by it. Presently, 17 projects from Haryana with a total cost of Rs. 883.76 crore and a loan component of Rs. 662.82 crore are pending with NCRPB. I would request that the meetings of the Project Sanctioning and Monitoring Group may be held bi-monthly so as to put these projects on a fast track.

#### **5. Integrated Development of Villages of NCR**

It is the stated policy of the Government of Haryana that the villages should have an equal share in the benefits of development. We are committed to provide facilities in the villages at par with towns. Haryana Government has made enabling provision in the Haryana Panchayati Raj Act, 1994 to set up Haryana Rural Development Authority.

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The objectives of creation of NCR cannot be achieved unless we lay adequate emphasis on rural areas of NCR and eventually make them as livable as the towns. Since the newly created Authority does not have adequate funds for executing projects in rural areas, the NCRPB must come forward and finance these projects with a grant component.

#### **6. Disparity in VAT Rates**

The issue of disparity in VAT rates was raised by me in the last year's meeting of the National Capital Region Planning Board but no action seems to have been taken by the Delhi Government that has reduced the rate of VAT on laminated board, hardware for doors, windows and furniture from 12.5 per cent to 4 per cent. Nor has the GNCT Delhi started charging tax on foodgrains. This is in violation of the White Paper on VAT and the decision of the Empowered Committee. Lowering rates of tax has caused diversion of trade from neighbouring States to Delhi thereby further compounding the problem of congestion in Delhi. Delhi Government should reverse the reduction in tax rates made in violation of the decision of the Empowered Committee.

#### **7. Water**

I had specially emphasized in the meeting dated 9<sup>th</sup> July, 2005 that while assessing the requirement of critical inputs like water and power, the NCR should be treated as one integrated unit. Therefore, while preparing projects for augmenting the water supply through utilization of 'Ganga water', not only the requirement of Delhi but the requirement of entire NCR including Haryana should be taken into account.

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Haryana is a water deficient State. It has always been suggesting that the long term solution to the drinking water problems of Delhi and NCR area is an early completion of upstream storage namely Renuka, Kishau and Lakhwar Vyasi on river Yamuna. Although these storages sites were identified long ago and the MoU signed on May 12, 1994 provided for their early construction, no significant work has started on any of these dams. Haryana has taken up this matter with the Hon'ble Union Minister of Water Resources on several occasions. I am of the view that this matter brooks no further delay and if need be, a meeting of the concerned States should be convened under the chairmanship of Hon'ble Prime Minister. I request the Board to support Haryana in getting the necessary clearance and sanction for these projects.

It is respectfully stated that even after signing of the Indus Water Treaty in 1960 more than 3 M.A.F. of water is allowed to flow into Pakistan. I would like to ask the Board, why the precious national water resource is allowed to be wasted. There is need for construction of storages on tributaries of river Ravi, a barrage and a link canal from Ravi to Beas upstream Harrike for which Haryana has already submitted a concept report.

#### **8. Pollution Level in Yamuna**

Haryana Government has been emphasizing the issue of pollution in river Yamuna at various forums. It is known to all concerned that it is primarily due to the release of untreated/partially treated sewage/industrial effluents into river Yamuna through 19 drains of Delhi Territory and

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Shahdara drain from Uttar Pradesh in Delhi Territory. Our stand is vindicated by the fact that the Hon'ble Prime Minister has indicated his concern about this problem. Keeping in view the magnitude of the problem, he has set up a High Level Committee in this regard. This will hopefully provide relief to the people of Haryana whose health has been endangered on this account.

I urge upon the Chairman, NCR Planning Board to allocate sufficient funds for undertaking projects for cleaning of Yamuna river.

#### **9. Airport**

Hon'ble Chairman, the aviation sector has witnessed phenomenal growth in the last few years. In spite of the upgradation of present Indira Gandhi International Airport, it will fall far short of the future requirements of the NCR. There is a definite need to have an additional airport in the vicinity of Delhi. The facilities such as airports have to be planned well in time; otherwise urbanization would adversely affect the prospects of having an advantageously located airport at a later date. Haryana offers the best location for locating an international airport to serve the entire NCR. Haryana Government has submitted a proposal for an airport at Bahadurgarh in Jhajjar district which will have excellent connectivity with Delhi and other areas of NCR through the KMP Expressway. I would urge the Board to impress upon the Ministry of Civil Aviation for early sanctioning of this project.

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#### **10. Modernisation of Police Force**

Chairman Sir, if we have to reduce the level of crime, standards of policing should be same in the whole of NCR. The shortage of resources come in the way of the State Government to provide policing standards at par with Delhi. Therefore, it is requested that NCR Planning Board should make provision for one time grant to the State Government for modernization of the police force.

11. I am confident that with mutual cooperation of the participating States, a balanced development of NCR will soon be a reality. The positive steps by the Governments of the respective Sub-Regions will give the desired impetus to consolidate the gains. Friends, developing the National Capital Region commensurate with the 21<sup>st</sup> century requirements is a daunting task. I have no doubt in my mind that collectively we can successfully meet this challenge.

I thank the Chair for providing me this opportunity of sharing my views with Hon'ble Members of NCRPB. I wish a speedy accomplishment of the objectives of NCR Plan.

**Thank You,**

**Jai Hind !**



राष्ट्रीय राजधानी क्षेत्र योजना बोर्ड  
की

30वीं बैठक के अवसर पर

श्री नसीमुद्दीन सिद्दीकी

मंत्री, आवास एवं शहरी नियोजन

उत्तर प्रदेश

का  
सम्बोधन

21 अगस्त, 2007

इण्डिया हैबीटाट सेन्टर, नई दिल्ली

● राष्ट्रीय राजधानी क्षेत्र योजना बोर्ड, नई दिल्ली की दिनांक 21 अगस्त, 2007 को आयोजित 30वीं बैठक हेतु श्री नसीमुद्दीन सिद्दीकी, मा. मन्त्री, आवास एवं शहरी नियोजन, उत्तर प्रदेश का सम्बोधन।

यह मेरे लिए अत्यन्त हर्ष का विषय है कि राष्ट्रीय राजधानी क्षेत्र योजना बोर्ड की 30वीं बैठक में मुझे उत्तर प्रदेश सरकार का प्रतिनिधित्व करने का सुअवसर प्राप्त हुआ है। राष्ट्रीय राजधानी क्षेत्र योजना बोर्ड की 28वीं बैठक में राष्ट्रीय राजधानी क्षेत्र की क्षेत्रीय योजना-2021 का अनुमोदन हो चुका है, अतः क्षेत्रीय योजना के प्रस्तावों के क्रियान्वयन हेतु वित्तीय संसाधन जुटाने से सम्बंधित कुछ महत्वपूर्ण बिन्दुओं 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 संतुलित विकास की अवधारणा को अंगीकृत किया गया है। ऐसी स्थिति में दिल्ली में आर्थिक क्रिया-कलापों के केन्द्रीयकरण पर नियन्त्रण सुनिश्चित करने के लिये यह जरूरी है कि एन.सी.आर. क्षेत्र में क्षेत्रीय एवं नगरीय अवस्थापना सुविधाओं के विकास को सर्वोच्च प्राथमिकता दी जाए, ताकि उपक्षेत्र के प्राथमिक नगरों का आर्थिक विकास

सुनिश्चित हो सके एवं इनमें सृजित होने वाले रोजगार के अवसरों के परिणामस्वरूप दिल्ली पर निरन्तर बढ़ता हुआ जनसंख्या दबाव कम हो सके।

इस सम्बंध में मेरा सुझाव है कि दिल्ली से थोक व्यापार से सम्बंधित क्रिया कलापों को अन्यत्र स्थानान्तरित करने हेतु एक प्रभावी कार्य-योजना तैयार की जाए। इस कार्य-योजना के अन्तर्गत कैमिकल पदार्थ, फल एवं अन्य पदार्थों के व्यवसाय को उत्तर प्रदेश उपक्षेत्र के हापुड़, बुलन्दशहर, बागपत, खुर्जा, आदि नगरों में स्थानान्तरित करने हेतु कार्य-योजना बनाकर उसका प्रभावी क्रियान्वयन करने की आवश्यकता है।

3. क्षेत्रीय योजना-2021 में परिकल्पित महत्वपूर्ण प्रस्तावों को साकार करने के लिए सुदृढ़ क्रियान्वयन ढाँचा तैयार किया जाना परम आवश्यक है। इस दिशा में अवस्थापना सुविधाओं के क्रियान्वयन हेतु एक 'एस.पी.वी.' (स्पेशल परपज व्हीकल) बनाई जानी चाहिए, जिसमें केन्द्र सरकार एवं एन.सी.आर. योजना बोर्ड द्वारा अनुदान के रूप में 'सीड कैपिटल' दिया जाए तथा एस.पी. वी. द्वारा केन्द्र एवं राज्य सरकार की सहभागिता से योजनाएँ बनाकर 'पब्लिक-प्राइवेट- पार्टनरशिप' अथवा अन्य पद्धति अपनाते हुए क्रियान्वित कराई जाएं। इस प्रकार की व्यवस्था से

अन्तर्राज्यीय परियोजनाओं के क्रियान्वयन हेतु एक साझा प्लेटफार्म उपलब्ध होगा, जिससे अन्तर्राज्यीय मुद्दों को सुगमता से सुलझाया जा सकेगा। प्रस्तावित एस.पी.वी. के माध्यम से उत्तर प्रदेश उपक्षेत्र में क्षेत्रीय अवस्थापना सुविधाओं के विकास से सम्बंधित निम्न प्रस्तावों को प्राथमिकता के आधार पर क्रियान्वित कराए जाने का सुझाव है:—

- 3.1. निर्माणाधीन “ईस्टर्न पैरीफेरियल एक्सप्रेस—वे” (फरीदाबाद से कुंडली तक) के साथ—साथ गाजियाबाद—मेरठ एक्सप्रेस—वे का निर्माण भी शीर्ष प्राथमिकता के आधार पर किया जाना चाहिए।
- 3.2. नोएडा, ग्रेटर नोएडा तथा गाजियाबाद को राष्ट्रीय राजधानी दिल्ली से प्राथमिकता के आधार पर मेट्रो रेल/रेल सेवा से जोड़ा जाना चाहिए तथा इस हेतु राज्य सरकार को समुचित वित्तीय सहायता भी प्रदान की जानी चाहिए।
- 3.3. राष्ट्रीय राजमार्ग—91 (दिल्ली—गाजियाबाद—बुलन्दशहर—खुर्जा) एवं राष्ट्रीय राजमार्ग—58 (दिल्ली— गाजियाबाद—मेरठ) को चार लेन डिवाइडिड कैरेज—वे हेतु प्राथमिकता के आधार पर सुदृढ़ किया जाना चाहिए।

3.4. गाजियाबाद को दिल्ली से जोड़ने वाली 'इन्टीग्रेटेड बस ट्रांसजिट सिस्टम' योजना का क्रियान्वयन एक निश्चित अवधि में पूर्ण कर राष्ट्रीय राजधानी क्षेत्र के अन्य महत्वपूर्ण नगरों जैसे मेरठ, खुर्जा, बुलन्दशहर, हापुड़ को भी इस सुविधा से जोड़ा जाना चाहिए, ताकि सम्पूर्ण राष्ट्रीय राजधानी क्षेत्र के अन्तर्गत दैनिक यात्रा को सुगम बनाया जा सके।

4. जलापूर्ति, सीवरेज, 'सॉलिड वेस्ट मैनेजमेंट', आदि महत्वपूर्ण अवस्थापना सुविधाओं के स्तर में सुधार हेतु यह आवश्यक है कि एन.सी.आर. में स्थित विभिन्न नगरों की अवस्थापना महायोजनाएं तैयार कराई जाएं। उत्तर प्रदेश उपक्षेत्र में अवस्थापना सुविधाओं के प्राविधान के लिए उत्तरदायी स्थानीय निकाय चूंकि वित्तीय एवं तकनीकी दृष्टि से इन महायोजनाओं के अभिकल्पन एवं क्रियान्वयन हेतु अभी समर्थ नहीं हैं, अतः उक्त महायोजनाएं एन.सी.आर. योजना बोर्ड द्वारा प्राथमिकता के आधार पर तैयार करा कर क्रियान्वित की जानी चाहिए।

5. माननीय उच्चतम न्यायालय के निर्देशों के अनुपालन में ईस्टर्न पैरीफेरियल एक्सप्रेस-वे का निर्माण कार्य राष्ट्रीय



परियोजना मानकर सर्वोच्च प्राथमिकता के आधार पर एक निश्चित समयावधि के अन्तर्गत पूर्ण किया जाना चाहिए। इसके फलस्वरूप राष्ट्रीय राजधानी क्षेत्र के अन्तर्गत न केवल प्रदूषण एवं यातायात संबंधी समस्याएँ नियन्त्रित हो सकेंगी, बल्कि क्षेत्रीय तथा अन्तर्राज्यीय यातायात एवं परिवहन की सुगम सुविधा भी उपलब्ध हो सकेगी।

6. मैं इस ओर भी ध्यानाकर्षण करना चाहूँगा कि नगरीय एवं ग्रामीण विकास में सामंजस्य स्थापित करना क्षेत्रीय नियोजन का प्रमुख उद्देश्य है। लेकिन अभी तक क्षेत्रीय नियोजन के समस्त प्रयास नगरीय क्षेत्रों के विकास पर ही केन्द्रित रहे हैं। ग्रामीण क्षेत्रों में निर्बल वर्ग की अधिसंख्य आबादी निवास करती है, जो गरीबी और बेरोजगारी से जूझ रही है तथा रोजगार के अवसरों की कमी के कारण नगरीय क्षेत्रों की ओर पलायन कर रही है। इस पलायन को नियंत्रित करने हेतु एक ऐसे आर्थिक कार्यक्रम की संरचना आवश्यक है, जिससे ग्रामीण क्षेत्रों में विशेषकर निर्बल वर्ग के परिवारों को रोजगार के अधिक से अधिक अवसर उपलब्ध हो सकें। इसके अतिरिक्त ग्रामीण क्षेत्रों में मूलभूत अवस्थापना एवं सामुदायिक सुविधाओं के विकास हेतु विशेष प्रयास किए जाने की आवश्यकता है। इस प्रयास में केन्द्र सरकार का योगदान अपेक्षित है।

7. अन्त में बोर्ड के संज्ञान में यह तथ्य विशेष रूप से लाना चाहूँगा कि उत्तर प्रदेश आर्थिक दृष्टि से सुदृढ़ राज्य न होते हुए भी राष्ट्रीय राजधानी क्षेत्र योजना के उद्देश्यों के प्रति वचनबद्ध रहा है तथा भविष्य में भी रहेगा। लेकिन आज आवश्यकता इस बात की है कि क्षेत्रीय योजना-2021 में इंगित प्रस्तावों के क्रियान्वयन हेतु वृहद् स्तर पर वित्तीय संसाधनों की आवश्यकता है। अतः वित्तीय संसाधनों की उपलब्धता को सुनिश्चित कराने में भारत सरकार तथा राष्ट्रीय राजधानी क्षेत्र योजना बोर्ड का सहयोग अपेक्षित है, ताकि क्षेत्रीय योजना की रूप-रेखा के अन्तर्गत विभिन्न परियोजनाओं का क्रियान्वयन समयबद्ध रूप से सुनिश्चित हो सके। मुझे विश्वास है कि राष्ट्रीय राजधानी क्षेत्र योजना बोर्ड के माध्यम से निकट भविष्य में इस सम्बंध में प्रभावी प्रयास दृष्टिगोचर होंगे।

इस बैठक में अपने विचार रखने का अवसर प्रदान करने के लिए मैं आप सभी का धन्यवाद करता हूँ।

जयहिन्द।

मध्य प्रदेश शासन



श्री जयन्त कुमार मलैया  
मंत्री

नगरीय प्रशासन, आवास एवं पर्यावरण  
मध्यप्रदेश

का

राष्ट्रीय राजधानी योजना बोर्ड  
की 30 वीं बैठक के अवसर पर  
अभिभाषण

नई दिल्ली 21 अगस्त 2007

आदरणीय अध्यक्ष महोदय  
उपस्थित मुख्य मंत्रीगण  
बोर्ड के अन्य सदस्यगण एवं  
उपस्थित महानुभाव

मैं अध्यक्ष महोदय का आभारी हूँ जिन्होंने मुझे मध्यप्रदेश राज्य की ओर से इस बैठक में विचार प्रस्तुत करने का अवसर दिया। केन्द्र शासन द्वारा मध्यप्रदेश के ग्वालियर शहर का चयन काउन्टर मैग्नेट सिटी के रूप में किया गया था। इस योजना को मूर्त रूप देने तथा त्वरित विकास हेतु मध्यप्रदेश शासन ने एक अधिकार सम्पन्न विशेष क्षेत्र विकास प्राधिकरण का गठन किया जिसका उद्देश्य ग्वालियर पश्चिम के रूप में एक अधोसंरचना युक्त सुन्दर शहर का निर्माण करना है। ग्वालियर शहर की अपनी एक गौरवशाली परम्परा रही है तथा एक अत्यंत वैभवशाली अतीत रहा है। यह शहर विकास के नवीन मापदण्डों के साथ-साथ पुरानी परिकल्पनाओं को भी समेटे हुए है। यहाँ पर इतिहास अपने जीवंत रूप में वर्तमान के समक्ष किलों, स्मारकों, बाग-बगीचों के रूप में सजीव है। तत्समय केन्द्र शासन की परिकल्पना थी कि एन0सी0आर0 के साथ-साथ काउन्टर मैग्नेट सिटी को भी एक रीजनल ग्रोथ सेन्टर के रूप में विकसित किया जाय। आज वक्त है

कमश:-2

कि हम अपने उद्देश्यों की समीक्षा करें, आने वाली चुनौतियों को पहचाने तथा नई परिकल्पना से कार्य करें।

2/ महोदय आप सहमत होंगे कि शहरीकरण अब एक वैश्विक अवधारणा है। शहरीकरण की प्रक्रिया अब सिर्फ महानगरों तक सीमित नहीं है बल्कि मझोले शहर भी शहरीकरण की तीव्र रफ्तार से प्रभावित हैं। 74वे संविधान संशोधन के माध्यम से हमने स्थानीय संस्थाओं को अधिकार सम्पन्न तो बनाया है, परन्तु उनके कर्तव्यों के निर्वहन के लिए संसाधनों का रोड़ा सदा से ही सामने आ रहा है। पिछले 15 वर्षों से इस विषय पर हम कुछ विशेष नहीं कर पाये हैं। राष्ट्रीय राजधानी क्षेत्र योजना बोर्ड के कार्य-कलाप दिल्ली राज्य तक सिमट कर रह गये हैं। केन्द्रीयकरण की इस प्रक्रिया में हमने काउन्टर मैग्नेट शहरों को भुला सा दिया है। स्थानीय स्तर पर जो कुछ भी बन पड़ा, वह किया गया है। हमारी सरकार ने अपने प्राथमिक दायित्वों को पूरा करते हुए प्राधिकरण को भूमि उपलब्ध कराई तथा आवश्यक संसाधन उपलब्ध कराये, परन्तु जो सहयोग तथा मार्गदर्शन बोर्ड से अपेक्षित था, वह किन्हीं कारणवश प्राप्त नहीं हो पाया। निश्चित तौर पर दिल्ली राज्य इस योजना का केन्द्र बिन्दु है, को सबसे अधिक महत्व दिया गया है, परन्तु हमें यह तथ्य नहीं भुलाना चाहिए कि मझोले शहरों की शहरीकरण की तीव्रता महानगरों से कम नहीं है। महानगरों के पास संसाधन होना,

कमशः-3

रोजगार के अवसर होना तथा एक समन्वित व्यवस्था होने के कारण ये बात सह भी लेते हैं, परन्तु ऐसे मझोले शहर जहाँ पर अधोसंरचना न हो, साथ-साथ पर्याप्त साधन भी न हों, उनके लिए इस बोझ को सहना काफी कठिन है। काउन्टर मैग्नेट शहरों की जो परिकल्पना की गई थी उन्हें इस क्षेत्रीय ग्रोथ सेंटर के रूप में विकसित करना था। इसके लिए यह आवश्यक था कि जो औद्योगिक एवं आर्थिक गतिविधियाँ दिल्ली शहर में तथा उसके आसपास केन्द्रित हैं, उसका विकेन्द्रीयकरण किया जाए। विभिन्न राज्य सरकारों ने अपने-अपने क्षेत्रों में अधोसंरचनाओं का विकास तो किया, परन्तु केन्द्रीकृत व्यवस्था के कारण वे क्षेत्र आज भी उपेक्षित बने रहे। अतएव मेरा अनुरोध है कि इन तथ्यों की ओर निश्चित तौर पर विशेष ध्यान दिया जाय। चूंकि इस बैठक में माननीय अध्यक्ष महोदय उपस्थित हैं तथा वे शहरी विकास मंत्रालय के मुखिया भी हैं, मैं उनका ध्यान जवाहर लाल नेहरू शहरी मिशन की ओर दिलाना चाहूंगा। निश्चित तौर पर इस महत्वाकांक्षी योजना से शहरी निकायों के लोगों का जीवन बेहतर हो सकेगा। मध्यप्रदेश राज्य इस योजना के क्रियान्वयन में भारत के अग्रणी राज्यों में है। परन्तु मेरा अनुरोध है कि जनसंख्या के मानदण्डों को परे रखते हुए एन०सी०आर० काउन्टर मैग्नेट क्षेत्र में शामिल किया जाना चाहिए। मेरा एक अनुरोध यह भी है कि विकेन्द्रीयकरण की प्रक्रिया को

क्रमशः :-4

बढ़ावा देना तथा महानगरों पर बोझ कम करने के लिए हमें कुछविकल्प तैयार करने होंगे। निश्चित तौर पर राष्ट्रीय राजधानी क्षेत्र का वर्तमान विस्तार जनसंख्या के बोझ को सहने में नाकाफी है। ऐसी स्थिति में मैं एन०सी०आर० क्षेत्र का विस्तार करते हुए काउन्टर मैग्नेट शहरों को भी इसमें शामिल करना होगा। वर्तमान में यह तथ्य भले ही इतना तार्किक न लगे, परन्तु जिस तेजी से जनसंख्या का विस्तार हो रहा है उसको देखते हुए आगामी 5-10 वर्षों में हमें निश्चित तौर पर विकल्प खोजना होंगे। बेहतर होगा कि इसकी तैयारी अभी से कर ली जाए। मध्यप्रदेश भारत का हृदय प्रदेश है। अपनी संस्कृति, विरासत, सांस्कृतिक महत्व, विपुल खनिज तथा लोक संस्कृति के लिए पहचान वाला राज्य विकास की दौड़ में भी अब किसी से पीछे नहीं है। परन्तु हमें अपने शहरों को एक आदर्श शहर बनाने के लिए निश्चित तौर पर एन०सी०आर० बोर्ड की मदद की जरूरत है।

मैं इस तथ्य के लिए अध्यक्ष महोदय को धन्यवाद देना चाहूंगा कि विगत 5 वर्षों में ग्वालियर के लिए 100 करोड़ रुपए से अधिक ऋण स्वीकृत किये गये और हमने इस क्षेत्र में अधोसंरचना विकास के लिए 150 करोड़ रुपए खर्च किये हैं। परन्तु जवाहरलाल नेहरू शहरी मिशन के लागू होने के बाद ऐसे शहर जो इस योजना

क्रमशः—5

में शामिल नहीं है, उनके द्वारा ऋण लेकर शहरी अधोसंरचना तैयार करना तार्किक प्रतीत नहीं होता। एक ओर जहाँ हम बड़े शहरों को अनुदान के रूप में राशि दे रहे हैं वहाँ दूसरी ओर ऐसे शहर जिनकी जनसंख्या 10 लाख के आसपास है, द्वारा ऋण लेकर विकास करना तार्किक प्रतीत नहीं होता। मैं यहाँ यह भी ध्यान दिलाना चाहूंगा कि विगत वर्षों में एन0सी0आर0 बोर्ड ने मूलतः ऋण उपलब्ध कराने का ही कार्य किया है। मेरा आग्रह है कि सिर्फ ऋण उपलब्ध कराने से शहरी विकास की परिकल्पना बेमानी हो जायेगी। एन0सी0आर0 बोर्ड को विभिन्न योजनाओं के प्रभावी क्रियान्वयन हेतु अपनी सहभागिता बढ़ानी होगी। उनका लक्ष्य संबंधित संस्थाओं को सुदृढ करना, संसाधन उपलब्ध कराना, क्षेत्रीय योजनाओं के क्रियान्वयन में तथा केपेसिटी बिल्डिंग के कार्य भी होने चाहिए। मैं इस अवसर पर एन0सी0आर0 बोर्ड से और सक्रिय भूमिका की अपेक्षा करता हूँ। काउन्टर मैग्नेट शहरों के विकास में पानी एक बड़ा मुद्दा है। ऐसी स्थिति में एन0सी0आर0 बोर्ड को अन्तराज्यीय सहयोग के लिए प्रोत्साहित करना चाहिए। पेय जल की उपलब्धता आगामी वर्षों के लिए सबसे बड़ी चुनौती है। इसके लिए कुछ ऐसी परियोजनाओं पर काम करने की जरूरत है जहाँ पर जल प्रभावित क्षेत्रों में दूसरे क्षेत्रों से पानी लाया जा सके। इसके लिए एन0सी0आर0 बोर्ड एक नॉडल एजेंसी हो सकती है, बांकी सभी लाभान्वित शहर स्टैक होल्डर होंगे। हमें इस विषय पर भी भविष्य

क्रमशः—6



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के लिए सोचने की आवश्यकता है। इसके लिए आवश्यक है कि सहभागी राज्यों के साथ मिलकर जल संसाधनों की एक एकीकृत योजना बनाई जाय। आज इस विशिष्ट समूह के सामने मैं इस तथ्य को भी रेखांकित करना चाहूंगा कि आसपास के राज्यों की बराबरी की भागीदारी सुनिश्चित की जाय। क्षेत्रीय असमानताएँ निश्चित तौर पर जनमानस में असंतोष पैदा करती हैं। राष्ट्रीय राजधानी क्षेत्र योजना अपने आप में अत्यंत महत्वाकांक्षी अनूठी योजना है। इसके कार्य क्षेत्र के विस्तार एवं सक्रिय भागीदारी की जरूरत है। विगत वर्षों में शहरी क्षेत्रों में अधोसंरचना विकास हेतु जो भी कार्य हुए हैं निश्चित तौर पर उसमें एन०सी०आर० बोर्ड की एक सशक्त भूमिका है। मैं मध्यप्रदेश राज्य की ओर से यह भरोसा दिलाना चाहूंगा कि विकास की सतत् प्रक्रिया में सक्रिय सहयोग के लिए हम हमेशा तैयार हैं।

**धन्यवाद।**

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**Stretches covered under National Highway Development Projects**

1. NH-8:- Delhi-Gurgaon Expressway is under construction and the stretch beyond Gurgaon is proposed to be six laned under NHDP Phase-V.
2. NH-2:- This is already found laned. The construction of elevated highway at Badarpur has been cleared by Public Private Partnership Appraisal Committee (PPPAC) but the Delhi Govt. has to agree for State support agreement. Clearance is also awaited from Archeological Department of Delhi. The remaining stretch beyond Badarpur is to be six laned under NHDP Phase-V.
3. NH-1:- It is to be six/eight laned in NCR portion and up to Jalandhar.
4. NH-24:- It is to be eight laned upto Dehli-Border. Delhi Border to Hapur is already four laned. Hapur to Moradabad is being four laned. Delhi Border to Moradabad is already proposed for six laning under NHDP Phase-V.
5. NH-10:- It is to be eight laned up to Dehli Haryana border and four/six laning up to Hisar has been proposed under NHDP Phase-III. The work of widening up to Rohtak is already awarded and DPR preparation for Rohtak to Hisar under NHDP Phase-III is in progress.
6. NH-58:- Preparation of Detailed Project Report for six laning from Delhi to Meerut is under progress and the four laning work is already under progress from Meerut to Muzaffarnagar under NHDP Phase-III.
7. NH-91:- It is proposed to four lane from Ghaziabad to Aligarh under NHDP Phase-III. The preparation of DPR is under progress.
8. NH-71 & NH-71 A:- Rohtak-Jind and Rohtak Bawal sections of NH-71 and Panipat Rohtak Section of NH-71A are included under NHDP Phase-III.

Other National Highways in NCR are being developed out of National Highway Original (NHO) funds.

## **Status of WPE & EPE**

### **A. Status of Western Peripheral Expressway (WPE) project:**

The work for entire length of 135.65 km is being done as a single package and has been awarded on Built, Operate and Transfer (BOT) basis to M/s. KMP Expressway Ltd. on 14.11.2005 with zero grant for a concession period of 23 years and 9 months (including three years of construction period). The Concession Agreement was signed on 31.01.2006. HSIDC has intimated that financial closure has been achieved by the Concessionaire on 08.01.2007. The work for Construction of Western Peripheral Expressway is in progress and targeted for completion by 30.07.2009.

### **B. Status of Eastern Peripheral Expressway (EPE) project:**

Out of total land to be acquired for EPE i.e. 1350 Ha, 680 Ha land has already been acquired under NH Act. Acquisition of the balance land is to be completed. The final DPR has been submitted by consultant on 14.07.2007. Pre-qualification of the bidders has already been processed. The proposal has been submitted to Public Private Partnership Appraisal Committee (PPPAC) for approval. After the approval of PPPAC, the bid documents shall be issued to the short listed bidders.

### Annexure-VIII

- a) *Palam Vihar to Bijwasan – Najafgarh Road at the Junction where road coming from Dwarka Joins:* The proposal was agreed. DDA was requested to consider this proposed link as part of the Zonal Plan of Zone – K and Master Plan-2021. Financial Commissioner/Pr. Secretary (TCP), Haryana was requested to send a note on this proposed road highlighting envisaged features, expected traffic volume and its typology etc. The information is still awaited from Government of Haryana.
- b) *Road connecting Gurgaon – Mehrauli road with Andheria More – Mahipalpur road near Nelson Mandela road T-Junction (near Massoodpur flyover):* The proposal was not accepted as the proposed link passes through Ridge/Reserve Forest area and strict view taken by Hon'ble Supreme Court in various PILs on the ridge.
- c) *Widening of road connecting Mehrauli – Gurgaon road with Gurgaon – Faridabad road through Gadaipur – Jaunapur and Mandi villages:* Road link with 60 meter ROW was agreed which would be implemented by MCD. DDA was requested to include the same in the Zonal Plan for Zone-J. It was also informed by VC, DDA in the 55<sup>th</sup> Planning Committee meeting held on 24.1.2007 that all such connectivity/links would be taken up by DDA at the time of finalization of the respective Zonal Plans.
- d) *Widening of Mehrauli – Gurgaon Road:* Work on this road to widen to 6 lane from Andheria More to Aaya Nagar Border is in progress.
- e) *Strengthening of Gohana – Kharkhauda – Bawana (bypass) – Khajhawala Ghevara with NH – 10 and ROB at Bawana Railway Line:* MCD would carry out work in phased manner. DDA informed that ROB at Bawana, forms the part of the proposed Urban Extension Roads. The proposal of construction of flyover at Ghevara Crossing is under consideration.
- f) *Strengthening of road from Dhansa Border to Bijwasan:* MCD would carry out work in phased manner.
- g) *ROB at Kapashera – Bijwasan – Najafgarh Road:* Work is likely to start soon and expected to be completed in 2010.
- h) *Flyover on NH – 10 at Nangloi:* The work has been initiated.
- i) *Najafgarh Bypass:* This would be addressed in the Zonal Plan of Zone-L by DDA. Mr. Jain, Commissioner, Planning, DDA informed that this has been conceptually agreed.
- j) *New link from the Proposed Education City in Sonapat to Delhi, opposite Narela:* Pr. Secretary, Haryana was requested to send copies of this proposed link alongwith a self-contained note to DDA, PWD and MCD for further consideration. Information is still awaited from Govt. of Haryana.