63

No. K.14011/29/86-NCRPB

NATIONAL CAPITAL REGION
PLANNING BOARD

C Wing, Nirman Bhavan

New Delhi, dated the 25th June, 1986

Subject : Third Meeting of the NCR Planning Board

Reference : Meeting Notice dated 12th June, 1986

Date : Thursday the 3rd July, 1986

Time : 11 A.M.

Venue : Committee Room *F*, Vigyan Bhavan, New Delhi

Programme 11 A.M. : Discussion on Agenda items

1 P.M. : Lunch

2 P.M. : Discussion on Agenda item, if any

AGENDA

1. Confirmation of the minutes of the second meeting of the Board held on 20th November, 1985.
2. Co-option of Members
3. Note on Action Taken on the Minutes of the Second Meeting of the Board
4. Business transacted by the Planning Committee, Personnel Group, Project Sanctioning and Monitoring Group, etc. (for information)
5. Interim Development Plan for National Capital Region
6. Shifting of offices of Central Government Undertakings located in Delhi
7. Annual Report of the Board for the year 1985-86
8. Any other item.

A set of Agenda papers is sent herewith. Kindly make it convenient to attend the meeting.

[Mrs. V.R. Sundaram]
Deputy Director
For Member Secretary

To:

All Members

To

1. Union Minister of Urban Development, New Delhi. - Chairman.
2. Chief Minister, Government of Haryana, Chandigarh.
3. Chief Minister, Government of Rajasthan, Jaipur.
4. Chief Minister, Government of Uttar Pradesh, Lucknow.
5. Lt.Governor, Delhi.
6. Chief Executive Councillor, Delhi.
7. Minister for Planning and Finance, Government of Haryana, Chandigarh.
8. Minister of State in Charge of Urban Development, Government of Uttar-Pradesh, Lucknow.
9. Minister for Urban Development, Government of Rajasthan, Jaipur.
10. Chief Secretary, Government of Uttar Pradesh, Lucknow.
11. Chief Secretary, Government of Rajasthan, Jaipur.
12. Secretary, Town and Country Planning Department, Government of Haryana, Chandigarh.
13. Union Minister of State for Railways, New Delhi.
14. Union Minister of State for Surface Transport, New Delhi.
15. Union Minister of Industry, New Delhi.
16. Shri R.J.Chelliah, Member, Planning Commission, New Delhi.
17. Secretary(Expenditure), Ministry of Finance, New Delhi.
18. Secretary, Ministry of Urban Development, New Delhi.
19. Chief Planner, Town and Country Planning Organisation, New Delhi.
20. Chief Secretary, Delhi Administration, New Delhi.
21. Shri M Shankar, Member Secretary, NCR Planning Board, New Delhi.

SPECIAL INVITEES
(To be co-opted as Members of the Board)

1. Secretary, Department of Industrial Development, Ministry of Industry, New Delhi
2. Secretary, Ministry of Surface Transport, New Delhi
3. Chairman, Railway Board, New Delhi
4. Adviser (HUD), Planning Commission, New Delhi

Copy to:-

1. Union Minister of State for Urban Development, New Delhi
2. Special Secretary, Ministry of Urban Development, New Delhi
3. Joint Secretary (UD), Ministry of Urban Development, New Delhi
4. Joint Secretary (F), Ministry of Urban Development, New Delhi

THIRD MEETING
OF THE
NATIONAL CAPITAL REGION
PLANNING BOARD

AGENDA

3RD JULY 1986

NEW DELHI

C O N T E N T S

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AGENDA ITEM NO:1

CONFIRMATION OF THE MINUTES OF THE SECOND MEETING OF THE BOARD HELD ON 20TH NOVEMBER 1985.

The Minutes of the Second meeting of the National Capital Region Planning Board held on 20th November 1985 (copy enclosed for ready reference) were circulated on 10th December, 1985. The Board may kindly confirm the minutes of the meeting.

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MINUTES OF THE SECOND MEETING OF THE NCR PLANNING BOARD HELD AT 11 A.M. ON WEDNESDAY THE 20TH NOVEMBER, 1985, AT PARLIAMENT HOUSE, NEW DELHI

The following members were present :

1. Shri Abdul Ghafoor, Union Minister of Urban Development — Chairman
2. Shri Bhajan Lal, Chief Minister Haryana
3. Shri Bir Bahadur Singh, Chief Minister Uttar Pradesh
4. AVM(Rtd) H.L. Kapur, Lt.Governor Delhi

Government of India

5. Shri Ramesh Chandra, Secretary Ministry of Urban Development
6. Shri P.P. Nayyar, Secretary Department of Surface Transport
7. Shri S.D. Srivastava, Secretary Ministry of Industry
8. Shri N.K. Seth, Adviser Planning Commission
9. Shri E.F.N. Ribeiro, Chief Planner Town & Country Planning Organisation New Delhi

Union Territory of Delhi

10. Shri Jag Pravesh Chandra, Chief Executive Councillor, Delhi
11. Shri Virendra Prakash Chief Secretary, Delhi Administration

Government of Haryana

12. Shri Sagar Ram Gupta, Minister of Planning and Finance
13. Shri J.K. Duggal, Secretary Town and Country Planning

Government of Rajasthan

14. Shri C.R. Bakoliya, Minister of Finance and Urban Development

15. Shri M. Shankar
NCR Planning Board — Member-Secretary

Some of the members were accompanied by their aides. A list of officers who participated in the meeting is at Annexure I.

At the start of the meeting the Chairman welcomed Shri Bir Bahadur Singh, Chief Minister of Uttar Pradesh and Shri H.L. Kapur, Lt.Governor of Delhi, who attended the meeting of the Board for the first time.

In his introductory remarks the Chairman referred to the discussion in the last meeting where a decision was taken to draw up an investment proposal during the Seventh Five Year Plan period for the region. He informed the Members that an investment plan of Rs. 867 crores for the three State Sub-regions of NCR has been prepared for the Seventh Plan period and submitted to the Planning Commission. The Plan proposes additional outlays for NCR schemes in the Railways (Rs. 90 crores) Telecommunication (Rs. 280 crores), and National Highways (Rs. 97 crores) sector. In the State sector the Plan proposes an outlay of Rs. 400 crores for regional roads (Rs. 120 crores), upgrading infrastructural facilities in the regional towns (Rs. 90 crores), programmes of land acquisition and development (Rs. 90 crores) and for specific schemes to be prepared for generating economic activities and providing an economic base for the regional towns selected for development (Rs. 100 crores). The above mentioned State sector schemes are proposed to be funded on matching basis by the Central Government

. The Chairman also emphasised the need to take simultaneous steps to tackle those factors which create the pressure of population on Delhi. In this connection he mentioned how in the past two decades there has been a phenomenal increase in the number of public sector offices and employment in them. As of 1981 there were 3.7 lakh employees in both Central Government and public sector undertakings. He emphasised the need for controlling the growth of offices in Delhi especially those of the public sector.

2. The Chief Minister of Haryana re-iterated the need for restricting the growth of Delhi by making the regional towns more attractive for the migrating population. In this connection he emphasised that as long as there was disparity in the quality and quantity of supply of power between Delhi and the neighbouring States, the situation in regard to industry cannot be improved and that in order to locate industries in other towns of the region, facilities like telecommunication, transport, rail services, etc., comparable to those available in Delhi should be provided in the region. With regard to the financing of NCR schemes, Shri Bhajan Lal was of the view that as against the present pattern of financing of the Central Government on a matching 50-50 basis, the Government of India should also, in addition, provide a subsidy of 25% to the States. While agreeing that population growth in Delhi should be controlled, he was of the view that such restrictions should not be applicable to the first tier ring towns viz., Gurgaon, Faridabad, etc. He urged that public sector offices should not be located in Delhi but should be located in other towns of the region.

3. The Chief Minister of Uttar Pradesh while agreeing with the remarks of Shri Bhajan Lal, laid emphasis on the need for the uniformity of tax structure for the region. He felt that as long as the present sales tax structure for Delhi which was much lower than the neighbouring States, remained as it is, it would be very difficult for trade and commerce to be diverted to the neighbouring areas. He agreed with the Chairman on the need for shifting offices from Delhi and in this connection mentioned that Government of India had not fully utilised the 1000 acres of land acquired in Ghaziabad and developed for locating offices. He pointed out that though NOIDA was established in order to remove the congestion in Delhi experience has shown that industries are being established in Delhi as well as NOIDA and no relief has been achieved by Delhi in this regard. In this connection he pointed out that power supply is an indispensable input for rapid economic development and there is a striking disparity in this regard between Delhi and the neighbouring areas. He also mentioned that the NCR schemes should be taken up with speed; the Central Government should give financial assistance in the form of subsidy and grant and that the funds earmarked for NCR schemes in the Seventh Plan are very low and it should be revised in order to meet the requirements.

4. Shri C.R. Bakoliya, Minister of Finance and Urban Development, Rajasthan, in his remarks pleaded for the inclusion of Kaman and Deeg Tehsils of Bharatpur Districts in the NCR. He also felt that the present financial assistance to Rajasthan is inadequate. He informed that the Rajasthan Government was developing industrial town-ships at Bhiwadi and Shahjehanpur. He felt that these industrial town-ships will only succeed if incentives are made available to those industries for shifting away from Delhi. He also felt that the present industrial policy of Government

of India needed to be modified to promote the development of such townships.

5. The Lt.Governor of Delhi, emphasised the need to maintain the character of the National Capital and to control the growth of population in the historic city. For this purpose, a definite plan has to be drawn, He pointed out the need for the preparayion of the regional plan on a war footing. He was of the view that unless immediate measures were taken it would not be possible to contain the pressure of population on Delhi. The absense of the integrated plan would not only affect Delhi but would also result in haphazard development in the neighbouring areas, He stated that the populatio n growth in Delhi has been phenormenal and it measures are not taken to control the growth by the turn of the century, thirteen to fifteen million people will be living in Delhi. While referring to the remarks made by the Chief Ministers of Uttar Pradesh and Haryana about lower sales tax in Delhi, he agreed that there should be some kind of pragmatic thinking and integrated sales tax system. However, the cost of living in Delhi was very high and it would be difficult to raise the sales tax even by one percent. On the other hand, he suggested to the State Governments to evolve a scheme by which sales tax exemption could be given for a period of five years in regard to new industries. He mentioned about the three tier industrial policy suggested by the Delhi Administration and stated that the metropolitan area could have only the medium industry and the heavy industries should be located in the region. This will result in more investments in the region and give relief to the population pressure on Delhi. He also suggested that in order to achieve the NCR objectives an integrated system of transport should be planned.

6. Shri Jag Pravesh Chandra, Chief Executive Councillor, Delhi, pointed out that Delhi is central to the idea of NCR; NCR was meant for Delhi and not the other way round. He was not in favour of the idea of putting curbs on employment generating activities in Delhi which would be a social calamity. He pointed out that there were 3.5 lakh jobless persons at present and every year the number was increasing by 30,000. He was also of the view that shifting of whole-sale trade would not be feasible and in his view to do so would be economically suicidal. The C.E.C. demanded precisely planned and adequately provided financial inputs for the National Capital Region projects as in their absence all plans and projections would remain only on paper.

For raising resources he also suggested the floating of public loans and debentures and self-financing schemes and pleaded for greater involvement of the LIC, GIC and Unit Trust of India in the project. The Chief Executive Councillor suggested that in the context of the NCR Planning Board, a national urban development policy should be drawn up for the year 2001. The Chief Executive Councillor also suggested that since industry would play a very vital role in the implementation of the NCR scheme, the Union Minister of Industry should also be made a Member of the Board.

7. While replying to the points raised, the Chairman agreed with the view that an important role is played by the tax structure in diverting trade, commerce, industry, etc. There was general discussion about the need for a quick transport facility, better telecommunication facility and road and rail linkages between the ring towns, etc. Thereafter the agenda items were taken up for discussion :-

Agenda item No. 1: Confirmation of the minutes of the first meeting of the Board held on 4th June, 1985

8. The minutes of the first meeting of the Board as circulated on 24th June, 1985 were confirmed.

Agenda item No.2 : Note on action taken on the minutes of the first meeting of the Board held on 4th June, 1985

9. The action taken on the minutes of the first meeting of the Board was noted.

Agenda item No. 3 : Business transacted by the Planning Committee, etc., for information of the Board

10. The Board noted the business transacted by the Planning Committee, the Personnel Group and the Project Sanctioning and Monitoring Group of the Board.

AGENDA ITEM NO. 4 : BUDGET PROPOSALS FOR THE YEAR 1986-87 FOR THE NCR PLANNING BOARD.

11. The Member-Secretary explained the plan and non-plan budget proposals for the year 1986-87. He pointed out that according to the present indications regarding allocation of funds during Seventh Plan for NCR schemes a sum of Rs.35 crores had been earmarked and out of this Rs. 4 crores had been allocated during 1985-86. On the assumption that the remaining Rs. 31 crores would be available during the next four years of the Seventh Plan period, it was anticipated that a provision of Rs. 8 crores would be available during 86-87. The present proposals are based on these indications. However, on the basis of proposals sumitted by the participating States, the question of enhanced allocation for NCR schemes during the Seventh plan has been taken up and the Government has been requested to make a provision of Rs.200 crores for this purpose. On this basis a provision of Rs. 50 crores for 86-87 has been demanded and the plan budget estimates might need revision depending upon the actual provision made during 86-87.

12. The consensus was that keeping in view tha enormous task before the Board, the provision of Rs. 35 crores is most in-realistic and in-adequate. Lt.Governor felt that the figure looked hypothetical. Shri Virendra Prakash desired to know the nexus between the provision of Rs. 35 cores and the proposals for an expenditure of Rs. 867 crores. Shri N.K. Seth pointed out that there has been a severe resource constraint and the various central allocations have been made in the best possible manner within the overall ceiling of Rs.1,80,000 crores. Railways have a central allocation of about Rs. 12,000 crores. He was not sure whether Rs. 90 crores now proposed would be met from within the allocation. He pointed out that the Planning Commission required some time to examine the proposal, to consult the State Governments and the Central Ministries in order to find out their reactions. He suggested that in the meanwhile an exercise may be undertaken to formulate specific schemes for which Rs. 400 crores would be required in the State sector. Shri Virendra Prakash pointed out that the estimate of Rs. 35 crores was un-realistic and emphasised the need for an infrastructural planning. He stated that the minimum requirements for achieving the NCR objective must be laid down. He also pointed out that the Railway Board and the Ministry of Communications are already over-strained as far as the outlays were concerned. He laid emphasis on the need for

working out the basic minimum funds required to achieve the population assignment proposed. After a detailed discussion on the need for preparation of a plan, the consensus was that in order to project the requirements to the Planning Commission/Government of India etc., it was necessary to prepare an integrated regional plan. It was decided that an interim plan should be prepared within three months and an outline plan of the regional plan should also be prepared urgently. The Chief Minister of Haryana pointed out that if NCR plan has to be successful there should be more funds and the Planning Commission should do something about it.

13. The Board approved the budget proposals for 1986-87 Rs. 23 lakhs as non-plan provision and Rs. 8 crores plan provision. However, the plan budget estimates are subject to revision depending upon the actual provision made during 1986-87.

AGENDA ITEM No. 5 : Modification to the schedule to the NCR Planning Board Act, 1985

14. The Board approved the proposal to include the tehsils of Pataudi, Ganaur, Dadri and Garmukhteshwar and Alwar and Ramgarh in respective districts of Gurgaon, Sonepat, Ghaziabad and Alwar in the States of Haryana, Uttar Pradesh and Rajasthan.

AGENDA ITEM NO.6 : Directions of the Board on the policy issues relating to the strategy to be adopted for the development of the NCR

(A) Preparation of an interim plan:

15. The Member-Secretary explained the agenda note and pointed out the need for preparing an interim plan as quickly as possible so as to coordinate and harmonise the activities in the region. The Lt. Governor pointed out that the interim Plan should be so prepared as to dovetail it with the comprehensive Plan. In order to ensure this he suggested that simultaneously with the interim plan, an outline of the comprehensive plan be prepared. Shri N.K. Seth stated that the entire object is to de-congest Delhi and this would throw a great responsibility on the three states. Therefore, it would be advisable to ascertain from the three states the difficulties faced by them, the financial resources and their limitations. The representative of Railway Board was of the view that the preparation of an interim plan would facilitate the assessment of the requirements and to work out alternative solutions like doubling or electrifying the existing lines etc. Shri P.P. Nayyar pointed out that a plan has to be prepared based on the needs to meet the NCR objectives; it cannot be a plan according to the availability of resources. As far as surface transport was concerned he mentioned that the allocation for national highway sector was very low and the planning Commission has been approached for more funds. Therefore, he pointed out that within the existing allocations the NCR requirements cannot be met and additional funds would be required.

After detailed discussion the Board decided that an interim land-use plan which should be in consonance with the comprehensive plan should be prepared speedily in order to avoid delay in taking up the development of

the region to achieve the objective of the plan.

(B) Population assignments for Delhi, DMA towns & NCR

16. The Member-Secretary explained the proposals contained in the item. He said that for the preparation of the interim plan certain basic policy issues have to be decided and one of the most important aspect was the population assignment for Delhi, the Delhi Metropolitan Area and the rest of the region. He stated that only after a decision is taken on these issues it will be possible to work out the strategy and also prepare the plans for the development of the region. He mentioned that the issue had been discussed in the Planning Committee and the Planning Committee had proposed that the regional plan should be prepared on the basis that Delhi's population for the year 2001 will be restricted to 112 lakhs and in the DMA towns 37 lakhs of urban population will be accommodated. The difference in the targetted population and the anticipated growth would be diverted to the rest of the towns in the region and plans will be prepared accordingly. The Chief Minister of Haryana supported the proposal to restrict the population of Delhi to 112 lakhs. He was, however, of the view that in so far as the DMA towns are concerned no such restriction should be made and they should be allowed to grow to their potential. The Lt. Governor of Delhi felt that the population assigned to Delhi in 2001 was not realistic and it is likely to be of the order of 130 to 135 lakhs. He also mentioned of the phenomenal growth of vehicles in Delhi. The Chief Secretary, Delhi Administration, felt that the disparity in the quality of powersupply etc., were so much that if Delhi's population is to be restricted, similar facilities will have to be created in the region and unless funds are available for investments of this order it would not be possible to contain the population or prevent migration. Shri N.K. Seth was of the view that even the population of 90 lakhs for Delhi would be on the high side keeping in view the difficulties in regard to water supply and pressure on other services. He was in favour of more dis-incentives in Delhi for curbing the growth of population. Shr P.P. Nayyar, Secretary, Surface Transport, was of the view that while it is necessary for planning purposed to accept this figure the strategies to achieve will have to be very carefully thought of. He felt that the structure of transport will play a vital role in any strategy for the region.

17. Summing up the discussion, the Chairman emphasised the need for drawing up a plan. He said that in any such exercise there will be an element of uncertainty with regard to the funds etc., but all the same the exercise has to be carried out. It is only after a plan is

prepared that it would be possible to quantify the urgent requirements and if necessary a kind of minimum needs preogramme could be drawn up with the help of State Governments. In this connection Chairman referred to the planning exercise carried out by the States which in turn is reduced by the Planning Commission. Similarly, he felt that in the case of the region also a plan has to be prepared with certain targets and desired that the plan may be prepared on the basis of the proposals contained in the agenda note.

(C) Location of public sector offices

18. It was explained that for curbing the rate of growth of population in Delhi, it is necessary to take such steps as would reduce the in-migration of the people in search of employment opportunities to Delhi. It was also pointed out that the three most important sectors in this regard were public employment, the whole-sale and distributive trades and manufacturing sectors. There was agreement on the need to restrict the location of public sector offices in the capital. The Board unanimously decided to recommend to the Central Government that restrictions similar to those applicable in the case of location of Government offices in Delhi might also be applied to the public sector offices and those which need not be located in Delhi should be identified so that these could be shifted to suitable alternative towns.

(D) Policy regarding location of industries and location of wholesale and distributive trades

19. The Board noted the position as explained in the item.

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

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No:K-14011/40-85-NCRPB
NATIONAL CAPITAL REGION PLANNING BOARD
'C' Wing, Nirman Bhawan, New Delhi-11
Dated the 10th December, 1985

Copy forwarded for information and appropriate action to all the Members of the Board.

(M. SHANKAR)
Member - Secretary

Annexure I

Second meeting of the National Capital Region Planning Board held at 11 A.M. on 20th November, 1985 in New Delhi

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Special invitees

1. Shri Dalbir Singh
   Minister of State of Urban Development

2. Shri Bharat Singh
   Minister of Industry
   Madhya Pradesh

Other participants

Government of Haryana

1. Shri G. Madhavan, Director, Town & Country Planning
2. Shri J.C. Chopra, Chief Town Planner
3. Shri B.D. Gulati, Chief Co-ordinator Planner, NCR

Government of Rajasthan

1. Shri R. Ramakrishna, Secretary, Local Self Government

Government of Uttar Pradesh

1. Shri Krishnan, Special Secretary to Chief Minister
2. Shri Kamal Pande, Secretary, Urban Development Department
3. Shri N.S. Johri, Chief Town Planner
4. Shri Raj Bhargava, Dt. Commissioner

Delhi Administration

1. Shri S.C. Vajpeyi, Secretary (L&B)
2. Shri M.C. Verma, Secretary (Planning)
3. Shri Prem Kumar, Vice Chairman, Delhi Development Authority

Government of India

1. Shri S.T. Veera Raghavan, Financial Adviser, Ministry of Urban Development
2. Shri R.L. Pradeep, Joint Secretary, Ministry of Urban Development
3. Shri Mahesh Kapoor, Executive Director(Coordination) Railway Board
4. Shri Prakash, Joint Director (Corporate Planning) Railway Board

AGENDA ITEM NO:2

CO-OPTION OF MEMBERS

In the last meeting of the Board, members suggested that the Union Minister of Industry should be included as a member of the Board. This was examined by the Government and it was decided that in addition to the Union Minister of Industry, the Minister of State of Railways, Minister of State of Surface Transport and the Member concerned in the Planning Commission may be made members of the Board in lieu of the existing members representing these Ministries/Departments/Planning Commission. Accordingly the notification has been issued, copy of which is annexed as Annexure I.

2. The Chairman also decided that the existing members representing these Ministries and the Planning Commission may be coopted as members. It is therefore proposed to co-opt the following members:-

1. Secretary, Department of Industrial Development, Ministry of Industry.
2. Secretary, Department of Surface Transport.
3. Chairman, Railway Board.
4. Adviser(HUD), Planning Commission.

3. The Board may kindly approve the proposal.

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Annexure I

(To be published in Part I section 2 of the Gazette of India Extra-Ordinary)

No.K-14011/25/84 - NCR
Government of India
Ministry of Urban Development
(Shahari Vikas Mantralaya)

.....

New Delhi, dated 30.4.1986

N O T I F I C A T I O N

In exercise of the powers conferred by sub-section(1) of section 3 of the National Capital Region Planning Board Act, 1985 (2 of 1985), read with rule 4 of the National Capital Region Planning Board Rules, 1985, the Central Government hereby makes the following amendments in the notification of the Government of India in the late Ministry of Works and Housing notification No. K-14011/25/84-NCR, dated the 27th March, 1985, published in the Gazette of India, Part I-Section 2, dated the 28th March, 1985, namely :-

(a) For serial number 8 and the entries relating thereto, the following shall be substituted; namely :-

"8.Shri R.J.Chelliah, Member, Planning Commission -Member";

(b) for serial number 10 and the entries relating thereto, the following shall be substituted; namely :-

"10. Minister of Industry, Government of India. ... Member";

(c) for serial number 11 and the entries relating thereto, the following shall be substituted; namely :-

"11. Minister of State for Railways, Government of India. ... Member";

(d) for serial number 12 and the entries relating thereto, the following shall be substituted; namely :-

"12. Minister of State for Surface Transport, Government of India. ... Member".

Sd/-
(R.L. PARDEEP)
Jt. Secretary to the Government of India

To

The Manager,
Government of India Press,
Mayapuri, Ring Road,
New Delhi.

Copy to:-

1. All the members of the NCR Planning Board
2. All the Central Ministries/Departments etc.
3. Secretary, Department of Industrial Development, Ministry of Industry.
4. Chairman, Railway Board, Ministry of Railways.
5. Secretary, Ministry of Shipping and Transport.

AGENDA ITEM NO:3

NOTE ON ACTION TAKEN ON THE MINUTES OF THE SECOND MEETING OF THE BOARD HELD ON 20TH NOVEMBER, 1985

1. Item 1.2. REGULATIONS TO BE FRAMED BY THE BOARD

In the note on action taken on the Minutes of the 1st meeting of the Board submitted in the 2nd meeing held on 20th November, 1985, it was reported that the regulations approved by the Board had been sent to the Government on 5th July, 1985 and that the regulations would be notified of the approval of the Government. The approval of the Government was conveyed by the Board on 13.1.1986. The regulations as approved by the Board had included a provision for payment of House Rent Allowance to the employees of the Board at the rate of 30% of pay whereas the Government, while conveying its approval, has agreed to payment of HRA only @ 20% of pay. Except for this change, the Regulations have been notified on receipt as approved. A copy of the notification dated 3.3.1986(Published in the Gazette of India Part III, Section 4 on 24.5.1986) is enclosed.

2. Item 2.4 :BUDGET PROPOSALS FOR THE YEAR 1986-87 FOR THE NATIONAL CAPITAL REGION BOARD

The Board had approved the budget proposals for 1986-87 providing for the following:-

(i) Non-Plan funds of Rs.23 lakhs for the following item -

(a) Salaries Rs.13 lakhs

(b) Non-recurring office expenses-like equipments furniture, motor vehicles, etc., Rs.2.90 lakhs

(c) Recurring office expenses Rs.7.10 lakhs

However, the Government had informed that only

Rs. 17 lakhs have been provided in the budget estimate for 1986-87. In view of the fact, that the Board has been allotted office space(on 19th June 1986), expenditure will have to be incurred on partitioning of the office space, maintenance of the building and also payment of rent (licence fee at market rate) to Government. Since some savings are anticipated in salaries because of non-filling up or late-filling up of certain posts, re-allocation of funds under different Heads are proposed as under:-

a)	Salaries	11 lakhs
b)	Non-recurring office expenses	5.70 lakhs
c)	Recurring office expenses	6.30 lakhs
	TOTAL	23.00 lakhs

ii) Plan funds of Rs.8 crores for implementing the NCR scheme.

However, against this the Government of India has made a budget provision of Rs.4.25 crores only for this purpose.

The provision made in the Seventh Plan for the NCR scheme is Rs.35 crores only. The integrated investment plan prepared by the Board involving an expenditure of Rs.867 crores has been submitted to Government. The Chairman has taken up the question of providing adequate additional funds for the National Capital Region scheme in the Seventh Plan, with the Finance Minister/Prime Minister/Planning Commission. The request is being examined by Government.

3. ITEM 2.5 :MODIFICATION TO THE SCHEDULE TO THE NCR PLANNING BOARD ACT 1985.

A notification has been issued by the Government effecting amendments to the schedule as approved by the Board. A copy of the notification is enclosed.

4. Item 2.6 :PREPARATION OF AN INTERIM PLAN

As directed by the Board an interim plan has been prepared and is submitted for consideration and approval of the Board(as agenda item No.5).

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(To be published in Part I Section 2 of the Gazette of India Extra-ordinary)

No.K-14011/33/84-NCR
Government of India
Bharat Sarkar
Ministry of Urban Development
Shahari Vikas Mantralaya

New Delhi dated the 14th March, 1986.

N O T I F I C A T I O N

In exercise of the powers conferred by the proviso to clause (f) of section 2 of the National Capital Region Planning Board Act, 1985 (2 of 1985), the Central Government with the consent of the Government of the concerned participating state and in consultation with the Board hereby makes the following amendments in the description of the areas specified in the Schedule, namely:-

(1) in the entries relating to Haryana, in item no.(i), the word "Pataudi" shall be added after the word 'Nuh';

(2) in item no. (iv), the word "Ganaur" shall be added after the word 'Sonepat';

(3) in the entries relating to Uttar Pradesh, in item no.(iii), for the words "and Hapur", the word Hapur, "Dadri and Garhmukteshwar" shall be added after the word 'Ghaziabad';

(4) in the entries relating to Rajasthan in item no.(i), for the words "and Tijara; and" the words "Tijara, Alwar and Ramgarh" shall be added and the entries in item (ii) shall be omitted.

Sd/-
(R.L. Pardeep)
Jt.Secretary to the Govt. of India

To
The Manager,
Government of India Press,
Mayapuri, Ring Road,
New Delhi.

Copy to :-

1. All the Central Ministries/Departments
2. Members of the National Capital Region Planning Board.

[Published in the Gazette of India, PART III—SEC. 4 on May 24, 1986]

NCR PLANNING BOARD

New Delhi, the 3rd March 1986

No. C.11031/1/86-NCRPB.—In exercise of the powers conferred by Section 37 of the National Capital Region Planning Board Act, 1985 the Board hereby makes, with the previous approval of the Central Government, the following regulations :—

1. *Short title and commencement* :

(i) These regulations may be called the National Capital Region Planning Board Regulations, 1986.

(ii) These shall become operative from the date on which the Board come into existence.

2. *Definition* :

In these regulations unless the context otherwise requires :

(i) 'Act' means the National Capital Region Planning Board Act, 1985.

(ii) 'Board' means the National Capital Region Planning Board as constituted under Section 3 of the Act.

3. *Salaries & allowances of officers and emloyees* s

The pay and all other allowances except House Rent Allowance of officers and employees of the Board shall be the same as those prescribed by the Central Government for its ployees of similar status.

4. *Grant of leave* :

In the matter of grant of leave the officers and employees of the Board shall bt governed by the Central Civil Service (Leave) Rules, 1972 as applicable to the employees of the Central Government and orders issued by the Central Government thereunder from time to time.

5. *House Rent Allowance* :

The officers and employees of the Board at Delhi shall be entitled to twenty per cent (20%) of their pay as House Rent Allowance. Other conditions for the House Rent Allowance shall be the same as are applicable to the Central Government servants.

6. *Pension, gratuity, retirement benefits and general provident fund* :

The officers and employees of the Board shall be entitled to pension, gratuity, other retirement benefits and general provident fund, at such rates and under such conditions as are applicable to officers and employees of the Central Government in the corresponding grades.

7. *Other conditions of services* :

Unless expressly provided for in these regulations to the contrary, the other terms and conditions of service of the officers and employees of the Board shall be governed, as far as may be, by the Fundamental and Supplementary Rules, General Financial Rules, Central Civil Service (Temporary Service) Rules, 1965, Central Civil Services (Medical Attendance) Rules, 1944, Central Government Employees Group Insurance Scheme, 1980, etc., and by orders and decisions issued by the Central Government under those rules from time to time as applicable to the employees of the Central Government.

8. *Conduct Rules* :

The Central Civil Service Conduct Rules, 1955 as amended from time to time, will be applicable to the employees of the Board.

9. *Disciplinary proceedings* :

he Central Civil Service (Classification, CCntrl and Appeal) Rules, 1965 as amended from time to time shall apply in relation to the employees of the Board as they apply in relation to the employees of the Government. Powers under these rules vested in the President shall be exercised by the Chairman and those of Head of Department by the Member Secretary.

10. *Deputationists* :

The officers and employees of the Board who are working in the Board on deputation from the Central or the State Governments or from the local, development or other statutory authorities or undertakings of the Central or State Governments shall be governed by those terms and conditions which are specified in the order of deputation by the loaning authority. With respect to other terms and conditions which are not specified in the order, they will be governed by the above regulations applicable to the employees of the Board.

M. SHANKAR, Member Secy.

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राष्ट्रीय राजधानी क्षेत्र योजना बोर्ड
नई दिल्ली, दिनांक 3 मार्च, 1986

सं० सी–11031/1/86–रा० रा० क्षेत्र यो० बो०– राष्ट्रीय राजधानी क्षेत्र योजना बोर्ड, राष्ट्रीय राजधानी क्षेत्र योजना बोर्ड अधिनियम, 1985 की धारा 37 द्वारा प्रदत्त शक्तियों का प्रयोग करते हुए, केन्द्रीय सरकार के पूर्व अनुमोदन से, निम्नलिखित विनियम बनाती है, अर्थात्:—

राष्ट्रीय राजधानी क्षेत्र योजना बोर्ड
नई दिल्ली, दिनांक 3 मार्च, 1986

1. संक्षिप्त नाम और प्रारम्भ :

(i) इन विनियमों का संक्षिप्त नाम राष्ट्रीय राजधानी क्षेत्र योजना बोर्ड विनियम, 1986 है।

(ii) ये नियम तब से प्रवृत्त होंगे जब से बोर्ड का गठन किया गया है।

2. परिभाषायें :

इन विनियमों में, जब तक कि संदर्भ से अन्यथा अपेक्षित न हो,—

(i) "अधिनियम" से राष्ट्रीय राजधानी क्षेत्र योजना बोर्ड अधिनियम, 1985 अभिप्रेत है;

(ii) "बोर्ड" से धारा 3 के अधीन गठित राष्ट्रीय राजधानी क्षेत्र योजना बोर्ड अभिप्रेत है।

3. अधिकारियों और कर्मचारियों के वेतन और भत्ते :

बोर्ड के अधिकारियों और कर्मचारियों के वेतन और मकान किराया भत्ता से भिन्न सभी अन्य भत्ते वही होंगे जो केन्द्रीय सरकार ने अपने समतुल्य हैसियत से कर्मचारियों के लिये विहित किये हैं।

4. छुट्टी की मंजूरी :

छुट्टी की मंजूरी के विषय में बोर्ड के अधिकारी और कर्मचारी केन्द्रीय सरकार के कर्मचारियों को लागू केन्द्रीय सिविल सेवा (छुट्टी) नियम, 1972 और केन्द्रीय सरकार द्वारा उसके अधीन समय-समय पर जारी किये गये आदेशों से शासित होंगे।

5. मकान किराया भत्ता :

बोर्ड के दिल्ली में स्थित अधिकारी और कर्मचारी मकान किराया भत्ते के रूप में अपने वेतन का 20 प्रतिशत के हकदार होंगे मकान किराया भत्ता के लिये अन्य शर्तें वही होंगी। जो केन्द्रीय सरकार के सेवकों को लागू हैं।

6. पेंशन, उपदान, सेवा निवृत्त फायदे और साधारण भविष्य निधि :

बोर्ड के अधिकारी और कर्मचारी ऐसी दरों पर और ऐसी शर्तों के अधीन, जो केन्द्रीय सरकार के तत्स्थानी ग्रेडों के अधिकारियों और कर्मचारियों को लागू हैं, पेंशन, उपदान, अन्य सेवा निवृत्त फायदों और साधारण भविष्य निधि के हकदार होंगे।

7. सेवा की अन्य शर्तें :

जब तक कि इन विनियमों में विनिर्दिष्ट तथा प्रतिकूल रूप से अन्यथा उपबन्धित नहीं किया जाता, बोर्ड के अधिकारियों और कर्मचारियों की सेवा के अन्य निबंधन और शर्तें, जहां तक संभव हों, मूल और अनुपूरक नियम, साधारण वित्तीय नियम, केन्द्रीय सिविल सेवा (अस्थाई सेवा, नियम, 1965, केन्द्रीय सिविल सेवा (चिकित्सा परिचर्या) नियम, 1944 केन्द्रीय सरकारी कर्मचारी ग्रुप बीमा योजना, 1980 इत्यादि और केन्द्रीय सरकार द्वारा समय-समय पर उक्त नियमों के अधीन जारी किये गये ऐसे आदेशों और विनिश्चयों के अनुसार, जो केन्द्रीय सरकार के कर्मचारियों को लागू हों, शासित होंगे।

8. आचरण नियम :

समय-समय पर यथासंशोधित केन्द्रीय सिविल सेवा आचरण नियम 1955 बोर्ड के कर्मचारीयों को लागू होंगे।

9. अनुशासनिक कार्रवाईयां :

समय-समय पर यथासंशोधित। वर्गीकरण नियंत्रण और अपील नियम बोर्ड के कर्मचारियों के सम्बंध में उसी प्रकार लागू होंगे जिस प्रकार वे सरकार के कर्मचारियों के सम्बन्ध में लागू हैं। इन नियमों के अधीन राष्ट्रपति में विहित शक्तियों का प्रयोग अध्यक्ष द्वारा और विभागाध्यक्ष की शक्तियों का प्रयोग सदस्य से सचिव द्वारा किया जायेगा।

10. प्रतिनियुक्त व्यक्ति :

बोर्ड के ऐसे अधिकारी और कर्मचारी जो बोर्ड में केन्द्रीय सरकार या राज्य सरकारों से या केन्द्रीय या राज्य सरकार के स्थानीय, विकास या अन्य कानूनी प्राधिकरणों या उपक्रमों से प्रतिनियुक्ति पर कार्य कर रहे हैं, उन निबंधनों और शर्तों से शासित होंगे जो उनके मूल प्राधिकारियों द्वारा प्रतिनियुक्ति के आदेश में विनिर्दिष्ट किये जाते हैं। उन निबंधनों और शर्तों की बाबत, जो आदेश में विनिर्दिष्ट नहीं किये गये हैं, वे बोर्ड के कर्मचारियों को लागू, उपरोक्त विनियमों से शासित होंगे।

एम० शंकर,
सदस्य-सचिव

AGENDA ITEM NO : 4

DETAILS OF THE BUSINESS TRANSACTED BY PLANNING COMMITTEE, PERSONNEL GROUP, PROJECT SANCTIONING AND MONITORING GROUP, ETC.

A copy each of the agenda and minutes of the meetings held by the Planning Committee, etc., as under, are submitted to the Board for kind perusal as a separate compilation.

[Will be circulated separately]

1. 4th meeting of the Planning Committee held on 14.2.1986
2. 5th meeting of the Planning Committee held on 21.5.1986
3. 6th meeting of the Planning Committee held on 10.6.86
4. 2nd meeting of the Personnel Group held on 14.2.1986
5. 2nd meeting of the Project Sanctioning and Monitoring Group held on 14.2.1986.

*****

AGENDA ITEM NO:5

INTERIM DEVELOPMENT PLAN FOR NATIONAL CAPITAL REGION

In the last meeting, the Board decided that an interim land use plan which would be in consonance with the comprehensive plan should be prepared speedily in order to avoid delay in taking up the development of the region to achieve the objective of the NCR concept. Accordingly a draft interim plan has been prepared and examined by the Planning Committee. The interim development plan, as approved by the Planning Committee, is enclosed. The summary of policy briefly explains the proposals. It was felt that the interim plan would be in-complete if fiscal measures are not suggested for achieving the objectives. Therefore a chapter on fiscal measures is also added to the plan. The Board may kindly consider and approve the development plan for the National Capital Region so that further action may be taken to publish it in accordance with provisison of the Act and Rules.

*****

[INTERIM PLAN KEPT SEPARATELY]

AGENDA ITEM NO : 6

SHIFTING OF OFFICES OF CENTRAL GOVERNMENT UNDERTAKINGS LOCATED IN DELHI

There is a felt need to reduce the growth of population in Delhi. Increase in the growth of Central Government offices and Public Sector Undertakings has been identified as one of the major factors contributing to the phenomenal growth of population in Delhi. A glance at the following table would reveal that the total number of Central Government employees in Delhi has increased from 94,440 in 1961 to 2,49,270 in 1981. Similarly, the total number of employees in Public Undertakings has grown from 6397 to 1,16,444. The number would go up further if up-to-date figures are taken into consideration.

Increase in Public Employment in Delhi : 1951-1981

Sl. No.	Sector	Employment				Increase in employment		
		1951	1961	1971	1981	1951-61	1961-71	1971-81
1.	Central Govt.	87,559	94,440	2,12,448	2,49,270	6,881 (+7.9%)	1,18,008 (+124.96%)	36,822 (+17.33%)
2.	Public Under-takings	N.A.	6,397	47,895	1,16,444	6,397	41,496 (+648.68%)	68,551 (+143.13%)

At present, restriction on opening of new government offices in Delhi exists but there is no restriction on opening of new offices of Public Sector Undertakings in Delhi. The NCR Planning Board at its second meeting held on November 20, 1985, unanimously decided that as regards opening of new offices of Public Sector Undertakings in Delhi, restrictions applicable to Central Government offices should also be applicable to Public Sector Undertakings and those Public Sector Offices which need not be located in Delhi should be identified so that these could be shifted to suitable alternative towns. The views of the Board were conveyed to the Prime Minister and the Prime Minister has desired that in planning the National Capital Region, requirement of the Public Sector Offices should be taken into account so that these could be moved out from the city centre to suitable areas designated for them.

It may be noted that there were, as on 31.3.1985, 232 Central Government Undertakings in the country as a whole employing about 21.81 lakh persons. A list of Central Government enterprises located in Delhi is

appended. Among the 232 enterprises, 117 have offices in Delhi.

A glance at the list of undertakings clearly reveals that many of the Undertakings do not have any justification either for their existence or for such a large presence in Delhi. Most of the Undertakings have their projects and field offices operating in far flung areas of the country. Some of the examples are, SAIL, National Hydro Electric Power Corporation Ltd., BALCO, BHEL, MMTC etc.

The Board has already unanimously decided that such Undertakings which are located in Delhi but do not need to be continued in Delhi, should be shifted to some alternative towns. The locational policy for Central Government and Public Sector Offices as envisaged in the NCR Plan is to have strict control within Union Territory of Delhi. The main criteria for location of offices in the Capital should be that they perform the Ministerial functions, protocol function or liaison function which, by their nature, cannot be performed anywhere else except in the national capital. The existing offices which do not perform any of the functions mentioned above, should be shifted from Delhi. A similar control on the opening of new Central Government and Public Sector Offices in the DMA towns should be exercised. In so far as Public Sector Undertakings are concerned, the restriction on their opening of new offices or expanding the existing ones should apply equally to the DMA. Location of such undertakings in DMA will not be conducive to the objective of controlling the future growth of Delhi. In fact, their location outside DMA may result in reduction in the rate of growth of population in DMA. It is, therefore, felt that location of offices of undertakings should be encouraged in the area outside DMA, particularly in the 8 priority towns as identified in the interim development plan as under:

Haryana ; Palwal, Rewari Complex, Rohtak and Panipat

Rajasthan: Alwar

Uttar Pradesh : Meerut, Hapur, Bulandshahr-Khurja Complex

The interim development plan envisages development of transport (both road and rail) and telecommunication facilities and, therefore, offices located outside DMA will not face difficulties in having close contact with Central Government Ministries/Offices located in Delhi.

. In order to identify the undertakings which need to be shifted from Delhi as well as the towns where they could be located, it is suggested that a Working Group consisting of representatives from the NCR Planning Board, Department of Public Enterprises, Ministry of Urban Development and the representatives of the State Governments may be constituted. The Working Group should submit its report within a period of 6 months from the date of its constitution.

The Board may kindly consider the above suggestions for suitable decision so that the Prime Minister's Office may be informed of the action proposed in the matter.

Table : Central Government Enterprises in Delhi [As on 31.3.1985]

Sl. No.	Name of the Enterprise	Employees (As on 31.3.85)
1.	2.	3.
1.	Bongaigaon Refinery & Petrochemicals Ltd.	14
2.	Hindustan Paper Corporation Ltd.	73
3.	Kudremukh Iron Ore Co.Ltd.	12
4.	National Fertilizers Ltd.	251
5.	National Hydro Electric Power Corporation Ltd.	1034
6.	National Thermal Power Corporation Ltd.	4532
7.	North Eastern Electric Power Corporation Ltd.	18
8.	Steel Authority of India Ltd.	669
9.	Bharat Aluminium Co. Ltd.	278
10.	Hindustan Copper Ltd.	72
11.	Coal India Ltd.	88
12.	Neyveli Lignite Corporation Ltd.	8
13.	Bharat Petroleum Corporation Ltd.	797
14.	Hindustan Petroleum Corporation Ltd.	420
15.	Hydro Carbons India Ltd.	9
16.	Indian Oil Corporation Ltd.	2404
17.	I.B.P. Co. Ltd.	67
18.	Madras Refineries Ltd.	6
19.	Oil & Natural Gas Commission	161
20.	Cement Corporation of India Ltd.	526
21.	The Fertilizer Corporation of India Ltd.	399
22.	Hindustan Antibiotics Ltd.	8
23.	Hindustan Insecticides Ltd.	902
24.	Indian Drugs and Pharmaceuticals Ltd	198
25.	Indian Petro-Chemicals Corporation Ltd.	109
26.	Madras Fertilizers Ltd.	5
27.	Smith Stanistreet & Pharmaceuticals Ltd	16
28.	Bharat Heavy Electricals Ltd.	6130
29.	Bharat Heavy Plate & Vessels Ltd.	15
30.	Braithwaite & Co. Ltd.	4
31.	Burn Standard Co. Ltd.	16
32.	Mining and Allied Machinery Corporation Ltd.	13
33.	Triveni Structurals Ltd.	29

1.	2.	3.
34.	Balmer Lawrie & Co. Ltd.	52
35.	Bharat Dynamics Ltd.	2
36.	Bharat Pumps and Compressors Ltd.	15
37.	Biecco Lawrie Ltd.	6
38.	Electronics Corporation of India Ltd.	156
39.	Hindustan Teleprinters Ltd.	26
40.	Instrumentation Ltd.	78
41.	Praga Tools Ltd.	2
42.	Central Inland Water Transport Corporation Ltd.	2
43.	Chochin Shipyard Ltd.	2
44.	Scooters India Ltd.	49
45.	Hindustan Photofilms Manufacturing Co. Ltd.	38
46.	Modern Food Industries (India) Ltd.	463
47.	National Seeds Corporation Ltd.	552
48.	State Farms Corporation of India Ltd.	164
49.	Bharat Leather Corporation Ltd.	115
50.	Central Cottage Industries Corporation of India Ltd.	448
51.	Central Warehousing Corporation	1153
52.	C.M.C. Ltd.	223
53.	The Cotton Corporation of India Ltd.	17
54.	Electronics Trade & Technology Development Corporation Ltd.	173
55.	Food Corporation of India Ltd.	3393
56.	H.M.T. (International) Ltd.	3
57.	The Handicrafts and Handlooms Exports Corporation of India Ltd.	203
58.	The Metal Scrap Trade Corporation Ltd.	11
59.	The Mica Trading Corporation of India Ltd.	10
60.	The Minerals & Metals Trading Corporation of India Ltd.	1011
61.	North Eastern Handicrafts and Handloom Development Corporation Ltd.	3
62.	The Projects and Equipment Corporation Ltd.	255
63.	The State Trading Corporation of India Ltd.	147
64.	Tea Trading Corporation of India Ltd.	3
65.	Air India	1644
66.	Indian Airlines	5198
67.	International Airports Authority of India	1274
68.	Dredging Corporation of India Ltd.	4

1.	2.	3.
69.	Hindustan Prefab Ltd.	1550
70.	Hindustan Steel Works Construction Ltd.	49
71.	Indian Railway Construction Co. Ltd.	773
72.	Indian Road Construction Corporation Ltd.	188
73.	National Building Construction Corporation Ltd.	803
74.	National Projects Construction Corporation Ltd.	326
75.	Engineers India Ltd.	2713
76.	Engineering Projects (India) Ltd.	439
77.	Metallurgical & Engineering Consultants (India) Ltd.	24
78.	The National Industrial Development Corporation Ltd.	345
79.	Rail India Technical & Economic Services Ltd.	605
80.	Water & Power Consultancy Services (India) Ltd.	163
81.	The National Small Industries Corporation Ltd.	1047
82.	Bharat Wagon and Engineering Co. Ltd.	10
83.	India Tourism Development Corporation Ltd.	6314
84.	Housing & Urban Development Corporation Ltd.	241
85.	Rural Electrification Corporation Ltd.	626
86.	National Textile Corporation Ltd.	351
87.	NTC (Delhi, Punjab & Rajasthan) Ltd.	3078
88.	Export Credit & Guarantee Corporation Ltd.	44
89.	Indian Dairy Corporation	23
90.	National Research Development Corporation of India	177
91.	Trade Fair Authority of India	520
92.	Delhi Transport Corporation	40810
93.	Hindustan Fertilizer Corporation Ltd.	189
94.	Rashtriya Chemicals and Fertilizers Ltd.	12
95.	Projects & Development India Ltd.	153
96.	Telecommunications Consultants (India) Ltd.	262
97.	Sponge Iron India Ltd.	1
98.	Andrew Yule & Company Ltd.	16
99.	National Film Development Corporation Ltd.	58
100.	Oil India Ltd.	85
101.	Bharat Process & Mechanical Engineers Ltd.	32
102.	Cycle Corporation of India Ltd.	2
103.	National Bicycle Corporation of India Ltd.	8
104.	Goa Antibiotics & Pharmaceuticals Ltd.	1
105.	Maruti Udyog Ltd.	60
106.	National Aluminium Company Ltd.	71

1.	2.	3.
107.	Paradeep Phosphates Ltd.	27
108.	Rajasthan Drugs & Pharmaceuticals Ltd.	2
109.	Bengal Chemicals & Pharmaceuticals Ltd.	28
110.	Vayudoot	91
111.	Educational Consultants (India) Ltd.	26
112.	Hospital Services Consultancy Corporation (India) Ltd.	25
113.	Gas Authority of India Ltd.	151
114.	Hindustan Vegetable Oils Corporation Ltd.	850
115.	Tyre Corporation of India Ltd.	14
116.	Bengal Immunity Ltd.	14
117.	Hotel Corporation of India	1120

Source : Department of Public Enterprises
Government of India

AGENDA ITEM NO:7

ANNUAL REPORT FOR THE BOARD FOR THE YEAR 1986-87.

According to Section 24 of the National Capital Region Planning Board Act, 1985, the Board is required to prepare its annual report in each financial year giving a full account of its activities during the preceding financial year and forward copies thereof to the Central Government, the participating States and the Union territory of Delhi. The National Capital Region Planning Board Rules, 1985 provide that the annual report for each year should be submitted to the Government on the 15th of May. As the Board had not met after November, 1985, the annual report could be submitted only now.

2. The annual report containing material as prescribed in the Rules is enclosed for consideration and approval of the Board.

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ANNUAL REPORT OF THE NCR PLANNING BOARD - 1985-86.

The population of Delhi has been growing at a very high rate since it became the National Capital. While in comparison with the other towns of the country in terms of rate of growth it is one among the three cities which has been recording an average annual growth of more than 50% since 1951, among the four metropolitan cities, Delhi, which started at the bottom, is now third and if the trend continues as in the past, it will outstrip both Bombay and Calcutta and may rank as the first in terms of population by the 21st Century. While there is a need for containing the growth of the metropolitan cities in general, Delhi needs specialised attention, it being the National Capital. On the one hand it is necessary to maintain - where it is satisfactory at present - and improve - where it is necessary - the amenities and environment of the city since it is an international city and it ought to demonstrate the image of the country. On the other hand being the National Capital it is a sensitive city and any breakdown in the law and order situation resulting from the breakdown of any of the services would have serious repercussions.

2. It had been realised that the problems of Delhi could not be tackled in isolation but have to be attended to in their regional dimensions which include the control of development in areas falling within the adjoining States of Haryana, Rajasthan and Uttar Pradesh. The need for a centralised body to bring about harmonious planning and control of development in the region was recognised both in Master Plan prepared for Delhi in 1962 and in the regional plan prepared in 1973. However, not much headway could be made in the absence of a statutory authority to ensure and oversee the planning and development. With this end in view, an ordinance was promulgated on 19th October, 1984 providing for the constitution of a statutory board with the Union Minister of Works and Housing (now Urban Development) as its Chairman, the Chief Ministers of the States of Haryana, Rajasthan and Uttar Pradesh and the Lt.Governor, Delhi as members besides other members. The ordinance was replaced by the National Capital Region Planning Board Act, 1985. With the passing of the Act by the Parliament and the Constitution of the NCR Planning Board on 28th March, 1985, a long felt need has been fulfilled. The Board is eminently suited to achieve the objective of a coordinated and planned development of the region. The Board is also empowered to select and finance counter-

magnet projects, outside the region.

3. The composition of the NCR Planning Board is as under:-

1.	Union Minister of Urban Development	: Chairman
2.	Chief Minister of Haryana	: Member
3.	Chief Minister of Rajasthan	: Member
4.	Chief Minister of Uttar Pradesh	: Member
5.	Lt. Governor, Delhi	: Member
6.	Secretary, Ministry of Urban Development	: Member
7.	Secretary, Department of Expenditure, Ministry of Finance	: Member
8.	Adviser(UD), Planning Commission.	: Member
9.	Chief Planner, Town and Country Planning Organisation	: Member
10.	Chairman, Railway Board, Minsitry of Railways	: Member
11.	Secretary, Department of Industrial Development, Ministry of Industry	: Member
12.	Secretary, Ministry of Shipping & Transport	: Member
13.	Chief Executive Councillor, Delhi Administration	: Member
14.	Chief Secretary, Delhi Administration	: Member
*15.	Minister of State in charge of Urban Development, Government of Uttar Pradesh	: Member
16.	Chief Secretary, Government of Uttar Pradesh	: Member
*17.	Secretary, Town and Country Planning, Government of Haryana	: Member
18	Minister for Planning and Finance, Government of Haryana	: Member
19.	Minister for Urban Development, Government of Rajasthan	: Member
20.	Chief Secretary, Government of Rajasthan	: Member
21.	Shri M Shankar, Joint Secretary, Ministry of Urban Development	: Member-Secretary.

(* They were substituted in place of Minister in charge of Urban Development, Uttar Pradesh and Minister for Town and Country Planning, Haryana on the suggestions of the respective State Governments.)

4. The functions of the Board include inter-alia the preparation of the regional plan and functional plans, to arrange for the preparation of the sub-regional plan and project plans by the participating States and Delhi UT and to coordinate the enforcement and implementation of the regional plan, functional plans, sub-regional plans and project plans

through the participating States and the Delhi Administration. The statutory Board will be a coordinating and monitoring body and the responsbility of executing the schemes will continue with the participating States and the Delhi Administration.

5. The Board has held two meetings in the year(on 4th June 1985 and 20th November 1985). Some of the important decisions taken by the Board include the following:-

i) Regulations, mainly dealing the terms and conditions of the employees of the Board, were approved.

ii) The Board approved the creation of the following posts in the Board (Annexure I):-

Sl.No.	Name of the post	No of posts	Pay scale
1.	Chief Regional Planner	1	2250-2500
2.	Senior Planning Engineer	1	1500-2000
3.	Senior Planner(Town & Country Planner)	1	1500-2000
4.	Associate Planner(Associate Town and Country Planner)	1	1100-1600
5.	Sr. Research Officer	1	1100-1600
6.	Assistant Town Planner (Assistant Town and Country Planner)	2	700-1300
7.	Research Officer(Assistant Economist)	1	650-1200
8.	Planning Assistant	2	550-900
9.	Research Assistant	1	550-900
10.	Senior PA	2	650-1040
11.	Stenographer Grade C	2	425-800
12.	Deputy Director	1	1200-1600
13.	Finance & Accounts Officer	1	840-1200
14.	Junior Accounts Officer (Accountant)	1	550-900
15.	Accounts Assistant	2	425-800
16.	Assistant	1	425-800
17.	Stenographer Grade D	4	330-560
18.	Lower Division Clerk	3	260-400
19.	Staff Car Driver	2	260-350
20.	Peon	5	196-232

iii) The powers and functions of the Board relate to(a) major policy decisions involving project formulations, determination of priorities, approval of regional plan and making of regulations; (b) to identify selected development projects in the National Capital Region, financing the same through loan, etc., and coordinate the enforcement and implementation of the plans and monitoring the progress achieved; and (c) purely administrative and related financial functions for establishing and running the office of the Board. The Board in its first meeting held on 4th June, 1985 delegated its power in regard to the items (b) and (c) mentioned above to (i) Project Sanctioning and Monitoring Group consisting of representatives from participating States; Planning Commission, Ministry of Finance and Ministry of Urban Development (ii) Personnel Group consisting of Secretary, Ministry of Urban Development, Secretary, Expenditure and Secretaries concerned in the participating States and (iii) to the Member Secretary, to exercise the powers as mentioned in the order relating to delegation of powers as approved by the Board.

iv) After the enactment of the National Capital Region Planning Board Act, it was brought to the notice of the Government of India by the participating States that in the case of some of the districts which form part of the National Capital Region all the Tehsils have not been mentioned in the Schedule. In the Schedule the description of the districts in so far as the Tehsils that were comprised within it was concerned was not up-to-date as on 27th August, 1984 and certain new Tehsils which had been formed before 27th August,1984 had not been mentioned. However, the area of the districts remains the same. In order to rectify this, Government of India with the consent of the State Government proposed to include these Tehsils also by notification in the official Gazette. The names of the new Tehsils which were included in the Schedule are given below:-

Sl. No.	State	District	Tehsil
1.	Haryana	i) Gurgaon	Pataudi
		ii) Sonepat	Ganaur
2.	Uttar Pradesh	Ghaziabad	Dadri & Garmukteshwar
3.	Rajasthan	Alwar	Alwar & Ramgarh

(item (ii) describing the boundaries will be deleted).

Apart from the above it was also proposed to include a small area of Alwar Tehsil which lies to the South of the Barah river in the National Capital Region. This is a small area and for administrative and statistical convenience it is necessary to have the Tehsil as unit in the National Capital Region. Hence, it was also proposed to include this area in the region. The Board approved the amendments proposed to the Schedule.

v) It was decided that since the preparation of the comprehensive plan may take sometime, an interim development plan for NCR should be prepared quickly. For this purpose, it was decided that the assigned urban population for 2001 in Delhi will be taken as 112 lakhs. The Board approved in principle the population assignments for the Delhi Metropolitan Area and National Capital Region towns as 37 lakhs and 87 lakhs respectively.

vi) An integrated investment plan for the National Capital Region should be prepared taking into account the proposals submitted by the participating States for the Seventh Plan. The details are indicated in Annexure II.

vii) In order to achieve the objective behind National Capital Region concept, the Board decided that the Government of India should be requested to apply the restrictions similiar to those applicable in the case of location of Government offices in Delhi to Public Sector Offices; and that the Public Sector offices which need not be located in Delhi should be identified, so as to shift them to suitable alternative towns.

6. The Planning Committee was constituted on 8th July, 1985 for assisting the Board in the discharge of its functions, with the following composition:-

1.	Member Secretary, NCR Planning Board	: Chairman
2.	Joint Secretary in the Ministry of Urban Development dealing with the works dealing to National Capital Region.	: Member
3.	Secretary in charge of National Capital Region work in the State of Haryana	: Member
4.	Secretary in charge of NCR work in the State of Rajasthan	: Member

5. Secretary in charge of NCR work in the State of Uttar Pradesh : Member
6. Secretry in charge of NCR work in the Delhi UT : Member
7. Vice Chairman, Delhi Development Authority : Member
8. Chief Planner, Town and Country Planning Organisation : Member
9. Director, Town Planning Department, Government of Haryana : Member
10. Chief Town Planner, Government of Rajasthan : Member
11. Chief Town Planner, Government of Uttar Pradesh : Member

A representative each from the Planning Commission and the Ministry of Shipping and Transport, Energy, Railways and Tele-communication and Chairman and Managing Director, Housing and Urban Development Corporation, were co-opted as Members in the Planning Committee.

7. The Committee met four times in 1985-86 (28.6.1985, 24.8.1986, 8.11.1985 and 14.2.1986. The important decisions taken by it include the following:-

i) The Bureau of Public Enterprises, Ministry of Industrial Development/Heavy Industries should be advised to consult the Ministry of Works and Housing(now Urban Development)before deciding to locate any new Public Sector Undertakings in Delhi or within the National Capital Region.

ii) The Seventh Plan proposals received from Haryana, Rajasthan and Uttar Pradesh were considered and the Planning Committee decided that an integrated investment plan should be prepared.

iii) For purpose of preparation of the regional plan the region as delineated in the year 1974 plan and incorporated in the Act should be taken and the perspective should be kept as 2001 AD. The objectives to be achieved is the balanced development of the region with outlaying areas playing an important key role in deflecting and absorbing the pressure on the core area viz. Delhi.

iv) The Integrated Investment Plan for the National Capital Region for the Seventh Plan period was approved.

v) Considered and recommended the population(projected)assignment for 2001 in regard to Delhi, Delhi Metropolitan Area and the rest of the region. Location of Public Sector offices should be subject to same restrictions as in the case of Central Government offices; the existing Public Sector offices should be reviewed with a view to shifting them to alternative towns.

vi) Constituted a small group for examing the policy for location of industries and distributive trades and to suggest suitable guidelines.

vii) Another Group was constituted to examine and suggest guidelines for adopting stndard and uniform norms for preparation of plan etc., within the region.

viii) The settlement pattern in the National Capital Region prepared by the study group appointed for this purpose was considered and approved by the Planning Committee after taking into account the suggestions made by the Members.

ix) The integrated investement plan for the 7th Plan period for implementing the NCR scheme was discussed. The Planning Committee took note of the fact that only Rs.35 crores has been provided in the 7th Plan for NCR schemes and that the request of the Board for providing additional funds is under examination of the Planning Commission and the Ministry of Finance. The Member from the Department of Power pointed out that additional funds would be required in regard to the proposals included in the investment programme in the Power sector also.

x) The Planning Committee approved the co-option of the Chairman-cum-Managing Director, Housing and Urban Development Corporation as a Member of the Committee.

xi) The standards/norms of urban area of the National Capital Region were discussed. It was decided that the State Governments would furnish their comments on the norms proposed by the Board.

xii) A Sub-group under the Chairmanship of Shri R.Ramakrishna, Secretary, Housing and Urban Development, Government of Rajasthan to examine the suggestion for levy of a cess to cover the development cost of tele-communication facilities while fixing the sale price of developed

plots was constituted with representatives from the participating States and Delhi Union territory and also Ministry of Tele-communications.

8. In connection with the preparation of the Region Plan-2001 and the interim plan for the National Capital Region, Study Groups on the following subjects had been constituted:-

i) Demographic features of the region and the settlement pattern/ land-use pattern.
ii) Regional roads/National Highways and Metropolitan transport.
iii) Water supply and sewerage.
iv) Power; and
v) Industry.

The Group consist of representatives of Central Government/ State Government Departments and other agencies like the Delhi Development Authority, Census Organisation, Railway Board, Delhi Electric Supply Undertaking, Central Electricity Authority, DCSSI, CPHEEO, Delhi Tranport Corporation, etc. The Group will take stock of the existing facilities, per-capita availability etc., and project the future requirements and also suggest the steps necessary for fulfilling the desired objectives viz., that of providing per capita availability according to norms and requirements. The Groups have held several meetings and have finalised their recommendations.

9. The preparation of the NCR Plan not only involves collection of a lot of secondary data from various departments of Central and State Governments but also conducting several preliminary studies which may be directly or indirectly useful in the preparation of the Plan. The Board has entrusted a study on 'fiscal policy for the National Capital Region' to the National Institute of Public Finance and Policy(NIPFP) and another study on 'migration pattern in the context of National Capital Region Plan' to the National Institute of Urban Affairs(NIUA) which may be completed within nine months. A study on 'informal sector in the NCR' has been entrusted to the Society for Development Studies.

10(a) ON GOING SCHEMES:

A central scheme was introduced in the 5th Plan under the National Capital Region scheme to develop certain selected priority towns in the region. These schemes consist of general urban development/land acquisition and provision of infrastructure. The details of the approved

on-going schemes are as under:-

S. No.	Name of the towns	Total cost (in lakhs) (1981 prices)	Funds released so far (74-75 to 84-85)(in lakhs)	Expenditure upto 31.3.85	Funds released during 1985-86 (in lakhs)
1	2	3	4	5	6
1.	Alwar	705.00	337.05	504.38	-
2.	Bhiwadi	-	-	-	75.00
3.	Gurgaon	2092.00	115.00	1580.46	75.00
4.	Panipat	1082.00	354.35	308.79	50.00
5.	Meerut	1588,00	473.00	1276.61	150.00
6.	Hapur	226.00	89.00	135.69	25.00
	Total	5693.00	1368.40	3805.93	375.00

Grand Total of (4) and (5) = 1743.40 lakhs.

10(b)(1) Pending the preparation and the approval of the regional plan by the statutory Board, the on going NCR schemes are being implemented and financial assistance to the extent of 50% of the expenditure involved is being extended by the Board. The details of the on-going schemes are given below:-

i) In Haryana the towns of Gurgaon and Panipat have been selected for priority development and schemes for acquisition and development of land for residential and industrial purposes were approved for assistance.

ii) In Uttar Pradesh, Meerut and Hapur towns were selected and schemes for land acquisition and development for residential and commerical uses are being implemented.

iii) In Rajasthan, Alwar town was selected under the scheme. The first phase of the programme involving an expenditure of Rs.504.38 lakhs has been completed. During the current financial year a new scheme in Bhiwadi involving land acquisition and development for residential and commerical purpose and provision of infrastructural facilities at a cost of Rs.154.80 lakhs has been approved and taken up for implementation.

(2) According to the proposal contained in the interim development plan 8 towns(viz., Meerut, Hapur, Bulandshahr-Khurja, Palwal, Alwar, Rewari-Bhiwadi-Dharuhera, Rohtak and Panipat) are proposed to be selected for interim development under the NCR scheme. In addition, in the DMA towns the economic and other activities will be regulated as per the proposals contained in the policy paper relating to the interim plan.

11. In the Seventh Plan a sum of Rs.35 crores has been earmarked for NCR schemes. The State Governments had submitted investment proposals (as in Annexure (II) for inclusion in the Seventh Plan - for providing rural, urban and regional infrastructure in the respective sub-regions, as under:-

(a)	Haryana	Rs.2631.53 crores
(b)	Rajasthan	Rs. 208.16 crores
(c)	Uttar Pradesh	Rs. 756.81 crores
	Total	Rs.3596.50 crores

On the basis of these proposals and keeping in view the resource constraints, the Board has prepared an integrated investment plan at a total cost of Rs.867 crores(consisting of Rs.467 crores in the Central sector and Rs.400 crores in the State sector(Annexure II & IIA). The question of providing adequate funds in the Seventh Plan for the NCR schemes has been taken up with the Prime Minister/Finance Minister and Deputy Chairman, Planning Commission by the Chairman.

12. The NCR Planning Board Act, 1985 empowers the Board to select in consultation with the State Government concerned, any urban area outside the National Capital Region having to its location, population and potential for growth, which may be developed in order to achieve the objectives of the regional plan. The criteria for selection of counter-magnet areas were considered in the meetings of the Planning Committee it was decided that the development of counter-magnet areas may not precede the preparation of the regional plan; and that simultenously on the basis of norms that may be laid down, towns could be short-listed for development under the countermagnet concept and taken up for development at the appropriate time. The Board may have to go slow on implementing this provision

because of the inadequate funds provided for the National Capital Region schemes and also keeping in view the fact that only after the finalisation and publication of the comprehensive plan the question of developing the counter-magnets could be considered.

*****

ANNEXURE II

SUMMARY OF THE PROPOSED FIVE YEAR PLAN SENT BY THE STATE GOVERNMENTS:

HARYANA	TOTAL :	Rs.	2,631.53 crores.
A) REGIONAL INFRASTRUCTURE:	TOTAL :	Rs.	1,202.00 crores.
a) Road net-work		Rs.	317.00 crores.
b) Power & electrification		Rs.	505.00 crores.
c) Industries		Rs.	200.00 crores.
d) Others		Rs.	180.00 crores.
B) URBAN INFRASTRUCTURE:	TOTAL :	Rs.	1,014.00 crores.
a) Education		Rs.	220.00 crores
b) Health		Rs.	80.00 crores
c) Water supply		Rs.	144.00 crores
d) Sewerage		Rs.	53.00 crores
e) Land Development & Housing		Rs.	398.00 crores
f) Others		Rs.	122.00 crores
C) RURAL DEVELOPMENT	TOTAL :	Rs.	415.53 crores
a) Education		Rs.	112.10 crores
b) Health		Rs.	26.40 crores
c) Water supply		Rs.	78.00 crores
d) Land Development		Rs.	96.00 crores
e) Rural Housing		Rs.	58.00 crores
f) Others		Rs.	45.03 crores
RAJASTHAN	TOTAL :	Rs.	208.16 crores
A) REGIONAL INFRASTRUCTURE	TOTAL :	Rs.	112.60 crores
a) Roads		Rs.	22.40 crores
b) Augmentation of power supply		Rs.	22.70 crores
c) Industry		Rs.	14.5 crores
d) Forest		Rs.	17.21 crores
e) Education		Rs.	6.00 crores
f) Medical		Rs.	5.00 crores
g) Others		Rs.	24.79 crores
B) URBAN INFRASTRUCTURE	TOTAL :	Rs.	95.56 crores
a) Water supply		Rs.	20.00 crores
b) Sewerage		Rs.	9.00 crores
c) Land acquisition and development		Rs.	66.56 crores

C) RURAL DEVELOPMENT

No separate provision has been made and is contained in the proposals for regional development.

UTTAR PRADESH	TOTAL Rs.	756.81 crores
A) REGIONAL INFRASTRUCTURE:	TOTAL Rs.	102.30 crores
a) Roads	Rs.	84.20 crores
b) Telecommunications	Rs.	15.40 crores
c) Others	Rs.	2.50 crores
B) URBAN INFRASTRUCTURE:	TOTAL Rs.	504.60 crores
a) Housing	Rs.	181.26 crores
b) Education	Rs.	56.08 crores
c) Water supply	Rs.	18.32 crores
d) Sewerage & drainage	Rs.	89.40 crores
e) Others	Rs.	159.54 crores
C) RURAL DEVELOPMENT:	TOTAL Rs.	149.91 crores
a) Housing	Rs.	13.00 crores
b) Education	Rs.	31.97 crores
c) Health & Family Welfare	Rs.	32.28 crores
d) Roads	Rs.	25.80 crores
e) Water supply	Rs.	9.40 crores
f) Others	Rs.	37.46 crores

J/

ANNEXURE 11[A]

DETAILS OF FUNDS REQUIRED AT A GLANCE

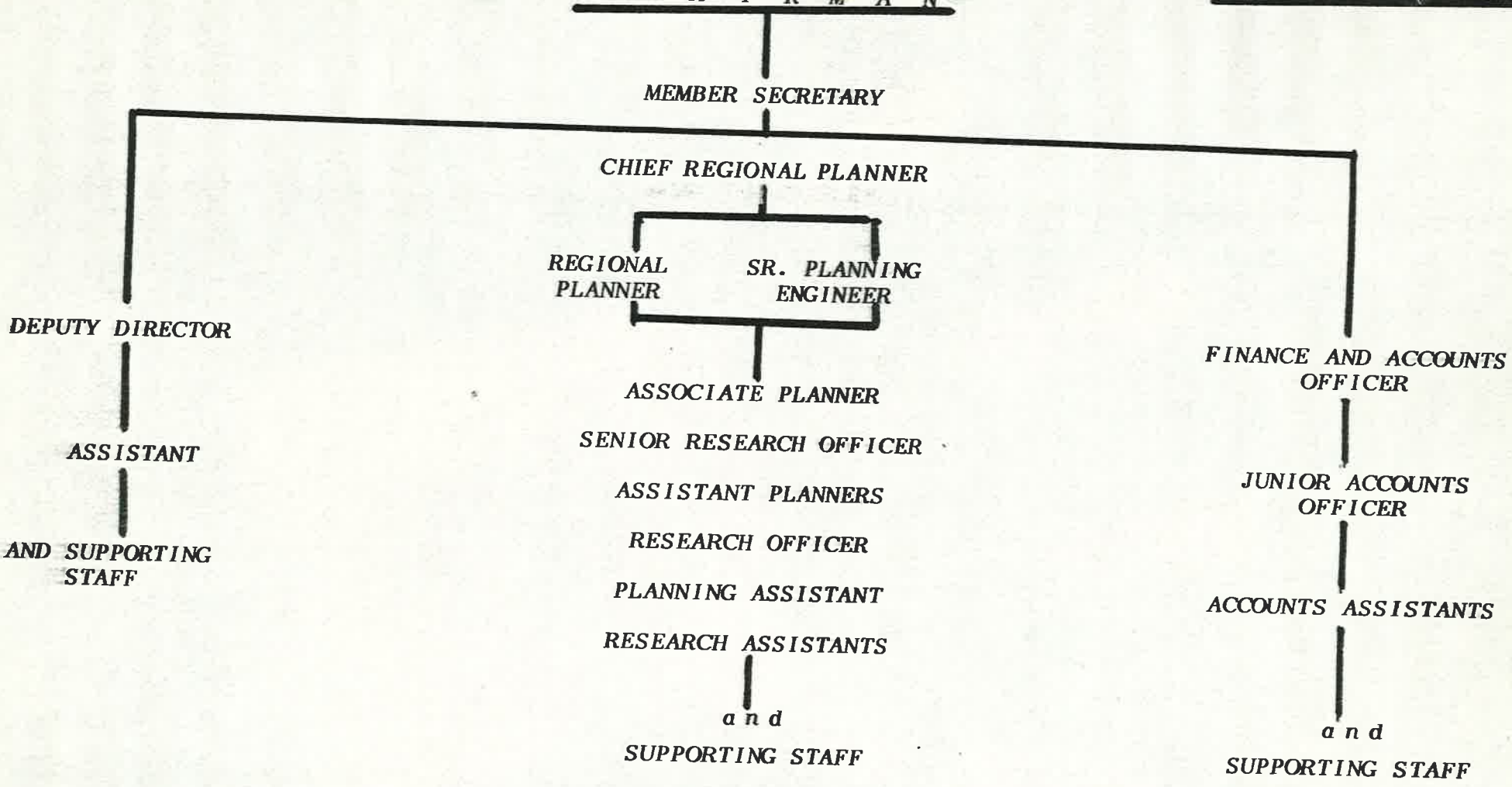
Central Sector		
Railways	:	Rs. 90 crores
Tele-communication facilities	:	Rs. 280 crores
National Highways	:	Rs. 97 crores
Total	:	Rs. 467 crores
State Sector		
Development of economic activities	:	Rs. 110 crores
Regional roads	:	Rs. 120 crores
Land acquisition and development	:	Rs. 90 crores
Development of infra-structural facilities	:	Rs. 90 crores
Total	:	Rs. 400 crores
Central Government's share [50% of Rs.400 crores]	:	Rs. 200 crores
Total : Rs. 467 + 200 crores	:	Rs. 667 crores
Total of Central Sector and State Sector [Rs. 467 + 400 crores]	:	Rs. 867 crores

During the remaining four years of the Seventh Plan period, funds will be required as under :

Year	For items on Central Sector	+ For items on State Sector Sector - to the extent of 50% share to be provided in the Central Sector
1986-87	Rs.116.75 crores	Rs. 50 crores
1987-88	Rs.116.75 crores	Rs. 50 crores
1988-89	Rs.116.75 crores	Rs. 50 crores
1989-90	Rs.116.75 crores	Rs. 50 crores
1986-90	Rs.467.00 crores	Rs.200 crores

ANNEXURE I

ORGANISATIONAL CHART



Encl. to Agenda
Item No: 5

NATIONAL CAPITAL REGION PLANNING BOARD

MINISTRY OF URBAN DEVELOPMENT

GOVERNMENT OF INDIA

INTERIM DEVELOPMENT PLAN

NATIONAL CAPITAL REGION

JUNE 1986

NEW DELHI

C O N T E N T S

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APPENDICES

CHAPTER 1

DEMOGRAPHIC FEATURES

CHAPTER - 1

DEMOGRAPHIC FEATURES

1.1.0. Population Growth in Metropolitan Cities

1.1.1. India's urban population constitutes almost one-fourth of its total population. The 1981 Census figures reveal that urbanites formed about 23.3% of the total population whereas the corresponding figure in 1951 was 17.30%. Since the beginning of this century, the highest growth rate in urban population has been registered during the last decade - 1971-81 (Table 1.1).

Table 1.1 Growth of Urban Population in India - 1901-71

Census Year	Total urban population (in millions)	Percentage urban population to total population	Percentage growth of urban population during the decade ended in
1901	25.8	10.8	-
1911	25.9	10.3	0.3
1921	28.1	11.2	8.3
1931	33.5	12.0	19.1
1941	44.2	13.8	32.0
1951	62.4	17.3	41.4
1961	78.9	18.0	26.4
1971	109.1	19.9	38.2
1981	159.7*	23.3	46.4

Source

1. Census of India, 1971: General Population Tables-Part IIA[I], India
2. Census of India, 1981 : General, Population Tables, Part IIA[I] India

* Includes projected population of Assam for 1981.

1.1.2. The growth rate in urban population has always been higher than the growth rate in total population, since 1911. Confining the analysis to the period since the beginning of the planning era in 1951, one observes that the gap in the growth rates of these two has been widest during the decade 1971-81 (46.39% and 25% respectively). The decadal growth rate of total population during the period 1951-81 has been ranging between 21% and 25% but in case of urban population, it rose up from about 26% during 1951-61 to about 46% during 1971-81 as indicated in Table 1.2.

Table 1.2 Growth of Population in India - 1951-81

Year	Total population (in millions)	Decadal growth rate (%)	Rural population (in millions)	Decadal growth rate (%)	Urban population (in millions)	Decadal growth rate (%)
1951	361.09	-	298.65	-	62.44	-
1961	439.24	21.5	360.30	20.64	78.94	26.42
1971	548.16	24.8	439.05	21.86	109.11	38.22
1981	685.18*	25.0	525.45	19.68	159.73	46.39

* Includes projected population of Assam for 1981.

1.1.3. The urban polpulation [1981] is distributed over 4029 urban settlements. However, the twelve metropolitan cities viz., Calcutta, Bombay, Delhi, Madras, Hyderabad, Pune, Ahmedabad, Bangalore, Kanpur, Nagpur, Jaipur and Lucknow, alone account for one-fourth of the total urban population. Further in relation to total population, the twelve metropolitan cities alone account for about 6% of the total population of India. The major metropolitan cities, viz., Calcutta, Delhi, Bombay and Madras taken together, share about one-sixth (17.2%) of India's urban population and about 4% in terms of total population of India (Table 1.3).

Table 1.3 Population in Metropolitan Cities - 1981

City	Population (1981)	Percentage to urban population of the respective State	Percentage to urban population of India	Percentage to total population of the respective State	Percentage to population of India
Calcutta UA	9194018	63.60	5.75	16.84	1.34
Gr.Bombay UA	8243405	37.47	5.16	13.12	1.20
Delhi UA	5729283	99.31	3.59	92.12	0.84
Madras UA	4289347	26.90	2.69	8.86	0.63
Hyderabad UA	2545836	20.34	1.59	4.74	0.37
Ahmedabad UA	2548057	24.06	1.60	7.48	0.37
Bangalore UA	2921751	27.21	1.83	7.86	0.43
Kanpur UA	1639064	8.24	1.03	1.48	0.24
Pune UA	1686109	7.68	1.06	2.69	0.25
Nagpur UA	1302066	5.91	0.81	2.07	0.19
Jaipur UA	1015160	14.01	0.63	2.95	0.15
Lucknow UA	1007604	5.07	0.63	0.91	0.15
Total	42121700		26.36		6.15

Note : UA - Urban Agglomeration

Source : Census of India, 1981 - Primary Census Abstract, Part II[B][I], India

Among the twelve metropolitan cities, Calcutta and Bombay account for more than 5% each of the total urban population of India. Highest concentration of urban population is found in Calcutta (about 6%). In relation to the total population of India, Calcutta and Bombay account for more than 1% each.

1.1.4. There has been a greater concentration of urban population in bigger urban centres. The seven cities, viz., Calcutta, Bombay, Delhi, Madras, Hyderabad, Ahmedabad and Bangalore account for more than 20% of the respective States urban population. Calcutta accounts for about 64% of the total urban population of West Bengal and Delhi shares 99% of the UT's urban population. In case of Delhi, the situation is obvious because

UT's area is very small. However, none of the other cities, except Calcutta, (among the twelve) account for more than 40% of their respective States urban population. As regards proportion of city's population to total population of the respective State, Calcutta, Bombay and Delhi accommodate more than 10% of the respective State's population. About 17% of the population of West Bengal live in Calcutta. In case of Bombay, the corresponding figure is about 13%. As far as Madras is concerned, its inhabitants constitute about 9% of the total population of Tamil Nadu.

1.1.5. Among the twelve metropolitan cities, Delhi has always been growing at a faster rate since the beginning of the planning era. Its decadal growth rate has always been more than 50% since 1951 (Table 1.4). Though Calcutta and Bombay rank higher than Delhi in terms of population [1981], their growth rates have always been much lesser than that of Delhi.

Table 1.4 Growth of Population in Metropolitan Cities 1951-81

City	Population in				Growth rate %		
	1951	1961	1971	1981	51-61	61-71	71-81
Calcutta UA	4588910	5736697	7031382	9194018	25.0	22.6	30.8
Gr.Bombay UA	2966902	4150056	5970575	8243405	39.9	43.8	38.2
Delhi UA	1437134	2359408	3647023	5729283	64.2	54.6	57.1
Madras UA	1542333	1944502	3169930	4289347	26.1	63.0	35.3
Hyderabad UA	1127581	1248969	1796339	2545836	10.8	43.8	41.7
Ahmedabad UA	877329	1206001	1741522	2548057	37.5	44.4	46.3
Bangalore UA	778977	1199931	1653779	2921751	54.6	37.8	76.7
Kanpur UA	705383	971062	1275242	1639064	37.7	31.3	28.5
Pune UA	605504	790798	1135034	1686109	30.6	43.5	48.5
Nagpur UA	485264	690302	930459	1302066	42.2	34.8	39.9
Jaipur UA	304380	410376	636768	1015160	34.8	55.2	59.4
Lucknow UA	496861	655673	813982	1007604	32.0	24.1	23.8
Total	15916558	21365775	29802035	42121700	34.2	39.5	41.3

UA - Urban Agglomeration

Source : 1. Census of India,1971-Part IIA(i), General Population Tables, India

2. Census of India,1981-Part IIB(i), Primary Census Abstract, India

If Delhi continues to grow at the rate it is growing at

present, it is expected to overtake Bombay and Calcutta soon. Among the four major metropolitan cities, viz., Calcutta, Bombay, Delhi and Madras, Delhi not only registered the highest growth rate (57%) during 1971-81 but its rate was also much higher than that of its immediate follower viz., Greater Bombay (38%). If all the twelve metropolitan cities are taken into account, only Bangalore (77%) and Jaipur (59%) grew at higher rates than Delhi during 1971-81. Among the metropolitan cities Bangalore registered the highest growth rate during 1971-81. Considering the population growth since 1951, it is observed that population of Kanpur and Lucknow (both from UP) have been increasing at a declining rate. In case of Ahmedabad, Pune and Jaipur, the growth rates depict an increasing trend. Other cities figure uniform growth trend over years. Metropolitan population growth has been impressive indicating higher attraction to migrants. All the metropolitan cities except Lucknow have grown at rates higher than the national average (25%) during 1971-81.

1.2.0. Constituent Area

1.2.1. As delineated, the National Capital Region extends over an area of 30,242 sq.Kms. in three States namely Haryana, Uttar Pradesh and Rajasthan and Union Territory of Delhi. The constituent units of each sub-region are as under :

a. Union Territory of Delhi [1483 sq.kms.]

b. Haryana sub-region [13413 sq.kms.] comprising of Faridabad, Gurgaon, Rohtak and Sonepat districts; Rewari and Bawal tehsils of Mahendragarh district and Panipat tehsil of Karnal district.

c. Uttar Pradesh sub-region [10853 sq.kms.] comprising 3 districts namely, Meerut, Ghaziabad and Bulandshahr

d. Rajasthan sub-region [4493 sq.kms.] comprising six tehsils of Alwar district namely, Alwar, Ramgarh, Behroor, Mandawar, Kishangarh and Tijara.

1.3.0. Population Distribution

1.3.1. National Capital Region accommodated a total population of 191.93 lakhs persons in 1981 which registers an increase of 36.48% over 1971. Of this total population, Uttar Pradesh sub-region accounted for a maximum share of 36.31% followed by UT of Delhi (32.41%), Haryana (25.73%) and Rajasthan (5.55%) sub-region (Table 1.5).

1.3.2. While National Capital Region in total registered 36.48% growth over the decade 1971-81, the sub-regions gained varied rates. Delhi UT exhibited a growth of 52.99% followed by Rajasthan (40.54%), Haryana (30.02%) and Uttar Pradesh (28.09%) sub-regions.

1.3.3. Similarly, net addition to the decadal (1971-81) increase in population has been mainly from Delhi UT accounting for 42.00% of net increase followed by Uttar Pradesh (29.80%) and Haryana (22.22%). Owing to its smaller size and lesser population, in spite of registering an impressive 40.54% decadal growth, Rajasthan sub-region contributed only 5.98% of increased population in National Capital Region.

1.3.4. Urban population has been increasing steadily in National Capital Region over years. Nearly 48% of population in NCR resides in urban areas in 1981. The 90.98 lakhs urban population in 1981 is the result of an impressive growth of 64.70% over 1971. From 29.4% in 1951, the urban population constituted 34.68% and 39.28% in successive decades and formed 47.40% of total population in 1981.

1.3.5. Delhi Urban Area forms the biggest urban area of NCR and as such accommodated 63.40% followed by Uttar Pradesh (21.42%), Haryana (13.27%) and Rajasthan (1.91%) sub-regions.

1.4.0. Migration Pattern

1.4.1. The population of Delhi has been growing at a rapid pace since independence. The partition of the country in 1947 resulted in a large in-flow of refugees into Delhi. In addition, the attainment of independence and the resultant need to develop the Indian Capital created a huge demand for man power and therefore there was a voluminous influx of population into the Capital especially from the neighbouring States. Hence, when the census count was taken in 1951, it was observed that Delhi's population had increased by about 60% over that of 1941. The rate of growth of population of Delhi, however, declined to 52.40% during the decade 1951-61 but growth rate has been increasing since then.

1.4.2. In the census, migrants are classified on the basis of :-

i) Place of birth, **or**

ii) Place of last residence.

A person is considered as a migrant by place of birth if the place of enumeration during the census is other than the place of his birth. Similarly, a person is a migrant by place of last residence if the place in which a person is enumerated during ther census is other than the place of immediate last residence. Till 1961, statistics on migration was based on 'birth place'. However, since 1971, it is on the basis of 'place of last residence'.

1.4.3. According to 1981 census, there are 22,99,252 migrants in Delhi constituting about 37% of the total population. In-migration into Delhi has been growing extra-ordinarily specially in the last two decades. Annual in-migration has increased more than three times during this period. Among the 22,99,252 migrants in Delhi, 12,29,745 persons, which forms about 54%, came during the period 1971-81. In the net addition of population during ther period 1961-71, proportion of in-migrants was only 37.33% and it has gone upto 57.02% during 1971-81 (Table 1.6).

1.4.4. An analysis of this phenomenon indicates that in-migration into Delhi has been mainly from the surrounding States (Table 1.7). The National Capital Region States taken to-gether accounted for about 71% of the total migrants that moved into Delhi during 1971-81. Of the total, migrants from Uttar Pradesh accounted for the highest proportion (48.0%) followed by Haryana (15.5%), Punjab (9.8%) and Rajasthan (7.6%). The trend in in-migration has been that while in-flow from Punjab and Haryana has declined from 11.3% to 6.4% and 16.4% to 12.9% respectively, during the decades 1961-71 and 1971-81 respectively, that of Uttar Pradesh and Madhya Pradesh has been increasing.

1.4.5. In absolute terms, it is the State of Uttar Pradesh which is sending maximum number of people to Delhi. However, in relation to the state population, Haryana ranks (Table 1.8) first. During 1971-81, for every one lakh population in Haryana, 1584 persons moved to Delhi whereas from Uttar Pradesh only 697. While Punjab ranked third and Rajasthan fourth, in proportion to total migrants, in absolute terms, Rajasthan is above Punjab.

1.4.6. All the states mentioned in Table 1.7 have been sending increasing number of people to Delhi. This is evident

from the fact that the ratio of migrants to the respective state population, has been showing an increasing trend in all the states. In case of Madhya Pradesh there has been a sharp increase. During 1961-71, Madhya Pradesh sent only 27 persons for every lakh population to Delhi which rose more than thrice,to 90, during 1971-81.

Table 1.5 Area, Extent and Population of NCR

Area/ Sub-region	Extent 1981 (in sq.kms.)	Population in 1961 (in millions)	Population in 1971 (in millions)	Population in 1981 (in millions)
UT of Delhi	1483 (4.90)	2.66 (25.11)	4.06 (28.91)	6.22 (32.41)
Haryana	13413 (44.36)	2.89 (27.33)	3.80 (27.01)	4.93 (25.73)
Rajasthan	4493 (14.86)	0.58 (5.52)	0.76 (5.39)	1.07 (5.55)
Uttar Pradesh	10853 (35.88)	4.45 (42.04)	5.44 (38.69)	6.97 (36.31)
N.C.R.	30242 [100.00]	10.58 [100.00]	14.06 [100.00]	19.19 [100.00]

Note : Figures in brackets indicate proportion **[%]** of respective column numbers to **NCR** total

Table 1.6 Migration into Union Territory of Delhi

Year	Population	Net decadal increase	Total decadal in-migration	Proportion of decadal migrants to toal population [%] in that year [4/2]	Proportion of in-migrants in net increase (%)[4/3]	Growth of in-migrants (%) (decadal)
1941	917939	-	-	-	-	-
1951	1744072	826133	-	-	-	-
1961	2658612	914540	544198*	20.46	-	-
1971	4065698	1407086	525309	12.92	37.33	-
1981	6220406	2156708	1229745	19.76	57.02	134.10

* represents in-migrants ever before 1961 and includes migrants in the category of 'period not known' [99143 persons]

Table 1.7 Flow of Migrants into Union Territory of Delhi

State	Before 1961	1961-71	1971-81	Period not known	Total
Haryana	98324 (22.1)	85945 (16.4)	159028 (12.9)	14412	357709 (15.5)
Madhya Pradesh	5585 (1.2)	8860 (1.7)	37709 (3.1)	2496	54650 (2.4)
Punjab	749944 (16.8)	59503 (11.3)	78671 (6.4)	11447	224565 (9.8)
Rajasthan	33341 ((7.5)	39885 (7.6)	93836 (7.6)	7603	174665 (7.6)
Uttar Pradesh	185550 (41.7)	260748 (49.6)	616021 (50.1)	45362	1107681 (48.2)
Others (including outside India)	47311 (10.7)	70368 (13.4)	244480 (19.9)	17823	379982 (16.5)
Total	445055 (19.4)	525309 (22.8)	1229745 (53.5)	99143 (4.3)	2299252 (100.0)

Table 1.8 Ratio of Migrants to Population

State	Total population in 1961 (in lakhs)	Migrants to Delhi during 1961-71	Migrants during 1961-71 per lakh population of 1961	Total population - 1971 (in lakhs)	Migrants to Delhi during 1971-81	Migrants during 1971-81 per lakh population of 1971
Haryana	75.90	85945	1132	100.36	159028	1584
M.P.	323.72	8860	27	416.54	37709	90
Punjab	111.35	59503	534	135.51	78671	580
Rajasthan	201.55	39885	198	257.65	93836	364
U.P.	737.54	260748	353	883.41	616021	697

Note : Figures in brackets indicate percentage to the respective totals.

1.4.7. Though migration into Delhi is taking place mainly from the neighbouring states, contribution from other other states too is a prime factor leading to higher growth of population in the Capital. In fact, migration from other states (other than Haryana, Uttar Pradesh, Madhya Pradesh, Punjab and Rajasthan) has shown increasing trend, both in absolute and relative terms. The proportion of flow of in-migrants from the 'other areas' has gone up from 10.6% in 1961 to about 20% in 1981.

1.4.8. While distance has been definitely a factor affecting migration decision, better development of any area too induces greater out movement. Migration studies have shown that some of the developed districts of prime contributing states in fact send major proportion of migrants to Delhi (see Table 1.9).

1.4.9. In-migration into Delhi from urban areas has been equally pronounced as that of rural areas. Of the total migrants from the five surrounding States of Haryana, Madhya Pradesh, Uttar Pradesh, Punjab and Rajasthan, during 1971-81, 39.04% has been from urban areas (Table 1.10). Urban migrants formed 68% of total from Punjab. In their total migrant population proportion of urban migrants to Delhi has been more than 30% from all the states.

1.4.10. The major reasons for in-migration into Delhi has been for 'employment' and 'family movement'. The large in-flow into Delhi in recent times can be attributed to growth of industries, especially, small scale and expansion of trade and commerce and construction activities. The twin reasons of 'employment' and 'family movement' accounted for 60% of all migrants in 1981 from the five States discussed earlier (Table 1.10). However, for obvious reasons, of the two, number of in-migrants due to family movement has been higher. When the head of a family moves to another place for employment, his family joins him after a while. Therefore, number of people migrating on account of 'family movement' is generally higher than the number on account of 'employment'.

Table 1.9 Districts in Decending Order from which In-migration Takes Place to Delhi

State	Name of the Districts				
Uttar Pradesh	Meerut (8.38)	Bulandshahr (6.68)	Aligarh (5.69)	Agra (2.67)	Ghaziabad (2.58)
	Garhwal (2.30)	Muzaffarnagar (1.70)	Almora (1.70)	Mathura (1.49)	Muradabad (1.43)
	Kanpur (1.41)	Etah (1.29)	Saharanpur (1.29)	Lucknow (1.25)	Azamgarh (1.23)
	Ghonda (1.03)				
Haryana	Rohtak (3.74)	Sonepat (2.16)	Gurgaon (2.16)	Karnal (1.62)	Faridabad (0.91)
Punjab	Amritsar (2.69)	Jalandhar (1.70)	Ludhiana (1.45)	Hoshiarpur (1.13)	
Rajasthan	Jaipur (2.08)	Alwar (1.11)			

Source: Socio-Economic Unit [PPW of DDA], 1980-81

Table 1.10 Rural-Urban Distribution and Cause for Migration

(Figures in lakhs)

Sl. No.	State	No. of migrants during 1971-81			Cause of migration	
		Total	Rural	Urban	Employment	Family Movement
1.	Haryana	1.59	0.98 (61.64)	0.61 (38.36)	0.36 (22.64)	0.60 (37.73)
2.	Madhya Pradesh	0.38	0.22 (57.90)	0.16 (42.10)	0.14 (36.84)	0.17 (44.74)
3.	Punjab	0.79	0.25 ((31.65)	0.54 (68.35)	0.16 (20.25)	0.36 (45.57)
4.	Rajasthan	0.94	0.62 (65.96)	0.32 (34.04)	0.32 (34.05)	0.40 (42.55)
5.	Uttar Pradesh	6.16	3.94 ((63.96)	2.22 (36.04)	2.31 (37.50)	2.37 (38.50)

Note: Figures in brackets indicate percentage to the respective totals

1.4.11. An analysis of employment structure of migrant workers indicate that tertiary sector accommodates maximum proportion (69.17%) of all migrant workers followed by secondary (28.87%) and primary sectors (1.96%). Majority of the in-migrants are absorbed in petty trades, low grade production or processing activities and the population growth induced service sector. Incidentally, proportion of total workers of Delhi in different sectors too reflect roughly same proportions with 66.01%, 29.04% and 5.95% in tertiary, secondary and primary sectors of employment.

1.5.0 Population projections

1.5.1. Population of Delhi has been growing at a rapid pace since independence. During the four decades preceeding 1941, it gained a modest total of 7 lakhs against its 2 lakhs in 1901. However, it gained extraordinary growth by registering 59.8%, 52.4%, 52.9% in successive decades and reached 53.0% in 1981 (Table 1.11). But for Bangalore and Jaipur, Delhi registered the highest growth rate during 1971-81, among metropolitan towns of India.

Table 1.11 Growth of Population of Union Territory of Delhi

Year	Population	Decennial rate of growth [percentage]
1941	9.17	
1951	17.44	59.80
1961	26.59	52.40
1971	40.66	52.90
1981	62.20	53.00

1.5.2. A major contributing factor for such an increase in the population volume has been the continuous in-flow of migrants. Continued growth of population and in-migration into Delhi on the scale experienced between 1971 and 1981 and continued intensification of activities and population in the existing urban Delhi if not controlled with associated growth and diversification of the region, would inevitably lead to pressure on

and deterioration of the limited urban services of Delhi.

1.5.3. Growth of population in Delhi at the present rate as such is not a problem since enough land is available for further urban development. But the rate of augmentation of services proposes a tremendous task. Augmentation of selected services achieved during 1961-81 and augmentation required between 1981-2001 if the present rate of population growth continued, is given in Table 1.12.

Table 1.12 Infrastructure Requirement in Union Territory of Delhi

Service (units)	Augmentation achieved from 1961 to 1981			Required augmentation from 1981 to 2001		
	1961	1981	1961-81	2001	81-2001	Rate
1	(2)	(3)	(4) (3) - (2)	(5)	(6) (5) - (3)	(7) (6)/(4)
Water (MGD)	78	335	257	1024	689	$\frac{689}{257} = 2.68$
Sewerage (MGD)	36	118	82	902	784	$\frac{784}{82} = 9.56$
Electricity (MW)	80	650	570	2568	2018	$\frac{2018}{570} = 3.54$
Telephone Lines (1000s)	27	224	197	1200	976	$\frac{976}{197} = 4.95$
Hospital beds	7	14	7	61	47	$\frac{47}{7} = 6.71$
Students School (thousands)	400	1450	1050	320	1850	$\frac{1850}{1050} = 1.76$

Such conclusions compel for a substantial control in the growth of population of Delhi during the period 1981-2001.

Projections have been made for Delhi and the constituent units of NCR based on varied assumptions such as urban and rural growth differential method under assumptions of constant rates and increasing rates. Urban-rural growth differential method has been advocated by the U.N. for projecting population of urban areas, cities etc. In this method, the growth differential of the region falling in NCR and other regions of the state are examined and these differentials are then projected. Two assumptions have been made regarding the likely growth differentials in future. In the first method it has been assumed that growth differentials may remain constant as observed during 1971-81.

In the second assumption used is that the change in growth differentials observed during 1961-71 and 1971-81 may continue in future. This has been termed as increasing URGD method. Same method has been used to project the rural and urban population of NCR. The ratio of the urban population in the NCR has been worked out separately for each state for 1961,71 and 1981. These ratios were then extrapolated using logistic model. Three assumptions were made for extrapolation :-

(i) The growth differential between the urban areas and rural areas would remain the same as observed during 1971-81 decade;

(ii) The above growth differential would accelerate during the coming decades. The rate of acceleration would be that observed during the decades 1961-71 and 1971-81;

(iii) The growth differentials would, no doubt, accelerate but the rate of acceleration may be in between (a) and (b). In other words the quantum of increase would be half that observed acceleration during the last two decades.

Under both methods, the population of the NCR part of Delhi, Haryana, Rajasthan and Uttar Pradesh was projected separately and added to gain total population of NCR (Table 1.13).

Projections indicate that if the present growth trend of Delhi is allowed to continue it will reach a figure of 132 lakhs of population by the year 2001 A.D. This requires deliberate and strict control of population in and into Delhi.

Table 1.13 Projected Population of NCR

Population in lakhs

Region / Area	Population 1981	Constant URGD (assumption) 1991	2001	Increasing URGD (assumption) 1991	2001
1	2	3	4	5	6
I. Delhi	62.20	92.55	132.64	92.55	132.64
Rural	4.52	4.42	3.61	4.42	3.61
Urban	57.68	88.13	128.03	88.13	129.03

1	2	3	4	5	6
II. Haryana	84.67	62.51	71.50	62.70	72.16
Rural	36.68	42.10	41.40	42.23	41.78
Urban	11.99	20.41	30.10	20.47	30.38
III. Rajasthan	9.62	11.95	14.34	11.26	11.96
Rural	7.88	9.31	10.51	8.77	8.77
Urban	1.74	2.64	3.83	2.49	3.19
IV. Uttar Pradesh	69.68	87.55	108.44	87.57	108.49
Rural	50.19	54.62	56.02	54.64	56.04
Urban	19.49	32.93	52.42	32.93	52.45
N C R	190.18	254.57	326.93	254.08	325.26
Rural	99.28	110.46	111.54	110.06	110.21
Urban	90.90	144.11	215.39	144.02	215.05

1.5.4. In an attempt to evolve a population estimate for Delhi which would be well under manageable limits, the followig assumptions have been used :

(1) that the net natural growth rate of population is declining and given various population control programmes, literacy level and adoptability of the metropolitans, the net annual natural growth would reach 12% by the year 2001. However, only a marginal reduction in the same is envisaged till the year 1991. It is assumed to come down from the year 1971-81 decadal rate of 22% to 20% by 1991 and 12% during 1991-2001.

(2) while accepting continued in-migration during 1981-91 of the same rate observed during 1971-81, a substantial reduction in in-migration is expected during 1991-2001. In this decade approximately 50% reduction in in-migration is envisaged.

Under such assumptions Union Territory of Delhi's population would be 112 lakhs in 2001 of which 2 lakhs would be rural (Table 1.14).

Table 1.14 Population Projections for Union Territory of Delhi

Year	Population	Increase over last decade			
		Total	By in-migration	By natural growth	Overall growth rate (decadal)
1971	40.66	-	-	-	-
1981	62.20	21.54	12.29 (19.77%)*	9.24 (22.67%)**	53.00
1991	92.56	30.36	17.95 (19.39%)*	12.43 (20.00)**	48.87
2001	112.00	19.44	8.33 (7.43%)*	11.10 (12.00%)**	21.00

* Proportion of in-migrants of the decade to the total population in that year

** Decadal net natural growth rate

1.5.5. To restrict the population to such a figure measures are to be taken so that annual in-migration into the city is controlled to about 80,000 persons per year during 1991-2001 from the observed rate of 1.2 lakh persons annually during 1971-81 and expected 1.8 lakh persons annually during 1981-91. It would bring down the proportion of migrants in the total population to 7.43% in the year 2001 from the observed (1971-81) 19.77% and expected (1981-91) 19.39%. Further, the overall decadal growth of Delhi would be 21% in 1991-2001 from the 1971-81 rate of 53% and expected 1981-91 rate of 48%.

1.5.6. Population Projections for DMA

The DMA which forms a contiguous urban area around Delhi has shown great potential for housing and industrial activities primarily owing to its location adjacent to Delhi. This growth immediately outside the city limits is striking and has been sharply increasing, indicating the spatial expansion of urban influence. This rapid growth in DMA has been directly related to industrial development around Delhi, creation of NOIDA township by Uttar Pradesh, proposed development of Kundli industrial township by Haryana, merging of Narela town in Delhi Urban Area, spurt in the concentration of industrial and institutional activities along the Delhi-Gurgaon national highway and Faridabad-Ballabhgarh highway. While this increase to some extent would

reduce the problems of Delhi, this would lead to problems of greater magnitude in terms of stress on Delhi's services unless these areas are planned in a regulated and co-ordinated manner. Further, unless they are planned synchronously with Delhi and the surrounding National Capital Region, the DMA towns would identify themselves with the urban form of Delhi and become a single urban continum.

1.5.7. Recognising the potential of DMA in solving the congestion problem in Delhi a modest growth has been proposed for the DMA towns (Table 1.15).

Table 1.15 Population of DMA - 1981-2001

Sl.	Units of DMA	Population 1981 (in lakhs)	Population 2001 (in lakhs)	Annual growth rate(%) of population 1981-2001
1.	UT of Delhi	62.20	112.00	4.00
2.	Faridabad-Ballabhgarh	3.30	10.00	10.15
3.	Gurgaon	1.01	7.00	29.65
4.	Bahadurgarh	0.37	2.00	22.02
5.	Kundli	-	1.50	-
6.	Ghaziabad-Loni	2.97	11.00	13.52
7.	NOIDA	-	5.50	-
	Total of D M A	69.85	149.00	5.66

Presently DMA including Delhi accommodates about 70 lakhs of population in which Delhi alone has 62 lakhs and remaining 8 lakhs persons reside in the other DMA towns. While Delhi has been projected to accommodate 110 lakhs of urban population, the other DMA towns would accommodate a total of 37 lakhs of population (Table 1.15). Delhi will have 2 lakhs of rural population and the rural areas of DMA part of Haryana and Uttar Pradesh are envisaged to accommodate 50,000 persons each.

1.5.8. Population assignments for rest of National Capital Region

A significant fact about the migration into Delhi is that the immediate surrounding states of Delhi have been contributing majority of migrants. The excess population of 19 lakhs of persons who would otherwise be moving into Delhi by 2001 will have to be contained in the urban areas outside DMA but within National Capital Region. It is proposed to accommodate 5 lakhs, 1 lakh and 13 lakhs of persons in sub-regional areas beyond DMA of Haryana, Rajasthan and Uttar Pradesh.

The ultimate projected and assigned population for the National Capital Region is given in Table 1.16.

Table 1.16 Population Assignment By 2001 A.D. for Delhi, DMA & NCR
(in lakhs)

Sl. No.	Area	Population 2001 Projected			Assigned		
		Total	Urban	Rural	Total	Urban	Rural
1.	Region	325	234	91	325	234	91
2.	Delhi sub-region	132	129	3	112	110	2
3.	Haryana sub-region	72	38	34	77	42.5	34.5
4.	Rajasthan sub-region	12	3.5	8.5	14	5	9
5.	Uttar Pradesh sub-region	109	63.5	45.5	122	76.5	45.5
6.	Delhi Metro-politan area						
	a) Total	170	166	4	150	147	3
	b) Delhi	-	-	-	112	110	2
	c) Haryana	-	-	-	17	16.5	0.5
	d) U.P.	-	-	-	17	16.5	0.5
7.	DMA Towns	-	-	-	37	37	-
	a) Ghaziabad including Loni	-	-	-	11	11	-
	b) NOIDA	-	-	-	5.5	5.5	-
	c) Faridabad	-	-	-	10	10	-
	d) Gurgaon	-	-	-	7	7	-
	e) Bahadur-garh	-	-	-	2	2	-
	f) Kundli	-	-	-	1.5	1.5	-
8.	Other towns outside DMA [urban 87 and rural 88 lakhs]						
	a) Haryana	17	17	-	22	22	-
	b) Rajasthan	4	4	-	5	5	-
	c) U.P.	47	47	-	60	60	-

CHAPTER 2

SETTLEMENT PATTERN

CHAPTER - 2

SETTLEMENT PATTERN

2.1.0. Rural Urban Concentration

2.1.1. According to 1981 census, NCR accommodates a total population of 191.93 lakhs of which about 91 lakhs is urban. Urban population forms about 48% of NCR. Increasing urban population is evident from the declining proportion of rural population from 65.32% in 1961 to 60.72% in 1971 and 52.60% in 1981. However, such a substantial increase in urban population has been mainly due to the rapid increase of urban population of Delhi. Increase in urban population, leaving aside Delhi in NCR, is comparatively slower. The region beyond Delhi Union Territory registered 16.55% in 1961 and it increased to 18.78% in 1971 and 25.6% in 1981. As such, about 75% of the population of NCR beyond Delhi remains predominantly rural.

2.1.2. Among the sub-regions, urbanisation process has been slower over the years in Rajasthan compared to Uttar Pradesh and Haryana sub-regions. Against the present [1981] rural urban proportion of 52.6 : 47.4, NCR has been projected and envisaged to gain rural urban ratio of 28 : 72 by the year 2001. Urban proportion has been envisaged for the year 2001 to form 98.21%, 55.20%, 35.71% and 62.70% in Delhi, Haryana, Rajasthan and Uttar Pradesh sub-regions, against their projected proportions of 97.72%, 52.77%, 29.17% and 58.25% in the respective sub-regions.

2.2.0. Rural Settlement System

2.2.1. as discussed, 75% of the population beyond Delhi resides in rural areas. There are 6677 villages (1981) in NCR. Villages are predominently medium sized with 55% of the villages having population between 500-1999 persons and 20.75% in the range of 2000-4999 persons. While large villages with population above 5000 formed 4% that of smaller sized with population less than 500 is 20% (Table 2.1.). Rajasthan sub-region, however, has 40% of its villages of smaller size. Delhi and Uttar Pradesh sub-regions have highest number of medium sized settlements.

2.2.2. With such large number of rural settlements, it is necessary to identify for the location of relatively higher order facilities, some central basic villages which would be

able to serve greater number of the scattered population and area.

2.3.0. Urban Settlement Pattern

2.3.1. There are 94 towns in NCR with 6 in Union Territory of Delhi, 58 in Uttar Pradesh, 27 in Haryana and 3 in Rajasthan sub-region. There has been a spectacular increase in the number of towns during the period 1971-81, when the number increased from 48 to 94. During the decade 1961-71 there was an addition of only 4 towns (Table 2.2.)

2.3.2. There are 11 class I towns including Delhi in NCR accommodating about 70% of urban population. Delhi urban area has 57 lakhs of population and as such, in spite of having higher number of towns they being smaller sized, the sub-regions accommodate lesser proportion of urban population. As much as 63.4% of the entire NCR urban population is concentrated in Delhi alone. Of the remaining, 21.42% is in Uttar Pradesh sub-region followed by 13.26% in Haryana and 1.92% in Rajasthan. Class-wise proportion of urban population in class I to VI towns are 70.32%, 1.38%, 4.55%, 3.14%, 2.30% and 0.10% respectively (Table 2.3.)

2.4.0. Growth Pattern of Urban Areas

2.4.1. Towns have been classified as very fast growing, fast growing and stagnating towns. Those that have registered annual growth rate less than the national average of 2.5% per annum, have been grouped as stagnating while the ones that registered double that of national average urban growth (4.5%) and above as very fast growing and those having above but less than double the national average urban growth are considered as fast growing.

2.4.2. The very fast growing towns identified are Ghaziabad (124.88%) and Modinagar (101.67%) from Uttar Pradesh sub-region and Faridabad Complex (169.40%), Halley Mandi (350.27%) and Ganaur (96.32%) from Haryana. The fast growing towns identified are Bulandshahr (73.83%) and Muradnagar (86.25%) from Uttar Pradesh and Gurgaon and Sonepat (75.29%) from Haryana sub-region. Smaller towns seems to struggle for their growth owing to greater concentration of activities and associated services and population in bigger settlements. The stagnating towns are Anupshahr (23.99%),

Table 2.1. Number of Villages in Different Population Size - 1981

Area/sub-region	Number of villages	Population size range					
		200	200-499	500-1999	2000-4999	5000-9999	10000 and above
1. Delhi U.T.	214	9 (4.20)	9 (4.20)	110 (51.40)	71 (33.20)	15 (7.00)	-
2. U.P. Sub-region.	2989	149 (4.98)	283 (9.47)	1705 (5704)	742 (24.83)	107 (3.58)	3 (0.10)
3. Haryana sub-region	2386	158 (6.62)	335 (14.04)	1287 (53.94)	508 (21.29)	93 (3.90)	5 (0.21)
4. Rajasthan sub-region	1088	125 (11.49)	318 (29.23)	573 (52.67)	65 (5.97)	7 (0.64)	- -
NCR	**6677**	**441 (6.60)**	**945 (14.10)**	**3675 (55.10)**	**1386 (20.75)**	**222 (3.32)**	**8 (0.13)**

Note : Figures in brackets indicate proportions [%] to respective sub-regions total.

Table 2.2. Distribution of Urban Settlements

Size Class	Number of Towns in 1961 NCR	1971 NCR	1981 NCR	Delhi UT	U.P. sub-region	Haryana sub-region	Rajasthan sub-region
I	2	4	10	1	4	5	1
II.	3	6	3	-	2	1	-
III	10	9	17	1	12	4	-
IV	12	13	28	1	17	8	2
V	13	14	33	4	20	9	-
VI	4	2	3	-	3	-	-
All classes	**44**	**48**	**94**	**6**	**58**	**27**	**3**

Table 2.3. Density Patterns of Class-wise Towns in NCR - 1981

Class Size	Delhi				Uttar Pradesh				Haryana				Rajasthan			
	No.	Pop.	Area	Class Ave. Density	No.	Pop.	Area	Class Ave. Density	No.	Pop.	Area	Class Ave Density	No.	Pop.	Area	Clas Ave Dens
I	1	57.29	540.74	10595	4	10.30	161.81	6366	5	8.48	252.79	3346	1	1.46	80.00	1822
II	-	-	-	-	2	1.55	24.72	6261	1	0.52	6.06	8508	-	-	-	-
III	-	-	-	-	12	3.66	56.18	6518	4	1.35	27.09	4993	-	-	-	-
IV	1	0.13	17.00	743	17	2.24	93.68	2395	8	1.09	35.47	3078	2	1.73	41.64	4159
V	4	0.26	34.17	770	20	1.63	74.62	2176	9	0.65	29.58	2195	-	-	-	-
VI	-	-	-	-	3	0.11	8.73	1300	-	-	-	-	-	-	-	-
All classes																
NCR	6	57.68	591.88		58	19.49	419.74		27	12.07	350.99		3	3.19	121.64	

Farid nagar (20.89%), Bug-Rasi (16.12%), Shahjehanpur (20.80%), Dankaur (14.78%), Jahangirpur (21.29%) from Uttar Pradesh and Bawal (18.85%), Rewari (17.49%), Maham (11.20%), Beri (9.35%), Faruknagar (16.04%) and Ferozepur Zirka (18.06%) from Haryana. Efforts to revitalise the economy of these towns by suitably providing the facilities depending on the potential available in such towns is necessary.

2.5.0. Major Urban Structure

2.5.1. Present migration being primarily from the surrounding states, it is imperative that any attempt for the control of population in Delhi has to be associated with developmental efforts in such regions from where maximum migrants come out. It is only logical to reason that Delhi moving population should be contained in NCR beyond DMA by providing suitable employment opportunities since 'employment' and subsequent 'family movement' forms the majaor reasons for out migration. Being the centres that provide service to itself and also to the surrounding scattered rural population - the central places - their organisation in space requires utmost consideration. The urban settlement structure with their higher order services and centralised functions form the backbone of any region. Such a form conceived, to be conducive, should be based on the objectives and goals and ultimately on the attained form of development.

2.5.2. Various conceptual physical forms that could be adopted for NCR have been analysed. Some of the factors that have been considered toevaluate them are that :

i) Any intensified development should be reasonably away from Delhi so that population does not wish to stay in Delhi and commute to their work places in the region.

ii) The identified prime centres of any form are roughly equidistant from Delhi so that selection of settlements by the entrepreneurs or population becomes a question of direction rather than distance.

iii) Centres of such a form offer viability to accommodate projects on a larger scale that can attract population of a substantial amount, in terms of resource availability in the vicinity of both of skill and material.

iv) Such a physical form recognises the present development attained especially in terms of linkages and activity concentration - in short - the logical directions of growth and as such require minimal funds.

2.5.3. An analysis of various possible forms lead to the conclusion that a form which would involve 'developing a few select centres on an intensified scale so that they can act as migrants capturing magnets and can form the apex of the hierarchical order of the settlements in the region is considered most viable. Such an approach and urban form is expected to counter act the pull factors exerted by Delhi and this would create spatial points in which by providing for physical and social capital, revitalisation of the regional economy could be gained. Further greater volume of migration from the surrounding States and from moderate distance is the evidence and this is conducive to the establishment of satellite communities/counter magnets of bigger magnitude at appropriate distance from Delhi to absorb the migrants from rural areas.

2.5.4. Availability of substantial amount of land for human habitation in the surrounding areas of NCR beyond Delhi is evident from the Table 2.4.While Delhi has only 0.24 sq,kms. of land for 1000 population, sub-regions of Rajasthan, Haryana and Uttar Pradesh have 4.18, 2.71 and 1.56 sq.kms. respectively. Low densities and availability of vast open spaces in the surrounding urban areas beyond Delhi too is evident from the higher urban land availability per 1000 persons (Table 2.4).

2.5.5. Result of the search for such first order priority settlements are

i)	from Uttar Pradesh sub-region	:	Meerut, Hapur and Bulandshahr-Khurja
ii)	from Haryana sub-region	:	Panipat, Rohtak, Rewari-Dharuhera and Palwal
iii)	from Rajasthan sub-region	:	Alwar and Bhiwadi

2.5.6. While adopting such a strategy and physical form, this plan envisages utilisation of transport corridors as a tool to disperse the activities from the central city at sufficiently

Table 2.4 Man - Land Ratio

Area/sub-region	Population		Area in sq.km.	Land for 1000 population [in square kilometres]		
	Rural	Urban		Rural	Urban	Total
1. Delhi	4,52,206	57,65,200	1483.00	1.97	0.10	0.24
2. Uttar Pradesh	50,19,579	19,49,067	10853.00	2.07	0.22	1.56
3. Haryana	37,31,837	12,06,704	13412.48	0.35	0.29	2.71
4. Rajasthan	8,99,513	1,73,956	4492.90	0.49	0.70	4.18
N C R	100,94,175	90,97,927	30241.38	2.85	0.16	1.57

distant places rather than concentrating/encouraging development along any corridor. This backbone urban skeleton system would be linked amongst themselves by road and rail systems to facilitate their inter-nodal movement and should be well connected with Delhi by higher standard roads and by rapid public transit systems. Further, based on the above, priority urban centres, a four tier system of settlements would be evolved to include regional centres, sub-regional centres, service centres and basic villages. The functional character of such centres are to be identified in terms of the availability and location of infrastructural and social services.

2.5.7. This plan aims for a compact and orderly growth of urban Delhi with moderate and suppressed growth in DMA and a few priority settlements of first order which would be fully self contained in matters of activities, employment opportunities and associated infrastructure, nevertheless having intense interaction with Delhi to gain rather than to loose to it. It is envisaged to develop these priority towns immediately so that they are able to absorb and retain not only their own natural increase but to arrest and contain potential migrants of their surrounding region.

2.5.8. The selected priority towns are expected to counteract the pull exerted by Delhi. It is proposed to achieve this by generating employment opportunities of a greater magnitude and other associated infrastructure facilities. Existing, projected and assigned population for the priority towns is given in the Table 2.5.

Table 2.5. Assigned Population for Priority Towns - 2001

Towns	Population 1981	Projected population 2001	Assigned population 2001
Meerut	5.36	10.28	13
Hapur	1.02	2.03	6
Bulandshahr	1.03	2.35	10
Khurja	0.67	1.21	
Palwal	0.47	0.63	3
Panipat	1.38	2.86	5
Rohtak	1.68	2.97	5
Rewari Dharuhera Bhiwadi	0.52	0.77	3
Alwar	1.47	2.85	5
Priority towns	13.60	25.95	50

CHAPTER 3

DEVELOPMENT OF ECONOMIC ACTIVITIES

CHAPTER - 3

POLICY REGARDING DEVELOPMENT OF ECONOMIC ACTIVITIES IN NATIONAL CAPITAL REGION

3.1 OBJECTIVES : The Plan advocates development of economic activities and creation of jobs in the various occupations in such a balanced manner so as to lend stability to the economy of the region as well as take advantage of dynamic quality of the urban concentration in and around the National Capital.

The National Capital Region Plan conceived as Inter State Regional Plan with a view to achieving the objective of keeping within manageable limits the population of Urban Delhi through adoption of a well conceived urban growth combined with fostering development of alternative activity areas around the Capital thereby confining the future development of Delhi within the National Capital Region perspective. As is well known, Delhi's growth has occurred by leaps and bounds in recent decades due to inmigration of people from different parts of country and more particularly from the neighbouring areas. It has been felt that urban concentration in and around Delhi hold potential for tremendous growth which have to be channelised suitably. Employment opportunities is the principal pull factor for heavy migration to Delhi from rural and urban areas. This can only be curbed if there are adequate employment opportunities in other growth centres existing or to be

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developed. Major employment generators for dispersal within the National Capital Region fall under three categories: Employment under Central Government and Public Undertakings, whole-sale and distributive trade and commerce and industries.

3.2 POLICIES : In order to achieve the objectives, the plan proposes following policies:

3.2.1 Broad Regional Level Policies:

i) For the development of economic activities in National Capital Region a three tier approach should be followed. A policy of strict control for creation of employment opportunities within Union territory of Delhi, moderate control outside Delhi within Delhi Metropolitan area and encouragement with incentives is proposed for the balanced development of the region.

ii) The policy of development of economic activities in the region should take into account the impact of various proposals made in the regional plan regarding settlement pattern, transport structure, etc., Moreover, it should be an integrated policy for National Capital Region as a whole and should be pursued at the sub-regional levels so as to effectuate the broader objectives of the Regional Plan. It should have the twin objective of fostering rapid economic growth and achieving balanced development of the region.

iii) There should be a definite attempt to change the basic character of

the regional economy of the National Capital Region from the agricultural and pre-industrial to more diversified one, in order to raise the earning capacity of the people. By 2001 nearly 70% of the population would be living in urban areas. This would entail the creation of more jobs in non-agricultural population than at present. For this purpose there should not only be an injection of additional activities in existing and new centres outside urban Delhi but also development of agro based industries in rural areas in order to support urbanisation on the one hand and to stablise the rural economy on the other.

iv) In the region the land is generally good for agriculture and hence selec-tion of sites for the development of these activities should be done judiciously.

v) There is a need for streamlining not only the fiscal and other incentives given by the various State Governments but also tax structure in the National Capital Region. It should also be possible to rationalise the octroi and other taxes in Delhi and in the various towns for mutual benefits and in the overall interest of the region. This will also enable a free flow of goods and encourage economic development.

3.2.2 Specific Area Policies:

(A) POLICY REGARDING LOCATION OF INDUSTRIES

Delhi has experienced a great spurt in the industrial activity during past two decades. The distribution of working force in Urban Delhi from 1951 to 1981 (Table 3.1) shows that in 1951 and 1961, Delhi being Capital of the country was mainly an administrative centre with about 44% and 46% workers respectively participating in 'other services'. The percentage of workers in trade and commerce remained almost same in the last four decaedes whereas the percentage of workers in industrial sector has increased from 17 in 1961 to 30 in 1981. Thus Delhi which in 1951 and 1961 had predominant administrative function is becoming an industrial township. The growth of industries in Delhi followed a typicaltrend, with slow progress upto 1970-71, it started picking up from 1976 onwards. There was a sharp increase in the number of units from 26,000 in 1970 to 45,000 in 1981 ie. 73% increase during the decade. The industrial employment increased from 2.15 lakhs in 1970-71 to 4.50 lakhs in 1981 ie., it has doubled in the decade 1971-81. The investments in this sector which were upto the tune of Rs.190 crores in 1970-71 have multiplied almost five times to Rs.965 crores in 1981-82. The spurt of activity in this sector has also been reflected in the production figures. The value of the production which was around Rs.388 crores in

1970-71 has multiplied 7 times to become Rs.2196 crores in 1980-81 (Table 3.2). The data available regarding registered factories, which constitute the organised sector of industrial activity shows that there were in all 3917 factories in 1982, registered under Factories Act against 2984 factories registered till 1979. Thus about 1000 factories have been added only in the span of four years. The number of daily workers added in this period being 22000 (Table 3.3). It will not be out of place to mention here that large number of people who have migrated to Delhi have engaged themselves in the unorganised production and service activities known as the informal sector. It has also been observed that growth of employment in the informal industrial sector has taken place at a much faster rate than the growth in the organised sector ie., formal sector in Delhi. In view of its linkages and contribution to employment generation as also the limited scope for expansion of employment in the organised sector, the informal sector cannot be neglected and allowed to remain outside the purview of planning. Availability of water and power at cheaper rates in comparison to other parts of the region added with infrastructure facilities and lower taxation rates are the main reasons which have attracted a large number of enterpreneurs in Delhi in the last two decades.

Locational aspects of Industry play a significant role as industrial locations directly influence the locational pattern of job opportunities in commerce, transportation, construction and other services. The decisions regarding industrial locations are based on availability of economic infrastructure. Thus in order to decide about locations of each and every individual industry in the region, extensive growth potential surveys will need to be carried out.

There is a need to follow a well defined policy with regard to distribution and dispersal of industries in the region so as to harmonise the development of the region. To ensure achievement of this objective a three tier system of policy of incentives and disincentives is proposed.

a) Strict Control within Union territory of Delhi.

In the industrial growth of the region as a whole, the industrial policy of Delhi would remain central. Industrial policy of the Government of India recognises the need to further prevent concentration of industries around metropolitan cities and the Government has been following the policy of not issuing new licences for further industrial activity within the standard urban area of metropolitan cities. The first Master Plan for Delhi has prohibited certain types of industries, mainly large scale and obnoxious industries, from being set up in

Delhi and this has been mainly responsible for the growth of only small scale industries in Delhi, generally manufacturing consumer goods of different kinds. Keeping in view the spurt of industrial employment in the last two decades, there is a need not only to check on large and heavy industries but rather it also calls for strict control to even small scale industries. While continuing the present policy of not promoting location of medium and large scale industries within Delhi, location of even small scale industries are to be restricted to those which employ 20 or less and are required either for providing or servicing the consumer needs of Delhi's population. All applications should be referred to a Special Group constituted by the Board for checking such industries. All non-conforming industries which have been identified in the revised Delhi Master Plan should be shifted outside Delhi. A Committee should be set up for selecting an alternative site for shifting these industries within the region.

b) Control outside Delhi within DMA

The towns falling on the periphery of Delhi UT also referred as Delhi Metropolitan Area towns viz., Faridabad, Gurgaon, Bahadurgarh, Ghaziabad and NOIDA have experienced a high rate of population growth and spurt in industrial activities. This might be due to the impact of Delhi's

policy of discouraging some industries and disallowing others as the chief factor behind the growth of these industrial centres. It has also been felt that with the pace of industrial development in these towns during the last two decades, adequte level of residential, commerical and other facilities have not developed, which on one hand has given rise to large scale proliferation of slums and on the other hand has enhanced commerical activities in Delhi. Due to lack of facilities higher and middle level executives employed in various industries prefer to live in Delhi, whereas labour class have found shelter in the vicinity of these towns, giving rise to large scale slums around Delhi. Further growth of these urban centres to such a pace, alongwith establishment of obnoxious and pollulant industries may prove to be deterrent factor from the environmental point of view of Delhi. It is, therefore, felt that alongwith Delhi, even in these towns the location of industries creating problems of waste disposal, smoke, fumes, water pollution etc., should be discouraged. They are practically to be prohibited. As a policy no employment intensive large scale industry should be permitted to be set up in Delhi

and the Delhi Metropolitan Area. Only such small scale units which are essential for either feeding, servicing or maintaining Delhi and Delhi Metropolitan Area's population should be allowed in these towns.

c) Incentive outside DMA within NCR.

A policy aimed at providing alternative location of industries from Urban Delhi and DMA towns to wider areas within National Capital Region in the medium sized regional towns and central place 'villages' and small towns where suitable infrastructure need to be provided, should be vigorously pursued. There should be consolidation of growth in the existing industrial towns, by improving the other sectors of the town economy creating conditions under which industrial development can occur. New growth points should be created farther away from urban Delhi so that a proper balance between the developed and undeveloped areas of the region is achieved.

The industrial policy of the States of Haryana, Rajasthan, Uttar Pradesh and Delhi be harmonised keeping the National Capital Region as an in-

TABLE NO:3.1

DISTRIBUTION OF WORKING FORCE IN URBAN DELHI 1951 TO 1981

Categories	1951		1961		1971		1981	
	Workers	%age	Workers	%age	Workers	%age	Workers	%age
1. Cultivators	3483	0.7	5178	0.7	5176	0.5	7227	0.39
2. Agri.labours	584	0.1	1242	0.2	3603	0.3	4772	0.25
3. Livestock forestry	-	-	-	-	-	-	-	-
4. Mining & Quarring etc.	1521	0.3	5446	0.7	9091	0.8	4745	0.25
5. Manufacturing, Processing								
a)Household Industry	6632	1.3	12684	1.7	25107	2.2	31349	1.69
b)Other than household	80639	15.7	155099	20.7	242733	21.7	510748	27.49
6. Construction	44948	8.7	32540	4.4	61517	5.5	118699	6.39
7. Trade and Commerce	117338	22.8	143809	19.3	239719	21.6	413430	22.25
8. Transport of Comm.	34455	6.7	47387	6.3	107324	9.6	168457	9.07
9. Other services	224426	43.7	343430	46.0	422667	37.8	584663	31.47
Total Workers	514026	100.0	746815	100.0	1116937	100.0	1857545	100.00
Population	1437134	-	2359408	-	3647023	-	5768200	-
Participation ratio	27.96	-	31.65	-	30.62	-	32.20	-

TABLE NO:3.2

INDUSTRIAL PROGRESS IN DELHI

Item	70-71	76-77	77-78	78-79	79-80	80-81	81-82
No.of industrial units (in '000)	26	37	40	41	42	45	50
Investment(Rs.in crores)	190	550	600	650	700	867	965
Production(Rs.in crores)	388	1025	1200	1430	1700	2196	2350
Employment(in '000)	215	300	325	350	375	450	480

TABLE NO:3.3

REGISTERED FACTORIES IN DELHI - GROUP WISE

escription	Number of factories				Workers(daily average in ' 000)			
	79	80	81	82	79	80	81	82
. Food products	114	124	130	142	7	9	9	10
. Textiles & textile products	457	520	545	622	43	46	46	49
. Wood products	46	47	52	56	1	1	1	1
. Paper products and printing	230	223	255	279	11	12	12	12
. Non-metallic muberal products	55	57	51	107	4	3	3	3
. Metal and enginerring products	763	807	856	970	23	26	26	28
. Manufacturing of electrical machinery	308	355	374	451	12	14	14	15
. Leather, rubber and chemicals	396	429	434	495	12	14	14	16
. Manufacture of other Misc.of transport euipment.	393	395	487	555	15	16	16	17
0.Generation of transmission pf electrical energy, gas and water supply.	21	21	18	21	6	5	5	5
1.Miscellaneous	201	215	200	219	7	7	7	7
Total	2984	3193	3402	3917	141	153	153	163

tegrated region. The State Governments within their own States should draw an industrial programme for development of the sub-region keeping in view the optimum industrial development of the region as a whole. Since the areas of these States are adjoining to the Union territory of Delhi the enterpreneurs which go for an alternative to Delhi are likely to be attracted in these areas. In this way State Governments can take advantage of their being near to the Capital. By such programmes State Governments are likely to be benefitted in the long run.

(B) POLICY REGARDING THE LOCATION OF OFFICES OF THE CENTRAL GOVERNMENT AND PUBLIC SECTOR UNDERTAKINGS

Delhi is a multifunctional city serving as a magnet to all sections of society from not only the immediate region but the entire country. Delhi has shown a spectacular growth in terms of employment the major attraction here of course has been the employment in the government offices and public sector undertakings which have been expanding fast due to a change in status of major metropolis from an almost dorment colonial 'law & order' city to the capital of a welfare State. Government functions have expan-ded rap-

idly to cope with added essential functions; foreign embassies, research and cultural organisations and foreign missions have had their distinct impact on the growth of the city.

The employment in the various types of the Government and Quasi-Government offices has been constantly increasing ever since 1921 (Table 3.4). The employment in Public sector can be divided under four major categories viz., employment in Central offices, Delhi Administration, Local Bodies and Quasi Government undertakings. The employment in Central Government offices which was only 8000 persons in 1921 grew to 2.31 lakh persons in 1982. There has been a nominal increase in terms of numbers in the first two decades;it was only after 1941 onwards that employment in Central Government offices took place. While comparing the employment of 1941 with the present employment, it may be seen that almost two lakhs new jobs have been created in this sector during the period just preceding independence and the post independence period. This spectacular growth in Central Government employment can be attributed to the fact that Delhi, once a Tehsil of the district suddenly came

into focus when it became capital of the second most populous country in the world. For Delhi, in fact, it is Central Government employment which made base for other activites to come up and thus helped in accelerating the growth to some extent. The alarming addition of 1.15 lakh jobs in Central Government employment during the decade 1961-71 caused concern to the planners and the administrators and a curb in the sector of employment by way deflecting new job opportunities in other NCR towns and counter-magnets was envisaged in the NCR Plan. Besides this it was also considered to shift some of the Central Government offices outside Delhi in the priority towns of NCR and the selected counter-magnets where some infrastructure facilitites already exist. The Government of India, through the Cabinet Secretariat is aware of the need to check the proliferation of Central Government employment in the Capital as apart from land for office space, land for housing and other facilities is getting costlier and can be provided more cheaply in the smaller cities over the country where urban benefits and other services are available.

The employment in Delhi Adminis tration and local bodies largely grew with the size and enhanced responsibilites of the administration and the local bodies with increasing overheads of servicing of metropolitan city. In 1921 it had a meagre 3000 persons employment which grew to 1.67 lakh persons in 1982.

The employment in Quasi-Government undertakings in Delhi poses an alarming situation. The employment figures were only 6000 persons in 1961 which grew to 1.41 lakh persons in 1981 adding nearly 1.35 lakh persons in just two decades. In the decade 1971-81 above one lakh persons sought jobs in these undertakings, which means an addition of roughly 5 lakh persons during the decade 1971-81 by employment in Public Sector undertakings. During the year 1981-82, 10,000 persons were employed in this sector in Delhi.

Most of these Quasi-Government offices and undertakings have their projects and field offices operating in far flung areas of the country. Although they face problems with regard to exercising supervision and control over these units while sitting in Delhi but in the

name of performing liaison function and to avail superior infrastructure facilities these undertakings instead of operating a small liaisoning unit in Delhi, overlooking the costlier living and scarcity of space for offices establishment and housing needs in Delhi, have established their huge offices in Delhi. These undertakings operate on a commerical basis and are in position to seek built-up space for office and housing from open market. The result is that Public Sector Undertakings are growing at a very rapid rate and making heavy demands on city services and facilities. The employment in these undertaking which are negligibly small in 1961 in comparison to Central Government employment is now expected to supersede if this pace continues. From the growth trends of employment in Public Sector in Delhi it can be said that employment in Central Government, Delhi Administration & Local Bodies is showing some what stablished or constant trends whereas employment in Quasi-Government activities forsee a still high rate of growth.

The overall employment in Delhi in the year 1981 was 5.33 lakh persons, which by

taking average of four supporting members to one earning member, means population of 22 lakh persons approximately which comes out to about 40% of the total population of Delhi generated from this sector alone.

The accelerated growth of population in Delhi during last three decades has to be kept within manageable limits. The urbanisation process may however, needs to be rationalised by dispersing various economic activities especially that of Government Sector away from the metropolis. Among other measures to be taken, it is imperative that there should be a curb on the expansion of the existing Central Government and Quasi-Government offices and specially on the creation of new offices in the capital. This is essential not only for the efficient functioning of the metropolis but also in the larger interest of the development of the other towns of the region. Decentraliation of the Government offices is an urgent and continuing task and should be pushed through purposefully.

To ensure that Central Government offices and Public Sector Undertakings do not

add to further employment a three tier system of policy is propoded.

(a) Strict control within the Union territory of Delhi.

With regard to Government offices, the present policy & mechanism for screening the location of new government offices and expansion of existing government offices should be continued. The main criteria for location of offices in the capital should be that they perform the Ministerial functions, protocol function or liaison function which by their nature cannot be performed anywhere else except in the National Capital. The existing offices which do not perfrom any of the above functions should be shifted from Delhi. The jurisdiction of the Committee which already exists in Government for scrutinising and screening of opening of new Government offices and expansion of Government offices in Delhi should be enlarged to include the public sector offices. The Committee should further identify those public sector offices or parts of their offices whose location in Delhi is not justified on the above three criteria.

(b) Control outisde Delhi but with in the DMA.

(i) A similiar control on the opening of new central government and public sector offices in the DMA towns should be exercised. Relocation or expansion of government offices which have ministerial, protocol or liaison functions which make it incumbent upon them to be located in Delhi should be encouraged to be shifted or opened in the DMA towns.

(ii) In so far as public sector undertakings are concerned the restrictions on their opening new offioces or expanding the existing ones should apply equally to the DMA areas. However, relocation of those offices whose existence or continuance in Delhi are justified may be encouraged.

(c) Incentives outside DMA but within NCR.

(i) The Central Government offices which are considered for shifting from Delhi and DMA towns should be located in other towns of NCR and incentives in the form of CCA, HRA, etc as given to employees working in Delhi, should also be given to these employees.

A higher order of linkage of road, rail & telecommunication

facilities should also be developed between other towns and Delhi.

(ii) The Public sector undertaking offices which deal with northern region and are functioning in Delhi, can function in a better way at a place in the centre of North India. These offices need not be located in Delhi. Such offices of the northern region should be located in the other towns of NCR.

TABLE NO:3.4

EMPLOYMENT IN PUBLIC SECTOR IN DELHI (1921-82)

(figures in lakhs)

Sector	1921	1931	1941	1951	1961	1971	1981	1982
1. Central Government	0.08	0.11	0.26	0.88	0.94	2.11	2.25	2.31
2. Delhi Administration	0.01	0.03	0.03	0.07	0.24	0.53	0.58	0.62
3. Local Bodies	0.02	0.01	0.12	0.11	0.33	0.90	1.09	1.13
4. Quasi-Government	N.A	N.A	N.A	N.A	0.06	0.56	1.41	1.51
Total	0.11	0.15	0.41	1.06	1.59	4.10	5.33	5.57

(C) POLICY REGARDING THE LOCATION OF DISTRIBUTIVE TRADES.

Distributive trades in Delhi is one of the basic activities of the city. This has been facilitated due to three determining factors which have been favourable to Delhi and given it dominance over the region (1) The spatial location of Delhi in relation to transport and communication net-work in the region. (2) The resources available in Delhi and its environs. (3) The functional specialisation of Delhi. Delhi being the centre of political and administrative power, the concentration of banking activities, godowns, transport and communication facilities including marshalling yards have all combined to help the growth of wholesale trade in Delhi, which now ranks as the third biggest distributive centre in the country, next to Bombay & Calcutta.

In 1951 Delhi had 22.8% of its working force in trade and commerce which was second to the services sector. In 1961, however, trade and commerce ranked third in order next to services and industries. The percentage of workers in this sector reduced to 19.3%. The total number of workers increased from 1,17,338 to 1,43,809 during the period. Again in 1971 the percentage of workers in trade and commerce increased to 21.46%. The net increase during the decade was 95,910 persons which is more than three times the increases during the decade 1951-61. As per 1981 census figures in trade and commerce sector 4,13,430 people were working which comes out to be about 22% of the total working force. The number of workers in trade and commerce sector has almost doubled during the decade 1971-81(Table 3.1).

Most of the distributive trades in Delhi have been established in 19th and 20th century and are located in Old Delhi area, where the majority of the markets are located in close proximity to one another. This may be mainly due to the fact that they

had to be located close to the Delhi railway station. This has the advantage that an outsider who comes to Delhi buy three or four kinds of commodity and also can move within a small area and make purchases.

As per information gathered through wholesale merchants association, in 1981 there were about 24,600 wholesale establishments in Delhi. During an exercise undertaken by the Perspective Planning Wing of Delhi Development Authority in 1981, while preparing second Master Plan of Delhi it has been revealed that out of the total 12,000 commodity handling shops surveyed, the largest number 2142 shops ie., 17.8% are in textile and textile products. The other major commodities are auto-motor parts and machinery (1965 shops ie., 16.3%), fruits and vegetables(858 shops ie., 7.1%), hardware and building material 9659 shops ie., 5.5%) and paper, stationary and books (590 shops ie., 4.9%) (Table 3.6).

The goods for many of the wholesale trades comes to Delhi from all over the country. The very fact that Delhi emerged as the biggest consumption centre in whole of North India has made it a big distributive centre also. Due to its strategic location in North India with regard to transportation facilities almost every wholesale trade generated from North India finds its base in Delhi. The area of distribution also covers a wide field. It is not confined to Delhi and the National Capital Region but extends over the whole of North India and even for some commodities to whole of India(Table 3.5).

The major part of the commodities which are brought to Delhi is distributed outside Delhi. A survey conducted in 1981 with regard to distribution of wholesale commodities outside Delhi has revealed that percentage exports outside Delhi, in some of the commodities like textiles and textiles products, radio, TV parts, fruits and vegetables, electrical and electronic, chemicals, food grains, cosmetics & toiletoris, dry fruits and spices, surgical and

scientific instruments are as high as 80% (Table 3.7).

The two important aspects which are to be considered while highlighting the distributive trades of Delhi are (i) The concentration of wholesale activity in central city has grown in an unplanned manner and has resulted into congestion, encroachment on public land, traffic bottlenecks and parking problems, besides causing excessive noise in the area, reducing the quality of life of the resident population (ii) Due to strategic location and importance of Delhi, since the concentration of trade and commerce activities have taken place in Delhi, a regional imbalance has been created. The towns of the region are lacking in economic activities due to want of sound economic base. Their growth has not been upto the level that would divert the growth of population from Delhi.

The wholesale trade in Delhi is more regional in nature than local. It is, therefore, in the larger context of regional development and the necessity of limiting population of Delhi within manageable limits and the lack of heavy investments to improve the condition of all the trades and services, consideration has to be given to the shifting of some of these distributive trades in the National Capital Region alongwith such measures as decentralisation of Central Government offices and industrial dispersal in the region.

For selecting the trades suitable for decentralisation, the criteria of permitting/ developing facilities for only those commodities which are directly used or consumed in Delhi be adopted. All other commodities, majority of which are not directly used in the city be marketed from outside Delhi

Urban Area and Delhi Metropolitan Area towns. A study of a few individual trades, has been done(refer Table 3.8). The study reveals that in cases of certain commodities most of the bulk which is procured in Delhi is just exported outside Delhi and a very meagre portion is consumed in Delhi. The existence of these wholesale trades is not justified in Delhi. These trades can even function from other places efficiently provided reasonable infrastructure facilities are made available at these places.

In order to achieve the objective of harmonised development of the region as such and to curb population pressure on Delhi, the restructuring the economy of the region by way of relocating the distributive trades of Delhi in the various towns of National Capital Region and the counter-magnets is necessary. A three tier approach in this direction is proposed to be adopted.

(a) Disincentives within Delhi

An approach of disincentives to the wholesale trades which are not directly consumed in Delhi should be adopted. Only those wholesale trades which are directly used and consumed in Delhi and are not hazardous in nature and require extensive space should be allowed to continue and developed in Delhi.

(b) Controlled development outside Delhi within Delhi Metropolitan Area.

The policy of checks and disincentives is also to be followed in case of Delhi Metropolitan Area towns but with some restrictions. The wholesale trades which are directly used and consumed in Delhi and Delhi Metropolitan Area towns should only be allowed.

There are certain wholesale trades in Delhi which are hazardous because of their location in congested areas and due to bulk handling activities such as plastic and PVC goods, chemical, food grains, iron & steel and timber & building materials. These wholesale trades should be encouraged to develop in Delhi Metropolitan Area towns.

(c) Outside Delhi Metropolitan Area within NCR.

It is proposed that as a matter of policy, incentives, concessions and infrastructure should be made available in the regional towns to encourage and accelerate the growth of trade. New trade functions with high growth potential functions should necessarily be located outside Delhi and Delhi Metropolitan Area to create new growth foci.

A study with regard to inward and outward move of certain commodities in Delhi along-the National Highway and major roads has been done by Delhi Development Authority in 1981(Annex.V). The study also helps in identifying the areas from where these commodities are procured and distributed. Suggesting locations of the distributive trades in different towns of National Capital Region requires potential surveys of the towns and their economic linkages with Delhi. This also envisages re-routing of the commodities in the new wholesale markets and the pattern of their distribution. Extensive studies in this regard with respect to each and every trade will have to be undertaken in depth before taking final decisions in this regard. However, based on the studies carried out as aforesaid and the suggestions received in this regard and also keeping in view the suggestions suggestions given in earlier NCR Plan some of the tentative locations

for locating distributive trades outside Delhi and DMA are as under:-

1. Cloth trade	:	Modinagar, Meerut, Rohtak, Alwar.
2. Bicycle trade	:	Sonepat, Rewari.
3. Fruits & Vegetables	:	Meerut, Alwar, Sonepat.
4. Motor parts & machinery	:	Meerut, Alwar.
5. Dry fruits, spcies and herbs	:	Khurja, Rohtak, Alwar.
6. Hosiery	:	Panipat, Meerut.
7. Iron and steel	:	Alwar.
8. Fuel Oil	:	Meerut, Alwar.
9. Food grains	:	Hapur, Meerut, Rewari, Alwar, Khairthal.
10. Timber	:	Alwar, Baraut.
11. Furs and skin.	:	Alwar, Panipat.
12. Fodder	:	Rohtak, Khurja.
13. Pulses	:	Khurja, Rewari, Hapur, Khairthal.

TABLE NO:3.5

DISTRIBUTIVE TRADES IN DELHI-ORIGIN & DESTINATION OF COMMODITIES(1969)

Sl.No.	Distributive trades	Procurement area	Distributive area
1	2	3	4
1.	Fruits & Vegetables	Afghanistan, Jammu & Kashmir, Haryana, Punjab, Uttar Pradesh, Bombay, Rural Delhi, Jaipur, Himachal Pradesh, Andhra Pradesh.	Delhi Metropolitan Area, Kanpur, Lucknow, Bareilly, Northern and Southern India.
2.	Foodgrains(Coarse)	Haryana, UP, MP, Rajasthan, Punjab.	Delhi, MP, UP, Bihar, Maharashtra, Gujarat, West Bengal, AP, Kerala, Madras, Mysore.
2(a)	Wheat and rice	-do-	Delhi.
3.	Fodder	Haryana, Punjab, MP, Rajasthan.	Delhi, UP, Rajasthan, Bihar.
4.	Cloth	Bombay, Ahmedabad, Indore, Kanpur, Delhi, Modinagar, Punjab.	Punjab, Haryana, Rajasthan, HP, UP, MP, Bihar, Orissa, Assam, West Bengal, Delhi.
5.	Bicycles, Tyres & Tubes	Bombay, Calcutta, Kerala, Madras, Bengal, Sonepat.	UP, MP, Assam, Haryana, Punjab, Bombay, Delhi.
6.	Dry fruits, Spices, Herbs, etc.	Iran, Afganistan, J&K, UP, MP, S.India, Maharashtra, Gujarat.	Delhi & area of 200 miles radius, J&K, Western UP, Rajasthan, Haryana.
7.	Hosiery	Delhi, Calcutta, Kanpur, Ludhiana, Bombay.	Delhi, Punjab, HP, MP, UP, Bihar, Rajasthan, Kashmir.
8.	Timber	MP, HP, J&K, Maharashtra.	Delhi, Punjab, UP, Haryana, Rajasthan.

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1	2	3	4
9.	Cotton	Hissar and other districts of Haryana.	Delhi, Uttar Pradesh.
10.	Iron scrap & junk.	COD Cantt., Delhi, Rly. Depot Shakurbasti and such other depots throughout India.	Delhi, Punjab, Haryana, Rajasthan, UP, MP.
11.	Old motor parts and machinery.	Delhi, Bombay, Allahabad, Kanpur.	Delhi, Punjab, Haryana, Rajasthan, UP.
12.	Iron and steel.	Hindustan Steel TISCO, ISCO, Calcutta. Govendgarh, Faridabad.	Delhi, Rajasthan, UP, Punjab, Haryana.
13.	Hardware.	Delhi, Calcutta, Bombay.	Delhi, Punjab, Haryana, UP.
14.	Furs, Skins and Wool.	Delhi, Rajasthan, Punjab, Jaipur, UP.	Europe, America, Russia, Madras, Panipat, Delhi.
15.	Glass sheets.	Faridabad, Calcutta, Ahmedabad.	Delhi, Punjab, Haryana, Rajasthan. UP.
16.	Oil	--	--
17.	Electrical goods.	Delhi, Bombay, Calcutta, Patna, Kanpur.	Haryana, UP, HP, Punjab & neighbouring areas.
18.	Radio parts.	Delhi, Faridabad, Hyderabad.	Delhi, Western UP, HP, J&K, MP, Haryana, Punjab, Rajasthan.
19.	Films.	Bombay, Madras.	Delhi, Uttar Pradesh.
20.	Medicines	Bombay, Calcutta, Madras, Delhi.	Delhi, Rajasthan, UP, HP, J&K, Punjab.
21.	Surgical Instruments.	Jullunder, Delhi, Meerut, Ambala.	All-India.

TABLE NO:3.6

WHOLESALE SHOPS BY COMMODITIES IN URBAN DELHI-1981.

S.No.	Commodity	No.of shops	%age
1.	Textiles & textile products	2142	17.8
2.	Automotor parts and machinery	1965	16.3
3.	Fruits and vegetables	858	7.1
4.	Hardware and building material	659	5.5
5.	Paper stationery and books	590	4.9
6.	General merchants and Kiryana	541	4.5
7.	Iron and steel	423	3.5
8.	Bicycles, tyres and tube	411	3.4
9.	Electrical and electronics	405	3.4
10.	Chemicals	365	3.1
11.	Rubber and plastic goods	383	2.8
12.	Scrap material(Kabari)	319	2.7
13.	Hosiery	299	2.5
14.	Leather, fur, skin and woollen products	289	2.4
15.	Other metal products	268	2.2
16.	Timber and plywood	263	2.2
17.	Food grains	252	2.1
18.	Other food material	230	1.9
19.	Radio, TV parts and accessories	209	1.7
20.	Cosmetics and toiletories	201	1.7
21.	Furniture and fixture	185	1.5
22.	Dry fruits and spices	148	1.2
23.	Crockery and utensils	126	1.1
24.	Oil, ghee, etc.,	110	0.9
25.	Footwear	71	0.6
26	Pan, Beedi, Cigarettee	69	0.6
27.	Water, Clock, Opticals	47	0.4
28.	Fodder and straw	34	0.3

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TABLE NO:3.7

DISTRIBUTION OF WHOLESALE COMMODITIES BY % EXPORTS OUTSIDE DELHI-1981

S.No.	Commodity	% Export outside Delhi
1.	Textiles and textile products	95
2.	Radio, TV parts and accessories	90
3.	Fruits and vegetables	80
4.	Electricals and Electronics	80
5.	Chemicals	80
6.	Food grains	80
7.	Cosmetics and toiletories	80
8.	Dry fruits and spices	80
9.	Surgical and scientific instruments	80
10.	Leather, fur, skin and woollen products	78
11.	Bicycles. tyres and tubes	77
12.	Hosiery	75
13.	Watch, Clock, Opticals	75
14.	Petroleum products	71
15.	General merchants and Kiryana	64
16.	Rubber and plastic goods	63
17.	Other metal products	60
18.	Medicines	60
19.	Auto motor parts and machinery	50
20.	Paper stationary and books	50
21.	Furniture and fixtures	50
22.	Hardware and building material	40
23.	Timber and plywood	40
24.	Iron and steel	34
25.	Crockery and utensils	25

1	2	3	4
29.	Medicines	28	0.2
30.	Surgical and scientific instruments	18	0.1
31.	Seeds	18	0.1
32.	Cotton	14	0.1
33.	Others	15	0.1
	TOTAL	12029	100.0

TABLE NO:3.8

COMMODITY-WISE GOOD MOVEMENT BY NATIONAL HIGHWAY/MAJOR ROAD IN DELHI-1981

S.No.	Commodity	NH-1		NH-2		NH-8		NH-10		NH-24		Loni		Total	
		In-ward	Out-ward	In-Ward	Out-Ward	In-Ward	Out-Ward	In-Ward	Out-Ward	In-Ward	Out-Ward	In-Ward	Out-Ward	In-Ward	Out-Ward
1.	Building material	46	39	260	41	170	46	37	15	77	37	181	32	771	210
2.	Fruits & Vegetables	445	84	31	188	80	115	7	43	26	223	39	16	628	669
3.	Cereals	58	76	115	50	100	140	76	21	110	37	32	6	491	330
4.	Iron and steel	10	82	175	41	45	9	12	12	62	31	-	7	304	182
5.	Textiles	10	23	38	6	35	23	99	-	11	149	-	7	193	208
6.	Retail	68	146	68	51	194	162	42	58	190	179	16	20	578	616
7.	Coal	2	30	54	4	10	9	-	12	78	-	-	-	144	55
8.	Ind. raw material	33	65	139	65	111	50	13	30	84	94	8	26	388	320
9.	Commodities Misc.	22	157	121	125	157	106	117	36	125	242	16	21	558	687
	TOTAL	694	692	1001	571	902	660	403	227	765	992	292	135	4055	3277

CHAPTER 4

REGIONAL LANDUSE

CHAPTER - 4

REGIONAL LANDUSE

4.1.0. Regional Land Utilisation in NCR

4.1.1. In NCR, agriculture is the predominent user of land and covers 80% of the total reporting area. The area under the category of land put to non-agricultural use which includes built up area, roads and water bodies constitute about 10% of the region (Table 4.1 and 4.2)

4.2.0. Land Under Agriculture

4.2.1. Net area shown and fallow lands together constitute agricultural land. In 1981-82, out of the total reporting area, about 75% was reported as net sown area. The net sown area is concentrated in the tehsils of Rohtak, Sonepat, Mahendragarh, Mewana, Sardhana, Bagpat, Hapur and Bulandshahr where more than 80% of the reporting area is under this category (Table 4.2). While Ghaziabad and hilly tehsils of Rajasthan sub-region had less than 60% and Delhi being the least, had 37% of the total reporting area under this category. This category of land constitutes about 50% of the total reporting area in the region. Delhi had very high concentration of fallow lands which constiututes 22% of the reporting area of Delhi Union Territory, while other tehsils of sub-regions had negligible proportion of fallow lands. Fallow land can be brought under cultivation by providing irrigation facilities.

4.2.2. Other Uncultivated Land

This category includes culturable waste, permanent pastures and other grazing land and land under miscellaneous tree crops and groves. Culturable waste constitute about 20% of the reporting area and distributed in Ghaziabad, Sikandrabad, Garhmukteswar and Alwar tehsils. While most of tehsils of Haryana sub-region and Mawana tehsils of Uttar Pradesh sub-region, the area under this category reported nil. Area under pasture lands and other grazing lands constitute 1.14% of the total reporting area and sparsely distributed in the region.

Table 4.1. Land Utilisation in NCR

Landuse Category	Sub-region				
	Delhi U.T.	Haryana	Uttar Pradesh	Rajasthan	N.C.R.
1. Forest	0.97	2.94	2.08	2.35	2.65
2. Not available for cultivation					
a) Land put to non-agricultural use	24.51	9.67	11.09	4.73	9.85
b) Barren and un-cultivated land	12.68	1.61	3.90	13.47	4.35
3. Other un-cultivated land					
a) Permanent Pasture & other grazing land	0.54	0.94	0.43	2.70	1.44
b) Land under Misc. tree crops and groves	0.77	-	0.51	0.02	0.10
4. Culturable waste	0.58	1.45	2.54	1.69	1.56
5. Fallow Land					
a) Fallow land other than current fallow	22.10	2.83	2.15	2.41	3.75
b) Current fallow	-	-	2.29	4.72	1.00
6. Net areas sown	37.85	80.56	75.04	67.92	75.55
	100.00	100.00	100.00	100.00	100.00

* Figures indicate the percentage to total reporting area.

Table 4.2. Land Utilisation in NCR - 1981-82

(Area in hectares)

	Dist./ Tehsil	Reporting area	Forest	Not available for cultivation		Other un-cultivated land		Culturable waste	Fallow land		Net sown area
				Land put to non-agricultural use	Barren and uncultivated land	Permanent pastures & other grazing land	Land under misc. trees, crops and groves		Fallow other than current fallow	Current fallow	
	1	2	3	4	5	6	7	8	9	10	11
I.	U.T. of Delhi	149788	1434 (0.97)*	361439 (24.51)	18707 (12.68)	793 (0.54)	11.37 (0.77)	856 (0.58)	32589 (22.10)	- -	55822 (37.85)
II.	Haryana sub-region	1800000	53000 (2.94)	174000 (9.67)	29000 (1.67)	17000 (0.94)	- -	26000 (1.44)	- -	51000 (2.83)	1450000 (80.5)
1.	Gurgaon	279000	12000 (4.30)	40000 (14.35)	5000 (1.80)	2000 (0.72)	- -	- -	- -	18000 (6.45)	202000 (72.40)
2.	Faridabad	213000	4000 (1.80)	29000 (13.60)	8000 (3.70)	3000 (1.40)	- -	- -	- -	1000 (0.70)	168000 (78.80)
3.	Mahendra-garh	321000	8000 (2.50)	33000 (10.25)	10000 (3.10)	4000 (1.25)	- -	- -	- -	3000 (0.95)	263000 (81.95)
4.	Panipat**	394000	14000 (3.55)	31000 (7.87)	2000 (0.50)	6000 (1.52)	- -	2000 (0.54)	-- -	14000 (3.55)	325000 (82.50)
5.	Rohtak	374000	7000 (1.87)	26000 (6.95)	2000 (0.53)	- -	- -	14000 (3.75)	- -	8000 (2.14)	317000 (84.76)
6.	Sonipat	219000	8000 (3.65)	15000 (6.85)	2000 (0.91)	2000 (0.91)	- -	10000 (4.57)	- -	7000 (3.20)	175000 (79.91)
III.	U.P. Sub region	304362	6333 (2.08)	33716 (11.08)	11875 (3.90)	1302 (0.43)	1551 (0.51)	7731 (2.54)	6497 (2.15)	6971 (2.29)	228386 (75.04)
1.	Meerut	14477	829 (5.73)	1544 (10.67)	432 (2.98)	34 (0.23)	6 (0.04)	223 (1.54)	272 (1.88)	394 (2.72)	10743 (74.21)
2.	Mawana	19721	716 (3.63)	1791 (9.08)	166 (0.84)	- -	- -	- -	139 (0.71)	161 (0.82)	16748 (84.92)

1	2	3	4	5	6	7	8	9	10	11
3. Sardhana	17403	- -	1580 (9.08)	162 (0.93)	73 (0.42)	32 (0.18)	107 (0.61)	101 (0.58)	407 (2.34)	14941 (85.85)
4. Bagpat	17540	177 (1.00)	2253 (12.85)	364 (2.08)	4 (0.02)	5 (0.03)	62 (0.35)	217 (1.24)	215 (1.23)	19293 (81.20)
5. Buland-shahr	22723	29 (0.13)	2556 (9.93)	626 (2.75)	52 (0.23)	178 (0.78)	132 (0.58)	178 (0.78)	478 (2.10)	18494 (81.39)
6. Khurja	28692	818 (2.85)	2316 (8.07)	2296 (8.00	77 (0.27)	407 (1.42)	1780 (6.20)	392 (1.37)	559 (1.95)	20047 (69.87)
7. Sikandra-bad	37230	157 (0.40)	2879 (7.70)	2605 (7.00)	803 (2.16)	295 (0.80)	1125 (3.20)	791 (2.10)	900 (2.40)	27675 (74.24)
8. Anupsahar	28354	2516 (8.87)	2576 (9.07)	599 (2.11)	39 (0.14)	85 (0.30)	667 (2.35)	485 (1.72)	494 (1.74)	20902 (73.72)
9. Ghaziabad (Loni)	28226	80 (0.28)	7133 (25.25)	642 (2.25)	19 (0.07)	91 (0.32)	1624 (5.75)	1574 (5.58)	828 (2.93)	16235 (57.50)
10. Garhmuk-teswar	33841	971 (2.87)	3419 (10.10)	1713 (5.06)	- -	226 (0.67)	1242 (3.67)	1620 (4.79)	1407 (4.16)	23243 (68.68)
11. Hapur	33380	- -	3793 (11.37)	283 (0.85)	2 (-)	136 (0.41)	229 (0.69)	278 (0.83)	458 (1.37)	28201 (84.48)
12. Dadri	22775	40 (0.18)	1885 (8.28)	1987 (8.72)	199 (0.87)	90 (0.40)	540 (2.37)	450 (2.00)	670 2.94)	16914 (74.27)
IV. Rajasthan sub-region	420348	9870 (2.35)	19875 (4.73)	56618 (13.47)	11325 (2.70)	91 (0.02)	7101 (1.69)	10128 (2.41)	19856 (4.72)	285484 (67.92)
1. Alwar	92372	7657 (8.30)	6054 (6.55)	14753 (15.97)	1897 (2.05)	43 (0.04)	3019 (3.25)	2039 (2.20)	3107 (3.36)	53803 (58.25)
2. Ramnagar	59351 (57948)	6 (*)	2953 (4.98)	8154 (13.75)	2663 (4.50)	8 (-)	1229 (2.00)	3666 (6.20)	2184 (3.70)	38488 (64.85)
3. Bahror	72971	228 (0.30)	2681 (3.67)	6743 (9.24)	3123 (4.28)	2 (-)	180 (0.24)	1428 (1.96)	5129 (7.08)	53457 (73.26)

1	2	3	4	5	6	7	8	9	10	11
4. Kishan-garh	74775	1127 (1.50)	3563 (4.75)	9925 (13.25)	848 (1.30)	9 (-)	585 (0.78)	1271 (1.70)	3584 (4.80)	53863 (72.00)
5. Tijara	63555	472 (0.75)	2770 (4.36)	10173 (16.00)	364 (0.57)	29 (0.50)	1817 (2.86)	1087 (1.71)	4222 (6.64)	42621 (67.06)
6. Mandawar	57324	380 (0.70)	1854 (3.23)	6870 (11.88)	2430 (4.24)	- -	271 (0.47)	637 (1.11)	1630 (2.84)	43252 (75.45)

* Figures in brackets indicate percentage to total reporting area

** Area includes Karnal District

Source :

1. Statistical Abstract of Haryana 1982-83
2. Statistical Abstract - Bulandshahr, Meerut and Ghaziabad Districts of Uttar Pradesh
3. Statistical Abstract - 1981 - Rajasthan

4.2.3. Land not available for cultivation

This category includes land put to non-agricultural use barren and un-cultivated land. The land put to non-agricultural use includes built up areas, areas under transport network and waterbodies. Ghaziabad tehsil (25%) and Delhi (24.51%) had the highest concentration of land under this category, other tehsils of high concentration were Gurgaon and Faridabad. This is mainly due to the high urbanisation. While Bulandshahr, Khurja, Sikandrabad had least areas under this category where urbanisation is low. The proportion of barren and un-cultivated lands is high in Tijara, Alwar, Ramgarh, Kishangar and Mandawar tehsils of Rajasthan sub-region and Delhi had more than 12% of the total reporting area under this category. Haryana and Uttar Pradesh sub-region had negligible area under this category. The land not available for cultivation is increasing at an alarming rate per year mainly due to urbanisation. The rational use of land for non-agricultural purposes thus becomes a matter of primary importance.

4.2.4. Land under Forest

Forest forms a meagre proportion of the total reporting area in the region. The area under forest constitutes 2.65% of the total reporting area in the region. The forest is concentrated in Alwar tehsil of Rajasthan sub-region and the stretches along the Ganga river in Uttar Pradesh sub-region.

4.3.0. Landuse : A Regional Perspective

4.3.1. Landuse characteristics

Two main factors are responsible for the change of the landuse characteristics in the NCR. The first has been the continuous rapid increase in economic activity in Delhi Urban Area and the consequential rise in population within it mainly due to in-migration. In 1981, 63% of the total urban population of NCR lived in Delhi. This concentration of economic activity has led to population concentration in Delhi as compared to the rest of the region.

4.3.2. The second factor has been the increase in the development of industries on the traffic arteries leading from Delhi and the premature and speculative sub-division

of land for residential and industrial purposes outside Delhi. Development of such industries along the traffic arteries and the great imbalance of social infrastructure in the DMA town and low growth of other towns in the region have characterised the present landuse demands in the region.

4.3.3. The above development have had their effect on the pattern of urbanisation and employment trends. In 1981, the trends of urbanisation in and around Delhi indicated that out of the total population of 191.93 lakhs nearly 48% lived in urban areas of which Delhi Urban Area, accounted for about 30%. Thus, the region is predominantly rural, both in population component as well as in its occupational structure with more than 50% of the working force employed in primary sector.

4.3.4. The domenant role of the economic development of Delhi Urban Area has influenced to a large extent the present urban structure within the region. The preponderance of Delhi's growth is reflected in its interlinkages with other centres both within and outside the region and in the country as a whole. Thus, the road and rail routes converge on Delhi and diverge in the opposite direction for movement outside Delhi. This has resulted in flourishing wholesale market in Delhi for the entire North-Western India. This reflected in the present endowment of landuse, viz., main urban centres along the arteries and to certain extent industrial agglomeration.

4.3.5. In the agricultural sector the perennial sources of water from Yamuna and Ganga along with its distributaries which flow within the areas has shaped the agricultural economy of the region with its concomitant development of rural settlements. The availability of fertile land and vast underground resources of water and also irrigation schemes is bound to play a part in the development in the rest of the region.

4.4.0. Future landuse Trends in NCR

4.4.1. During the Plan period, the primary sector and agricultural economy will continue to form the main stay in the region, although the urban structure in the future perspective would continue to play more dominant role. The major employment opportunities will continue to be in the primary

sector, although by dispersal of economic activity away from Delhi, a different hierarchial order of urban centres will emerger which will increasingly provide employment opportunities to non-agricultural sector.

4.4.2. The proposed Transport and Communication system which signifies a new development strategy based on the Radial Corridor Pattern provides the key for rationalisation and re-organisation of land use in the region. The urban centres along the corridors would create more employment in secondary and tertiary sector and thereby bringing about concentration of urban population in these centres. Consequently, there will be a shift in the land requirements from non-agricultural to urban purposes.

4.4.3. Apart from the above developments, there will be the development and investment in industries to provide the necessary economic opportunities for the anticipated urban population of 234 lakhs in the region. As a major aspect of the regional policy, these industrial areas are to be developed in the selected priority urban centres. On this basis the requirement of land for industries will become a part of the requirement of urban landuse.

4.5.0. Future Regional Landuse

4.5.1. Land for Agriculture

In view of the anticipated changes in landuse there would be a major impact on land requirements of the agricultural sector. To the extent that new employment opportunities are proposed in non-agricultural sector and consequent concentration of new population, the existing urban expansion would have to be met mostly from the existing agricultural land. This obviously necessitates a rational policy of utilisation of less valuable agricultural land for urban expansion and as far as possible un-productive or barren land for urban expansion/new urban centres. The second cause of change in the agricultural land would be on account of creation of lakes, reservoirs, flood protection works, urban water supply, schemes and irrigation network within the region. This calls for intensive utilisation of available agricultural land for production purposes; such land as well as those that would be reclaimed

by flood protection have to be reserved for agriculture.

4.5.2. Land for Urban Centres

It has been proposed that out of the assigned population of 325 lakhs by 2001 A.D., about 234 lakahs would be accommodated in the urban areas which accounts for 72% of the total population in the region. In order to ensure balanced regional development, three themes have been proposed; (**i**) Delhi Urban Area's (DUA) growth would be restricted to 110 lakh population (**ii**) dispersal of 37 lakh population to the towns under Delhi Metropolitan area and (**iii**) development of urban centres by way of location of industrial, commercial, Government offices and other employment opportunities to accommodate 87 lakh urban population outside the DMA. The major share of population would be gained by the selected priority towns. To accommodate the total 50.00 lakhs (Table 4.3) population in the selected 8 priority urban centres/urban complex outside DMA, the total land of nearly, 40,000 hectares (400 square Kilometres) would be required for urban expansion. Thus the additional land of 20,000 hectares (200 square kilometres) would accommodate the additional population of 36.40 lakhs. It has been estimated that in DUA the proposed addition of 53 lakh population could be accommodated in 17000 hectares. Similarly, in six DMA towns, the additional 28.32 lakh can be accommodated in 10,000 hectares. Thus it would be seen that for accommodating about 120 lakh population, a total additional area of 47,000 hectares would be required by 2001. The land required for various development in the extended time frame by 2001, may be acquired from time to time. The additional land for urban extension of Delhi has been calculated based on the assumption that out of the assigned 110 lakh urban population, the present urbanisable limit of DUA would accommodate 82 lakh population by 2001 (as estimated by DDA) by judicious infill and selected modification of densities. The remaining 28 lakh population could be accommodated in about 17,000 hectares in the urban extension of DUA.

4.5.3. land for Regional Recreational Purposes

Recreation as an amenity has to meet four competing types of demand : from the urban population of the region

Table 4.3. Land Requirement for Urban Development by 2001 in NCR

Town/Urban Complex	Existing Area (in Ha.)	Population 1981	Population Density - 1981 (Per Ha.)	Assigned population - 2001 (in lakh)	Additional population to be accommodated (in lakh)	Total land required (in Ha.)	Additional land required (in Ha.)
1	2	3	4	5	6	7	8
I. Priority towns/ Urban Complex							
1. Meerut	8082	5.37	66	13.00	7.63	10400	2318
2. Hapur	583	1.03	176	6.00	4.97	4800	4217
3. Bulandshahr Complex	1975	1.70	86	10.00	8.30	8000	6025
(a) Bulandshahr							
(b) Khurja							
4. Palwal	552	0.47	85	3.00	2.53	2400	1848
5. Panipat	2082	1.38	66	5.00	3.62	4000	1918
6. Rohtak	2203	1.67	76	5.00	3.33	4000	1797
7. Rewari Complex	606	0.52	85	3.00	2.48	2400	1797
(a) Rewari							
(b) Dharuhera							
(c) Bhiwadi (in Rajasthan)							
8. Alwar	8000	1.46	18	5.00	2.54	4000	Nil
Sub-total I	24083	13.60	56	50.00	36.40	40000	19917

1	2	3	4	5	6	7	8
II. DMA Towns							
1. Ghaziabad including Loni	6840	3.00	44	11.00	8.00	8800	1960
2. NOIDA	600	0.75	125	5.50	4.75	4400	3800
3. Faridabad	17824	3.31	18	10.00	6.69	8000	Nil
4. Gurgaon	2413	1.00	41	7.00	6.00	5600	3200
5. Bahadurgarh	900	0.37	41	2.00	1.63	1600	700
6. Kundli	200	0.25	125	1.50	1.25	1200	1000
Sub total II	28777	8.68	30	37.00	28.32	29600	10660
Grand total (I + II)	52860	22.28	42	87.00	64.72	69600	30577

Density assumed 125 persons per hectare.

using country side as an amenity, from a wide urban population coming to the region for recreational purposes from the agricultural community and from the physical development of the region itself.

The landuse policy on recreational areas will meet the demand in the following way :

1. Areas of general level amenity as regional park in the proximity of the metropolis
2. River front 'as recreational areas' by developing them and making them more accessible for such use.
3. Historical monument as Tourist attraction
4. Parks in rural areas noted for their landscape and scenic beauty which could be used as picnic spots.
5. National Park in the vicinity of the Region

4.6.0. Nature Conservation

4.6.1. The unplanned urbanisation and industrialisation and intensive exploration of resources with little regard to environment affect the environment and ecology adversely. It has been realised that an intimate and in-seperable relationship exists between the environment and development and that sustained development may not be achieved by ignoring the environmental causes.

4.6.2. To achieve the overall development of NCR without destruction of its natural environment all economic activities need to be planned. Special attention should be given to check the damage to natural features and environment / man's interference for development purposes.

4.6.3. In NCR, the major natural features are the Ridge, an extended part of the Aravali range, the forest areas, the River Yamuna and the Ganga. Apart from these, NCR has two wild life sanctuaries namely, Sariska wild life sanctuary in Rajathan sub-region and Sultanpur Bird Santuary in Haryana sub-region harbouring a large number of wild animals and birds.

4.6.4. The ridge areas should be conserved with utmost care and should be afforested with indigenous species.

4.6.5. The existing forest areas should be conserved and more area specially un-productive land should be brought under tree plantation. Conservation of natural habitat and features in the region is of great importance to sustain the natural eco-system.

4.6.6. The rivers Yamuna and Ganga have a high level of water pollution mainly from the untreated sewage and waste from industiral areas. Measures will be adopted to check such pollution to keep the rivers clean.

4.7.0. Buffer Zone

4.7.1. The development of land in NCR must be balanced by positive consideration of the role of open land in the region. The plan aims to improve the physical environment of the region. This will be achieved by ensuring that both existing uses within the region and development proposals contemplated by proposals. The locations of green buffer zone in between the growing towns will support the regeneration of the priority settlements/areas by controlling the growth of the built-up areas. Besides, the Green Buffer zone will prevent neighbouring settlements from merging and help to preserve their special character.

4.7.2. In NCR, the DUA and the DMA towns are growing at an alarming rate and gradually engulfing the rural areas between the DUA and the six DMA towns. If the present trend continues, the DMA towns will merge with DUA and form a continuous urban agglomeration which will lead to the level of megalopolis. To check this rapid expansion, it is essential to keep the buffer zone of 5 to 10 km wide. Similarly, the proposed urban complexes should be separated from each by a buffer zone.

4.7.3. The buffer zone policies are designed to restrain the encroachment of urban activities into the rural areas. The permitted uses within the buffer zone are broadly agriculture, horticulture and forestry. In NCR, there is a wide scope for agriculture to flourish and so most of the buffer zones can be used for intensive agriculture. Besides agriculture, the

development of new outdoor recreational facilities or for the extension of such facilities can be permitted provided they meet the needs of nearby communities and that agricultural interest are protected. Building ancillary to such facilities and necessary to their operation will be permitted where they are small scale and in keeping with the function and character of the buffer zone. Mining activities and brick kilns could be permitted in the buffer zone.

4.7.4. Proposed location of the buffer zone

The following are the proposed location of the buffer zones. However, the detailed demarcation of buffer zone will be shown in the Landuse Plan.

1. Green Buffer zone of suitable width surrounding DUA which will prevent the DMA towns from merging with DUA
2. The area between the urban areas of Ghaziabad and Loni
3. The stretch along the NH - 2 between Faridabad-Ballabhgarh Complex and Palwal.
4. The areas between Ghaziabad - Muradnagar, Modinagar and Meerut.
5. The areas around Bulandshahr and Khurja of proposed Bulandshahr-Khurja Urban Complex.
6. Areas around Rewari - Dharuhera and also Dharuhera - Bhiwadi of proposed Rewari - Dharuhera - Bhiwadi Complex.

CHAPTER 5

TRANSPORT AND TELECOMMUNICATIONS

CHAPTER - 5

TRANSPORT AND TELECOMMUNICATIONS

5.1.0 Conceptual Frame

5.1.1 National Capital Region Plan has been conceived to gain optimum growth of the region through planned development and also to mould and re-fashion the region both physically and economically, for a fuller realisation of wider and deep social values. Traffic system has been identified as one of the basic factors determining the type of development in terms of its spatial organisation and concentration. While existing transport network structure attracts further activities and envisages concentrated development, new lines would aid dispersal of activities and subsequently balanced development. This calls for a strategy to gain an organised transport network in conformity to the objectives to be attained in the National Capital Region. This plan envisages the transportation sector to 'lead' development rather than to 'follow' and as such programmes envisaged are to be 'futuristic' rather than 'problem solving'.

5.1.2 The determinants that should form the base for such an organised transport structure are:

i) location of settlements in space with their volume of population - present and destined.

ii) probable activity centres wherein induced development is expected on intensified scale.

5.1.3 The approach adopted to evolve a viable settlement system in National Capital Region involves identification of a four tier system of settlements in which while the nearby same order centres would be linked directly, efforts would be to link the lower order centres with the nearby higher order centres. It envisages developing a few selected centres on an intensified scale which would form first order settlements irrespective of other settlements which may be identified later and selection/ identification of such centres would be based on their

ability to attract and accomodate greater volume of activities and population. Such centres identified are:

i) Meerut, Hapur and Bulandshahr-Khurja from Uttar-Pradesh Sub-region.

ii) Panipat, Rohtak, Rewari-Daruhera and Palwal from Haryana sub region, and

iii) Alwar and Bhiwadi from Rajasthan sub-region.

5.2.0 Existing Transport Network Structure

5.2.1 Transport development in National Capital Region has been essentially of corridor oriented. There are nine corridors (refer Table No.5.1) in the National Capital Region which have formed the backbone of the region. There has been a substantial increase in the volume of activities, work force and population along these corrdiors over the period and as such it is only logical that these activity and population attracting corridors are utilised to gain the prime objective of National Capital Region of controlling the growth of Delhi and encouraging or promoting regional towns by taking away such developmental activities to the distant regional towns.

5.2.2 Some of the salient features that could indicate growth trends of concentration along these corridors is presented in Table 5.1.

i) Though there has been a marginal reduction in the proportion of urban population in the corridor towns to total urban population of the region, with 80.94% in 1981 concentrated along these corridors against 82.7% in 1961, in absolute sense, net increase in urban population along these corridors, is 190.5 lakhs which represents a growth of 174.85% during the period 1961-81.

ii) The corridors Faridabad-Ballabhgarh-Palwal-Hodal-Hathin-Hasanpur, Gurgaon-Jharsha-Pataudi-Bawal and Loni-Khekra-Aggarwal Mandi-Baghpat-Baraut-Tikri-Goghat have registered substantial increase in terms of proportion of region's urban population they accomodate while in

others there has been a marginal reduction in that proportion.

iii) Even though there has been a mariginal reduction in the proprotion of region's urban working force along these corridors, they have gained in absolute sense a total of 44.73 lakhs of urban working force registering a growth of 140.35% during the period 1961-81 indicating the excess volume of traffic that should be carried over by the existing lines. Every increase in the work force volume results in associated manifold increase of dependent population.

iv) Reflecting the concentration trend of total population along selected corridors, concentration of working force also has been along Faridabad-Ballabhgarh-Palwal-Hodal-Hathin-Hosanpur and Loni-Kekhra-Aggarwal Mandi-Baghpat-Baraut-Tikri-Doghat corridors.

v) Concentration of work force in non-agricultural activities is higher among the corridors, Ghaziabad, Faridabad and Sonepat corridors. Volume generated by non-agricultural work force for transportation, in terms of service population and continuous goods traffic flow, need not be over emphasised.

5.3.0 Traffic flow characteristics in National Capital Region

5.3.1 Detailed traffic flow volume characteristics of the National Capital Region roads are yet to be done. At the Interim plan level, it has been felt and decided that studies undertaken for 1973 NCR Plan could be taken as a base for determining the minimum requirements. Some of the details which have been collected while preparing 1973 plan or from various agencies recently, is given in the forthcoming paragraphs (also Table 5.2). Regional transport for National Capital Region has been analysed in three parts ie., (i) Intra Urban Transport for Delhi (ii) Transport facilitites for Delhi Metropolitan Area and (iii) transport facilitites for the rest of the region.

5.3.2 Intra Urban Transport: The Delhi Urban area extends from Mehrauli in South to Model Town in the North and Nangloy in the west to UP border in the east encompassing an area of 447.77 sq. kms. with a radial distance of approximately 12 to 15 kms. in all directions. At present major traffic load is taken by roads ie., by buses and private vehicles. Nearly 7.5 million passenger trips are carried by major roads of Delhi through private and public transport daily. Projection studies(by DDA)indicate that if no other mode of transport is deve-

TABLE NO:5.1

CORRIDOR TOWNS IN THE NATIONAL CAPITAL REGION WITH POPULATION AND WORKING FORCE - 1981

S.No.	Towns	Population in corridor towns(in 000's)	% to urban population of NCR	working force in corridor towns (in 000s)	% to urban working force of NCR	Work force in Non-Agri. activities	% to urban Non-Agriculture working force of NCR
1.	Ghaziabad-Muradnagar(OF) Muradnagar-Modinagar-Niwadi-Meerut.	957.7	28.78	277.6	29.54	262.8	32.00
2.	Pilkhawa-Hapur-Babugarh-Garmukhteswar.	161.0	4.83	41.9	4.46	36.9	4.49
3.	Dadri-Sikandrabad-Bulandshahr-Khurja.	233.4	7.00	59.2	6.30	53.2	6.48
4.	Faridabad-Ballabhgarh-Palwal-Hodal-Hathin-Hosanpur.	408.6	12.28	132.7	14.12	124.4	15.16
5.	Gurgaon-Jharsha-Pataudi-Bawal	125.4	3.76	31.9	3.40	30.8	3.75
6.	Sohna-Nuh-Ferozepur-Jirka-Alwar.	173.8	5.22	46.5	4.96	43.2	5.27
7.	Bahadurgarh-Rohtak-Megham-Kalanaur.	228.3	6.86	60.8	6.48	56.3	6.87
8.	Sonepat-Ganaur-Samalkha-Panipat.	277.3	8.32	81.1	8.63	75.5	9.20
9.	Loni-Khekra-Aggarwal Mandi (Tasivi)-Baghpat-Baraut-Tikri-Doghat.	129.3	3.89	34.0	3.62	23.9	2.92
	TOTAL	2995.1	80.94	766.0	81.51	707.5	86.14

loped, 12 million vehicluar trips would be required to be carried by roads in 2001. The capacity of roads is limited and as such they would be incapable of taking traffic load beyond their capacity. Moreover, the time in journey to work place is increasing day by day due to more and more congestion on Delhi roads. As such, there is an urgent need to think over some rapid mass transport which may help in : i) decongesting the Delhi Urban roads, ii) lessening the journey time, iii) lessening the risk of accidents on roads, and iv) controlling the environmental and noise pollution.

5.3.3 Delhi Metropolitan Area Transport : Delhi Metropolitan Area(DMA) has been designated to comprise of Delhi Union territory, Faridabad-Ballabhgarh Complex, NOIDA controlled area, Gurgaon, Bahadurgarh, Kundli and extension of Delhi ridge in Haryana encompassing an area of 3182 sq. kms. These surrounding towns are developing so fast that they tend to become a compact urban agglomeration with Delhi and as such need transport facilitites that can provide fast and efficient interaction between them and the Union territory of Delhi. Delhi is the converging point of seven railway lines and five National Highways. Unless strong measures are taken to reorganise the development pattern of the surrounding towns in National Capital Region and the regional railways and road-linkages, the converging existing transport routes will create chaotic conditions in Delhi. The peripheral towns of Delhi Union territory such as NOIDA controlled area, Faridabad, Gurgaon, Bahadurgarh, Kundli, etc. are developing very fast. But as these towns neither have loading and unloading facilities at their railway stations for regional movement of freight nor inter-connection through proper roads and railways among each other such developments would aggravate the problem. In addition, there is lack of adequate booking facilities for passengers travelling within the National Capital Region or out of the Capital Region. As such one has to reach Delhi main stations for the movement of freight as well as for passengers even if one does not have any business with Delhi Urban Area. In other words, the traffic which can easily bypass Delhi has to pass through Delhi

roads and railway terminals crowding them un-necessarily before it reaches its destination. About 7 to 8 lakh commuters and long distance travellers arrive and leave Delhi daily by three modes of transport ie., rail, road, and air.

5.3.4 Movement on roads

(a) Passengers : passenger movement by inter-state buses in the year 2001 - both incoming and outgoing has been projected to be 7,25,000 and the number of buses to be 14,000.

(b) Frieght movemnet by roads : Table 5.2 shows the movement of commodities in and out of Delhi in 1981. It indicates the following points:

i) Maximum movement of incoming trucks carrying building materials, ie., through NH 2(260 trucks) and through Loni road(181 trucks). Out of total incoming trucks of 771, only 210 are outgoing ie., there is maximum consumption of building materials in Delhi.

ii) There are 628 trucks loaded with fruit and vegetables coming into Delhi(Maximum through NH 1) and 668 are outgoing (maximum through NH 24). It shows that these fruits and vegetables are brought for distribution which come from north side in Delhi and most of the loaded trucks passing through Delhi are destined to Uttar Pradesh side.

iii) Out of 491 trucks of cereals coming from outer areas to Delhi, 330 trucks are going out. This shows that only 33% of the total cereals coming from outside is consumed in Delhi and 66% is meant for other areas of the Region that can easily bypass Delhi if facilities are available.

iv) Of the industrial raw material 320 trucks out of 338 incoming trucks go out ie., 82% of the industrial raw material of the total incoming to Delhi is destined for outside DMA.

TABLE NO:5.2

COMMODITY-WISE GOODS MOVEMENT BY NATIONAL HIGHWAY/MAJOR ROAD IN DELHI-1981

S.No.	Commodity	NH-1		NH-2		NH-8		NH-10		NH-24		Loni		Total	
		In-ward	Out-ward	In-Ward	Out-Ward	In-Ward	Out-Ward	In-Ward	Out-Ward	In-Ward	Out-Ward	In-Ward	Out-Ward	In-Ward	Out-Ward
1.	Building material	46	39	260	41	170	46	37	15	77	37	181	32	771	210
2.	Fruits & Vegetables	445	81	31	188	80	115	7	43	26	223	39	16	628	669
3.	Cereals	58	76	115	50	100	140	76	21	110	37	32	6	491	330
4.	Iron and steel	10	82	175	41	45	9	12	12	62	31	-	7	304	182
5.	Textiles	10	23	38	6	35	23	99	-	11	149	-	7	193	208
6.	Retail	68	146	68	51	194	162	42	58	190	179	16	20	578	616
7.	Coal	2	30	54	4	10	9	-	12	78	-	-	-	144	55
8.	Ind. raw material	33	55	139	65	111	50	13	30	84	94	8	26	388	320
9.	Commodities Misc.	22	160	121	125	157	106	117	36	125	242	16	21	558	687
	TOTAL	694	692	1001	571	902	660	403	227	763	992	292	135	4055	3277

Source : Survey conducted by Perspective Planning Wing, Delhi Development Authority.

v) Of the total annual gross freight to and from Delhi, nearly 80% is handled by road transport.

vi) About 14,500 trucks enter and leave Delhi daily. Of the nearly 50% is handled by NH 2 and NH 24.

vii) Of the 14,279 trucks movement to and from Delhi on all regional roads, 4572 are empty.

viii) Of the total truck traffic moving into Delhi, 25% is by-passable.

5.3.5 By Rail

(a) Passengers : Studies (by Perspective Planning Wing of Delhi Development Authority) incidate that three rail terminals of Delhi cater to about 78,000 passengers daily going into and out of Delhi by rail as given below:

Delhi Main railway station.	: 50,000.
New Delhi railway station	: 25,000
Nizamuddin railway station	: 3,000

Total incoming and outgoing passengers handled at all 33 stations of Delhi suburbs including commuters are about 3,62,000(1,92,000 commuters and 1,70,000 long and short distance passengers) through 261 trains(137 long distance and 124 short distance within National Capital Region). The inter-city passenger movement in Delhi has been growing @ 4% per annum and as such the projections for 2001 are as below:

Daily total passenger	: 6,72,000
Commuters	: 3,54,000
Long and short distance passengers	: 3,18,000
Total trains	: 4,000

As stated earlier, out of these 6,72,000 passengers a large number do not have any business in Delhi but have to pass through Delhi due to existing pattern of regional railway movement.

(b) Freight : On an average about 1000 loaded wagons enter Delhi. The total freight handled by the rail in the region is estimated to be 25,000 tons per day. Of the total gross annual freight to and from Delhi, only about 20% is handled by railways and the rest by roads.

5.3.6 By Air

(a) Passengers : The International Airport Authority of India(IAAI) have projected the international air passengers and domestic air passengers at the following rates as recommended by the Committee on Air Transport Policy, Ministry of Tourism and Civil Aviation.

	Annual growth rate	No. of passengers in 2001
International passengers	12.0%	163 lakhs
Domestic passengers	12.0%	191 lakhs

(b) Cargo traffic : The cargo movement projected by IAAI for 2001 is as below:

	Rate of increase	Volume in 2001
International cargo	15%	6.4 tonnes
Domestic cargo	12.5%	7.9 tonnes

5.4.0 Strategy for Development : The regional transport strategy for the National Capital Region should promote and support the economic development of the region and relieve the capital of traffic congestion. As such it requires:

i) to inter-connect among each other the regional urban centres lying in the outer areas of National Capital Region,

ii) to connect them with the Capital by fast mode of transport which would require better road

and rail connections.

iii) to integrate road and rail services in the intra-urban area of Delhi and also in DMA.

iv) to develop new loading and unloading facilities outside Delhi Union territory for goods coming from outside the region for distribution in Uttar Pradesh and Haryana so as to avoid unwanted load of goods traffic on the roads of Delhi urban area.

5.5.0 Proposals for the Road Network.

5.5.1 Development of the stretches of NH- 1(Delhi-Panipat), NH-2 (Delhi-Palwal), NH 10(Delhi-Rohtak), NH- 8(Delhi-Gurgaon, NH 24(Delhi-Hapur) and existing State Highway between Ghaziabad-Meerut to four lane divided c/w to be known as M-I* motorway with acquisition of r/w of 100 mts, within National Capital Region including development of service roads in the built up area. Strengthening of the above National Highways and elevation of the State Highway to M-I standard would cost approximately Rs. 140 crores.

5.5.2 Development of an inner and outer grid system of roads of the order of M- II** motorways with certain common streches which would be of two lane c/w initially with acquisition of full r/w of 60 metres and to four lane c/w finally by 2001 AD. The inner grid is to follow the alignment of Sonepat-Baghpat-Meerut-Hapur-Bulandshahr-Sikandrabad-Faridabad-Gurgaon-Jhajjar-Rohtak-Gohana-Sonepat. The outer grid would connect Panipat-Muzaffarnagar-Meerut-Hapur-Bulandshahr-Khurja-Palwal-Rewari-Jhajjar-Rohtak-Gohana-Panipat.

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* The M-I motorway is to be of dual carriage-way with six lanes of sufficient lane width, all intersections grade separated and at intervals 3 to 5 kms(2 to 3 miles)apart. Access controlled with no frontage access, with full restrictions on standing vehicles and designed for a speed of 100 kms. per hour. The bridges should be designed for the prescribed highest IRC loading.

** The inner and outer grid roads of M-II motorway category would be of two lane c/w initially with acquisition of full r/w of 60 metres and a four lane c/w finally(by 2001 AD).

(a) The inner grid has been envisaged mainly to inter-connect all the inner-ring towns in the region. It would also serve to by-pass the inter-regional movement of goods in the Delhi Urban Area. This would require on:

Uttar Pradesh Side:

i) Strengthening from Yamune Bridge to Baghpat and to Meerut.

ii) Widening and strengthening between Sikandrabad and Dankaur(the stretch between Bulandshahr-Meerut is covered in the outer grid).

iii) Construction of a bridge and missing links in the stretch of Dankaur-Yamuna Bridge-Sikandra-bad-Faridabad.

Haryana Side:

i) Strengthening complete(20 km) and widening part (12 km) of the road from UP border to Sonepat.

ii) Strengthening and widening of the complete stretch (35 kms) between Sonepat-Gohana.

iii) Strengthening complete (45 kms) and widening part of (38 km) the Jhajjar-Gurgaon stretch.

iv) Strengthening complete (38 km) and widening part of (31 km) the Gurgaon-Faridabad stretch.

v) Strengthening and widening of the complete stretch (18 km) between Faridabad to UP border (upto Yamuna river).

Development of inner grid would involve approximately Rs.6862 lakhs.

	Stretch	Length (Kms)	Cost (Rs. in lakhs) including widening strengthening, bridges and by-passes wherever required.
1	2	3	4
i.	Yamuna Bridge-Baghpat-Meerut	53	611.71
ii.	Bulandhshar-Sikandrabad	13	117.00

1	2	3	4
iii.	Sikandrabad-Dankaur	17	216.31
iv.	Dankaur-Yamuna Bridge-Faridabad	-	1360.00
v.	Faridabad-Yamuna river	18	704.45
vi.	Faridbad-Gurgaon	38	954.00
vii.	Gurgaon-Jhajjar	45	667.00
viii.	Jhajjar-Sonepat	35	515.00
ix.	Sonepat-UP border	20	1715.95
	Total cost of inner grid		6861.42

(b) The outer grid has been envisaged to inter-connect the important towns lying in the outer areas of NCR and to open-up the vast undeveloped areas for development. Development of this grid would require from UP side:

i) Widening and strengthening of the stretch between Yamuna bridge-Muzzaffar Nagar(54 kms) and strengthening of the stretch between Muzaffarnagar and Meerut(53 kms).

ii) Widening of the stretch between Meerut-Hapur.

iii) Widening and strengthening of Hapur-Bulandshahr stretch.

iv) Widening and strengthening of the stretch between Khurja and Yamuna bridge(Bulandshahr-Khurja and Yamuna bridge Bulandshahr-Khurja .

and on Haryana Side it would require:

i) Widening and strengthening of the stretch from Yamuna bridge-Panipat, Panipat-Gohana, Gohana-Rohtak, Rohtak-Jhajjar, Jhajjar-Rewari, Rewari-Sohna, Sohna-Palwal and Palwal-Yamuna Nagar(a total of 270 kms).

ii) Construction of new bridges and widening of some existing bridges.

Development of outer grid would require Rs.8002 lakhs as detailed below:

	Stretch	Length (in kms)	Cost (Rs. in lakhs) including widening strengthening, bridges and by-passes wherever required.
i.	Yamuna Nagar-Muzaffarnagar-Meerut*	107	1045.16*
ii.	Meerut-Hapur-Bulandhshahr	69	715.74
iii.	Bulandshahr-Khurja	19	171.00
iv.	Khurja-Yamuna bridge	45	540.79
v.	Yamuna bridge-Palwal	15	754.85
vi.	Palwal-Sohna-Rewari	76	1695.50
vii.	Rewari-Jhajjar-Rohtak	86	2198.40
viii.	Rohtak-Gohana-Panipat-Sonauli	93	1925.00
	Total cost for outer grid (excluding item i)	:	8001.28

* to be financed by the concerned State Government.

5.5.3 Alwar has greater growth potential with its tourist importance and flourishing commerical activities. Further, to take out developmental activities far away from Delhi it is necessary to develop a motorway of M-II standard between Rewari and Alwar. This would be of two lane c/w initially with acquisition of full r/w of 60 metres for an ultimate four lane c/w when traffic requirements justify. Such a line would open up vast areas of Haryana and Rajasthan for development. Development of this 70 km stretch would cost approximately Rs. 350 lakhs (@ Rs.5 lakhs per km.).

5.5.4 Smaller towns of National Capital Region have been stagnating mainly because of their location in the shadow of bigger urban centres. However, their economy could be revitalised by providing suitable infrastructure facilities so that they act as link between the rural areas and the bigger urban centres besides acting as service centres for the rural population. Transport sector would be able to provide the initial momentum for their regeneration. In consonance with the policy of developing a four tier

system of settlements, road structure in the region would be evolved accordingly. Efforts would be to inter-connect the same order centres directly and the lower order centres to their nearest higher order centres. A system of feeder roads of higher standard would be evolved to connect the work centres/industrial estates with the nearest regional or sub-regional settlements.

5.6.0 Proposals for development of railway.

5.6.1 As discussed earlier, there is a huge by-passable traffic that enters Delhi unnecessarily. It is proposed to develop a regional rail by-pass. This is expected to drain and diverge out by-passable traffic that otherwise would move through Delhi. This line would pass through Meerut-Hapur-Bulandshahr-Khurja-Palwal-Sohna-Rewari-Jhajjar-Rohtak-Panipat. With lines already existing between several stretches, new lines would have to be developed between Khurja-Palwal-Sohna-Rewari-Jhajjar-Rohtak. This would cost (205 kms) approximatly Rs.13,600 lakhs.

5.6.2 With the identification of Rewari Complex and Alwar as priority centres with envisaged population and activities it is proposed that efforts should be taken for conversion of the existing low capacity metre guage railway system into high capacity system between Delhi-Alwar.

5.6.3 There is an urgent need to identify and decide on a location for an other rail terminal to decongest and solve problems faced by the existing terminal in Delhi.

5.6.4 To facilitate easy commuting from distant places and priority towns, it is necessary to take up electrification of selected corridors. They are Delhi-Panipat, Delhi-Meerut beyond Ghaziabad, and Delhi-Rohtak beyond Shakurbasti. This would cost a total amount of Rs.4700 lakhs.

	Stretch	Details of work	Cost(in lakhs)
A.	Delhi-Panipat (88 Kms)	i. Electrification and raising of platforms, FOB, etc.,	1200
		ii. Automatic colour lighting, signalling at Subzi Mandi, Sonepat, Panipat.	300
		iii. Terminal facilities at Panipat including information system etc.,	200
		iv. Staff quarters	300
B.	Delhi-Meerut beyond Ghaziabad	Doubling from Muradnagar to to Meerut and electrification and raising of platforms, FOBs, and signalling, installation, etc.,	1500
C.	Delhi-Rohtak beyond Shakurbasti.	Electrification, Raising of platforms, FOBs, including signalling installation.	1200
	TOTAL COST	:	4700

5.6.5 Subsequent to electrification of the above corridors, operation of EMU services on these corridors on the desired frequency would be needed. This would cost Rs.2200 lakhs. The stretches and requirments are:

	Stretch	Requirements*	Cost (Rs. in lakhs)
i.	Delhi-Panipat	5 Rakes-15 MC - 30 TC	800
ii.	Ghaziabad-Meerut	4 Rakes-12 MC - 24 TC	600
iii.	Shakurbasti-Rohtak	5 Rakes-15 MC - 30 TC	800
	TOTAL COST	:	2200

* Requirement as in 1983. Refined assessment would be made after detailed studies.

5.6.6 Operation of Electrical Multiple Units(EMU)Services on the ring with required frequency, initially with a lead time of 25 minutes in peak period/direction alongwith extension of EMU services on three selected corridors

(radially) viz., (i) Delhi-Ghaziabad, (ii) New Delhi-Palwal, (iii) Delhi-Shakurbasti which are already electrified, replacing all the shuttle services to Shakurbasti, Ghaziabad and Palwal. This would require an amount of Rs.1300 lakhs (excluding ring railway requirements in Delhi Urban Area).

	Stretch	Requirements*	Cost(Rs.in lakhs)
i.	Ring railway in Delhi Urban Area**	Rolling stock of 24 coaches ie., 8 MC, 16 TC	500
ii.	Delhi-Ghaziabad	27 coaches-9 MC, 18 TC	500
iii.	New Delhi-Palwal	5 Rakes - 15 MC, 30 TC	800
	TOTAL COST(excluding item i)	:	1300

* Requirements as in 1983. Refined assessment would be made after detailed studies.

** Finance to be managed by Delhi Administration/Delhi Development Authority.

5.6.7 For the operation of EMU services and have such services on the desired frequency, development of certain additional infrastructural inputs in selected corridors is required. This would involve some additional stations to be opened and certain other inputs besides raising of platforms to suit EMU coach operation. This would incur a total cost of Rs.2445 lakhs. The corridors and actions needed in respective corridors are:

1	Corridor 2	Station to be opened 3	Inputs required 4	Cost(Rs. in lakhs) 5
1.	A)Delhi-Shahdara-Ghazia-	Gandhi-Nagar Shyamlal	Creation of new halt station and removal of the infringements to suit EMU.	50
	i)Stations Giani border inside Delhi UT.			
	ii)Stations Mohan Nagar outside Delhi UT.			

1	2	3	4	5
	B)New-Delhi	Shakarpur BEL	Creation of crossing and halt stations.	60
2.	New Delhi-Palwal	Junction Cabin	Creation of halt station	12
3.	New Delhi-Shakurbasti.	Rampura Cabin	Creation of halt station	12
4.	Accessibility facilities at Eight Stations(Finance to be arranged by DDA/Delhi Admn., partly)			20
5.	Lengthening of platforms for 25 bogies at Delhi and New Delhi stations*			500
6.	Provision of independent double line between Delhi-New Delhi-Kishanganj-Delhi and Subzi Mandi*			
7.	Doubling and electrification of Dayabasti-Azadpur Section*			600
8.	a)Two more lines between Ghaziabad and Maripet car shed.			
	b)An additional line(4th line)between Shahibabad & Ghaziabad			800
9.	Extension of 4th line from junction cabin to Palwal			1000
10.	A)Automatic signalling between Tughalakabad and Palwal			300
	B)Staff quarters and office building			300
	TOTAL COST (excluding prog. to be financed by DDA/ Delhi Administration.			2445

* Financing to be arranged by DDA/Delhi Administration.

5.6.8 The ring railway which has been conceived to solve the traffic problems of Delhi runs under utilised and as such actions are required to enable it to provide a meaningful role in the transportation of intra-city passengers and inter-city commuters. This requires evaluation of introduction of new rapid high capacity mass transport system such as Light Rail Transit(LRT) etc., and, to re-organise Delhi Transport Corporations fleet services to

provide feeder service to EMU service as well as other high capacity mass transport system conceived for smooth intra-urban travel and improve the efficiency of ring and radial service.

5.6.9 With the identification of Khurja and Hapur as priority towns and subsequent envisaging of activities and population on a greater scale, it is obvious that interaction between Delhi and these centres would increase and intensify and as such projection of traffic volume is necessary in advance. Feasibility evaluation/techno-economic studies for the development of existing/new corridors and extension of existing corridors in the lines i) Ghaziabad-Khurja for EMU services ii) Ghaziabad-Hapur for electrification and EMU services and iii) Dayabasti-Azadpur for new electrified line and EMU services should

5.6.10 To enable the ring railway to play a meaningful role in serving inter-city and intra-urban commuters it is necessary to increase the frequency in the ring in stages to reach the ultimate desired frequency level for the envisaged population and to extend the same to Ghaziabad on the east, Palwal to the South, Indira Gandhi Airport and Rohtak on the south-west and west and towards Panipat in the north.

5.6.11 To cater to the needs of the outer areas of Delhi and Delhi Metropolitan Area and further to encourage in the outskirts of the city, such activities which would help interaction between outer towns and Delhi Metropolitan Area there is need to edevelop new integrated metropolitan terminals in the areas of (a) Trans-Yamuna (b) Okhla (c) Bharthal and (d) in north India. Locational and other techno-economic studies for these terminals may be taken up immediately.

5.7.0 Proposal for Airways

5.7.1 With identification of priority towns with enhanced population which is primarily aimed to be gained through developmental activities and industries, it is necessary to probe into the possibilities of extending air services to these towns through short distance carriers.

5.8.0 Financing Strategy

5.8.1 It should be ensured that investments directly involve in achieving the objectives envisaged for National Capital Region development. With this aim, while financing any development the following main criteria would be taken into consideration besides the cost component. i) The needs of priority areas and new development and extension areas ii) the extent to which such proposals would aid the objective of decongesting Delhi and would help in taking away to or generating activities in the outer areas of the region and iii) benefits such proposals would accrue for the existing industries and commerce for their expansion and employment generation.

5.8.2 In selecting locations for new loading and unloading facility centres, priority and preference would be for locations that have greater potential/capacity to drain and diverge out maximum traffic.

5.8.3 It is suggested that a single unified Metropolitan Transport Authority may be constituted to look into the inter-relation and interaction of various modes. Such an Authority specially in NCR may help in rationalising the inter-city and intra-city fair structures between railway, EMU and the road transport and also may help in facilitating the inter-change from rail to road and road to rail as well as from regional trains to intra urban railway in Delhi.

5.9.0 Telecommunication Facilities

5.9.1 The foremost need of the region is adequate and effective telecommunication network which would provide impetus to the dispersal and development of economic activities away from Delhi to outlying areas. The National Capital Region Plan advocates a three tier system for the development

of economic activities in the region as a broad policy and has also recommended development of eight towns and complexes in the region on priority basis. Provision of reliable and adequate telecommunication facilities in the Delhi Metropolitan Area and in the selected towns as input has been considered necessary for preparing a realistic plan.

5.9.2 The following objectives are considered desirable for provision of telecommunication facilities in the selected towns and the towns falling in Delhi Metropolitan Area.

- Full automatisation of telephone services.
- Replacement of all life expired exchanges and other equipments.
- Provision of telephone and telex connection practically on demand.
- Provision of subscribers dialling facilities between Delhi and the priority towns and DMA towns.
- Connection of priority towns and DMA towns with Delhi by reliable cable and radio media.
- Provision of reliable trunk services either by direct dialling facilities or through demand service among the priority towns and DMA towns.
- Provision of telegraph offices as justified.

An integrated telecommunication system adopted on the above lines in a way, is also likely to supplement the transportation network in the region thereby reducing the pressure on the transportation arteries proposed in the Plan.

5.9.3 Interim Plan envisages provision of required telecommunication facilities at the first instance, in the selected priority towns and towns of DMA. Details of facilities and cost involved

are as under:-

	Facilities/ inputs	Quantity (in No.)	Cost (Rs. in lakhs)
1.	Local Switching		
	i)Replacement	21,150 x 5890	1245.74
	ii)Net Expansion	1,08,550 x 12962	14070.25
			15315.99
2.	Telex		
	i)Capacity	540 x 17235	93.07
	ii)Teleprinters	540 x 26500	143.10
			236.17
3.	Trunk Exchanges		
	i)Trunk Centres at Faridabad & Ghaziabad with 40 Boards	2 x 27.5 lakhs	55.00
	ii)Trunk Boards	3 x 00.18 lakhs	0.54
			55.54
4.	Transmission		
	i) Open Wire Systems		
	a) 3 chl.	24 x 1.2 lakhs	28.8
	b) 8 chl.	12 x 2 lakhs	24.00
			52.8
	ii) VFT		
	a) 12 chl.	7 x 1.8	12.6
	b) S + 4D x	18 x 1.2	21.6
			34.2
	iii) Coaxial	9 schemes	1720.18
	iv) Optical fibre	3 schemes	517.06
	v) UHF	7 x 84.3	590.10
	vi) Microwave	8 schemes	936.26
	vii) PCM	5 schemes	175.00
5.	Telegraphs		127.27
6.	Land & Buildings		1000.00
	TOTAL	:	20761 *

* Some of the listed programmes costing about Rs.70 crores have already been included in the Department of Telecommunications, Ministry of Telecommunications on Seventh Plan Budget.

CHAPTER 6

POWER DEVELOPMENT

CHAPTER - 6

POWER DEVELOPMENT

Electricity, one of the most important forms of energy, is the life-blood of modern society. It is indispensable for the development of industry and agriculture and for improving the living standards of the people.

6.1.0 Generation

6.1.1 The region falls within the Northern Power Zone which is supplied power through the grid system. The power requirement of Delhi is met mainly by the Rajghat and I.P. Estate Power Generating Stations owned by the Delhi Electricity Supply Undertaking and Badarpur Thermal Station owned by the National Thermal Power Corporation. All these stations are located within Delhi. In addition to these three stations, Delhi receives assistance from Baira Siul Hydro Electric Power Station, Singrauli Thermal Power Station and from the Northern region grid including the Bhakra Beas Management Board system, to meet its demand for power.

6.1.2 The Uttar Pradesh Sub-region receives power from the integrated grid of the Uttar Pradesh Power System and the Northern region grid. It may be noted that all the hydel and thermal power stations in Uttar Pradesh are inter-connected with each other and system runs as an integrated grid. Further, the Uttar Pradesh Power System is being operated in synchronism with Northern region grid comprising Jammu & Kashmir, Punjab, Himachal Pradesh, Haryana, Delhi, Rajasthan and part of Madhya Pradesh.

6.1.3 Haryana, in addition to receiving power from its own generating stations, receives power from Bhakra Beas Management Board(BBMB); Pong, Dehar and Baira-Siul Hydel Stations and Indraprastha(Delhi), Badarpur(Delhi) and Singrauli(UP) thermal stations to meet its demand. The Haryana Sub-region thus receives power from various sources.

6.1.4 Rajasthan's power demand is met by the generating stations owned by the Rajasthan Electricity Board and power made available from the BBMB system, Singrauli Super Thermal System and power imported from the neighbouring States. The Rajasthan

sub-region, which forms part of the State, has, therefore, to depend on many sources to meet its power demand.

6.1.5 The region does not have any power resources within its boundary. However, it does have some generating stations. As per the statistics made available by the constituent States/UT there are five power-generating schemes within the region with a total installed capacity of 1431.5 MW. All these schemes are thermal(Table No.6.1). The Uttar Pradesh and Rajasthan sub-regions do not have any generating station.

6.1.6 Five power plants with a total installed capacity of 1215.3 MW are under construction in the region. Among these; one is atomic, two are thermal, one is hydel and one is gas-based. All the plants are expected to be completed by the end of 1988, that is before the end of the Seventh Plan. Hence, by the end of the Seventh Plan, the total installed capacity, including that of the existing schemes, would increase to 2646.8 MW. Among the schemes that are under construction, Kokroi is the only hydel scheme and that to with an installed capacity of only 0.3 MW. No doubt, the region does not have any hydel potential. The Narora Atomic Project is the biggest among the projects that are under construction.

6.1.7 Among the Seventh Plan proposals relating to generation schemes, only one fall in the region- the Muradnagar Thermal Scheme. This scheme falls in the Central sector and would be executed by the National Thermal Power Corporation. As per the information received from the Central Electricity Authority, the Muradnagar scheme would have four units of 210 MW each. Thus, the total installed capacity of the scheme would be 840 MW. The first and the second units are expected to be commissioned by the end of 1994 and the remaining units by the end of 1995. Thus all the units are proposed to be commissioned by the end of the Eighth Plan. The Muradnagar scheme has been proposed to meet the growing demand for power of Delhi. As per the present indications, the scheme is meant for Delhi alone. However, if any surplus is left after meeting the demand of Delhi, it would be fed into the northern grid.

6.1.8 Assuming that the Muradnagar scheme would materialise and would be completed by the end of the Eight Plan, the total installed capacity (including the existing and under construction) in the region would increase to about 3500 MW.

6.2.0 Transmission and Distribution

6.2.1 The region has network of 400 KV, 220 KV, 132 KV, 66 KV, 33 KV, 11 KV and low tension lines for carrying power to load centres from the generating stations.

6.3.0 Rural electrification

6.3.1 Electrification of villages is indispensable for improving the living standards of rural people. Energisation of pumpsets goes a long way in increasing agricultural production. In the region as a whole, about 94% of the villages are electrified (Table 6.2). All the villages in the Union territory of Delhi and in Haryana sub-region are electrified. The position of rural electrification is quite unsatisfactory in the Rajasthan sub-region. In the Rajasthan sub-region only about 80.5% of the villages had been provided with electricity till the end of March 1985. As far as the Uttar Pradesh sub-region is concerned, all the villages in Meerut district are electrified. In Ghaziabad district, 10% of the villages are yet to be electrified and in Bulandshahr district 7% of the villages remain to be electrified. The overall percentage of rural electrification for the Uttar Pradesh sub-region works out to about 94%. The position is therefore, better than that of the Rajasthan sub-region.

6.3.2 During the Seventh Plan period, all the un-electrified villages in Bulandshahr district are expected to be electrified. InGhaziabad district, all unelectrified villages except two, are proposed to be electrified during the Seventh Plan period. As far as the Rajasthan sub-region is concerned, the information relating to number of villages proposed to be electrified during the Seventh Plan period is not available.

6.3.3 About 1.6 lakhs pumpsets have been energised in the region so far (as on 31st March 1985). The figure is expected to reach 1.8 lakhs by the end of the Seventh Plan. It may, however, be noted that Panipat, Rewari, Bawal tehsils of Haryana sub-region and the whole of Rajasthan sub-region have not been taken into account as figures pertaining to these areas are not available (Table 6.2).

TABLE NO:6.1

POWER GENERATION SCHEMES IN THE NATIONAL CAPITAL REGION(AS ON 31.3.1985)

Name of scheme	Location (Tehsil only)	Type	Units x Rated capacity (MW)	Total Installed capacity(MW)	Probable date of commissioning, if not already commissioned.
1	2	3	4	5	6
I.EXISTING					
1.Rajghat	Delhi	Thermal	1 x 14	14.0	
2.I.P.Estate	Delhi	Thermal	1 x 35 + 3 x 62.5 + 1 x 60	282.5*	
3.Badarpur	Delhi	Thermal	3 x 100 + 2 x 210	720.0	
4.Panipat-Stage-1.	Panipat	Thermal	2 x 110	220.0	
5.Faridabad	Ballabhgarh	Thermal	1 x 15 + 3 x 60	195.0	
				1431.5	
II.UNDER CONSTRUCTION					
1.Rajghat	Delhi	Thermal	2 x 67.5	135.0	Unit I - May 88. Unit II - Sep. 88
2.Gas Turbine Scheme near I.P.Station (I.P.Estate)	Delhi	Gas	6 x 30	180.0	1st Unit to be commissioned in April 86 and one unit per month thereafter.
3.Panipat Units 3,4,5 (Stages II & III)	Panipat	Thermal	2 x 110 + 1 x 210	430.0	Unit 3 - Oct.85 Unit 4 - Aug.85. Unit 5 - Dec.87.
4.Kokroi	Sonepat	Hydel	3 x 0.1	0.3	1986-87
5.Narora	Anupshahr	Atomic	2 x 235	470.0	Unit I- Dec.87. Unit II-Dec.88.
				1215.3	
III.PROPOSED IN THE SEVENTH PLAN					
1.Muradnagar	Ghaziabad	Thermal	4 x 210	840.0	Unit I-1992-93. Unit II-1993-94. Units III&IV-1994-95
				840.0	
GRAND TOTAL			:	3486.8	

* Includes share of Haryana of 62.5 MW.

Source :1. Data obtained from the State/UT Governments.
2. Central Electricity Authority.

TABLE NO:6.2

RURAL ELECTRIFICATION AND ENERGISATION OF PUMPSETS - AS ON 31st MARCH 1985

S.No.	Area	Total No of inhabited villages	Villages electrified as on 31.3.1985.	Villages proposed to be electrified during VIIth Plan.	Villages to be electrified by the end of VII Plan	Pumpsets energised as on 31.3.1985.	Pumpsets proposed to be energised during VIIth Plan.	Pumpsets to be energised by the end of VIIth Plan.
I	Delhi U.T.	214	214 (100.0)	Nil	214 (100.0)	15732	2500	18232
II	U.P.Sub-region							
	1.Meerut Distt.	1045*	1045	Nil	1045	37715	4882	42597
	2.Ghazibad Distt.	791*	711	78	789	7109	3388	10497
	3.Bulandshahr Distt.	1467*	1364	103	1467	36298	7195	43493
	Sub-total(II)	3303	3120 (94.4)	181	3301 (99.9)	81122	15465	96587
III	Haryana Sub-region							
	1.Sonepat Distt.	331	331	Nil	331	11584	2000	13584
	2.Gurgaon Distt.	673	673	Nil	673	25185	2000	27185
	3.Faridabad Distt.	425	425	Nil	425	15510	1000	16510
	4.Rohtak Distt.	438	438	Nil	438	11054	3000	14054
	5.Panipat Distt.	167	167	Nil	167	N.A	N.A	N.A
	6.Rewari & Bawal Tehsils	352	352	Nil	352	N.A	N.A	N.A
	Sub-Total(III)	2386	2386 (100.0)	Nil	2386 (100.0)	63333	8000	71333

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1	2	3	4	5	6	7	8	9
IV	Rajasthan Sub-region							
	Alwar, Behror, Mandawar, Tijara, Kishangarh and Ramgarh Tehsils.	1063	856 (80.5)	N.A	856	N.A.	N.A.	N.A
	GRAND TOTAL	6966	6576 (94.4)	181	6757 (96.9)	160187	25965	186152

* Includes uninhabited villages.

Note : Figures in brackets indicate percentage to the total number of villages in the respective sub region/region.

6.4.0 Energy Consumption(Aggregate)

6.4.1 During 1984-85, the total energy consumption in the region was about 5045 million units. A look at the pattern of energy consumption(Table 6.3) shows that industrial sector accounted for the highest proportion (about 33%) and was followed by the domestic sector(about 25%).

6.4.2 Analysing the position of individual sub-regions, it is seen that in Rajasthan sub-region, the proportion of industrial consumption is very high(79%). In Haryana sub-region, industrial sector ranks first in terms of energy consumption, but the proportion is not very high. Agriculture sector occupies first place in the Uttar Pradesh sub-region. In the case of Union Territory of Delhi, domestic sector accounts for the highest proportion of energy consumption. Since commerical activities dominate as much as industrial activities in Delhi's economy, the proportion of energy consumption in the commercial sector is much higher in Delhi than in other sub-regions. In none of the sub-regions of Uttar Pradesh, Haryana and Rajasthan, the proportion of energy consumption in the commerical sector exceeds 5%, whereas in Delhi, the proportion is about 21%.

6.4.3 The pattern of consumption clearly indicates high concentration of industries in the Union Territory of Delhi, Faridabad district and Rajasthan sub-region(Alwar district).

6.5.0 Per Capita Energy Consumption

6.5.1 Per capita energy consumption is a good indicator of economic development. In the region as a whole, the per capita energy(aggregate)consumption was 263 units in 1984-85. The per capita industrial consumption was only 87 units(Table 6.4)

6.5.2 A look at Table 6.4 shows that per capita aggregate consumption is alarmingly low(only 22 units)in the Uttar Pradesh sub-region, which indicates that this sub-region is highly backward in the region. The per capita consumption in the Uttar Pradesh sub-region is not even one-tenth of that of Delhi. The position of Haryana and Rajasthan sub-regions is however, better than that of Uttar Pradesh sub-region. However, these sub-regions are also much behind Delhi. In case of Delhi, the high

TABLE NO:6.3

ENERGY CONSUMPTION IN THE NATIONAL CAPITAL REGION -1984-85

(Figures in million units)

S.No.	Area	Domestic	Commerical	Industrial	Agriculture	Others	Total
1	2	3	4	5	6	7	8
I.	Delhi U.T.	1090.00	752.00	941.00	22.00	745.00	3550.00
	Sub-total(I)	1090.00	752.00	941.00	22.00	745.00	3550.00
		(30.7)	(21.2)	(26.5)	(0.6)	(21.0)	(100.00)
II	U.P. Sub-region						
	1.Meerut Distt.	11.23	3.75	12.35	25.77	0.86	53.96
	2.Ghaziabad Distt.	7.95	2.95	38.99	14.84	1.39	66.12
	3.Bulandshahr Distt.	2.97	0.23	4.66	27.44	0.16	35.46
	Sub-total(II)	22.15	6.93	56.00	68.05	2.41	155.54
		(14.2)	(4.4)	(36.0)	(43.8)	(1.6)	(100.0)
III	Haryana Sub-region						
	1.Sonepat Distt	21.19	3.55	72.54	39.68	1.40	138.36
	2.Gurgaon Distt.	19.34	4.76	41.83	47.71	4.85	118.49
	3.Faridabad Distt.	46.82	12.88	245.34	54.83	8.69	368.56
	4.Rohtak Distt.	38.90	9.36	57.90	51.71	3.81	161.68
	5.Panipat Tehsil	26.09	6.19	25.94	158.04	2.30	218.56
	6.Rewari and Bawal Tehsils	8.49	1.87	8.25	22.28	3.57	44.46
	Sub-total(III)	160.83	38.61	451.80	374.25	24.62	1050.11
		(15.3)	(3.7)	(43.0)	(35.6)	(2.4)	(100.0)

P.T.O.

1	2	3	4	5	6	7	8
IV	Rajasthan Sub-region.*						
	1.Alwar, Behror, Mandawar, Tijara, Kishangarh and Ramgarh tehsils.	12.43	6.78	227.79	22.85	18.71	288.56
	Sub-total(IV)	12.43 (4.3)	6.78 (2.3)	227.79 (79.0)	22.85 (7.9)	18.71 (6.5)	288.56 (100.0)
	GRAND TOTAL (I+II+III+IV)	1285.41 (25.5)	804.32 (15.9)	1676.59 (33.2)	487.15 (9.7)	790.74 (15.7)	5044.21 (100.0)

*In case of Rajasthan Sub-region, since Tehsilwise figures were not available, consumption has been estimated from the district figures. It has been assumed that in case of agriculture, the Sub-region's consumption is about 60% of the district's consumption. In case of others, it has been taken as 90%. This is because, percentage of rural population of the Sub-region is about 60% of the district's rural population and the Sub-region's urban population constitutes about 90% of the urban population of the district.

Note : Figures in brackets indicate percentage to the respective total.

TABLE NO: 6.4

PER CAPITA CONSUMPTION OF ELECTRICITY IN THE NCR - 1984-85

(Unit : Kwh)

Sl.No.	Sub -region	Per capita consumption (Total)	Per capita consumption (Industrial)
I	Delhi	571	151
2	Haryana	213	91
3	Rajasthan	271	214
4	Uttar Pradesh	22	8
NATIONAL CAPITAL REGION		263	87

Note : Per capita has been worked out on the basis of 1981 Census population.

per capita energy consumption can be attributed to two reasons. Firstly, it has a satisfactory power supply position and secondly it is economically more developed than other areas of the region.

6.5.3 Looking at the per capita industrial consumption, it is observed that Rajasthan sub-region ranks first and is followed by Delhi. As far as Uttar Pradesh sub-region is concerned, it not only occupies the last position, but its per capita is also very low - only 8 units. In case of Haryana also, the per capita is much lower than that of Delhi. This is perhaps because of inadequacy of power supply in Haryana.

6.6.0 Power Supply Position.

6.6.1 Delhi is definitely better placed as far as power supply is concerned. This has been one of the factors that attracted entrepreneurs to set up business in Delhi. As far as other sub-regions are concerned, the power supply position is highly unsatisfactory in Haryana and is followed by Uttar Pradesh. This is evident from the following statement which gives power supply position in various States/UT, parts of whose areas fall in the region.

POWER SUPPLY POSITION DURING APRIL 1985-MARCH 1986

(Figures in million units)

State/UT	Requirement	Availability	Shortage	
			Absolute	% age
1. Haryana	5507	4223	1284	23.3
2. Rajasthan	7100	6573	527	7.4
3. Uttar Pradesh	17633	15477	2156	12.2
4. Delhi	4880	4869	11	0.2

SOURCE : CENTRAL ELECTRICITY AUTHORITY

It may be seen from the figures given above that the position of Rajasthan also was not satisfactory.

6.6.2 During 1984-85, the power supply position in Haryana, Rajasthan and Uttar Pradesh was worse than what it was during the year 1985-86 The energy shortage(percentage ; monthwise)during 1984-85 can be seen in Table 6.5. Haryana experienced an average

daily shortage of about 28% during 1984-85 and was followed by Uttar Pradesh which faced an average daily shortage of about 26%. Rajasthan's position was better, as it faced an average daily shortage of only about 14%. Delhi had practically no shortage during 1984-85.

6.6.3 Looking at the monthwise position, one observes that Haryana, Rajasthan and Uttar Pradesh faced shortage throughout the year. At no time of the year, the shortage was less than 20% in Uttar Pradesh. The shortage in Uttar Pradesh ranged from about 22% in September 1984 to 34% in March 1985. The position of Haryana is more or less similiar to that of Uttar Pradesh. Only in two months; ie., June and July 1984; the shortage was less than 20% in Haryana. In fact, the position of Haryana is worse than that of Uttar Pradesh as it faced a shortage of atleast 35% in four months(December 1984-March 1985)during 1984-85.

6.6.4 The position of Rajasthan is definitely much better than that of Haryana and Uttar Pradesh. Though Rajasthan faced shortages throughout the year, the extent of shortage has been quite less(less than 10%) during June 1984 to October 1984. Further, the shortage never reached 30% in any of the months during 1984-85. The maximum shortage was about 29% which was experienced in April 1984.

6.6.5 Delhi faced only a negligible shortage throughout the year. In fact, the shortage was recorded as 'Nil' during December 1984 and March 1985. The overall percentage for the year was also recorded as 'Nil'.

6.7.0 Proposals Submitted by the State Governments

6.7.1 From the proposals submitted by the State Governments of Haryana, Rajasthan and Uttar Pradesh, it is observed that a total of Rs.684 crores will be required in the Seventh Plan to improve the quality of power supply in the region. The Statewise

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TABLE NO:6.5

PERCENTAGE OF ENERGY SHORTAGE(AVERAGE DAILY SHORTAGE)DURING 1984-85

Month/Year	Haryana	Rajasthan	U.P.	Delhi
April 1984	28.0	29.0	23.0	0.1
May 1984	25.7	17.7	28.0	0.3
June 1984	14.0	6.9	23.1	0.7
July 1984	15.3	2.9	24.0	0.5
August 1984	27.1	6.4	23.9	0.1
September 1984	23.9	1.8	22.3	0.1
October 1984	29.4	6.3	24.1	0.2
November 1984	23.9	14.7	25.7	0.1
December 1984	34.9	21.8	23.2	Nil
January 1985	39.5	19.0	26.6	0.8
February 1985	38.4	22.2	28.5	0.1
March 1985	35.8	13.3	34.0	Nil
1984-85	28.2	14.3	25.8	Nil

Source : Annual Administration Report (1984-85) of Northern Regional Electricity Board.

break-up is as follows:-

Figures in Rs.crores.

State	Amount required for		Total
	Generation	Transmission and distribution lines and sub-stations.	
1. Haryana	420.00	85.00	505.00
2. Rajasthan	--	23.00	23.00
3. Uttar Pradesh	--	156.00	156.00
	420.00	264.00	684.00

6.7.2 Haryana Government has indicated that the present peak demand in the National Capital Region portion of Haryana is 200 MW and this would increase to 650 MW by 1989-90. To meet this demand, an installed capacity of 1000 MW would be needed. It has, therefore, been suggested by Haryana Government that 2 units of 210 MW each should be added at the Panipat Thermal Complex or should be installed at a new site near Gurgaon. The State Government have indicated that this would cost about Rs.420 crores. As far as Uttar Pradesh and Rajasthan sub-regions are concerned, the State Governments have not indicated any proposal relating to generation schemes.

6.7.3 It may be noted that as far as laying of transmission and distribution lines and construction of sub-stations are concerned, the amount required for the Uttar Pradesh sub-region is in addition to what would be available from the State's normal plan. As far as other sub-regions are concerned, it seems from the proposals submitted by the concerned State Governments that the amount indicates the total requirement. Broad details of the transmission and distribution lines and sub-stations proposed by the State Governments are given below:-

I. HARYANA

Sl.No.	Item	Amount (Rs.in crores)
1.	220 KV works including sub-stations and lines	30.00

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2. 132 KV works including sub-stations and lines		18.00
3. 66 KV works including sub-stations and lines		28.00
4. 33 KV works including sub-stations and lines		9.00
TOTAL	:	85.00

II. UTTAR PRADESH

Sl.No.	Item	Amount(Rs. in crores)
1.	220 KV works	
	i) Sub-stations.	16.50
	ii) Lines	3.80
2.	132 KV works	
	i) Sub-Stations	14.25
	ii) Lines	6.85
3.	33 KV works	
	i) Sub-Stations	16.70
	ii) Increasing capacity	3.82
	iii) Lines	7.80
	iv) Misc.	5.26
4.	11 KV works	
	i) Sub-stations	8.02
	ii) Lines	14.09
	iii) L.T.Lines	23.99
5.	Tools and Plants	2.69
6.	Spares	5.00
7.	Communication	1.35
8.	Establishment, cost of building, contingency and other charges.	25.90
TOTAL	:	156.02

III. RAJASTHAN

The following works have been proposed. The schemewise cost has not been indicated by the State Government.

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1. 132 KV line from Alwar to Shahjahanpur via Khairthal and Mandawar with the following 132 KV sub-stations.

   1. 132/33 KV Sub-station at Khairthal.
   2. 132/33 KV Sub-station at Mandawar.
   3. 132/33 KV Sub-station at Shahjahanpur.

2. 132/33 Sub-station at Malakhera by looping in and looping out 132 KV line from Alwar to Rajgarh,

3. 33 KV line from Shahjahanpur to Mandhan.

4. 33 KV line from Mandawar to Sodawas.

5. 33 KV inter-connections to 33/11 KV Sub-stations-Shahjahanpur, Mandawar, Khairthal and Malakhera.

6. 220 KV line from Alwar to the proposed gas-based thermal power station at Sawai Madhopur(already taken up in central sector) via Dausa and strengthening its links with the northern regional grid 220 KV line from Panipat to Alwar.

CHAPTER 7

WATER SUPPLY, SEWERAGE AND SANITATION

CHAPTER - 7

WATER SUPPLY, SEWERAGE AND SANITATION

7.1.0. Physical Infrastructure

7.1.1. The quality of life in a settlement very much depends on the level of availability, accessibility and quality of infrastructure it provides. In a broad sense, physical infrastructure consists of municipal services and utilities, i.e., water supply, sewerage, sanitation and solid waste management. The rapid growth of population necessitates planning and augmentation of water supply, sewerage and sanitation schemes in an integrated manner.

7.1.2. Present level of services - water supply :

Water is needed for a healthy community and other urban activities. It is essential to provide good quality of drinking water accessible to all. In NCR, rivers Yamuna and Ganga which are flowing through the central part and along the eastern boundary of the region respectively, are the major sources of water supply. Besides, rivers Hindon, Kali and Sahibi and West Yamuna Canal and Ganga Canal are also being used as the sources of water supply. There are other sources of water supply such as tubel wells, tanks and wells which yield water to the smaller towns and rural settlements. The proposed Tehri Dam in Uttar Pradesh and Kishau, Lakhwar and Giri Dams in Himachal Pradesh when completed could provide a major share of NCR water requirement upto 2001.

7.1.3. There are 94 urban settlements in NCR, of these 58 are in Uttar Pradesh, 27 in Haryana, 3 in Rajasthan and 6 in the Union Territory of Delhi. The present level of water supply in the region is inadequate. As indicated in the Table 7.1, out of the 88 settlements located in Haryana, Uttar Pradesh and Rajasthan, 3 have River Infiltration Gallery and 12 and 40 settlements are served by Service Reservoirs and Over Head Tanks respectively, while 37 settlements do not have water storage system.

Table 7.1. Existing Sewerage, Sanitation and Water Supply in NCR Towns

Name of Town	Population	System of Sewerage	Number of Latrines				Method of disposal Night Soil	Protected Water Supply	
			Water Borne	Service	Others	Total		Source of supply	System of storage with capacity in lakh litres
1	2	3	4	5	6	7	8	9	10
1. Bahadurgarh	37448	S,OSD*	84	2350	-	2434	S,WB	T,TK	I.G. (455.00)
2. Beri	13490	OSD	5	30	-	35	WB	T,TW	IG (2.30) OHT (1.50)
3. Bawal	7760	OSD	30	100	10	140	B,WB	TW,T	OHT (0.60) BWP - NA
4. Faridabad Complex	330860	S	5676	8000	-	13676	ST,S	TW,TK	OHT (63.70) SR (1.37)
5. Farukah Nagar	6367	OSD	10	600	-	610	WB	T,TW	OHT (2.30)
6. Ferozpur Jhirka	9400	OSD	50	500	5	555	WB	T,W	SR ((4.10) OHT (1.80)
7. Ganaur	16489	OSD	-	995	2	997	WB,B	T,TW	OHT (2.30)
8. Gohana	26188	OSD	-	-	4500	4500	WB	T,TW	OHT (1.40)
9. Gurgaon U.A.	100877	S,OSD	3310	10422	13732	WB,S	WB,S M.L.	T,TW	SR (15.90) OHT (12.15) BWP (N.A.)
10. Hailey Mandi	10140	S,OSD	28	320	-	348	WB,S	T,TW	BWP (N.A.)
11. Hassanpur	5109	OSD	-	1200	-	1200	W B	T,TW	-

1	2	3	4	5	6	7	8	9	10
12. Hathin	6553	OSD	-	100	-	100	WB	W,TW	-
13. Hodal	18740	OSD PT	31	360	-	391	WB	W,TW	SR (7.96) BWP (N.A.)
14. Jhajjar	24247	S,OSD	-	4050	-	4050	WB,B	T,TW	OHT (1.36) BW (N.A.)
15. Jharsa	8412	-	-	45	-	45	H L	T,TW	BPW (N.A.)
16. Maham	11722	OSD	-	1500	500	2000	WB	T	PT (102.269) SR (1.82)
17. Nuh	5992	OSD	25	350	2	377	B	TW,TK	SR (4.10) OHT (1.37)
18. Palwal	47328	OSD,PT	-	4000	500	4500	WB,B	TW,TK	SR (22.75) OHT (2.45)
19. Pataudi	8422	OSD,PT	-	620	2	622	HL,WB	T,TW	-
20. Rewari	51562	S	250	6000	-	6250	WB,S	TW,T	O (27.30) OHT (4.55)
21. Rohtak	166767	S,OSD	1270	28004	-	29274	HL,WB	T,TW	O (10900.00) SR (34.58)
22. Samalkha	13352	OSD	-	-	-	-	B,WB	TW	-
23. Sohna	12667	S,OSD	290	525	-	815	WB,S	T,TW	SR (2.28)
24. Sonipat	109369	S,OSD	-	863	16848	17711	WB	T,TW	SR (4.37) OHT (2.73)
25. Taoru	6912	OSD,PT	8	10	19	37	WB	TW	OHT (0.68) BWP (N.A.)

1	2	3	4	5	6	7	8	9	10
26. Panipat	137927	OSD,S	1700	2500	-	4200	WB,B	W,TW	OHT (12.06) BWP (N.A.)
27. Kalanaur	12380	OSD	10	950	2	962	B,WB	T,TW	IG (3.60) BWP (N.A.)
28. Aminagar Sarai	6837	OSD	-	-	-	-	B/BW	T/TW	OHT (1.00)
29. Agarwal mandi	9353	OSD	-	-	-	-	HL	T/TW	OHT (0.15)
30. Aurangabad	11622	OSD	-	-	-	-	B	TW/W	-
31. Abdullapur	6383	OSD	-	8	-	8	WB	TW/W	-
32. Anupsahar	15193	OSD	-	-	-	-	B	TW/W	-
33. Bavan Bahadurnagar	6779	OSD	-	-	-	-	B	TW/W	-
34. Bugrari	8307	OSD	-	-	-	-	WB/B	TW/W	-
35. Bulandshahr	103436	OSD	-	-	-	-	WB	T/TW	OHT (15.93)
36. Bilaspur	4661	OSD	-	-	-	-	B	TW/W	-
37. Babugarh	2389	OSD	-	-	-	-	B/WB	TW/W	-
38. bahsuma	7906	OSD	-	-	-	-	WB	TW/W	-
39. Baghpat	17157	OSD	-	4	-	4	WB	TW/T	OHT (4.50)
40. Baraut	46292	OSD	-	5	-	5	WB	T/TW	OHT (2.50)
41. Chhaprauli	13805	OSD	-	-	-	-	WB	T/TW	OHT (0.22)
42. Doghat	10019	OSD	-	-	-	-	B/WB	TW/W	-

1	2	3	4	5	6	7	8	9	10
43. Daurala	9146	OSD	-	-	-	-	HL	TW/W	-
44. Dadri	19723	OSD	-	3	-	3	B/WB	TW/T	-
45. Dankaur	7935	OSD	-	-	-	-	WB/B	TW/W	-
46. Chhatari	5862	OSD	-	-	-	-	WB/B	TW/W	-
47. Debai	22430	OSD	-	-	-	-	WB	T/TW	OHT (2.28)
48. Gulaothi	24416	OSD	-	-	-	-	B	TW/W	-
49. Garhmuk-teshwar	17914	OSD	-	8	-	8	WB/ST	TW/T	OHT (2.80)
50. Faridnagar	9116	OSD	-	-	-	-	B	TW/W	-
51. Hapur	102837	OSD	-	4	-	4	WB/ST	T/TW	OHT (0.75)
52. Ghaziabad	287170	S/OSD	33	85	-	118	WB/S B/HL	T/TW	OHT (114.43)
53. Hastinapur	11637	OSD	-	-	-	-	W/B	T/TW	OHT (1.82)
54. Khekda	2691	OSD	-	-	-	-	HL	T/TW	OHT (0.50)
55. Karnawal	9895	OSD	-	-	-	-	HL	TW/W	-
56. kakod	4299	OSD	-	-	-	-	B	TW/W	-
57. Khurja	67119	OSD	1	3	-	4	WB	TW/T	OHT (14.74)
58. Jewar	15275	OSD	-	-	-	-	WB/B	TW/W	-
59. Jahangirpur	6447	OSD	-	-	-	-	B	TW/W	-
60. Jahangirabad	29301	OSD	-	4	-	4	WB	TW/W	-
61. Khanpur	8311	OSD	-	-	-	-	B	TW/T	-

1	2	3	4	5	6	7	8	9	10
62. Narora	9573	OSD	-	-	-	-	HL	TW/W	-
63. Niwadi	7078	PT/OSD	-	-	-	-	WB/ST	T/TW	OHT (1.80)
64. Loni	10259	OSD	-	-	-	-	HL/WN	T/TW	OHT (1.82)
65. Kithaur	13791	OSD	-	-	-	-	WB	TW/W	-
66. Muradnagar	26042	OSD	-	-	-	-	B/WB	TW/T	OHT (3.41)
67. Modinagar	87665	OSD/PT	-	20	-	20	B/WB ST	TW/W	OHT (12.74)
68. Meerut	536615	OSD	40	24	-	64	HL/WB	TW/W T	OHT (1443.80)
69. Mawana	37620	OSD	-	4	-	4	WB	TW/W	OHT (N.A.)
70. Lawar	11535	OSD	-	-	-	-	HL	TW/W	-
71. Sardhana	30138	OSD	-	-	-	-	WB	TW/W	OHT (2.50)
72. Parikshitgarh	11328	OSD	-	-	-	-	HL	TW/W	-
73. Phalauda	10357	OSD	-	-	-	-	HL	TW/W	-
74. Shahjahanpur	8867	OSD	-	-	-	-	HL	TW/W	-
75. Sewalkhar	10278	OSD	-	-	-	-	HL	TW/W	-
76. Ordinance Factory Muradnagar	13147	D a t a n o t a v a i l a b l e							
77. Patala	7847	OSD	-	-	-	-	WB/ST	T/TW	-
78. Pilkhua	37884	OSD	4	7	-	11	B/WB	W/TW	OHT (2.28)
79. Sikandrabad	43135	OSD	-	-	-	-	WB	TW/W	OHT (12.53)

1	2	3	4	5	6	7	8	9	10
81. Shikapur	21499	OSD	-	-	-	-	WB	TW/W	-
82. Pahasu	9016	OSD	-	-	-	-	WB	T/TW	-
83. Rabupura	8999	OSD	-	-	-	-	HL	T/TW	OHT (3.41)
84. Tikri	11315	OSD	-	-	-	-	B	TW/W	-
85. Kharkhoda	8708	OSD	-	-	-	-	WB	T/TK	OHD (2.00)
86. Alwar	145795	OSD	N.A.	N.A.	N.A.	-	WB/ST	TW/W	SR (22.45)
87. Khairtal	15962	OSD	100	77	8	185	WB/B	W	OHT (2.25)
88. Tijara	12199	OSD	55	4	4	63	WB	TW/W	SR (4.50)

* S Sewer
OSD Open Surface Drains
PT Pit System

HL Head Load
B Basket
WB Wheel Barrows
ST Septic Tank Latrines
S Sewerage

TW Tube Well Water/Hand Pumps
T Tap Water
W Well Water
TK Tank Water
OHT Overhead Tank
SR Service Reservoir
IG River Infiltration Gallery
BWP Bore-well Pumping System
PT Pressure Tank
O Others

7.2.0. Priority Towns

7.2.1. The analysis (Table 7.2) reveals that population coverage under the water supply schemes in the priority towns varies from 30% in Bulandshahr to 100% in Panipat. Out of 8 towns, 6 are served 100% by tube wells. The per capita per day water supply varies from 30.2 litres in Rewari to 131.6 litres in Panipat which indicates inadequate level of water supply in the priority towns. The total deficiency of water supply has been estimated to 1663.4 lakh litres per capita per day. An attempt has been made to work out the additional requirement of water supply for the assigned population of the respective towns for the year 2001. The total additional requirement in the 8 priority towns for 2001 has been estimated at 10025 lakh litres per day.

7.3.0. Broad Recommendations for Development of Water Supply in NCR

7.3.1. The supply of drinking water should be made available to the priority towns in the first stage and to all the towns and rural settlements in the second phase.

7.3.2. To meet the additional requirement of water supply of 10025 lakh litres per day for the priority towns, existing sources of water supply have to be developed and efficiently distributed on a unified basis.

7.3.3. The development of most of the water supply sources would require inter-state cooperation and problems of water supply should be dealt in a unified manner for the NCR as a whole. A survey to assess the ground water yield would be undertaken on priority basis. It would be necessary to plan, design and implement and maintain all water supply schemes in an integrated manner for NCR.

7.4.0. Sewerage and Sanitation

7.4.1. Sewerage treatment is essential to check environmental decay as well as to maintain the healthy living conditions. It is evident from Table 7.1 that the existing level of sewerage system is grossly inadequate in NCR towns. Out of the 88 towns, 11 have underground sewerage system. Faridabad have complete underground sewerage system while other towns have partly covered underground system and 70 towns have only open surface drains.

Table 7.2. Existing Water Supply and Additional Requirement of Water in Priority Towns by 2001

Towns	Population	Population covered (in %)	Source of Water Supply			Total supply daily (lakh litres daily)	Per capita supply (litres daily)	Deficiency (lakh litres daily)	Population assigned for 2001 (in lakhs)	Total additional requirement (lakh litres daily)
			Canal (in %)	Tubewell (in %)	Others (in %)					
1. Meerut	536615	70	0.40	99.60	-	636.60	118.5	581.05	13.00	2314.40
2. Hapur	102837	50	-	100.00	-	116.90	113.7	116.50	6.00	1245.10
3. Bulandshahr	103936	30	-	100.00	-	74.50	71.5	160.00	10.00	2196.00
4. Palwal	47328	75	-	100.00	-	25.00	57.0	82.40	3.00	656.00
5. Rewari	51562	75	-	100.00	-	15.60	30.2	102.00	3.00	665.40
6. Rohtak	166767	60	100	-	-	100.00	59.9	278.60	5.00	1035.00
7. Panipat	137927	100	-	70.00	30	181.50	131.6	131.50	5.00	953.50
8. Alwar	145798	NA	-	100.00	-	175.00	120.0	210.90	5.00	560.00
Total	1292267	-	-	-	-	1324.60	102	1663.40	50.00	10025.40

Note : The deficiency and future requirement of water have been worked out on the basis of 50 gallons (227 litres) per capita per day

7.4.2. The method of disposal of night soil in most of the settlements is very un-hygienic and primitive, such as through head load, Basket, Wheel Barrows. The Table 7.1 shows that the septic tank and sewer as a system of disposal of night soil is available in 13 towns, while the majority of the towns use wheel barrows for disposal of night soil.

7.5.0. Priority Towns

7.5.1. The existing sewerage system in the selected priority towns is highly inadequate. As indicated in the Table 7.3 that all the priority towns are partly covered by under-ground sewerage system. Bulandshahr in Uttar Pradesh sub-region does not have under-ground sewerage system. In all the priority towns, sewerage is disposed off after primary treatment in the open fields except in Rewari, where it is utilised for irrigation purposes after treatment.

Table 7.3. Existing Sewerage Facilities in Priority Towns

	Towns	Type of sewerage	Type of disposal	Treatment given
1.	Meerut	Underground + OSD	Open fields	Primary
2.	Hapur	Underground (25%)+ OSD (75%)	Open fields	Primary
3.	Buland-shahr	Open surface Drainage	Open fields	Primary
4.	Palwal	Underground (10%) + OSD	Open fields and Nala	Untreated
5.	Rewari	Underground + OSD	Open field Broad Irrigation Septic tanks	Fully treated
6.	Rohtak	Underground + covered drainage	N.A.	N.A.
7.	Panipat	Underground (25%) + OSD	Open fields	Primary
8.	Alwar	N.A.	N.A.	N.A.

7.6.0. Some Broad Measures for Improvement of Sewerage and Sanitation

7.6.1. Detailed Plan for sewerage schemes, solid waste management and sanitation should be prepared for the priority towns and adequate funds arranged for implementation of schemes.

7.6.2. The settlements where regular sewerage schemes is not available, low cost sanitation system for individual family should be aopted as a short term measure

7.6.3. Strict enforcement of Water Pollution Control Act of 1974 is required immediately. The complete treatment of waste water before discharging it into the rivers would help controlling pollution and maintaining better environment.

CHAPTER 8

F I S C A L P O L I C Y

CHAPTER - 8

FISCAL POLICY AND DEVELOPMENT OF ECONOMIC ACTIVITIES IN NATIONAL CAPITAL REGION

8.1 Among the various policies which would be necessary for an integrated development of the National Capital Region, fiscal policy needs immediate attention. With the formation of the statutory National Capital Region Planning Board a stage has been set up for the implementation of the plan proposals set out by the Board in the Interim Development Plan. In the nature of things development of the region as conceived in the plan involves inter-State jurisdictions and their cooperation. Tax differentials, beyond what are usually met at intra-State level are another important aspect of the peculiar jurisdictional set up of the National Capital Region.

8.2 According to the Constitution of India, the power to levy taxes on the sales or purchases of goods, other than Newspapers is vested in the States provided such sales and purchases do not take place in the course of inter-State trade. In the later case, the power to levy tax vests in the Union Government, while the tax proceeds are assigned to the States where such sales originate. To note another exception, in respect of textiles, tobacco and sugar, the States have since 1957 abdicated their powers to levy tax in favour of the Government of India which levies an additional excise (Goods of Special Importance) Act, 1957 in lieu of sales tax formerly levied by the States and the net proceeds are wholly assigned to the States in accordance with the recommendations of the Finance Commissions set up from time to time. As a result of this division of power, sales of goods in the National Capital Region are governed by different sets of tax laws. On the one hand there is local sales tax law in each State/Union territory which is applicable to the local dealings and on the other, there is Central Sales Tax governed by the provisions of Central Act, 1956.

8.3 One of the problems confronting the existing structure of sales tax relates to the lack of uniformity of rates. This causes diversion of trade as well as shifting of manufacturing

activity from one State to another. In the context of balanced development of the National Capital Region, it has been pointed out at various forums that the lower sales tax rates in Delhi as compared to the adjoining States, particularly Haryana, Rajasthan and Uttar Pradesh have been contributing to the concentration of distributive trades in Delhi. It is being argued that these differentials in tax rates added with advantage of better social and physical infrastructure in Delhi have greatly influenced in past the decision making regarding location of industry and trade. In this respect it is pertinent to point out that in Delhi foodgrains and pulses are exempted from levy of tax whereas in the neighbouring States of National Capital Region, these attract taxation at the rate of 4%. Kerosene, matches and handmade paper and several other commodities of general nature are taxable at the rates varying from 3% to 5% in Delhi whereas these commodities in the neighbouring State of National Capital Region, attracts taxation at higher rates of 7% to 8%. A list of comparactive taxes in Delhi and Uttar-Pradesh on various commodities is at Table 8.1.

8.4 It would be observed from the list that there is a wide variation in the rates of tax. In some commodities the difference is as much as 12%. In articles where the margin of profits is low and transport costs are not so high such a variation results in attracting buyers even from far off places. Thus in the case of consumer articles there is need for reducing the variation in taxes. In the case of industrial raw material and industrial machines etc., there is a need for even a higher rate of taxation in the Union territory. This will be in harmony with the earlier policies proposed on industrial locations.

8.5 To achieve the above objectives the following policies are proposed:

i) In order to achieve uniformity to some extent in tax structure in National Capital Region, Delhi Union territory should have minimum floor level of taxation.

ii) The tax structure of the Union territory of Delhi should be so adjusted that the tax on industrial raw materials and industrial machinery is slightly higher than in the rest of the region.

8.6 The other important aspect with regard to differentials in tax structure in Delhi and the neighbouring States of National Capital Region is the fact in Delhi on the re-export of goods which are received in that State,

a lower rate of 2% tax is levied whereas in the neighbouring States of Haryana, Rajasthan and Uttar Pradesh, such re-export of goods are taxed at the normal rate of 4%. This concessional rate of 2% has again resulted in large scale diversion of trade to the State of Delhi. In order to save diversion of trade from the neighbouring States to Delhi the present rate of taxation of 2% levied on re-export of goods in Delhi should be raised to 4% as is being levied in the three neighbouring States of Haryana, Rajasthan and Uttar-Pradesh.

8.7 It may also be pointed out that the concentration of wholesale distributive trade in Delhi is also the direct result of the approved practice of stock transfers and consignment despatches to Delhi from places outside Delhi. Most of the manufacturers and big traders have opened their sales offices and godowns in Delhi where they store goods brought from out-stations and effect sales thereof. This practice not only deprives the States from where the goods originate from the tax revenue which would have otherwise accrued to them but has also created alarming locational problems of trade and commerce in Delhi. The Law Commission of India after studying this problem of consignment despatches and stock transfers, besides other connected problems referred to it by Government of India, made its recommendations through the 61st report. Pursuant to the recommendations made by the Law Commission of India to help the States curb the practice of avoidance of payment of sales tax on this account, the Government of India amended the Constitution of India through the 46th Constitutional Amendment Act 1982 which inter-alia provide for levy of tax on inter-State consignment or stock transfers through an enactment to be passed by the Parliament. The 46th Constitutional Amendment Act 1982, received the assent of the President of India on 2nd February 1983. The matter about follow up legislation has been discussed by the Government of India at various levels including in the Chief Ministers Conference held number of times in the past. In the Conference held on 28th May, 1984, after detailed discussions, the following resolution was adopted:-

> "The Conference of Chief Ministers held on 28th May 1984 approved by consensus the following course of action regarding levy of taxes on the consignment of goods taking place in the course of inter-State trade or commerce:
>
> i) Endorse the recommendations made by the Group of Chief Ministers at the meeting held on 24th March 1984 at New

Delhi in respect of:

a) Rate of tax.

b) Machinery for collection of proceeds of consignment tax, and

c) Valuation.

ii) As regards assignment of proceeds of consignment tax, 50% is to be retained by the collecting State and the remaining 50% to be placed in the divisible pool, the proceeds of which will be distributed amongst the States as per formula applicable for distribution of basic Excise Duties or such formula as may be devised in future for the purpose by a Finance Commission. Since the Union territories have their budget funded wholly by the Centre, this arrangement will not apply to the Union territories.

iii) In respect of exemptions, the power to grant exemptions can vest in the States, on the pattern applicable to Central Sales Tax. But the Union Government will formulate the appropriate guidelines about the same after consultation with State Governments.

Further that legislation to implement the above be introduced at the earliest opportunity".

8.8 The recommendations of the Group of Chief Ministers about the rate of tax, machinery for collection of the proceeds of consignment tax and valuation has been as under:-

a) The proposed consignment tax should be levied at the rate as Central Sales Tax.

b) Machinery of assessment should be the same as the one existing in respect of the Central Sales Tax; and

c) Valuation of consignment transfers should be on the pattern adopted in respect of levy of Central Excise Duty.

Since then, however, no follow up legislation has come further from the Government of India to levy tax in inter-State consignments.

8.9 It is felt that non-levy of consignment tax is resulting in diversion of trade from other States to Delhi. It is, therefore, considered necessary that the Government of India take immediate steps as follow up action with regard to the 46th Constitutional Amendment Act 1982 as per the recommendations of the Group of Chief Ministers Conference.

TABLE NO:8.1

COMPARATIVE CHART OF SALES TAX RATE IN DIFFERENT STATES

Commodity	Delhi	Haryana	Uttar-Pradesh
1	2	3	4
1. Arms & Ammunitions	10	10	14 MI
2. Atta, Maida, Suji	E	4	4 MI
3. Article made of Gold and Silver	7	2	6 S
4. Aviation spirit	10	-	E
5. Aluminium wares extrusions	7	7	8 MI
6. Air-Conditioner, its plants & Equipments.	10	10	12 MI
7. Asbestos, Cement, Corrugated sheet, etc.	7	-	8 MI
8. Belting of all kinds	7	-	8 MI
9. Bhang, Ganja & Charas	7	-	E
10. Bicycles, Tricycles	7	-	8 MI
11. Binocular Telescope	10	12	12 MI
12. Bricks, Fire bricks	7	-	8 MI
13. Brass wares and Utensils of brass	7	-	10 MI
14. Bullion and spices	½	½	2 P
15. Butter cream cheese	5	-	6 MI
16. Bread	E	7	5 S
17. Biscuits (1) Hand made	7	7	5 S
(2) Other	7	7	5 S
18. Betal leaves	E	E	E
19. Clocks Time Pieces	10	12	12 MI
20. Card Board Straw Board	7	-	10 MI
21. Caustic soda and Soda Ash	7	7	8 MI
22. Carpets Namdas	10	-	10 MI
23. Cement(all kinds)	7	12	10 MI
24. Chemicals	7	7	8 MI
25. Cigaretes cases and Lighter	10	12	12 MI
26. Cinematographic goods	10	12	12 MI
27. Coffee, Coca Chicory	7	8	8 MI
28. Crockey Cutlery	10	10	10 MI
29. China-ware Stone glazed ware porcelain ware	10	10	10 MI
30. Chemical Fertilizers	E	E	5 MI
31. Corks	7	7	4 MI

1	2	3	4
32. Container made of tin, Iron steel	7	7	4 MI
33. Cotton carpets, piled durries	10	12	6 MI
34. Cotton rugs Rezais Lihaf etc.	5	7	6 MI
35. Cotton waste	5	4	4 MI
36. Cereals	E	4	4 P
37. Country Spirit	7	E	E
38. Cane goods other than furniture	7	7	E
39. Coal	3	4	4 S
40. Cotton	4	4	4 S
41. Cotton yarn	1	2	2 MI
42. Crude Oil	4	-	4 MI
43. Cosmetics and toilet preparations	10	12	12 MI
44. Chillies	7	-	8
45. Candle	7	8	8 MI
46. Chassis of heavy vehicles	10	-	10 M
47. Cooking gas	5	-	8 MI
48. Copper-wire	-	7	4
49. Cooking food	E	-	5 S
50. Camphor	-	-	8
51. Cotton Yarn Waste	5	-	8
52. Cardamom	7	-	8
53. Cashew Nut	7	-	10
54. Dyes and Colours	7	7	8 MI
55. Dry fruits	7	7	10 MI
56. Electrical goods	10	10	12 MI
57. Exercise books	E	E	6 MI
58. Electroplated nickel-silver goods	7 E(7.5)	- -	- 8
59. Electric motors	10	10	12 MI
60. Exhaust fan air circulators	10	-	12 MI
61. Fire work cloured matches	10	-	12 MI
62. Fountain pen, etc.,	5	-	8 MI
63. Furniture (Wollen) 2-(Others)	10 10	10 12	12 MI 12 MI
64. Fur and Article made thereof	10	12	12 MI
65. Firewood	E	8	4
66. Footwear of all kinds	5	8	8 S
67. Furnance Oil	7	8	8 MI
68. Goods and ware made of glass	10	-	12 MI

1	2	3	4
69. Glass bangles	5	10	10 MI
70. Gas lanterns Petromax	5	10	8 MI
71. Goods for indoor or outdoor games	7	-	6 MI
72. Gota Lachha Salma Sitara Emboroidery	7	7	E
73. Ghee	5	8	6 P
74. Gur Gursakker Rab	7	8	8 P
75. Groundnut Oil	5	-	4 MI
76. Goat Hair	7	7	E
77. Generators and transformers etc.,	10	-	12
78. Hides and Skins	4	4	4 S
79. Hard Board	10	10	10 MI
80. Hoses made of rullers plastic & cement	7	-	8 MI
81. Hosiery (1) Cotton	1/5	2	4 MI
(2) Others	1/5	-	8 MI
82. High Speed Diesel Oil	10	-	E
83. Iron and Steel	4	4	4 MI
84. Ivory goods	7	7	8 MI
85. Instrument Boxes and Maps	E	-	E
86. Ice	5	7	8 MI
87. Jute	4	4	4 P
88. Jute and hemp goods	5	-	6 MI
89. Jars of all kinds	-	-	E
90. Kerosene Oil (Inferior)	3	7	8 MI
(Superior)	3	7	8 MI
91. Knitting Yarn(All)	5	7	8 MI
92. Khandsari Sugar	E	-	4 P
93. Leather Board	10	10	10 MI
94. Lubricants	9	7	8 MI
95. Locks parts and Keys	7	7	8 MI
96. Leather goods (1) Ladies hand bag Varity purses	10	10	8 MI
(2) Other goods	10	10	8 MI
97. Light Diesel Oil	10	-	E
98. Linoleam	7	-	-
99. Lack and Sallak	7	7	E
100.Lifts operated by power	10	10	12 MI
101.Machinery Spare parts	7	7	6 MI
102.Matches	4	8	6 MI
103.Mill stores and Hardwares	7	7	8 MI
104.Molosses	5	-	12 MI

1	2	3	4
105. Motor vehicles etc. and parts			
(i) Motor cars and Light Commerical Vehicles	10	12	10 MI
(ii) Motor Parts	10	12	10 MI
106. Medicine and Pharm. preparations	5	8	6 MI
107. Milk Powder, Condensed Milk	5	8	6 MI
108. Meat Fish	E	-	E
109. Motor spirit as deinfed in UP Motor Spirit Diesel Oil and Alcohal Taxation Act.	10	W	E
110. Musical Instruments	7	7	8 MI
111. Marble and its products	7	7	8 MI
112. Mico	7	7	4 MI
113. Magnease	7	7	4 MI
114. Margarine	5	8	12 MI
115. Non-ferrous metals sheets ignots circles alloy, etc.	7	-	2 MI
116. Office machinery such as tabulating Calculating machines, duplicating machines, etc.	10	12	12 MI
117. Oil of all kinds other than those covered by any other Notification	5	*	5 MI
118. Oil seeds	3	4	4 P
119. Ornaments made of gold and silver	2	-	4 S
120. Opium	7	-	20 P
121. Paints and Varnish	7	7	12 MI
122. Pearls	7	7	10 MI
123. Photographic goods	10	-	12 MI
124. Plastic goods	5	10	8 MI
125. Playing cards	7	7	9 MI
126. Polishes of all kinds	5	12	8 MI
127. Packing Material			
1) Empty tin Empty Bravel	7	-	4 MI
2) Wooden boxes and Cartoons	7	-	6 MI
3) Empty bottles	7	-	4 MI
4) Polythene and Alkaline	7	10	8 MI
128. Plywood	10	10	10 MI
129. Paper of all kinds	5	8	6 MI
130. Pulses	E	-	4 P
131 Pesticides & Insecticides	5	2	6 MI

1	2	3	4
132. Potash Explosives	7	7	8 MI
133. Paper	7	-	8 MI
134. Pressure Cooker	7	-	8
135. Pure silk cloth other than handloom	3	-	8
136. Rubber, etc.,	7	-	8
137. Refined Coconut Oil, Ground-nut Oil	5	8	10 MI
138. Refrigerator, Plants Equipment	10	10	12 MI
139. Raw wool	2	2	4 S
140. Readymade garments			
1) Woollen	2/5	8	6 MI
2) Others	2/5	-	-
141. Sheets,Cushion Pillow, Mattresses, etc.	10	7	12 MI
142. Sanitory Goods	10	-	12 MI
143. Scents Perfumes	10	-	-
144. Spirits and Spirituous Liquors of all kinds	10	20	26 MI
145. Soda-water, Soft Beverages, Syrups, Squashes, Lemon Soda, etc.,	7	9	12 MI
146. Sun-Glass-Sun-Goggles, Spectales.	7	-	8 MI
147. Saw dust charcoal cake briquettes	E	-	4 MI
148. Sewing or Embroidery thread	3	2	2 MI
149. Spices and Condiments	7	8	8 MI
150. Sinfease attache cases	7	1-	8 MI
151. Stoves	7	7	8 MI
152. Sewing machines	7	7	8 MI
153. Storches	7	7	8 MI
154. Stationery	7	-	8 MI
155. Staple Yarn of all kinds	E	-	2 MI
156. Soap	5	-	8
157. Saving sets Safety Razors, etc.,	5	-	8
158. Taps	-	-	4
159. Tractors and Parts	5	-	2
160. Tea	7	8	8 MI
161. Tendu(Kendu)Leaves	7	7	8 MI
162. Tiles of all kinds	10	12	12 MI
163. Torch cells, Dry cells, Batteries	5	7	12 MI

1	2	3	4
164. Tyres and Tubes	7	-	8 MI
165. Timber(wood)	7	7	12 MI
166. Tooth-paste, Tooth powder	5	-	8
167. Tooth brushes, etc.,	5	-	8
168. Vacuum Flasks(All)	10	12	12 MI
169. Vanaspati	5	8	10 MI
170 Umbrellas	5		8
171. Washing soap and other material	5	12	6 MI
172. Wireless transmission and reception equipment	10	12	12 MI
(II) Sound recording equipment	10	12	12 MI
(III) Sound Transmitary equipment and audio, video, electric equipment	12	12	12 MI
173. Wood(Timber)	7	7	12 MI
174. Wire made of stainless steel	7	10	8
175. Welding electrode and Rods	7	-	8
176. Weighing machine, etc.,	7	-	8
177. Yarn of all kinds(Except those notified)	2	-	2
178. X-Ray apparatus and films	10	-	8 MI
179. General rate of tax	7	-	8 MI

M : Sale of Manufacturer.

S : Sale to Consumer.

I : Sale by Importer.

P : Purchase Tax.

MP : Multiple Point of Tax.

E : Exempt

CHAPTER 9

TENTATIVE FINANCIAL IMPLICATIONS OF THE INTERIM PLAN

CHAPTER 9

TENTATIVE FINANCIAL IMPLICATIONS OF THE INTERIM PLAN

The detailed investment plan for the National Capital Region has to be evolved from the Comprehensive Regional Plan which is under preparation. Pending that, tentative cost estimates based on the proposals that emerged from the Interim Plan have been worked out. These proposals are expected to bring about organised development of the Region. Cost estimates for individual projects/works given here are tentative and, financing and implementation would have to be preceded by project/work reports. In case of Area programmes, estimates have been made separately for concerned area/town. Cost estimates in case of sectors such as power development will have to be worked out in consultation with the concerned States.

9.1.0 Land acquisition and development

9.1.1 The 'Priority' and Delhi Metropolitan Area towns have to accommodate 87 lakh persons by 2001. This calls for acquisition of new lands as well as developing them so that the towns can accommodate the additional population. Assuming a density of 125 persons per hectare, the total area of land that needs to be acquired to accommodate the additional population(64.72 lakhs) works out to about 52,000 hectares.

9.1.2 The cost of land acquisition and development varies from town to town. In order to estimate the total cost of land acquisition and development, the average cost of land acquisition and development has been assumed as Rs.8 lakhs per hectare (Rs.2 lakhs for acquisition and Rs.6 lakhs for development) for residential areas; Rs.4 lakhs per hectare (Rs.2 lakhs for acquisition and Rs.2 lakhs for development per hectare) each for industrial and commerical areas and Rs.3 lakhs per hectare (Rs.2 lakhs for acquisition and Rs.1 lakh for development) for 'other' areas. On the basis of the above assumptions, the total cost of land acquisition and development works out to about Rs.2700 crores. This, however, does not mean that the allocation needed for land acquisition and development is Rs.2700

crores. This is because 'land acquisition and development' is a remunerative scheme as it generates revolving funds. Once a piece of land is developed, it can be sold out and the amount thus realised can be more than the actual development cost.

9.1.3 The seed money required for land acquisition and development works out to about Rs.1010 crores. This has been worked out on the basis of the following assumptions:

1. The proportion of area required for various uses.
   a. Residential : 40 %
   b. Commerical : 6 %
   c. Industrial : 15 %
   d. Others : 39 %
2. The land required is acquired and developed within a period of 10 years.
3. The land required for residential use in a particular year is developed in the following two years and that from the third year (leaving the year of acquisition), revenue from sale of land equivalent to one fifth of the land acquired in the first year multiplied by Rs.12 lakhs per hectare starts accruing.
4. The land acquired for industrial purposes in a particular year is developed in the following year and that from the second year, one-fifth of the cost incurred in acquisition and development of the land acquired in the first year, is realised.
5. The land acquired for commerical purposes in a particular year is developed in the next year and is sold out (at the cost price) in the third year.
6. The land acquired for 'other' uses in a particular year is developed in the subsequent year. The sale price of residential plot has been assumed at Rs.12 lakhs per hectare to cover the cost of development of land falling under the category of 'others'. Hence, the 'residential and other' uses have been combined while working out the seed money required for land acquisition and development.

The town-wise position is as in Table 9.1.

TABLE NO: 9.1

ESTIMATE OF FUND REQUIREMENT FOR LAND ACQUISITION AND DEVELOPMENT IN PRIORITY AND DELHI METROPOLITAN AREA TOWNS

Sl. No.	Name of Town/Urban Complex	Population in lakhs 1981	Assigned population for 2001 in lakhs	Additional population to be accommodated in lakhs	Land required in hectares to accomodate the additional population @ 125 persons per hectare (rounded off to the next ten)	Total cost of land acquisition and development @ Rs.5.21 lakhs per hectare (Rs.in crores)	Actual seed money required for land acquisition and development @ 1.95 lakhs per hectare. (Rs. in crores)
1	2	3	4	5	6	7	8
I PRIORITY TOWNS							
1.	Meerut	5.37	13.00	7.63	6110	318.33	119.14
2.	Hapur	1.03	6.00	4.97	3980	207.36	77.61
3.	Bulandshahr-Khurja Complex	1.70	10.00	8.30	6640	345.94	129.48
4.	Palwal	0.47	3.00	2.53	2030	105.76	39.59
5.	Panipat	1.38	5.00	3.62	2900	151.09	56.55
6.	Rohtak	1.67	5.00	3.33	2670	139.11	52.07
7.	Rewari Complex)(a) Rewari)(b) Dharuhera)(* c) Bhiwadi(Rajasthan))(	0.52	3.00	2.48	1990	103.68	38.81
8.	Alwar	1.46	5.00	3.54	2840	147.96	55.38
	SUB TOTAL(I)	13.60	50.00	36.40	29160	1519.23	568.63

1	2	3	4	5	6	7	8
II	DELHI METROPOLITAN AREA TOWNS						
1.	Ghaziabad including Loni	3.00	11.00	8.00	6400	333.44	124.80
2.	NOIDA	0.75	5.50	4.75	3800	197.98	74.10
3.	Faridabad Complex	3.31	10.00	6.69	5360	279.26	104.52
4.	Gurgaon	1.00	7.00	6.00	4800	250.08	93.60
5.	Bahadurgarh	0.37	2.00	1.63	1310	68.25	25.55
6.	Kundli	0.25	1.50	1.25	1000	52.10	19.50
	SUB TOTAL(II)	8.68	37.00	28.32	22670	1181.11	442.07
	GRAND TOTAL (I + II)	22.28	87.00	64.72	51830	2700.34	1010.70

* Figures pertain to Rewari only

9.2.0 Regional Transport

Roads:

9.2.1 Improvement to road network includes development of the stretches of NH-1(Delhi-Panipat), NH-2(Delhi-Palwal), NH-10(Delhi-Rohtak), NH-8(Delhi-Gurgaon), NH-24(Delhi-Hapur) and widening the existing State Highway between Ghaziabad-Meerut to four lane divided C/W (to be known as M-1 motor-way) with a R/W of 100 metres within National Capital Region including laying of service roads in the built up area. This would cost approximately Rs.140 crores. This includes the cost of improvement of the existing National Highwayand upgrading of the State Highway stretch between Ghaziabad and Meerut to M-1 standards. However, development of NH stretches to the level of M-1 standards would need detailed technical feasibility studies for various stretches and as such cost requirements may vary.

9.2.2 Development of an inner and outer grid system of roads of the order of M-II motor-ways with certain common stretches which would be of two lane C/W initially with r/w of 60 metres and to four lane C/W finally when the traffic needs justify it. The inner grid is to follow the alignment of Sonepat-Baghpat-Meerut-Hapur-Bulandshahr-Sikandrabad-Faridabad-Gurgaon-Jhajjar-Rohtak-Gohana-Sonepat. The outer road system would connect Panipat-Muzaffarnagar-Meerut-Hapur-Bulandshahr-Khurja-Palwal-Rewari-Jhajjar-Rohtak-Gohana-Panipat.

a) Inner grid:

Sl. No.	Stretch	Length(Kms)	Cost (Rs.in lakh) including widening, strengthening of bridges and bye-passes wherever required.
i.	Yamuna-bridge-Baghpat-Meerut	53	611.71
ii.	Bulandshahr-Sikandrabad	13	117.00
iii.	Sikandrabad-Dankaur	17	216.31
iv.	Dankaur-Yamuna Bridge-Faridabad	-	1360.00
v.	Faridabad-Yamuna River	18	704.45
vi.	Faridabad-Gurgaon	38	954.00

vii.	Gurgaon-Jhajjar	45	667.00
viii.	Jhajjar-Sonepat	35	515.00
ix.	Sonepat-UP Border	20	1715.95
	Total cost for inner grid :		6861.42

b) Outer grid:

i.	Yamuna Nagar-Muzaffar Nagar-Meerut	107	1045.16*
ii.	Meerut-Hapur-Bulandshahr	69	715.74
iii.	Bulandshahr-Khurja	19	171.00
iv.	Khurja-Yamuna Bridge	45	540.79
v.	Yamuna Bridge-Palwal	15	754.85
vi.	Palwal-Sohna-Rewari	76	1695.50
vii.	Rewari-Jhajjar-Rohtak	86	2198.40
viii.	Rohtak-Gohana-Panipat-Sonauli	93	1925.00
	Total cost for outer grid : (excluding item i)		8001.28

* to be financed by the concerned State Government.

TOTAL COST : 148.62 crores

9.2.3 Development of M-II motor way between Rewari-Alwar: Development of this 70 kms stretch would cost approximately Rs.3.5 crores (@ Rs. 5 lakhs per km.).

9.2.4 In consonance with the policy of developing four tier system of settlements, road structure in the Region would be evolved accordingly. Efforts would be to inter-connect the same order centres directly and the lower order centres to

their nearest higher order centres. A system of feeder roads of higher standards would be evolved to connect the work centres/ industrial estates with the nearest Regional or Sub-regional settlements.

Rail:

9.2.5 Development of Regional rail bye-pass ; This would pass through Meerut-Hapur-Bulandshahr-Khurja-Palwal-Sohna-Rewari-Jhajjar-Rohtak-Panipat. The line between Meerut and Khurja is existing and that between Rohtak and Panipat has been restored. The remaining length of the link (205 kms Khurja to Rohtak) needs to be developed.

Total Length : 205 Kms.
Total cost : Rs. 136 crores.

9.2.6 Conversion of existing low capacity metre guage railway system into high capacity system between Delhi-Alwar.

9.2.7 Identification and location decision on another rail terminal to decongest and solve the traffic problems faced by the existing terminals.

9.2.8 Completion of electrification along the raidal corridors, viz., Delhi-Panipat, Delhi-Meerut beyond Ghaziabad, Delhi-Rohtak beyond Shakur-basti. The details are:

Stretch	Details of work	Cost in lakhs
a. Delhi-Panipat (88 km)	i. Electrification and revising of platforms, FOB, etc.	1200
	ii. Automatic colour lighting, signalling on subzi-mandi Sonepat, Panipat.	300
	iii. Terminal facilities at Panipat including information system, etc.	200
	iv. Staff Quarters.	300
b. Delhi-Meerut beyond Ghaziabad	Doubling from Muradnagar to Meerut and electrification and raising of platforms, FOBs and signalling installation etc.	1500
c. Delhi-Rohtak beyond Shakur-basti	Electrification, Raising of platforms, FOBs, including signalling installation	1200
	TOTAL COST :	Rs. 47 crores.

9.2.9 Operation of EMU Services on the corridors as in para 9.2.8 on the desired frequency as under:

	Stretch	Requirements*	Cost Rs.in lakhs
i.	Delhi-Panipat	5 Rakes-15 MC, 30 TC.	800
ii.	Ghaziabad-Meerut	4 Rakes-12 MC, 24 TC.	600
iii.	Shakurbasti-Rohtak	5 Rakes-15 MC, 30 TC.	800
		TOTAL COST :	Rs. 22 crores.

* Requirements as in 1983. Refined assessment would be made after detailed studies.

9.2.10 Operation of EMU Services on the ring with required frequency, initially with a lead time of 25 minutes in peak period/direction alongwith extension of EMU Services on three selected corridors (radially) viz., i)Delhi-Ghaziabad, ii) New Delhi-Palwal and iii) Delhi-Shakurbasti which are already electrified, replacing all the shuttle services to Shakurbasti, Ghaziabad and Palwal.

	Stretch	Requirements*	Cost Rs.in lakhs
i.	**Ring Railway in Delhi Urban Area	Rolling stock of 24 coaches ie, 8 MC, 16 TC.	500
ii.	Delhi-Ghaziabad	27 coaches-9 MC, 18 TC.	500
iii.	New Delhi-Palwal	5 Rakes-15 MC, 30 TC.	800
		TOTAL COST(excluding item i)	:Rs.13 crores.

* Requirements as in 1983. Refined assessment would be made after detailed studies.

** finance to be managed by Delhi Administration/Delhi Development Authority.

9.2.11 Development of infrastructural inputs required for the operation of EMU services in selected corridors. This would involve some additional stations to be opened and certain other inputs besides raising of platforms to suit EMU coach operation. The corridors and actions needed in respect-

ive corridors are:

Corridor	Station to be opened	Inputs required	Cost Rs. in lakh
1	2	3	4
1. a. Delhi-Shahdara-Ghaziabad	Gandhinagar, Shyam-Lal College	Creation of new halt station and removal of the infringements to suit EMU.	50
i. Stations inside Delhi UT*	Giani Border		
ii. Stations outside Delhi UT	Mohan Nagar		
b. New Delhi-Ghaziabad*	Shakarpur BEL	Creation of crossing and halt stations	60
2. New Delhi-Palwal	Junction Cabin	Creation of halt stations	12
3. New Delhi-Shakurbasti*	Rampura Cabin	Creation of halt stations	12
4. Accessibility facilitites at Eight stations			20
5. Lengthening of platforms for 25 bogies at Delhi and New Delhi stations.*			)( )(
6. Provision of independent double line between Delhi-New Delhi-Kishanganj-Delhi and Subzi Mandi.*			)(500)(
7. Doubling and electrification of Dayabasti, Azadpur Section*			600
8. a. Two more lines between Ghaziabad and Maripet car shed b. one more additional line (4th line) between Sahibabad and Ghaziabad.			800
9. Extension of 4th line from junction cabin to Palwal			1000
10. a) Automatic signalling between Tughalakabad & Palwal			300
b) Staff quarters and office building			300
TOTAL COST		:	Rs.24.45 crores.

* to be financed by DDA/Delhi Administration.

9.2.12 Augmentation of Delhi Transport Corporation fleet to provide feeder service to EMU service and evaluation of introduction of new rapid high capacity mass transport system for smooth intra-urban travel and improve the efficiency of ring and radial rail service.

9.2.13 Feasibility evaluation/Techno-economic studies for the development of existing/new corridors and extension of existing corridors in the lines:

i.	Ghaziabad-Khurja	:	For EMU services.
ii.	Ghaziabad-Hapur	:	For electrification and EMU services.
iii.	Dayabasti-Azadpur	:	New electrified line and EMU services.

9.2.14 Extension of ring railway services to Ghaziabad on the east, Palwal to the south, Indira Gandhi Airport and Rohtak on the south-west and west and towards Panipat in the north.

9.2.15 Development of integrated metropolitan terminals in the areas of (a) Trans-yamuna (b) Okhla (c) Bharthal and (d) in North Delhi. Locational and other techno-economic studies for these terminals may be taken up immeditely.

9.2.16 Evaluation of possibilities for the extension of air services to the priority towns through short distance carriers.

9.2.17 The following main criteria would be taken into consideration besides the cost component:

The needs of priority areas and new development and extension areas.

the extent of which such proposals would aid the objective of decongesting Delhi and would help in taking away to or generating activities in the outer areas of the Region.

benefits that such proposals would accrue for the existing industry and commerce for their expansion and employment generation.

9.2.18 In selecting locations for new loading and unloading facility centres priority and preference would be for locations that have greater potential/capacity to drain and diverge out maximum traffic.

9.2.19 Formation of a single unified Transport Authority which may, besides other things, formulate and gain actions regarding fair structure of different modes, their gradation and combination.

9.2.20 Provision of telecommunication facilities for the priority towns and Delhi Metropolitan Area towns would cost about Rs.208 crores. However, some of the programmes costing about Rs.70 crores have already been included

in the Department of Telecommunications, Ministry of Communications for 7th Plan budget.

While cost involvement for many of the programmes are yet to be made after detailed studies, total cost for the programmes under Transport and Telecommunications sector for which approximate cost has been calculated is about Rs.672.57 crores.

9.3.0 Development of Economic Activities:

9.3.1 It is proposed to allocate Rs.100 crores for various projects to be undertaken in the Sub-regions of National Capital Region to promote economic activities which would generate employment and provide an economic base to the towns that will be taken up for priority development. The types of projects will have to be decided on a case to case basis after identifying the potential and the resources of the area and the types of activities that are planned to be promoted there. However, the following types of projects would form part of the package:

a) The establishment of wholesale trade and marketing in commodities which are at present concentrated in Delhi;

b) the promotion and centration of the production of various consumer needs of Delhi;

c) setting up of industrial complexes; and

d) setting up of office complexes.

9.4.0 Water supply, Sewerage and Solid waste disposal:

9.4.1 The cost for development of physical infrastructure excluding power in the National Capital Region has been estimated at Rs.1258.41 crores. Out of this, the share of selected priority towns and Delhi Metropolitan Area towns would be Rs.725.14 crores and Rs.533.27 crores respectively.(Table 9.2).

9.4.2 Out of the total anticipated cost of Rs.1258.41 crore, the share of water supply will be Rs.527.08 crores (41.88%), sewerage Rs.389.15 crores (30.92%), storm water drains Rs.255.18 crores(20.28%) and solid waste disposal Rs.87.00 crores (6.92%).

PRIORITY TOWNS:

9.4.3 Provision of water supply etc. in eight priority towns is likely

to cost Rs.725.14 crores, of this the cost of development of Meerut is likely to be Rs.173.93 crores (23.98%), Hapur Rs.91.35 crores (12.60%) and Bulandshahr-Khurja Complex Rs.151.63 crores (20.91%), Palwal Rs.46.23 crores (6.37%), Panipat Rs.70.60 crores (9.74%), Rohtak Rs.71.53 crores (9.86%) and Rewari Complex Rs.46.06 crores (6.36%) and Alwar Rs.46.062 crores(10.18%). Thus the share of Uttar Pradesh Sub-region is likely to be Rs.416.91 crores (57.49%), Haryana Sub-region Rs.234.42 crores (32.33%) and Rajasthan Sub-region Rs.73.8 crores(10.18%).

9.4.4 The anticipated cost of water supply @ 227 litres per capita per day for assigned population of 2001 for eight priority towns is likely to be Rs.300.76 crores(41.48%), Sewerage Rs.225.40 crores(31.08%), Storm water drains Rs.148.98 crores(20.54%) and Solid waste disposal Rs.50.00 crores (6.90%).

DELHI METROPOLITAN AREA TOWNS:

9.4.4 Development of six Delhi Metropolitan Area towns is likely to cost Rs.533.27 crores, of this the cost of development of Ghaziabad(including Loni) is likely to be Rs.157.41 crores(29.52%), NOIDA Rs.84.70 crores(15.88%), Faridabad Complex Rs.132.65 crores(24.87%), Gurgaon Rs.105.67 crores(19.82%), Bahadurgarh Rs.29.12 crores(5.46%) and Kundli Rs.23.71 crores(4.45%). Thus the share of Uttar Pradesh Sub-Region will be Rs.242.11 crores(45.40%) and Haryana Sub-region Rs.291.15 crores(54.60%).

9.4.5 The anticipated cost of water supply is likely to be Rs.226.32 crores(42.44%), sewerage Rs.163.75 crores(30.71%), storm water drains Rs.106.20 crores(19.91%) and solid waste disposal Rs.37.00 crores(6.94%).

9.4.6 Townwise break up of the estimates may be seen from the Tables 9.2 to 9.6.

TABLE NO:9.2

ESTIMATED COST OF WATER SUPPLY, STORM WATER DRAINAGE AND SOLID WASTE DISPOSAL OF PRIORITY TOWNS AND DELHI METROPOLITAN AREA TOWNS - 2001.

(Rs. in lakhs)

Sl. No.	Name of Town/Urban Complex	Water supply	Sewerage	Storm water Drains	Solid waste Disposal	Total
	I PRIORITY TOWNS:					
1.	Meerut	6943.20	5250	3900	1300	17393.20 (23.98%)
2.	Hapur	3735.30	3000	1800	600	9135.30 (12.60%)
3.	Bulandshahr-Khurja Complex	6588.00	4575	3000	1000	15163.00 (20.91%)
4.	Palwal	1968.00	1455	900	300	4623.00 (6.37%)
5.	Panipat	2860.50	2200	1500	500	7060.50 (9.74%)
6.	Rohtak	3105.00	2150	1398	500	7153.00 (9.86%)
7.	Rewari Complex	1996.20	1410	900	300	4606.20 (6.36%)
8.	Alwar	2880.22	2500	1500	500	7380.00 (10.18%)
	SUB TOTAL-I	30076.20 (41.48%)	22540 (31.08%)	14898 (20.54%)	5000 (6.90%)	72514.20 (100.00%)

1	2	3	4	5	6	7
II.DELHI METROPOLITAN AREA TOWNS:						
1.	Ghazibad including Loni	6591.00	4750	3300	1100	15741.00 (29.52%)
2.	NOIDA	3520.50	2750	1650	550	8470.50 (15.88%)
3.	Faridbad	5820.00	3925	2520	1000	132650.00 (24.87%)
4.	Gurgaon	4467.00	3300	2100	700	10567.00 (19.82%)
5.	Bahadurgarh	1212.00	900	600	200	2912.00 (5.46%)
6.	Kundli	1021.50	750	450	150	2371.50 (4.45%)
	SUB TOTAL-II	22632.00 (42.44%)	16375 (30.71%)	10620 (19.91%)	3700 (6.94%)	53327.0 (100.00%)
	GRAND TOTAL (I & II)	52708.20 (41.88%)	38915 (30.92%)	25515 (20.28%)	8700 (6.92%)	125841.20 (100.00%)

TABLE NO:9.3

ESTIMATED COST FOR WATER SUPPLY OF PRIORITY TOWNS AND DELHI METROPOLITAN AREA TOWNS - 2001.

Sl. No.	Name of Town/Urban Complex	Population in 1981 (in lakhs)	Present total water supply (in lakh litres per day	Population assigned for 2001 (in lakhs)	Additional requirement of water supply by 2001 @ of 227 litres per capita per day	Cost anticipated @ Rs.3 per litre per day(in lakh)
1	2	3	4	5	6	7
I	PRIORITY TOWNS					
1.	Meerut	5.37	636.60	13.00	2314.40	6943.20
2.	Hapur	1.03	116.90	6.00	1245.10	3735.30
3.	Bulandshahr-Khurja Complex	1.70	74.00	10.00	2196.00	6588.00
4.	Palwal	0.47	25.00	3.00	656.00	1968.00
5.	Panipat	1.38	181.50	5.00	953.50	2860.50
6.	Rohtak	1.67	100.00	5.00	1035.00	3105.00
7.	Rewari Complex	0.52	15.60	3.00	665.40	1996.20
8.	Alwar	1.46	175.00	5.00	960.00	2880.00
	SUB TOTAL I	13.60	1324.60	50.00	10025.40	30076.20

1	2	3	4	5	6	7
II	DELHI METROPOLITAN AREA TOWNS:					
1.	Ghaziabad including Loni	3.00	300.00	11.00	2197.00	6591.00
2.	NOIDA	0.75	75.00	5.50	1173.50	3520.50
3.	Faridabad Complex	3.31	330.00	10.00	1940.00	5820.00
4.	Gurgaon	1.00	100.00	7.00	1489.00	4467.00
5.	Bahadurgarh	0.37	50.00	2.00	404.00	1212.00
6.	Kundli	0.25	-	1.50	340.50	1021.50
	SUB TOTAL II	8.68	885.00	37.00	7544.00	22632.00
	GRAND TOTAL (I & II)	22.28	2179.60	87.00	17569.40	52708.20

Say Rs.527 crores.

TABLE NO:9.4

ESTIMATED COST FOR SEWERAGE SYSTEM OF PRIORITY TOWNS AND DELHI METROPOLITAN AREA TOWNS-2001.

Sl. No.	Name of Town/Urban Complex	Population in 1981(in lakhs)	Population served by sewerage (in lakhs)	Population assigned for 2001(in lakhs)	Additional population to be covered (in lakhs)	Cost anticipated at Rs.500 per capita (in lakhs)
1	2	3	4	5	6	7
I PRIORITY TOWNS:						
1.	Meerut	5.37	2.50	13.00	10.50	5250
2.	Hapur	1.03	-	6.00	6.00	3000
3.	Bulandshahr-Khurja Complex	1.70	0.85	10.00	9.15	4575
4.	Palwal	0.47	0.09	3.00	2.91	1455
5.	Panipat	1.38	0.60	5.00	4.40	2200
6.	Rohtak	1.67	0.70	5.00	4.30	2150
7.	Rewari Complex	0.52	0.18	3.00	2.82	1410
8.	Alwar	1.46	-	5.00	5.00	2500
	SUB TOTAL I	13.60	4.92	50.00	45.08	22540

1	2	3	4	5	6	7
	II DELHI METROPOLITAN AREA TOWNS:					
1.	Ghaziabad including Loni	3.00	1.5	11.00	9.50	4750
2.	NOIDA	0.75	N.A.	5.50	5.50	2750
3.	Faridabad Complex	3.31	2.15	10.00	7.85	3925
4.	Gurgaon	1.00	0.40	7.00	6.60	3300
5.	Bahadurgarh	0.37	0.20	2.00	1.80	900
6.	Kundli	0.25	-	1.50	1.50	750
	SUB TOTAL II	8.68	4.25	37.00	32.75	16375
	GRAND TOTAL (I & II)	22.28	9.17	87.00	77.83	38915

TABLE NO:9.5

ESTIMATED COST FOR STORM WATER DRAINS OF PRIORITY TOWNS AND DELHI METROPOLITAN AREA TOWNS-2001

Sl. No.	Name of Town/Urban Complex	Population in 1981(in lakhs)	Population served by storm water drains (in lakhs)	Population assigned for 2001 (in lakhs)	Additional population to be covered (in lakhs)	Cost anticipated @ Rs.300 per capita (Rs. in lakhs)
1	2	3	4	5	6	7
	I PRIORITY TOWNS:					
1.	Meerut	5.37	N.A.	13.00	13.00	3900
2.	Hapur	1.03	N.A.	6.00	6.00	1800
3.	Bulandshahr- Khurja Complex	1.70	N.A.	10.00	10.00	3000
4.	Palwal	0.47	-	3.00	3.00	900
5.	Panipat	1.38	-	5.00	5.00	1500
6.	Rohtak	1.67	0.34	5.00	4.66	1398
7.	Rewari Complex	0.52	-	3.00	3.00	900
8.	Alwar	1.46	-	5.00	5.00	1500
	SUB TOTAL I	13.60	0.34	50.00	49.66	14898

1	2	3	4	5	6	7
	II DELHI METROPOLITAN AREA TOWNS:					
1.	Ghaziabad including Loni	3.00	N.A.	11.00	11.00	3300
2.	NOIDA	0.75	N.A.	5.50	5.50	1650
3.	Faridabad Complex	3.31	1.60	10.00	8.40	2520
4.	Gurgaon	1.00	-	7.00	7.00	2100
5.	Bahadurgarh	0.37	-	2.00	2.00	600
6.	Kundli	0.25	-	1.50	1.50	450
	SUB TOTAL II	8.68	1.60	37.00	35.40	10620
	GRAND TOTAL(I & II)	22.28	1.94	87.00	85.06	25518

Say Rs.255 crores.

TABLE NO:9.6

ESTIMATED COST FOR SOLID WASTE DISPOSAL OF PRIORITY TOWNS AND DELHI METROPOLITAN AREA TOWNS - 2001

Sl. No.	Name of Town/Urban Complex	Population assigned -2001(in lakhs)	Total @ Rs.100 per capita (Rs. in lakhs)
	I PRIORITY TOWNS:		
1.	Meerut	13.00	1300
2.	Hapur	6.00	600
3.	Bulandhshar-Khurja Complex	10.00	1000
4.	Palwal	3.00	300
5.	Panipat	5.00	500
6.	Rohtak	5.00	500
7.	Rewari Complex	3.00	300
8.	Alwar	5.00	500
	SUB TOTAL I	50.00	5000
	II DELHI METROPOLITAN AREA TOWNS:		
1.	Ghaziabad including Loni	11.00	1100
2.	NOIDA	5.50	550
3.	Faridabad Complex	10.00	1000
4.	Gurgaon	7.00	700
5.	Bahadurgarh	2.00	200
6.	Kundli -	1.50	150
	SUB TOTAL II	37.00	3700
	GRAND TOTAL (I & II)	87 lakhs	Rs.87 crores

9.5.0 Summary

9.5.1 The total amount (tentative) required for implementing the proposals mentioned in the foregoing paragraphs works out to about Rs.3040 crores. The sector-wise position is summarised below:

TABLE NO:9.7

SECTOR-WISE COST ESTIMATES

Sl.	Sector	Tentative cost estimates (Rs in crores)
1	2	3
1.	Land acquisition and development	1010.70*
2.	Roads	292.12
3.	Railways	242.45
4.	Telecommunications	138.00
5.	Development of Economic Activities	100.00
6.	Physical Infrastructure(excluding Power)	1258.41
	T O T A L :	3041.68

* Required as seed capital.

A P P E N D I C E S

APPENDICES

A. PLANNING COMMITTEE

1.	Shri M. Shankar Member Secretary NCR Planning Board	Chairman
2.	Shri R.L. Pardeep Joint Secretary in the Ministry of Urban Development dealing with the work relating to NCR	Member
3.	Shri M.C. Gupta Shri J.K. Duggal Shri R.S. Mann (Current) Secretary-in-charge of NCR work in the State of Haryana	Member
4.	Shri R. Ramakrishna Shri P.B. Mathur (Current) Secretary-in-charge of NCR work in the State of Rajasthan	Member
5.	Shri Kamal Pande Shri A.P. Singh (Current) Secretary-in-charge of NCR work in the State of Uttar Pradesh	Member
6.	Shri S.C. Vajpayi Shri P.S. Bhatnagar Shri Ganga Dass (Current) Secretary-in-charge of NCR work in the Delhi Union Territory	Member
7.	Shri Prem Kumar Vice Chairman Delhi Development Authority	Member
8.	Shri E.F.N. Ribeiro Chief Planner Town & Country Planning Organisation	Member
9.	Shri G. Madhavan Director, Town Planning Department Government of Haryana	Member
10.	Shri H.S. Mathur, Chief Town Planner Government of Rajasthan	Member
11.	Shri N.S. Johri, Chief Town Planner Government of Uttar Pradesh	Member
12.	Shri V.A. Valiaparampil, Joint Adviser Representative, Planning Commission Government of India	Member

13.	Shri L.R. Kadiyali Shri D.P. Gupta (Current) Chief Engineer (Planning) Representative, Ministry of Shipping and Transport, Government of India	Member
14.	Shri Y.P. Gambhir, Director (Power) Representative, Ministry of Energy Government of India	Member
15.	Shri R.M. Raina, Director (Planning) Representative, Ministry of Railways Government of India	Member
16.	Shri B.M. Khanna Shri A.S. Wakhle (Current) Deputy Director General (T.P.) Representative, Ministry of Communications Government of India	Member
17.	Shri S.K. Sharma Chairman and Managing Director Housing & Urban Development Corporation	Member
18.	Shri B.N. Singh Chief Regional Planner NCR Planning Board	Member [Convenor]

B. STUDY GROUPS

In connection with the preparation of the interim plan for the National Capital Region 'Study Groups' on the following subjects with officials were constituted :

I. Study Group on Demographic Features of the Region and the Settlement Pattern

1. Shri K.S. Natarajan
   Assistant Registrar General of Census
   Government of India
   New Delhi

2. Shri J.C. Chopra
   Chief Town Planner
   Government of Haryana
   Chandigarh

3. Shri H.S. Mathur
   Chief Town Planner
   Government of Rajasthan
   Jaipur

4. Shri N.S. Johri
   Chief Town Planner
   Government of Uttar Pradesh
   Lucknow

5. Shri J.C. Gambhir
   Director [P P W]
   Delhi Development Authority
   New Delhi

6. Shri P. Jayapal
   Assistant Town Planner
   NCR Planning Board

7. Shri J.N. Burman
   Assistant Planner
   NCR Planning Board

8. Shri T. K. Chatterjee
   Regional Planner
   NCR Planning Board — Convenor

II. Study Group on Regional Transport and Communication

1. Shri K.R. Punia
   Transport Commissioner
   Government of Haryana
   Chandigarh

2. Shri G.J. Misra
   Transport Commissioner
   Government of Rajasthan
   Jaipur

3. Shri Pankaj Kumar
Transport Commissioner
Government of Uttar Pradesh
Lucknow

4. Shri P.V. Venkatakrishnan
Managing Director
Delhi Transport Corporation
New Delhi

5. Shri R.M. Raina
Director, Railway Board
New Delhi

6. Shri B.M. Khanna
Deputy Director General
Ministry of Telecommunication
Government of India
New Delhi

7. Shri K.M. Sharan
Chief Engineer [Construction II]
Northern Railway
New Delhi

8. Prof. N. Ranganathan
School of Planning and Architecture
New Delhi

9. Lala Durga Dass
FHD Chamber of Commerce
New Delhi

10. Shri L.R. Kadiyali
Chief Engineer (Planning)
Ministry of Shipping and Transport
New Delhi

11. Shri S.P. Grover
Chief Engineer (Roads)
Public Works Department
Government of Haryana
Chandigarh

12. Shri M.C. Sharma
Chief Engineer (Roads)
Public Works Department
Government of Rajasthan
Rajasthan

13. Shri Man Mohan Seth
Chief Engineer (Roads)
Public Works Department
Government of Uttar Pradesh
Lucknow

14. Shri A.P. Paracer
Chief Engineer (Roads)
Delhi Administration
New Delhi

15. Shri R.P. Rastogi
Associate Regional Planner
NCR Planning Board
New Delhi — Convenor

III. Study Group on Water Supply and Sewerage

1. Shri Venugopalan
Adviser, CPHEEO
New Delhi

2. Shri K.K. Gandhi
Chief Engineer
Public Works Department (Public Health)
Government of Haryana
Chandigarh

3. Shri M.B. Jain
Chief Engineer (PH)
Public Health Department
Government of Rajasthan
Jaipur

4. Shri D.L. Mathur
Additional Chief Engineer (Jaipur Region)
Public Health Engineering Department
Government of Rajasthan
Jaipur

5. Shri S.N. Mathur
Chief Engineer
Public Health Department
Government of Uttar Pradesh
Lucknow

6. Shri S. Prakash
Chief Engineer
Water Supply and Sewerage
Delhi Administration
New Delhi

7. Shri Man Mohan Singh
Research Assistant
NCR Planning Board
New Delhi — Convenor

IV. Study Group on Power

1. Shri S.K. Aggarwal
   Member (Planning)
   Central Electricity Authority
   New Delhi

2. Shri P.N. Vishwanathan
   Chief Engineer (Planning II)
   Central Electricity Authority
   New Delhi

3. Shri J.C. Juneja
   Superintending Engineer (Planning)
   Haryana State Electricity Board
   Panchkula

4. Shri H.J. Raisinghani
   Chief Engineer
   (Project Planning & Monitoring)
   Rajasthan Electricity Board
   Jaipur

5. Shri P.D. Sharma
   Chief Engineer (Planning)
   Delhi Electricity Supply Undertaking
   New Delhi

6. Shri Bhopal Singh
   Member (Distribution)
   Uttar Pradesh State Electricity Board
   Lucknow

7. Shri J.C. Jain
   Chief Zonal Engineer
   Uttar Pradesh State Electricity Board
   Meerut

8. Shri J.P. Kapoor
   PHD CCI
   New Delhi

9. Shri J. Nagarajan
   Research Officer
   NCR Planning Board
   New Delhi — Convenor

V. Study Group on Industries

1. Shri Pradeep Kumar
   Director of Industries
   Government of Haryana
   Chandigarh

2. Shri M.L. Goel
   Director of Industries
   Government of Rajasthan
   Jaipur

3. Shri Ravinder Gupta
Director of Industries
Government of Uttar Pradesh
Kanpur

4. Shri P.K.S. Iyer
Director (Industrial Policy)
Ministry of Industrial Development
New Delhi

5. Shri S. Neelakantan
Director (Admn.)
Office of Development Commissioner
Small Scale Industries
Ministry of Industry
New Delhi

6. Shri K.P. Singh
Vice President
PHD CCI
New Delhi

7. Shri Sushil Ansal
Chairman
NCR Committee of PHD CCI
New Delhi

8. Shri B.P. Mishra
Director of Industries
Delhi Administration
Delhi

9. Shri V.K. Thakore
Senior Research Officer
NCR Planning Board
New Delhi — Convenor

C. Planning Team

1. Shri M. Shankar
Member Secretary
NCR Planning Board

2. Shri B.N. Singh
Chief Regional Planner
NCR Planning Board
(from 3.6.86)

3. Shri T.K. Chatterjee
Regional Planner
NCR Planning Board

4. Shri S. Arunachalam, Senior Planning Engineer
NCR Planning Board
(from 18.6.86)

5. Shri R.P. Rastogi
Associate Planner
NCR Planning Board

6. Shri V.K. Thakore
Senior Research Officer
NCR Planning Board

7. Shri J.N. Burman
Assistant Regional Planner
NCR Planning Board

8. Shri P. Jayapal
Asst. Regional Planner
NCR Planning Board

9. Shri J. Nagarajan
Research Officer
NCR Planning Board

10. Shri Manmohan Singh
Research Assistant
NCR Planning Board

11. Shri P. Guruswamy
Planning Assistant
NCR Planning Board

12. Shri Gurdeep Singh
Planning Assistant
NCR Planning Board

D. ADMINISTRATIVE AND SECRETARIAL ASSISTANCE

1. Mrs. V.R. Sundaram
   Deputy Director
   NCR Planning Board

2. Shri P. Bose
   SPA to Member Secretary
   NCR Planning Board

3. Mrs. Inderjit Suri
   PA to Regional Planner
   NCR Planning Board

4. Shri Collin S. Jones
   PA to Deputy Director
   NCR Planning Board

5. Shri Narender Kumar
   Lower Division Clerk
   NCR Planning Board

6. Shri Prem Singh Rana
   Lower Division Clerk
   NCR Planning Board

7. Shri Narender Kumar Sabharwal (from 11.6.86)
   Lower Division Clerk
   NCR Planning Board

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E N C L O S U R E

T O

AGENDA ITEM NO 4

AGENDA ITEM NO : 4

DETAILS OF THE BUSINESS TRANSACTED BY PLANNING COMMITTEE, PERSONNEL GROUP, PROJECT SANCTIONING AND MONITORING GROUP, ETC.

A copy each of the agenda and minutes of the meetings held by the Planning Committee, etc., as under, are submitted to the Board for kind perusal as a separate compilation;

1. 4th meeting of the Planning Committee held on 14.2.1986
2. 5th meeting of the Planning Committee held on 21.5.1986
3. 6th meeting of the Planning Committee held on 10.6.86
4. 2nd meeting of the Personnel Group held on 14.2.1986
5. 2nd meeting of the Project Sanctioning and Monitoring Group held on 14.2.1986.

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No.K.14011/25/85-NCRPB
Government of India
NCR Planning Board
'C' Wing, Nirman Bhavan

New Delhi, dated the 23.12.1985

Subject:- 4th meeting of the Planning Committee of the NCR Planning Board to be held at 11 AM on 31.12.1985 in the first floor, Nirman Bhavan, ('C' Wing), New Delhi.

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In continuation of meeting notice dated 17.12.85 the agenda papers for the meeting of the Planning Committee mentioned above are sent herewith.

(Mrs V.R.Sundaram)
Deputy Director
Tele:388709

To

1. Shri M.Shankar, Member Secretary, NCR Planning Board, New Delhi.
2. Shri R.L.Pardeep, Jt.Secretary(UD), Ministry of Urban Development, New Delhi.
3. Shri J.K.Duggal, Secretary, Town and Country Planning Department, Govt. of Haryana, Chandigarh.
4. Shri A.P.Singh, Secretary, Housing and Urban Development Department, Govt. of UP., Lucknow.
5. Shri R.Ramakrishna, Secretary, Local Self Government, Government of Rajasthan, Jaipur
6. Shri S.C.Vajpeyi, Secretary, Land and Building, Delhi Administration, New Delhi.
7. Shri Prem Kumar, Vice Chairman, Delhi Development Authority, Vikas Minar, I.P.Estate, New Delhi.
8. Shri E.F.N.Ribeiro, Chief Planner, Town and Country Planning Organisation, Vikas Bhavan, I.P.Estate, New Delhi.
9. Shri G.Madhavan, Director, Town and Country Planning, Government of Haryana, Chandigarh.
10. Shri H.S.Mathur, Chief Town Planner, Government of Rajasthan, Jaipur.

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11. Shri N.S.Johri, Chief Town Planner, Government of Uttar Pradesh, Lucknow.

12. Shri V.A.Valiaparampil, Joint Adviser(Transport), Planning Commission, New Delhi.

13. Shri B.M.Khanna, Deputy Director General(TP), Ministry of Tele-communications, New Delhi.

14. Shri L.R.Kadiyali, Chief Engineer(P), Ministry of Transport, New Delhi.

15. Shri R.M.Raina, Director(P), Ministry of Railways, New Delhi.

16. Shri Y.P.Gambhir, Director(P), Department of Power, Ministry of Energy, New Delhi.

VI

AGENDA ITEM NO.1:

Subject: Settlement Pattern in National Capital Region

The Planning Committee of the N.C.R. Planning Board in its third meeting had detailed discussions on population projections in the National Capital Region, Delhi Metropolitan Area and Delhi. The population assignments based on the recommendations of the Planning Committee were approved by the National Capital Region Planning Board in its meeting held on 20.11.1985. The final figures arrived at regarding the projected population and the assigned population for the sub-regions of the N.C.R. and the constituent units by the year 2001 is given in the Table I.

2. The National Capital Region, as per these assignments is proposed to be developed for a total population of 325 lakhs by the year 2001. Out of this population 234 lakhs (72 %) people will reside in the urban areas. The population of Delh which by normal projections would have been 132 lakhs (129 lakhs Urban + 3 lakhs rural) has been proposed to be restricted to 112 lakhs (110 lakhs urban + 2 lakhs rural). The DMA. towns have been proposed to be developed for the total population of 37 lakhs (Ghaziabad - 11 lakhs, Noida - 5.5 lakhs, Faridabad - 10 lakhs, Gurgaon - 7 lakhs, Behadurgarh - 2 lakhs, Kundli - 2 lakhs).

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3. The remaining urban population of 85 lakhs which includes spill over population of 19 lakhs of Delhi would, therefore, have to be accomodated in 'the other towns outside DMA' of N.C.R. The approach that could be followed to accomodate this population in the towns outside D.M.A. could be fivefold.

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1. Developing large number of urban areas, so that they form attractive points, throughout the Region. ..

2. Developing a few select centres on a intensified scale so that they act as migrants capturing magnets.

3. Developing intensively some small settlements/ locations.

4. Developing urban combines/twin towns, which would contain a bigger town and a small settlement.

5. Development of two strong metrocentres within N.C.R. as counterm@gnets which can absorb 15-20 lakhs of population by 2001.

The main thing to be understood is that these approaches are not contradictory, and provide variation only in the matter at scale. Even if the second approach is to be followed, relatively smaller towns have to be developed as second priority towns over time.

1. Developing large number of Urban areas, so that they form attractive points throughout the Region.

The Region beyond DMA in NCR has 83 urban centres with 56, 24 and 3 in Uttar Pradesh, Haryana and Rajasthan sub-regions respectively. Allocating the excess population to all towns would not be possible. Towns with a population of20,000 and above could be considered. There are 27 towns of the said size and they are given below, sub-region wise, with their population in brackets.

.....3/-

Uttar Pradesh Sub-region

1. Meerut US (5,36,615)
2. Hapur (1,02,337)
3. Bulandsharh (1,03,436)
4. Khurja (67,119)
5. Sikandrabad (43,135)
6. Modinagar (87,665)
7. Baraut (46,292)
8. Pilkhawa (37,884)
9. Mawana (37,620)
10. Sardhana (30,=38)
11. Jahagirabad (29,301)
12. Muradanagar 26,047)
13. Khekra (24,984)
14. Gulaothi (24,416)
15. Debai (22,430)
16. Siana (22,410)
17. Shikarpur (21,499)
18. Dadri (19,723)

HARYANA SUB-REGION:

1. Rohtak (166,767)
2. Panipat (137,927)
3. Sonepat (109,369)
4. Rewari (51,562)
5. Palwal (47,328)
6. Jhajjar (24,247)
7. Gohana (26,188)

RAJASTHAN SUB-REGION:

1. Alwar (145,795)
2. Khairthal (15,962)

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Adoption of this approach would have the obvious advantage of the spatial distribution of urban centres. However, problems that would be faced in assigning the excess population to such a large number of settlements are:-

(a) Provision of facilities first of all to satisfy the existing demand in all these settlements and then to attract further population would cost higher.

(b) Many of these towns are of smaller in size and given a choice to select among them, the entre-preneur would obviously move to the bigger centres that would provide agglomeration economies, subsequently resulting into under utilisation of the created facilities in the smaller centres.

(c) Distribution of limited fund among many centres would mean leaser assistance to each one of them. Such a meagre fund may just percolate into the thursty urban system rather than generating any favourable impact interms of employment generation.

(d) It would be difficult to segregate the effect of the infused investment in the attained effect in case the number of towns is large.

The Second approach essentially tries to identify certain towns from among the towns of the area beyond DMA, as a first prority towns for development which have comparative advantage in terms of some indicators which are supposed to indicate the urban areas capacity to contain out migration and capture migrants from rural areas, and to aid furthur development. Pending a through analysis, some of the indicators studied are population size, their spatial location in the Urban system of NCR, already attained development reflected by work force proportion in non-agricultural activities, availability of linkages and possible source of water supply for further development.

Few centres are suggested which could be taken up for further intensive development, in other words to accomodate the excess 19 lakhs population that has been assigned. They are

1.	Meerut	(Uttar Pradesh)
2.	Hapur	(Uttar Pradesh)
3.	Bulandshahar/Khurjha	(Uttar Pradesh)
4.	Rohtak	(Haryana)
5.	Panipat	(Haryana)
6.	Rewari/Sonipat	(Haryana)
7.	Alwar	(Rajasthan)

Development Indicators of towns with Population >20000 outside DMA

ame of Town/UA	Total population 1981	Growth rate 1971-81 (%)	Density (per sq km). 1981	Workers Propn. in non-agri-cultural (%) activities	Distance from Delhi (km)	Type of Linkage		Source of water supp
						Road	Rail	
1.	2.	3.	4.	5.	6.	7.	8.	9.
. Meerut UA	5,36,615	45.91	6,640	69.27	70	S.H	B.G	River
. Hapur	1,02,337	44.30	17,639	90.00	58	N.H	B.G	River(n)
. Bulandshahar	1,03,436	73.83	11,016	93.90	75	S.H	B.G	River,Ca
. Khurja	67,119	33.83	6,479	90.10	97	S.H	B.G	Canal (n)
. Sikandrabad	43,135	34.45	4,913	79.69	58	S.H	B.G	-
. Modi Nagar UA	87,665	101.67	6,105	97.94	50	S.H	B.G	Canal
. Rohtak	1,66,767	33.68	7,570	96.01	58	N.H	B.G	River
. Panipat	1,37,927	56.77	6,625	94.86	88	N.H	N.G	Canal
. Sonepat	1,09,369	75.29	5,118	92.51	43	N.H	B.G	Canal(n)
0.Rewari	51,562	17.49	3,508	97.58	85	S.H	M.G	River(n)
1.Palwal	47,328	30.72	8,574	89.07	58	N.H	B.G	Canal(n)
2.Alwar	1,45795	45.25	1,822	94.84	160	S.H	M.G	-
3.Khairthal	15,962	49.36	727	77.18	103	MDR	MG	-
4.Baraut	46,292	46.06	4,468	92.31	55	S.H	B.G	River(n)

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	2.	3.	4.	5.	6.	7.	8.	9.
. Pilkhawa	37,334	58.23	8,363	89.86	55	NH	B.G	-
. Mawana	37,620	51.53	14,525	78.72	95	MDR	-	canal
. Sardhna	30,138	36.47	2,145	81.60	90	MDR	-	canal(n)
. Jahangirabad	29,301	55.79	10,317	68.80	100	MDR	-	canal (n)
. Muradnagar	26,047	86.24	16,279	94.04	40	SH	B.G	canal ,riv
. Khekra	24,984	-	20,648	62.84	30	SH	B. G	canal(n)
Gulaothi	24,416	40.51	10,949	86.57	78	SH	B.G	River(n)
Debai	22,430	51.61	9,527	82.00	123	SH	-	canal(n)
Siana	22,410	35.96	4,335	69.72	10	MDR	-	canal
Shikarpur	21,499	29.78	43,876	71.33	95	SH	-	River (n)
Dadri	19,723	51.00	3,156	91.92	33	SH	B.G	canal(n)
Jhajjar	24,247	27.97	4,041	75.15	60	SH	-	-
Gohana	26,133	56.31	3,936	90.45	80	SH	B.G	-

Data not readily available

n = Near

Inherent advantages in developing such a system of settlements are that:

i. They are reasonably distant from Delhi so that population doesn't wish to stay in Delhi and commute to their work places in the region.

ii. These centres are roughly equidistant from Delhi so that selection of centres by the entreprenuers or population becomes a question of direction rather than distance.

iii. Identification of projects of a larger scale that can attract population of a substantial amount, with a higher financial assistance is possible.

iv. The centres being already well off interms of development, linkages and other resources provide optimal points for expansion of developmental activities at a minimal cost.

v. Effective monitoring is possible so that invested funds doesn't percolate into the system without substantial effect.

The working group on Urban Development for the Seventh five year Plan has emphasized that the approach for development of smaller towns should be to acquire land around smaller towns on a larger scale, providing the necessary link and flow services with in a short period of time and selling the same at a comparatively higher cost. Such an approach besides enabling orderly future development around towns, provides financial benefit by gaining in advance site development charges in addition to profit on land development. Such an approach could be adopted for accomodating the excess assisned population in the region beyond DMA in NCR by identfifying certain locations/towns which are either smaller towns or so located so that efficient absorption of population and activities by them would be possible. This third approach would help in gaining enough land for proper organisation of space and such land space could be gained at a relatively

lesser cost. Fitting of such locations in an organised transport net work would result in the development of self contained towns. Important considerations in identifying such locations should be availability of source of water supply and their efficiency to fit them selves in to an established/ to be organised power and transport network system.

Some such locations/small towns that could be considered are:

i. Kakaur (Uttar Pradesh)
ii. Garhmukteshwar (Uttar Pradesh)
iii. Sardhana (Uttar Pradesh)
iv. Gohana (Haryana)
v. Jajjhar (Haryana)
vi. Nuh (Haryana)
vii. Khairthal (Rajasthan)

Such a systme has the inherent disadvantage of being away from bigger centres so that, naturally, loose agglomeration economies gained by bigger towns. This leads us to find another alternative, fourth, in which while cost on site development would be relatively lesser, economies provided by an agglomeration could be ensured. This requires identification of locations nearby bigger centres of greater growth potential owing to their size and other characters, where in cost on site development would be lesser. Such locations/smaller towns could be 15 to 20 Kms away from the bigger towns so that efficent interaction would be a natural process. Owing to higher costs of activity location in the bigger centres, activities would tend to move towards the neighbouring smaller centres. Further, such smaller centres, due to the efficient linkage facilities would go far a length in easing the residential and activity neighbourhood condition Some of such twin cities/urban combines that could be consider in the region beyond DMA of NCR are

1.	Bulandshahr - Sikandrabad	(Uttar Pradesh)
2.	Meerut - Sardana	(Uttar Pradesh)
3.	Baraut - Baghpat	(Uttar Pradesh)
4.	Panipat - Samalka	(Haryana)
5.	Rewari - Bawal	(Haryana)
6.	Rohtak - Kalanaur	(Haryana)
7.	Palwal - Hattin	(Haryana)
8.	Khairthal - Kishangarh	(Rajasthan)

The development of two strong metrocentres within N.C.R. as countermignets which can absorb 15-20 lakhs of population by the year 2001 can be the fifth alternative. One such metro-centre in Haryana sub-region could be the new capital city of Haryana(whether it falls within N.C.R. or outside it) and the other such metro-centre in U.P. sub-region which could be either on Hapur-Ghaziabad corridor or on Ghaziabad-Meerut corridor. It is felt that main factor which has been responsible for large scale influx of population had been Delhi's status as Capital of the Nation. Delhi once a Tehsil of a district suddenly came into focus when it became capital of the second most populous country of the world. It may be pointed out that in fact, it is central Government employment which made base for other activities to come up and thus helped in accelerating the growth to some extent. It is felt that to be really successful in reorienting the growth of the region, new development will have to be of such an order and of such character so as to take away some of the administrative functions of the Capital. It is apparant that only the metropolitan setting can prove to be the best alternative for such administrative setting. Offices and other activities in the tertiary sector are very largely

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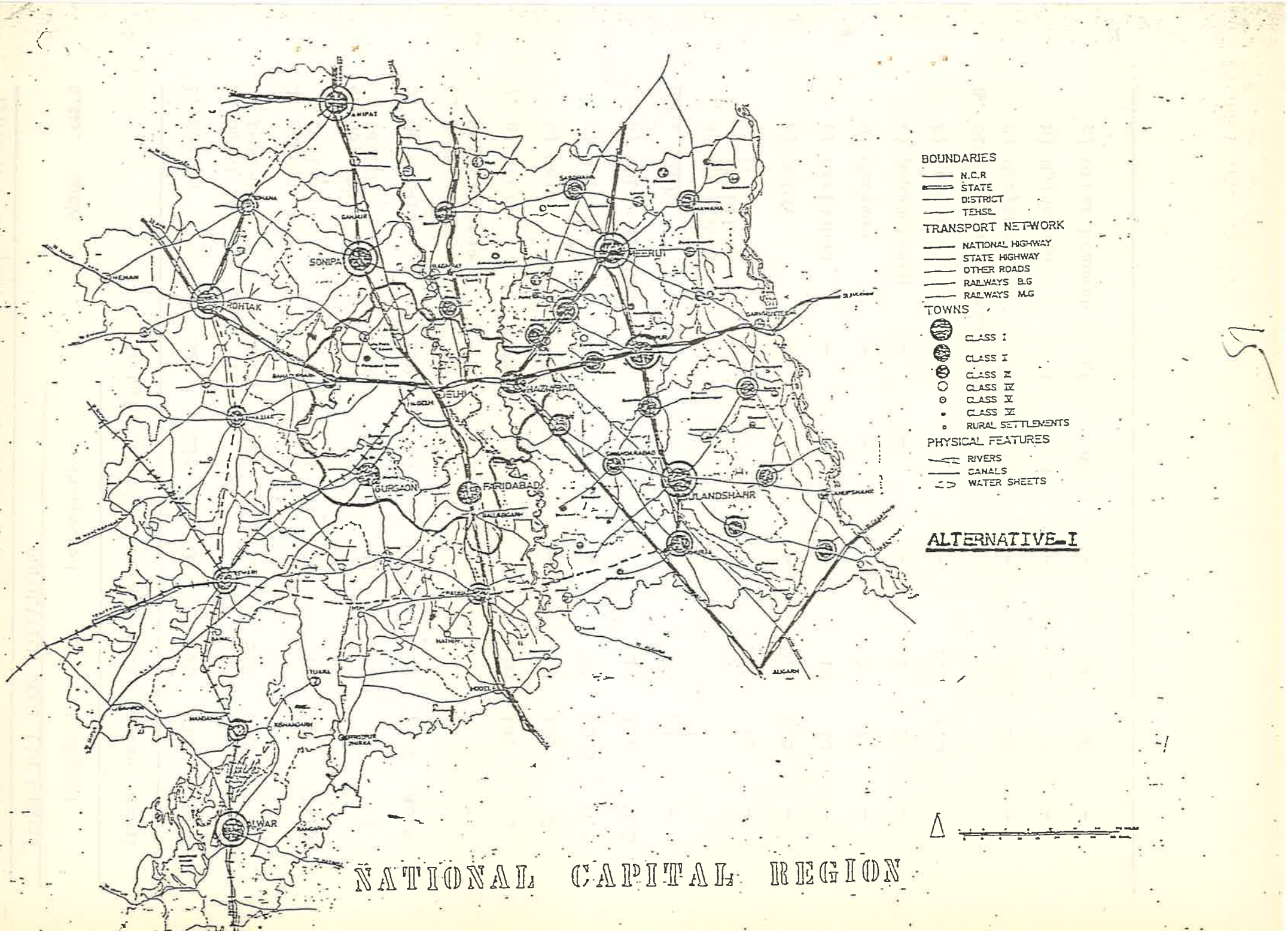
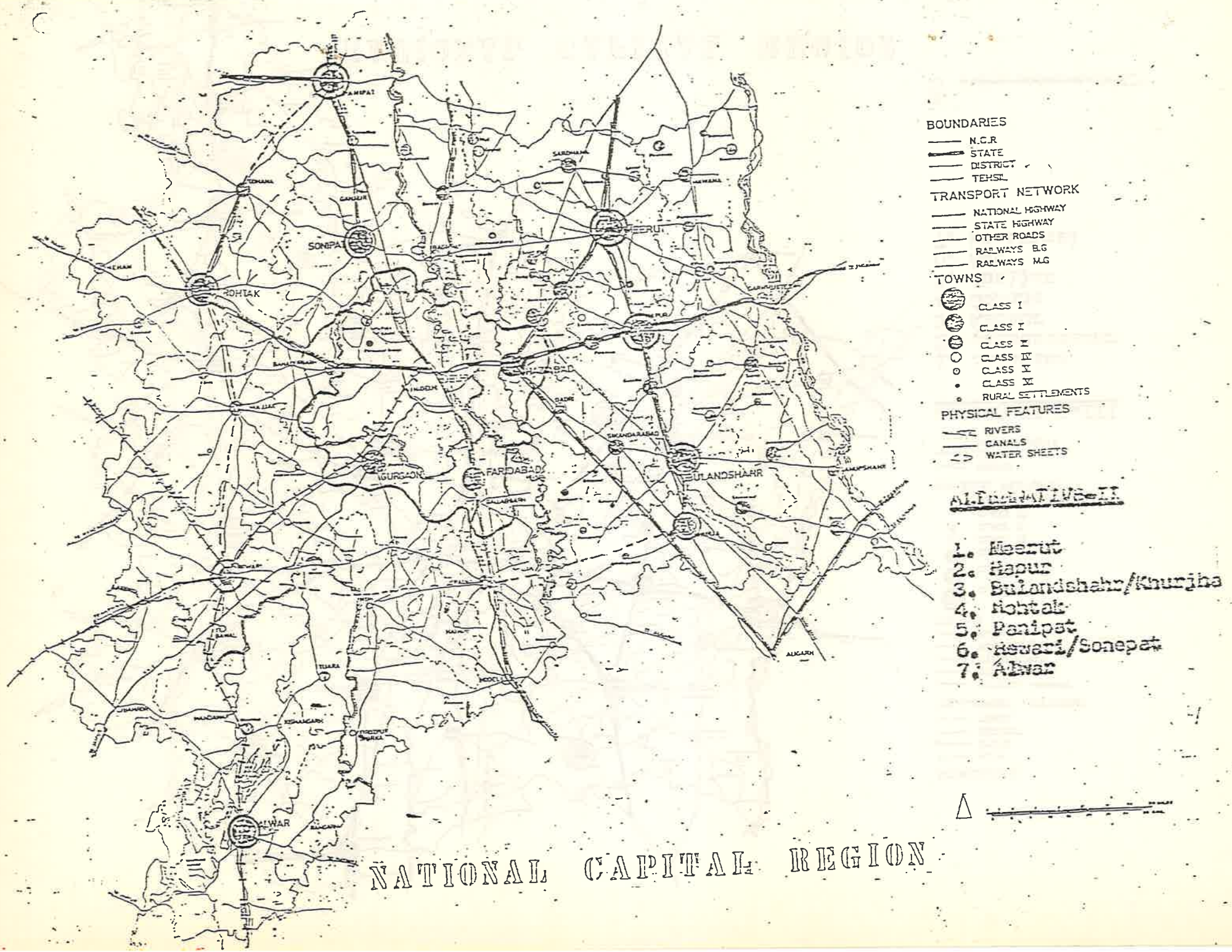
inter-dependent and unlike industries which can work singly, it would not be possible to induce the sophisticated tertiary sector except in a metropolitan setting. It is, therefore, imperative to provide metropolitan fabric which can take away some of the administrative functions of Delhi as Capital and where a substantial growth of the office sector can be envisaged.

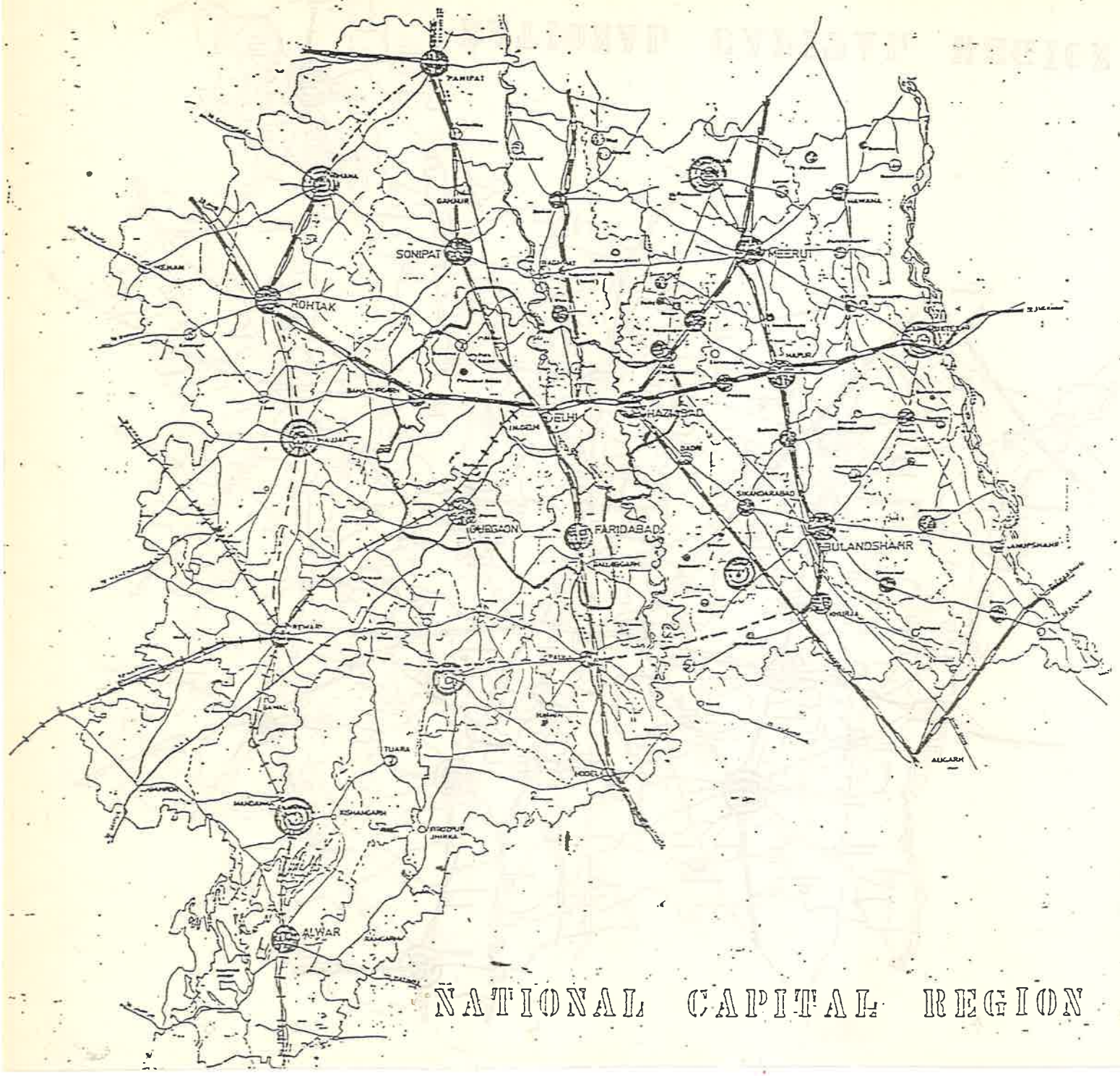
Table No.I: Population Assignment in N.C.R. - 2001.

S.No.	AREA	POPULATION 2001 (in Lakhs)					
		Projected			Assigned		
		Total	Urban	Rural	Total	Urban	Rural
1.	Region	325	234	91	325	234	91
2.	Delhi sub-region	132	129	3	112	110	2
3.	Haryana sub-region	72	38	34	77	42.5	34.5
4.	Rajasthan sub-region	12	3.5	8.5	14	5	9
5.	UP Sub-region	109	63.5	45.5	122	76.5	45.5
6.	Delhi Metro-politan Area	-	-	-	-	-	-
7.	a) Total	170	166	4	150	147	3
	b) Delhi	-	-	-	112	110	2
	c) Haryana	-	-	-	21	20.5	0.5
	d) Uttar Pradesh	-	-	-	17	16.5	0.5
	DMA. TOWNS	-	-	-	37	37	-
	a) Ghaziabad including Loni	-	-	-	11	11	-
	b) NOIDA	-	-	-	5.5	5.5	-
	c) Faridabad	-	-	-	10	10	-
	d) Gurgaon	-	-	-	7	7	-
	e) Bahadurgarh	-	-	-	2	2	-
	f) Kundli	-	-	-	1.5	1.5	-
8.	Other towns outside DMA.						
	a) Haryana	17	17	-	22	22	-
	b) Rajasthan	4	4	-	5	5	-
	c) Uttar Pradesh	47	47	-	60	60	-


BOUNDARIES
N.C.R
STATE
DISTRICT
TEHSIL
TRANSPORT NETWORK
NATIONAL HIGHWAY
STATE HIGHWAY
OTHER ROADS
RAILWAYS B.G
RAILWAYS M.G
TOWNS
CLASS I
CLASS II
CLASS III
CLASS IV
CLASS V
CLASS VI
RURAL SETTLEMENTS
PHYSICAL FEATURES
RIVERS
CANALS
WATER SHEETS
ALTERNATIVE-I
SONEPA
ROHTAK
DELHI
GHAZIABAD
GURGAON
FARIDABAD
BULANDSHAHR
ALWAR
NATIONAL CAPITAL REGION



NATIONAL CAPITAL REGION



ALTERNATIVE-III

1. Sardhana
2. Garmukteswar
3. Kekaur
4. Gohana
5. Jhajjar
6. Nuh
7. khairthal

NATIONAL CAPITAL REGION

ALTERNATIVE-IV

1. Bulandshahr - Sikandrabad
2. Meerut - Sardana
3. Baraut - Baghpat
4. Panipat - Samalka
5. Rewari - Bawal
6. Rohtak - Kalanaur
7. Palwal - Hattin
8. Khairthal - Kishangarh

NATIONAL CAPITAL REGION

AGENDA ITEM NO. 2

INVESTMENT PLAN FOR THE SEVENTH FIVE YEAR PLAN FOR THE NATIONAL CAPITAL REGION

Considerable emphasis was laid in the first meeting of the NCR Planning Board that adequate provisions have to be made in the plan allocation for the proper development of the region. It was decided in the first meeting that the States would draw up their proposals for the development of their sub-regions and an attempt at drawing up an integrated Seventh Plan outlay for the 3 sub-regions of the NCR would be made.

As was decided, the State Governments of Haryana, Rajasthan and Uttar Pradesh had sent their proposals. A brief summary of the proposals sent by the State Governments is at Annexure I. However, considering the resource position, in order to keep the requirement to the barest minimum the proposals were reviewed and a plan requiring a total allocation of Rs. 867 crores was prepared. In this plan, outlays were proposed only with regard to the following four sectors

1. Railways	Rs. 90 crores
2. Telecommunication	Rs. 280 crores
3. Roads	
(a) National Highways	Rs. 97 crores
(b) Regional roads	Rs. 120 crores
4. Housing and Urban Development	
(a) Land acquisition & development	Rs. 90 crores
(b) Development of infra structural facilities	Rs. 90 crores
(c) Development of economic activities	Rs. 100 crores

1. In the case of Railways, the proposal was to finance the Khurja-Palwal railway line as part of the programme to link Khurja-Palwal-Rewari-Rohtak-Panipat.

2. In Telecommunications, the outlay alongwith Rs. 70 crores that would be available from the plan of the Department itself would be utilised to upgrade in 17 priority towns, the telecommunication facilities if not on par with Delhi but atleast to such an extent as to make it attractive for trade, commerce and industries.

3. (a) National Highways:

The break-up of the proposed outlay is given below:

NH No.	Name of Road	Length within NCR (KM)	Length already 4-lane (KM)	Balance length required to be widened to 4 lane (Km)	Cost widening balance length to four-lane (Rs.crores)
1	Delhi-Panipat	88	50	38	25.00
2	Delhi-Palwal	58	36	23	15.00
24	Delhi-Ghaziabad	28	8	20	12.00
8	Delhi-Gurgaon	20	5	15	10.00
10	Delhi-Rohtak	58	-	58	35.00

(b) Regional Roads:

The construction of missing links and upgradation of the roads constituting the inner and outer grids proposed

in the 1973 plan and also the Hapur-Moradabad, Meerut-Ghaziabad and Rewari-Alwar roads.

4. Urban Development:

(a) Land acquisition & Development"

For land acquisition it is estimated that about 20,000 hectares of land would be required to be developed in the various towns to accommodate the excess population from Delhi Since the land acquisition and development schemes are generally self financing in the long run, a seed money of Rs. 90 crores would be required.

(b) Upgradation of infrastructural facilities:

The existing infrastructural facilities, especially the social ser-vices like hospitals, schools and water supply and sewerage, in the towns falling in the Delhi Metropolitan Area will have to be upgraded to bring them on par to the core area(Delhi). For this purpose a provision of Rs. 90 crores is proposed.

(c) Development of Economic Activities

It is proposed to allocate Rs. 100 crores for various projects to be undertaken in the sub-regions of NCR to promote economic activities which would generate employment and provide an economic base to the towns that will be taken up for priority development. The types of projects will have to be decided on a case to case basis after identi-fying the potential and the resources of the area and the types of activities that are planned to be promoted there. However, the following types of projects would form part of the package:

(a) The establishment of whole-sale trade and marketing in commodities which are at present concentraded at Delhi;

(b) the promotion and centralisation of the production of various consumer needs of Delhi; and

(c) setting up of industrial complexes.

Of the above total proposed allocation of Rs. 867 crores, Rs. 467 crores fall in the central sector and Rs. 400 crores fall in the state sector. In regard to state sector programmes (of Rs. 400 crores), on the basis of 50-50 sharing of expenditure between the states and the central government, Rs. 200 crores plus Rs. 467 crores - totalling Rs. 667 crores will be required to be provided under the central sector for the seventh five year Plan to be advanced through the National Capital Region Planning Board for funding these projects.

When the above integrated plan was sent to the Planning Commission they desired that concrete physical programmes may be drawn up.

5. The National Capital Region Planning Board in its meeting held on 20.11.1985 has approved population assignments by the year 2001 for the National Capital Region. As per these assignments National Capital Region has been proposed to be developed for a total population of 325 lakhs by 2001. Out of this population 234 (72%) people will reside in urban areas. The population of Delhi which by normal projections would have been 132 lakhs (129 lakh urban plus 3 lakh rural) has been proposed to be restricted to 112 lakh (110 lakh urban plus 2 lakhs rural). The D.M.A. towns have been proposed to be developed for the total population of 37 lakhs (Ghaziabad - 11 lakhs, NOIDA - 5.5 lakhs, Faridabad - 10 lakhs, Gurgaon - 7 lakhs, Bahadurgarh - 2 lakhs, Kundli - 2 lakhs). The spill-over population of 19 lakhs of Delhi has been proposed to be settled in other urban areas of NCR outside D.M.A.

6. The Study Group on 'Settlement Pattern in NCR' constituted by NCR Board after deliberations in various meetings has recommended identification of certain towns from the towns falling in NCR area outside DMA which can absorb spill-over population of Delhi and should be developed on priority basis. It has been felt that in order to have balanced development in the region the first step would be to break the stronghold of Delhi as a major employment generating centre in the region. It would not be out of place to mention here that at present Delhi is absorbing 68% of the urban population of the region. The Study Group is of the view that intensive development of these centres in the first instance would help in bringing down the regional disparities in the long run as these centres would act as nbridgepoles in the integrated hierarchical development process. The centres which have been proposed by the Group for intensive development are :

Sl.No.	Name of the Town
1.	Meerut
2.	Bulandshahar
3.	Hapur
4.	Panipat
5.	Rohtak
6.	Rewari
7.	Alwar

In view of the above proposals it is necessary to revise the plan in so far as it relates to investment in the telecommunication sector and in the Housing and urban development sectors. In the telecommunication

[illegible] may have to be carried out

restricting the proposals to the priority centres of development as proposed.

In the case of the schemes under the Housing and Urban Development, it is necessary to prepare an integrated development plan for these priority towns and dovetail the requirements to the above proposed investment plan.

SUMMARY OF THE PROPOSED FIVE YEAR PLAN SENT BY THE STATE GOVERNMENTS:

HARYANA

TOTAL : Rs.2,631.53 crores.

A) REGIONAL INFRASTRUCTURE: TOTAL : Rs.1,202.00 crores.

a) Road net-work	Rs.	317.00 crores.
b) Power & electrification	Rs.	505.00 crores.
c) Industries	Rs.	200.00 crores.
d) Others	Rs.	180.00 crores.

B) URBAN INFRASTRUCTURE: TOTAL : Rs.1,014.00 crores.

a) Education	Rs.	220.00 crores
b) Health	Rs.	80.00 crores
c) Water supply	Rs.	144.00 crores
d) Sewerage	Rs.	53.00 crores
e) Land Development & Housing	Rs.	398.00 crores
f) Others	Rs.	122.00 crores

C) RURAL DEVELOPMENT TOTAL : Rs. 415.53 crores

a) Education	Rs.	112.10 crores
b) Health	Rs.	26.40 crores
c) Water supply	Rs.	78.00 crores
d) Land Development	Rs.	96.00 crores
e) Rural Housing	Rs.	58.00 crores
f) Others	Rs.	45.03 crores

RAJASTHAN

TOTAL : Rs. 208.16 crores

A) REGIONAL INFRASTRUCTURE TOTAL : Rs. 112.60 crores

a) Roads	Rs.	22.40 crores
b) Augmentation of power supply	Rs.	22.70 crores
c) Industry	Rs.	14.5 crores
d) Forest	Rs.	17.21 crores
e) Education	Rs.	6.00 crores
f) Medical	Rs.	5.00 crores
g) Others	Rs.	24.79 crores

B) URBAN INFRASTRUCTURE TOTAL : Rs. 95.56 crores

a) Water supply	Rs.	20.00 crores
b) Sewerage	Rs.	9.00 crores
c) Land acquisition and development	Rs.	66.56 crores

C) RURAL DEVELOPMENT

No separate provision has been made and is contained in the proposals for regional development.

(26)

UTTAR PRADESH	TOTAL Rs.	756.81 crores
A) REGIONAL INFRASTRUCTURE:	TOTAL Rs.	102.30 crores
a) Roads	Rs.	84.20 crores
b) Telecommunications	Rs.	15.40 crores
c) Others	Rs.	2.50 crores
B) URBAN INFRASTRUCTURE:	TOTAL Rs.	504.60 crores
a) Housing	Rs.	181.26 crores
b) Education	Rs.	56.08 crores
c) Water supply	Rs.	18.32 crores
d) Sewerage & drainage	Rs.	89.40 crores
e) Others	Rs.	159.54 crores
C) RURAL DEVELOPMENT:	TOTAL Rs.	149.91 crores
a) Housing	Rs.	13.00 crores
b) Education	Rs.	31.97 crores
c) Health & Family Welfare	Rs.	32.28 crores
d) Roads	Rs.	25.80 crores
e) Water supply	Rs.	9.40 crores
f) Others	Rs.	37.46 crores

J/

AGENDA ITEM NO. 3

Subject : Criteria for Selection of Counter Magnets

A status paper on counter-magnets to the national capital under the National Capital Region Plan received from the Town and Country Planning Organisation is placed below for consideration by the Planning Committee.

*****

(28)

Extracts of letter No. K.14011/40/85-NCRPB dated 15.11.1985 from Shri M. Shankar, Member-Secretary, NCR Board to Shri E.F.N.Ribeiro, Chief Planner, T.C.P.O.

You may recall that the question of identifying counter-magnet towns was discussed in the first meeting of the Planning Committee. It was decided in that meeting that the CP, TCPO will work out the definition of counter-magnet area and suggest norms/yard-sticks for selection of the counter-maghet area. We had received a status paper on the issue from the TCPO. The paper, while suggesting the yard-sticks for the identification of the counter-magnet area, has short-listed the towns mentioned in the enclosure, be developed as counter-magnet area. I hope you will agree that this paper may be discussed in the next meeting of the Planning Committee.

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TOWN AND COUNTRY PLANNING ORGANISATION

STATUS PAPER ON COUNTER MAGNETS TO NATIONAL CAPITAL UNDER NCR PLAN

The two basic ingredients of urbanisation policy are curbing the rapid growth of metropolitan cities and carrying out balances development of the regions around them. It was in this spirit that Master Plan for Delhi approved in 1962 had recommended setting up of a statutory National Capital Planning Board and development of the region around Delhi in accordance with a regional Plan. The High Power Board which was set up in 1961 was entrusted with the work of co-ordinated development of the region based on a regional plan to be prepared by TCPO. The regional Plan of NCR was approved by the High Power Board in 1973. The High Power Board which was advisory in nature could not achieve much in these directions and time and again it was felt that unless it has statutory backing it would not be possible to achieve the objectives in an effective way.

PROBLEMS AND PERCEPTION:

After a long wait a Statutory, NCR Board has now been constituted by the Government. The constituent units of NCR are same as suggested in the NCR Plan finalised in 1973 in addition to this the concept of selection of countermagnets has been envisaged under section 8(f) of the ordinance Act. In the plan prepared in 1973 the strategy was to keep within manageable limits the population of Delhi through integrated development of the region. This aim was envisaged to be conveived by diverting population influx from urban Delhi to the 17 regional towns falling in the periphery of Delhi Urban Territory and in the region. This required selective dispersal of wholesale trade, governmental and other economic activities from Delhi to selected regional towns. Out of these 17 selected regional towns, six regional DMA towns namely Ghaziabad, NOIDA, Faridabad, Gurgaon, Bahadurgarh, Kundli, of which NOIDA and Kundli are later development falling on the outskirts of Delhi U.T., being in the vicinity of Delhi, were considered appropriate for bearing the burden of population caused by the selective dispersal of activities from Delhi. These towns could have also enjoyed all infrastructure facilities being near to Delhi but it so happened that due lack of implementation of the proposals, may be due to paucity of funds and other reasons, these towns grew of their own at a much faster rate even in the absence of any activity transferred from Delhi. Now these towns have attained such a size and gained of their own potential of that dispersal of any activity from Delhi into these towns will create a single contigous urban agglomeration which will be out of manageable limits.

NATIONAL PERSPECTIVE:

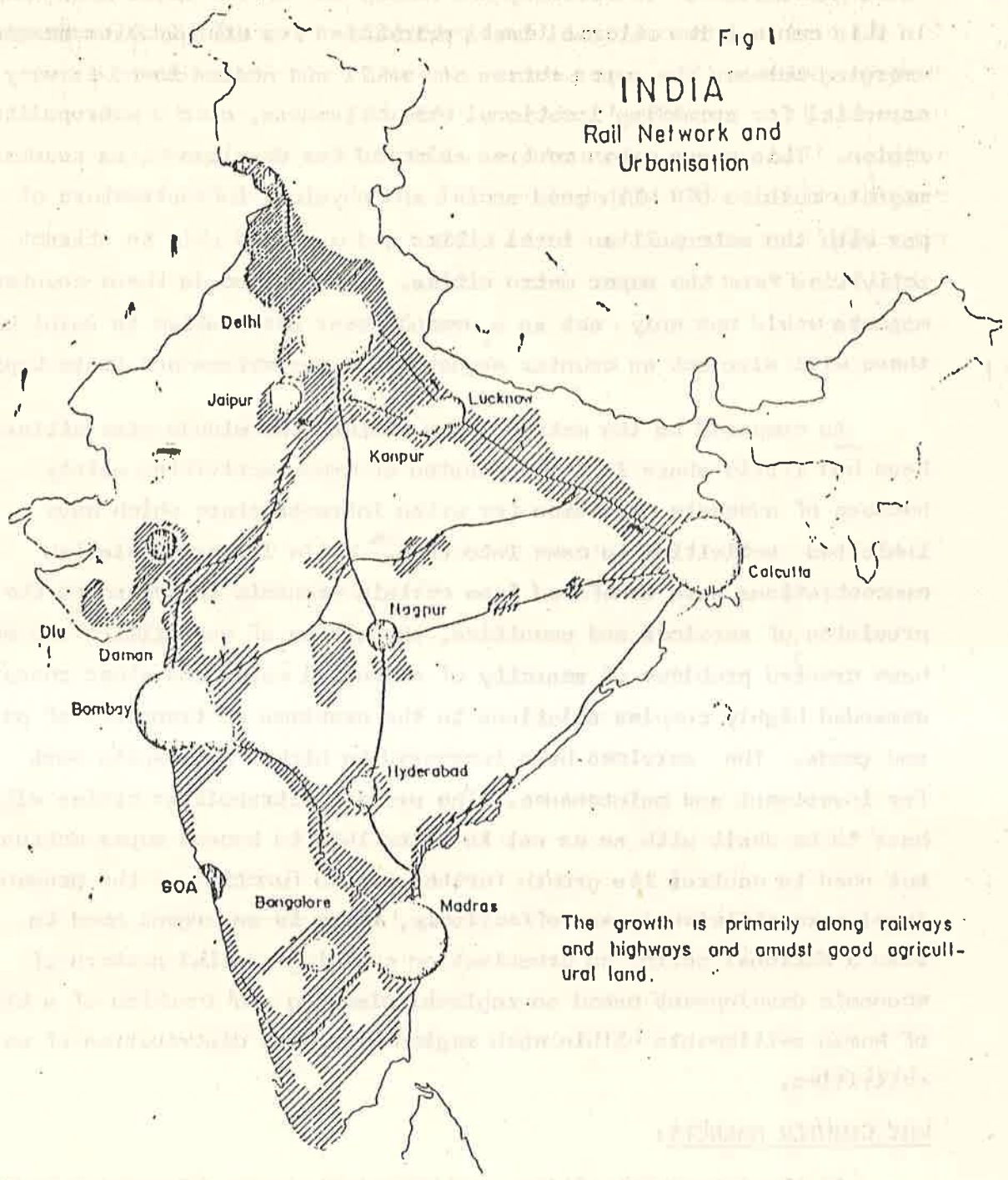
The interlinking of the four metro centres by heavy road and rail system along with the control of major economy of the country have greatly increased the mobility of people. Since 19th Centuary which led further to the 20th centuary with the intense hierarchy of settlements along the river basins, coastline, major transportation routes interspersed over the total topographic fabric of India (see fig I). Delhi being the capital of the country, has a seat of the Govt. provide place for International relations and cultural exchange, trade and such other multifarious activities through the embassies and the counsels of the various country all over the world. As an administrative centre, all the ministries and their subordinate headquarters, offices including the Public Sector Undertakings are located in Delhi due to it's National importance although the functions and activities of the many offices are not confined to Delhi. Today, Delhi is not only the second most populous country in the world but also a multifunctional city. It is classified as a super metro unlike Bombay, Calcutta and Madras. Out of total urban population of 160 million in 1981 in the country is likely to be doubled by 2001 AD. But while looking at the trends of urban growth it is quite remarkable that since 1901 AD number of urban centres have not increased appreciably but instead the existing urban centres have added population often to a point where the provision of services have been far below minimum standards as far as social services and facilities are concerned.

The settlements with decenial growth rates exceeding 30 per cent offer better prospects for fulfilling national policy objectives on appropriate settlements interactions due to the fact that they have had substantial growth over and above natural increase and their proper planning, where further development and management is necessary either to foster their further growth in some situations, regulate them in others or even discourage growth in a few cases. As reflecting in the seventh five year plan proposals a major strategy is to look at the one million plus cities not just as metropolitan cities but in their regional context as a composite entities for planned growth. In 1981 there were 12 such cities but by the end of the 7th Year Plan their number is likely to reach to 23. Certainly these focil are evenly spread

Fig 1

INDIA

Rail Network and Urbanisation



The growth is primarily along railways and highways and amidst good agricultural land.

over the geographic mosaic of India by 1991 would account about 10% of total population of the country and nearly 30% of the total urban populatio In this context the national level priorities for urbanisation emerging emerging between the super metros and small and medium towns is very essential for spreading locational attractiveness, over a metropolitan region. This means urban centres selected for development as counter magnets outside NCR with good social and physical infrastructure at par with the metropolitan level cities and would be able to attract activities from the super metro cities. In other words these counter magnets would not only act as a second, best alternative to Delhi but these will also act as counter magnets to super metros and State Capitals.

As compared to the metropolitan cities, the middle size cities have had little share in the expansion of urban activities mainly because of adequate provision for urban infrastructure which have inhibited activities to come into them. While larger population concentrations have benefited from certain economic in regard to the provision of services and amenities, the cities of one million and more have created problems of scarcity of essential water and other resources, demanded highly complex solutions to the problems of transport of people and goods. The services have increased to higher per capita cost for investment and maintenance. The present metropolitan cities will have to be dealt with so as not to allow them to become super metros but need to control its growth further but to function at the present level more efficiently and effectively, there is an urgent need to draw a National policy on urbanisation evolving spatial pattern of economic development based on regional planning and location of a hierarch of human settlements within each region alongwith distribution of economic activities.

WHY COUNTER MAGNETS:

If the job opportunities are concentrated at a place migration from low employment areas would become inevitable. In the case of huge metropolis like Delhi, with a marked divhotomy in respect of jobs and income levels, migrants are attracted even though job opportunities for immediate employment are non-existence. It is difficult to restrict migration by enforcement of any police regulation, very much so by mere wishful planning assumption for isolated regions. Further resource utilisation in all regions of country and the quicker growth of employmen in the under developed regions is evidently the only way to reduce inter-regional migration. The objective of achieving balanced regional develop

ment can not of course be achieved by a regional plan for a single region. It is necessary that hierarchy of economic regions is established for building up National plan, which is then broken up into a series of regional plans so that the entire picture of development and optimum population distribution in the various regions of the Nation can be seen more than comprehensively.

The 1974, National Capital Region Plan envisaged the development of 17 ring towns within the National Capital Region so as to taper the rate of growth of Delhi. A series of these medium size ring towns would have a limited potential such medium sized towns would not also be able to relieve Delhi of any of its central area junctions which need to be given a new direction of growth. These towns no doubt would be needed to complete a picture of balanced growth around some of the topsided work centres in the region but they would not be adequate to solve the basic problem of curbing Delhi's growth.

Development of new centres of population outside the region to arrest such over crowding of people in Delhi seems, therefore, to be paramount requirement of the perspective planning of the region. The necessity of election of such new centres as 'countermagnets' has also been envisaged in the National Capital Region Planning Board Act 1985 which has been recently enacted by the Central Government. These work centres may be looked upon as tools to limit the growth of Delhi and thereby bring Delhi's continuing problem within feasibility of solution. These countermagnets, in a way, will act as a second best alternative to Metropolitan Delhi. The advantage of the countermagnet strategy is to ensure that the total population of NCR is as per the normal projection of 322 lakhs for the total region - both urban and rural, by the year 2001 AD and not for sudden spurts in population which may result from over-enthusiastic employment generating locations within NCR and to cater to limited objectives that would create a 'bulge' for subsequent corrective servicing.

As per the 1981 census there were 12 metropolitan cities as listed in table 'A' and it is estimated that by 1991 eleven more cities

would achieve metropolitan status (i.e. 1 million and above) as given in table 'B' (Fig.2). Out of these 23 metropolitan cities by 1991 the majority of them hold State capital status including Delhi as National Capital. Although these metropolitan cities are well distributed over the total geographical area of the country but still it would be imperat to promote some more large and medium cities to take the load of urban population in the existing metropolitan areas. A major constraint for development of large and medium cities is the development of infrastructure and cills to make the natural and distributing trade growth more viable. Hence the total number of such large and medium cities numbering 31 as per 1981 census in the range of half million to one million and about 20 in the range of 3 lakh to 5 lakh as per table 'C', some of these cities on a selective basis as countermagnets could be ensured for induced growth which could take over some of the burden from metropolitan cities which obviously will help sustaining migration of people to metropolitan cities and attract people through employment generation.

TABLE : A

ACTUAL AND PROJECTED POPULATION OF EXISTING AND EXPECTED METRO-CITIES OF INDIA (1981 AND 1991).

(Population in Millions)

A. EXISTING METROCITIES

Sl No	CITY	Actual Population 1981	1971-81 Annual-Growth-rate(%)	Projected Population for 1991
1.	Calcutta	9.17	2.69	11.96
2.	Greater Bombay	8.23	3.26	11.27
3.	Delhi	5.71	4.59	8.96
4.	Madras	4.28	3.04	5.75
5.	Bangalore	2.91	5.02	5.12
6.	Hyderabad	2.53	3.40	3.57
7.	Ahmedabad	2.51	3.70	3.65
8.	Kanpur	1.69	2.85	2.23
9.	Pune	1.68	4.03	2.49
10.	Nagpur	1.30	3.39	1.81
11.	Lucknow	1.01	2.14	1.24
12.	Jaipur	1.00	4.65	1.59

B. EXPECTED METROCITIES

13.	Combatore	0.91	2.22	1.14
14.	Patna	0.91	6.43	1.70
15.	Surat	0.91	6.40	1.60
16.	Madurai	0.90	2.42	1.14
17.	Indore	0.82	3.98	1.21
18.	Varanasi	0.79	2.72	1.30
19.	Agra	0.77	1.95	1.07
20.	Jabalpur	0.75	3.53	1.07
21.	Veroda	0.74	4.77	1.10
22.	Dhanbad	0.67	4.55	1.05
23.	Bhopal	0.67	5.73	1.17

SOURCE Task Force on Planning of Urban Development, Planning Commission, 1983.

Fig. 2

INDIA

Metropolitan Areas

1981

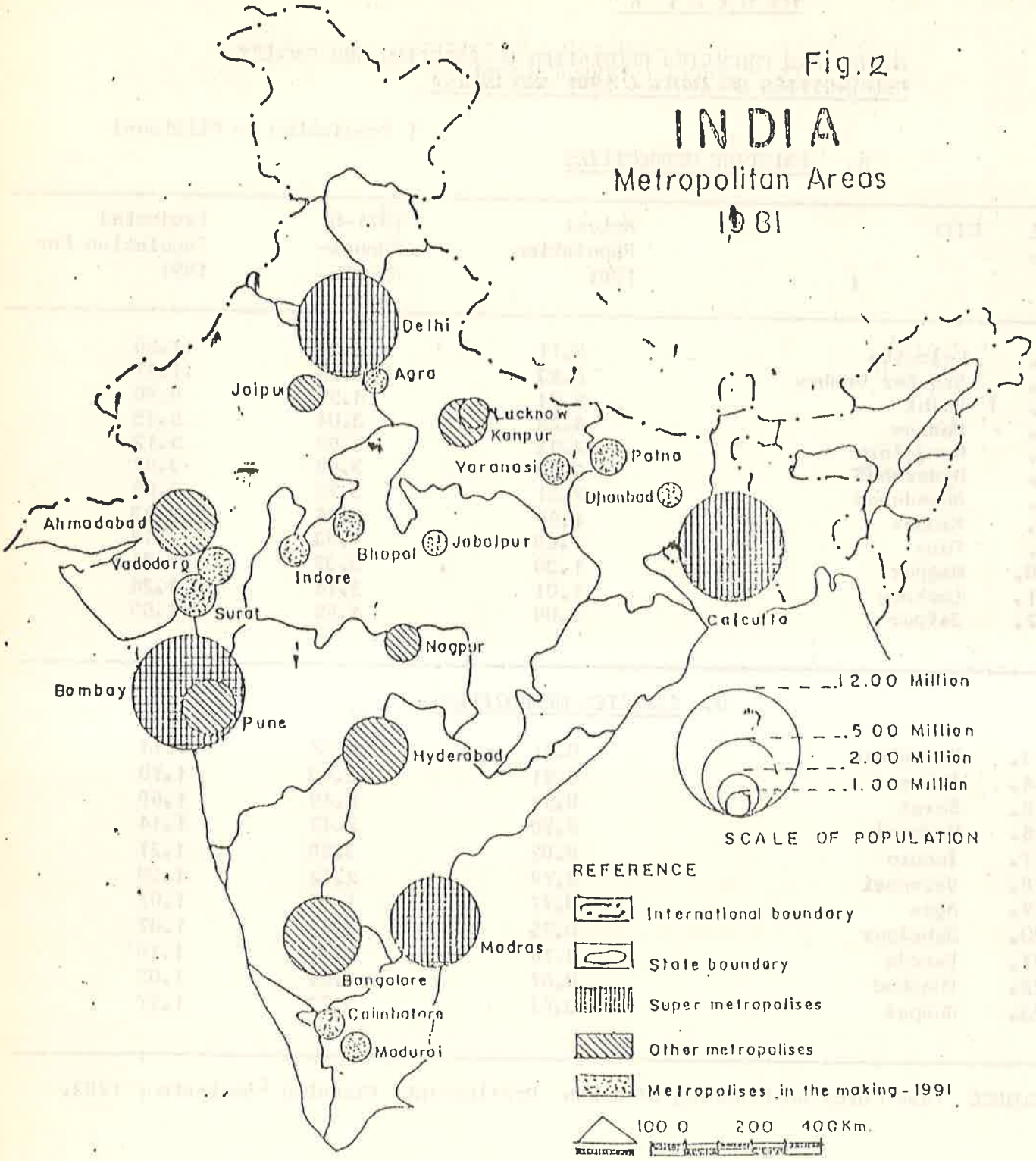


TABLE 'C'

Medium and Large Cities in the range of 3 to 5 lakhs and 5 to 10 lakhs population as per 1981 census.

Sl.No	Name of City	Population size 1981	
		3 to 5 lakh	5 to 10 lakhs
1	2	3	4
	ASSAM		
1.	Gauhati	-	5,50,000
	ANDHRA PRADESH		
1.	Vishakapattnam	-	5,94,259
2.	Vijaywada	-	5,44,958
3.	Guntur	3,67,219	
4.	Warangal	3,36,018	-
	BIHAR		
1.	Patna	-	9,16,102
2.	Dhanbad	-	6,76,736
3.	Jamshedpur	-	6,69,984
4.	Ranchi	-	5,00,593
	GUJRAT		
1.	Surat	-	9,12,568
2.	Baroda	[illegible]	7,44,043
3.	Rajkot	4,44,156	
4.	Jamnagar	3,17,037	-
5.	Bhavnagar	3,08,194	-
	HARYANA		
1.	Faridabad Complex	3,26,968	-
	KARNATAKA		
1.	Hubli-Dharwad	-	5,26,493
2.	Mysore	4,76,446	-
3.	Manglore	3,05,513	-
4.	Belgaon	3,00,290	-
	KERALA		
1.	Cochin	-	6,05,686
2.	Trivandrum	-	5,46,060
3.	Calicut	-	5,46,000
	MADHYA PRADESH		
1.	Indore	-	8,27,071
2.	Jabalpur	-	7,57,726
3.	Bhopal	-	8,72,329

(38)

1	2	3	4
4.	Gwalior	-	5,59,776
5.	Bhilai-Durga	4,90,158	-
6.	Raipur	3,30,973	-
	MAHARASHTRA		
1.	Ulhasnagar	-	6,48,149
2.	Sholapur	-	5,14,461
3.	Nasik	4,20,770	-
4.	Thane	3,88,577	-
5.	Kolhapur	3,51,073	-
6.	Aurangabad	3,16,245	-
	ORISSA		
1.	Cuttack	3,26,460	-
2.	Rourkela	3,21,326	-
	PUNJAB		
1.	LUDHIANA	-	6,06,250
2.	Amritsar	-	5,09,424
3.	Jalandhar	4,05,709	-
	RAJASTHAN		
1.	Jodhpur	-	5,06,345
2.	Ajmer	3,74,350	-
3.	Kota	3,46,928	-
	TAMILNADU		
1.	Coimbatore	-	9,17,155
2.	Madurai	-	9,04,362
3.	Tiruchirapally	-	6,07,015
4.	Salem	-	5,15,501
5.	Tirunelveli	3,24,034	-
	UTTARPRADESH		
1.	Varanasi	-	7,93,542
2.	Agra	-	7,70,352
3.	Allahabad	-	6,42,420
4.	Meerut	-	5,38,461
5.	Bareilly	4,37,801	-
6.	Moradabad	3,47,903	
7.	Gorakhpur	3,19,901	
	WEST BENGAL		
1.	Asansol	3,65,371	-
2.	Durgapur	3,05,830	-
	CHANDIGARH U.T.		
1.	Chandigarh	4,21,256	-
	JAMMU & KASHMIR		
1.	Srinagar	-	6,06,002
	Total Cities	28	31

CRITERIAS & YARDSTICKS:

It is important to mention here that it is only the purposeful selection of a counter magnet which will help in achieving the desired aim. It is in order to achieve this aim that specific locations for shifting and establishment of central government offices, undertakings, trade and Commerce, industries and important projects will have to be decided in these counter magnets. Some of the important criterias and yardsticks which will have to be kept in mind while selecting these counter magnets are as under:

1. These urban centres should generally be in the range of 3.00 lakh and above population so that a good social and physical infrastructure could be possible to augment further and attract new activities as a second best alternative to Delhi and other State Capitals.

2. The counter magnets should be located beyond a commutable distance i.e. at least 300 kms away from Delhi and 200 Kms away from state capitals.

3. The counter magnets should necessarily be concerned with major trunk road, rail such as National Highways, State Highways and should have good rail, road, air and telecommunication linkages with Delhi and other cities in the country.

4. The location must be able to provide all the necessary inputs for metropolitan development and must provide scope for its extension over the hinterland area when such a contingency arises. The location should not be drab and must offer a variety in its setting and an aesthetic potential for being exploited further.

5. To meet the growing needs of domestic and industrial consumption of water and power, the countermagnet should have enough water and power resources in its surrounding areas which can be used in future or augmented further and also be able to extend this in its hinterland.

6. The capitals of the states by virtue of their being administrative centres and towns of state and regional importance are likely to have enough growth potential of their own and hence should not be eligible to be selected as counter magnet.

7. The countermagnet should have adequate land available for further urban expansion.

8. The counter magnets should, as far as possible be in central part of India so that they may attract people from all parts of the country.

It will not be out of place to mention here that the success of the strategy of diverting incoming population to Delhi by way of providing job opportunities in government, quasi-government sector, trade and commerce sector, industries in these counter magnets largely depends upon policies of the Government and the extent to which they are implemented. The government plays a very active and positive role in this entire exercise. Government is at a key position as far as location of government and quasi-government offices in these counter magnets is concerned and a positive and determined lead from the government by shifting offices from Delhi to these counter magnets will both act as catalyst and also induce confidence in the minds of the private sector about assured prosperity of new development. In the present situation the strongest growth pole among the various activities is government and without government participation the objective can not be achieved.

While keeping the norms in mind for selection of countermagnets in order to achieve the specific locations for shifting of various functions of the government including offices under Public Sector, Trade and Commerce Industries, Locations of new establishments/projects, the following medium and large cities have been selected primarily to prepare a matrix to determine their order of merits as well as their suitability. These medium and large cities statewise are namely:-

ANDHRA PRADESH:

1. Vijaywada (population 544950 lakhs) 2. Guntur (population 367219 lakhs)
3. Warangal (population 336018 lakhs) 4. Karnool (population 296661 lakhs)

Bihar

1. Dhanbad (population 676736 Rakhs) 2. Ranchi (population 500593 lakhs)
3. Gaya (population 247778)

Gujrat

1. Surat (population 913567 lakhs) 2. Baroda (population 744043 lakhs)
3. Rajkot (population 444156 lakhs)

Karnataka

1. Hubli-Dharbad (population 526493 lakhs) 2. Mysore (population 476446 lakhs

CRITERIAS & YARDSTICKS:

It is important to mention here that it is only the purposeful selection of a counter magnet which will help in achieving the desired aim. It is in order to achieve this aim that specific locations for shifting and establishment of central government offices, undertakings, trade and Commerce, industries and important projects will have to be decided in these counter magnets. Some of the important criterias and yardsticks which will have to be kept in mind while selecting these counter magnets are as under:

1. These urban centres should generally be in the range of 3.00 lakh and above population so that a good social and physical infrastructure could be possible to augment further and attract new activities as a second best alternative to Delhi and other State Capitals.

2. The counter magnets should be located beyond a commutable distance i.e. at least 300 kms away from Delhi and 200 Kms away from state capitals.

3. The counter magnets should necessarily be concerned with major trunk road, rail such as National Highways, State Highways and should have good rail, road, air and telecommunication linkages with Delhi and other cities in the country.

4. The location must be able to provide all the necessary inputs for metropolitan development and must provide scope for its extension over the hinterland area when such a contingency arises. The location should not be drab and must offer a variety in its setting and an aesthetic potential for being exploited further.

5. To meet the growing needs of domestic and industrial consumption of water and power, the countermagnet should have enough water and power resources in its surrounding areas which can be used in future or augmented further and also be able to extend this in its hinterland.

6. The capitals of the states by virtue of their being administrative centres and towns of state and regional importance are likely to have enough growth potential of their own and hence should not be eligible to be selected as counter magnet.

7. The countermagnet should have adequate land available for further urban expansion.

8. The counter magnets should, as far as possible be in central part of India so that they may attract people from all parts of the country.

It will not be out of place to mention here that the success of the strategy of diverting incoming population to Delhi by way of providing job opportunities in government, quasi-government sector, trade and commerce sector, industries in these counter magnets largely depends upon policies of the Government and the extent to which they are implemented. The government plays a very active and positive role in this entire exercise. Government is at a key position as far as location of government and quasi-government offices in these counter magnets is concerned and a positive and determined lead from the government by shifting offices from Delhi to these counter magnets will both act as catalyst and also induce confidence in the minds of the private sector about assured prosperity of new development. In the present situation the strongest growth pole among the various activities is government and without government participation the objective can not be achieved.

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AGENDA ITEM NO. 4

Subject:- Co-option of Chairman-cum-Managing Director, Housing and Urban Development Corporation as a Member of the Planning Committee.

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The Housing and Urban Development Corporation is at present the only agency financing housing and urban development projects. It has been felt that the expert advise and assistance of the HUDCO could be a valuable addition to the deliberations in the Planning Committee. The Union Minister of Urban Development has approved the proposal to involve the HUDCO in the deliberations of the Planning Committee of the Board. It is, therefore, proposed to co-opt the Chairman-cum-Managing Director of HUDCO as a Member of the Planning Committee. Under Section 5 of the Act, the Planning Committee is empowered to co-opt Members.

Planning Committee may approve the co-option of the Chairman-cum-Managing Director, HUDCO as a Member of the Planning Committee.

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(Agenda Note sponsored by Govt. of Haryana)

AGENDA ITEM

INCLUSION OF GURGAON ON DELHI TELEPHONE NET WORK.

In the Haryana Region of NCR, Gurgaon, a rapidly upcoming urban centre, has assumed a great significance because of its contiguity to South Delhi. With the acceptance of its urbanisation proposals and growth potentials to accommodate a population of 7 lacs, it becomes imperative that as a first step towards the coordinated development of DMA towns, this area may be brought on Delhi communication net work. At present, out of all the DMA towns, only Gurgaon is on STD with Delhi, whereas all other towns viz. Faridabad, Ghaziabad and Bahadurgarh, are on the local net work. Since, now for Delhi an Autonomous Body is being set up for Delhi Telecommunication, which is aimed at improving the facilities of telephone and telex net work, it is very much necessary to include Gurgaon also in the ambit of this Corporation. This proposal shall be in consonance with the studies and decisions made earlier that the DMA has to be considered as a single entity for facilities and amenities to be provided therein.

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DEMOGRAPHIC FEATURES AND SETTLEMENT PATTERN IN THE NATIONAL CAPITAL REGION

The Planning Committee of the NCR Planning Board in its third meeting had detailed discussion on population projections in the National Capital Region, Delhi Metropoliton Area etc. Considering projected figures given by DDA to be adopted in its revised Delhi Master Plan, the figures provided by the Registrar General of Census and the draft recommendations of the Expert Committee on population appointed by the Planning Commission, the group had suggested the assignment of population to different areas within the region. The final figures arrived at regarding the projected population and assigned population for the sub-regions of the NCR and constituent units by the year 2001 is given in the Table I.

The Statement shows that while Delhi sub-region is to gain only 112 lakhs against a projected population of 132 lakhs, Haryana, Rajasthan and Uttar Pradesh sub-regions would have to gain 77 lakhs, 14 lakhs and 122 lakhs against their projected population of 72 lakhs, 12 lakhs and 109 lakhs respectivly. The strategy to be followed in terms of population accommodation in ~~the~~ Delhi and DMA is clear with an assigned population of 112 lakhs and 37 lakhs respectively. The approach to be evolved is to accomodate a total of 19 lakhs population besides the projected 68 lakhs population in the 'other towns outside DMA' of NCR.

One fact that has more relevance to this objective is about the migration pattern in to Delhi. According to 1981 census there were about 23 lakhs migrants in Delhi constituting about 37% of the total population. Migration into Delhi is equally from urban areas as from rural areas. The main cause of migration had been 'employment' followed by 'family movement'. This essentially requires any approach to revolve around urban centres and generating employment opportunities in them so that they not only allow potential migrants to stay put but also act as a attraction point for the migransts from rural areas.

The approach that could be followed to accomodate the assigned excess population in the towns outside DMA could be five fold.

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(1). Developing large number of urban areas, so that they form attractive points, through out the region.

(2). Developing a few select centres on a intensified scale so that they act as migrants capturing magnets.

(3). Developing intensively some small settlements/ locations.

(4). Developing urban combines/twin towns, which would contain a bigger town and a smaller settlement.

(5). Development of two strong metro-centres with in NCR as counter-magnets which can absorb 15-20 lakhs of population by 2001 AD.

However these approches are not contradictory and provide variation only in the matter of scale. Ever if the second approach is to be followed relatively smaller towns have to be developed as second priority towns over time.

Table-1: POPULATION ASSIGNMENTS BY 2001 A.D. For Delhi, D.M.A. TOWNS AND N.C.R.

S.	Area	(in lakhs) POPULATION 2001					
		Projected			Assigned		
		Total	Urban	Rural	Total	Urban	Rural
1.	Region	325	234	91	325	234	91
2.	Delhi sub-region	132	129	3	112	110	2
3.	Haryana sub-region	72	38	34	77	42.5	34.5
4.	Rajasthan sub-region	12	3.5	8.5	14	5	9
5.	Uttar Pradesh sub-region	109	63.5	45.5	122	76.5	45.5
6.	Delhi Metro-politan area						
	a) Total	170	166	4	150	147	3
	b) Delhi	-	-	-	112	110	2
	c) Haryana	-	-	-	21	20.5	0.5
	d) U.P.	-	-	-	17	16.5	0.5
7.	DMA Towns	-	-	-	37	37	
	a) Ghaziabad including Loni	-	-	-	11	11	-
	b) NOIDA	-	-	-	5.5	5.5	-

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c) Faridabad	-	-	-	10	10	-
d) Gurgaon	-	-	-	7	7	-
e) Bahadurgarh	-	-	-	2	2	-
f) Kundli	-	-	-	1.5	1.5	-
8. Other towns outside DMA						
a) Haryana	17	17	-	22	22	-
b) Rajasthan	4	4	-	5	5	-
c) U.P.	47	47	-	60	60	-

These approaches were discussed in detail by the Study Group on 'Demographic features and Settlement pattern of the Region'. While each one provides varied advantages and disadvantages, selection of any one would depend on the objectives in hand. The second approach which envisages 'Developing a few select centres on a intensified scale so that they act as migrants-capturing magnets' has been considered as one which could be appropriate with reference to the objective and operational factors. The inherent advantages in developing such a system of settlements are that

i. They are reasonably distant from Delhi so that population doesn't wish to stay in Delhi and commute to their work places in the region.

ii. These centres are roughly equidistant from Delhi so that selection of centres by the entreprenuers or population becomes a question of direction rather than distance.

iii. Identification of projects of a larger scale that can attract population of a substantial amount, with a higher financial assistance is possible.

iv. The centres being already well off interms of development, linkages and other resources provide optimal points for expansion of developmental activities at a minimal cost.

v. Effective monitoring is possible so that invested funds doesn't percolate into the system without substantial effect.

The best advantage besides the above from the operational point of preparation of the comprehensive plan

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is that these centres being among the beiggest urban centres ~~being among the beiggest urban centres~~ of the region and also provide greater agglomeration economies, any programme or development envisaged in these centres during the I-Phase programme could be suitably integrated in the comprehensive plan that would be prepared and finalised subsequently.

Greater development in certain settlements under the second approach may not be possible, due to physical constraints interms of land availability, ~~interms of land availability~~ and water availability etc., inspite of the fact they provide greater agglomeration economies. One such city is Meerut wherein there are constraints on three sides interms of XX land availability for further development. In such cases smaller settlements in the vicivity of bigger settlements could be identified and developed as an urban cobine/twin town so that land also could be gained at a cheaper cost while advantages of an agglemeration could also be ensured. Urban centres of the sub-regions of the constituent states were analysed and eventhough more centres could be selected and developed, during the interim Plan period which would portray the I-Phase programme, nine urban centres have been selected for immediate development. They are

i.	from Uttar Pradesh:	Meerut, Bulandshahr and Hapur.
ii.	from Haryana:	Panipat, Rohtak, Rewari-Darubera, and Palwal
iii.	from Rajasthan:	Alwar and Bhiwadi.

Potentials available for development in these centres in terms of accepting or accomodating additional and new activities were analysed. Settlement-wisee details regarding their characteristics and specialisation in economic activities and possible activities/industries that could be located/accomodated are given below.

i. Priority Towns from Uttar Pradesh:

MEERUT:

Meerut is the largest urban centre in whole NCR after Delhi and also in Western Uttar Pradesh. It is the headquarters of Meerut commissionery of which the whole UP Sub-region of NCR forms a part. It is an important industrial, trade and educational centre of Western UP. It has a medical college and a university. It is well connected with rail and road to the important urban centres of the

country and the state.

The infrastructure available at Meerut though inadequate in the context of devlopment convisaged for NCR is the best equipped among all the towns of UP. Sub-Rggion. The town is expected to grow to a population of 10.20 lakhs by 2001. Water may not be a problem in the growth of the town as tube wells can be easily sunk to procure fresh potable Water. Immense supply of land which can be developed is another possitive factor for the growth of this town because the terrain is flat and developmental activity can be undertaken at a reasonable cost.

The town's economy is well developed and is based on services, industries and commerce. As Meerut is situabed in a most fertile area of the state it could be developed as a service cum industrial cum trade centre. The following wholesale trades may be shifted and accommodated at Meerut.

- Grain Mandi
- Gur/Khandsari Mandi.
- Handloom
- Sports Goods.
- Agricultural implements.
- Fuels and oils.
- Motor Parts and Machinery.
- Hosiery.
- Publishing and Printing
- Surgical instruments.
- Pharmaceuticals and drugs.

The following types of industries may be shifted to Meerut.

- Consumer and sports oriented industry.
- Sugar.
- Fruits and beverages.
- Basic Metals.
- Manufacturing of Machinery.
- Printing and Publishing,
- Chemical and surgical instruments.
- Furniture (Steel).
- Paper and paper products.
- Engineering.
- Motor body building.
- Handloom.

A part from it, Government & Semi-Government Offices may also be shifted at Meerut.

BULANDSHAHR:

Bulandshahr is the district headquarters of Bulandshahr District. Bulandshahr is the 8th largest town of NCR excluding Delhi and third largest town of UP. Sub Region. As per 1981 census its population was 1,03,436 persons, out of which total main workers were 25,279, thus having a participation rate of 24.94%. About 93.90% of the

workers were engaged in non agricultural persuits. The town is expected to grow to a population 2,34,900 by 2001 ~~As projected by Registrar General of India~~. It is mainly a service town. If the infrastructure facilities are developed at par with Delhi and some incentives are given the town could be developed as an attractive industrial-cum-trade centre for taking load of Industries and whole-sale trade to be shifted from Delhi.

The trades which can be accommodated at Bulandshahr are as below:-

1. Vegetable and fruits.
2. Pulses.
3. Agricultural implements.
4. Clothes.

Industries which can be shifted to Bulandshahr are:-

1. Agrobasdd industries.
2. Agricultural implements and machinery.
3. Paper and Paper products.
4. Chemical and surgical instruments.
5. Wood and Wooden products.

Hapur:

Hapur is the 9th largest town of NCR excluding Delhi, 4th of U.P. Sub-region. Hapur is the Tehsil and Block head quarters in district Ghaziabad. As per 1981 Census its population was 1,02,887. Out of the total population, main workers were 26,585 thus having a participation rate of 25.97%. About 90 percent of the workers are engaged in non agricultural activities.

Being an important regional grain mandi, it is natural that Hapur would have the largest number of its factories in food products group. As a grain mandi it commands influence over the entire Northern India and in fact commodity rates prevailing in Hapur market have a great bearing on prices in other mandi towns.

Hapur is located on National Highway No.24 connecting the town with Delhi and Ghaziabad and Bareilly with Moradabad, Bareilly and Lucknow. It is also connected by rail to important urban centres of the country. Hapur is verywell connected and is located on main transport route. Warehousin-g activity for Food grains is also verywell developed at Hapur. Hapur has also been connected by STD

system with Delhi-a positive factor is increasing its potentialities of growth. Following-trades can easily be shifted to Hapur as climate is ripe there.

1. Food - Grain Mandi
2. Pulses Mandi
3. Gur / Khandsari Mandi
4. Timber Trade
5. Cloth
6. Vegetable & Fruits
7. Cycle and cycle parts.

The following types of industries have ample scope at Hapur.

1. Agro based industries.
2. Agricultural implements and machinery.
3. Wood and Wooden products.
4. ~~XXXX~~ Chemical & Surgical Instruments.
5. Drugs and Pharmaceuticals.

Apart from it Government, Semi-Government offices could also be shifted from Delhi to this town.

ii. Priority Towns from Haryana;

PANIPAT :

Panipat having population of 1,33,000 persons in 1981 and one of the biggest blankets manufacturing & handloom town of northern India is situated on National Highway No 1 and on the junction of Delhi-Amritsar, Jind-Panipat and Rohtak-Panipat Railway lines. It is one of the rapidly developing towns of Haryana as its population has increased by 56.8 percent during the decade of 1971-81. The town is famous for its wool manufacturing products as it produces Rugs, blankets, shawls etc. worth Rs.70 crores annually. One of the biggest thermal plant (220 M.W. capacity) of North India is also located at Panipat. An oil refinery is also being set up in an area of 810 acres with an outlay of Rupees 1200 crores. The other important projects include fertilizer plant, ~~XXXXXX~~ established with an investment of Rs.250 crores in an area of 180 hectares; Co-operative Suger Mill, Power grid station and a big grain Market. Keeping in view the growth potentials, the Developemtn Plan for the above town has been prepared for 5 lacs population by 2001 A.D. The Haryana Development Authority has developed residential and industrial urban estates covering an area of 250 hectares. Another 400 hectares are proposed to be acquired in next few years for residential and industrial development

of the town. Physiographically, the town is located on a level plain where underground water is found in sufficient quantity. Since, Panipat is a rapidly developing town of Haryana; its selection as priority town will help in containing the population influx within the National Capital. It is very well linked with U.P., Punjab, interior of Haryana & Rajasthan. Following broad functions can be assigned to Panipat:-

i) Woollen textile, Hosiery & food processing & Petro-Chemical Industries.

ii) Wholesale business of woolen & Textile goods and various offices relating thereto.

iii) L.P.G Bottling plant.

iv) Fertilizer distribution and offices relating thereto.

ROHTAK:

Rohtak is the District Haadquarters, located on National Highway No. 10 at a distance of 75 kms. from Delhi. Being a railway junction it is well connected with other parts of the country with railway net work. It had a population of 1,66,761 persons in 1981 and recorded a growth rate of 33.7 percent during the decade of 1971-81.

Rohtak is primarily an institutional town as it has number of state level institutio-ns such as University, Medical College and Hospital, two Ayurvedic Colleges, two Polytechnics, All India Radio Relay Centre, Eye Hospital, Industrial Training Institute, Tourist Complex, Hospital Engineering and College of Pharmacy, Six degree colleges and three Colleges of Education. It has also a strong commercial base as it has got big wholesale cloth market, grain market and a timber market. With the establishment of Sugar Mill, Milk plant, and spinning Mill,; the agro-based industrial economic base of the area has also got strengthened.

Keeping in view the growth potentials of the town; a Development plan for 3.25 lakh population for 2001 AD. has been prepared. Haryana Urban Development Authority has developed a Commercial Urban Estate in the centre of the town. However, a residential/industrial estate (58.62 hectares) is under development. Rohtak can impart following economic functions:-

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i)- Whole sale timber and cloth merchandise.
ii) Central Govt. offices and public undertakings.
iii) Educational and Medical institutions.
iv) Agrobased industries.

REWARI-DHARUHERA COMPEX :

Located at a distance of 93 kms. from Delhi, Rewari, a sub divisional headquarters, is an important historical and leading town of Mohindergarh Distt. It is properly linked with Delhi, other towns of ~~Haryana~~ Haryana, U.P. and Rajasthan by road and rail networks. It is a big brass Utensils manufacturing town of Haryana. As per 1981 census, the town recorded a population of 52562 witnessing a growth rate of 17.5% during the decade of 1971-81. The economic base of the town is being strengthenged ~~XXX~~ with the coming of industries like non-ferrous sheet metal, engineering, petro chemical and non-agro based industries.

An industrial township of Dharuhera is being developed by State Govt. close to Rewari on Delhi-Jaipur National Highway. Various large and medium scale industries such as cables, pharmaceuticals, steel pipes, chemicals, paper, Spinning Mills, fertilizer industries & Moped Industry have already been set up. A well planned industrial-estate in an area of 210 hectares has already been developed by HUDA at Dharuhera.

The Rewari-Dharuhera Complex will be developed jointly with an objective to segregate the industrial ad residential areas by providing a proper green belt in between. Whereas Dharuhera will provide mainly for industries & Rewari as administrative, Commercial and residential entity. Following functions can be assigned to this complex:-

i) Various large and medium scale industries at Dharuhera including chemicals, brass & metal industries. Spinning Mills, Ceramics Industries.
ii) Warehousing and godowns at Rewari.
iii) Central Govt. offices and public undertakings.

PALWAL TOWN :

Palwal town, situated at a distance of 50 kms. from Delhi on N.H2 is a sub divisional Head Quarter. The town is well connected with U.P. & Rajasthan by roads & railways. Palwal town had a population on 47,328 in the

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year 1901. Its population has increased by 30.72% during the decade of 1971-81. It has important grain, vegetable and fruit markets, besides, a timber market. The town enjoys the facility of one Civil Hospital and a degree and industrial training institute. Due to its locational advantages & rich hinterland, it was once considered as a favourable place for the Dry port. It can now be considered for developing following ecomomic functions:-

i) Whole sale grain, timber and vegetable markets.

ii) Dry port.

iii) Central Govt. & public undertaking offices.

Priority Towns from Rajasthan Sub-region:

Alwar:

Alwar with a population of about 1.50 lacs in 1981 is the langest town in the Sout - Western portion of NCR The draft master Plan for Alwar town has already been prepared for the horizon year 2001 which envisages population of Alwar to be about 4 lacs. First integrated programme was prepared in 1974 comprising of 19 schemes at a total cost of 534 lacs. Central assistance of Rs.140 lacs was made available for the project and the matching contribution was provided by the State Govt. and UTI, Alwar.

Alwar town has excellent polential to develop as a tourist centre. Further, it is accomodating the important wholesale trade centres of the region. Some of the trade functions that could be accomodated in Alwar are cloth trade, Bicycle trade, furits and vegetables, Iron & Steel and fuel oil trade. Strengthening of the existing timber related and Fins, skin and wool trades could be envisaged.

Bhiwadi town:-

Bhiwadi is located in the northern part of Rajasthan on its barden with Haryana, at a distance of about 8 kms. east of N.H.No.8 and is developing fast as an important industrial complex. It is only 75 kms. from Delhi and

is located on Sohana- Rewadi road linking National Highway No.8 with the State Highway No.13(Alwar-Delhi road). This town will also fall on the second ring road of NCR which connects Meerut, Khurja, Palwal, Rewadi and Rohtak towns. Substantial development has already taken place in the industrial Sector as RIICO is developing 1400 acres of land. It is expected that Bhiwadi shall have a population size of 2 lacs by the end of this century ie. 2001. Bhiwadi may be suitable for metal based ancillary industries.

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Standards/norms for the Urban Areas of NCR.

To achieve balanced development of the Region and also to achieve the NCR objectives, the areas coming with in the Region are required to be developed as self-contained growth centres and this requires drawing of uniform standards/norms to be adopted for the preparation of Master Plans/project plans for these areas. The Study Group on 'Uniform Standards/norms for the NCR' analysed this aspect and identified that this aspect has to be viewed from two angles, viz.:-

i. Physical measures in tterms of facilities/ amenities/space Standards to be provided/ adopted

ii. Standard practice interms of notations/ symbols to be adopted/used in the preparation of regional and sub-regional plans so that effective integration and comparison could be made.

For evolving such uniform Standards the Study Group analysed in detail, various Standards/norms being adopted/used at present by the constituant States and UT of Delhi. Certain important facts/accepted policy measures that guided suggesting such standards for NCR are:

i. tha-t the area around Delhi Union Territory is one of very fast growing interms of activity and population attraction and is expected deliberately to do so.

ii. that the region beyond DMA. containe several small and bigger towns of varied growth character. Under such conditions it may not be possible to suggest/adopt uniform space standards/norms for preparing master plans for the NCR towns.

iii. that the study Group on Human Settlements has gone in detail into the question of the approach to be adopted among the various alternatives in order to contain the

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outmigrating population and to attract the Delhi going population from the rural areas so that Delhi population could be contained with-in a specified limit, has identified that selection of some specific settlements/urban centres from among the centres of the region beyond DMA and developing them intensively during the Interim period and their subsequent integration in-to the comprehansive plan could be the best approach. Such an approach necessitates provision of physical and fiscal provisions at a greater scale. If these centres are to be so effective to attract activities and population that moves to Delhi at present, availability of facilities/amenities should be comparable to, if not higher than Delhi. Unless such centres offer all the facilities comparable to that of Delhi in addition to the cheaper land that should be available there that ~~which~~ would provide more incentives and compensate for the expected loss due to the distance from the agglomeration, their effectiveness to act as strong magnets to the extent of attracting activities against the pull of Delhi would be ~~under~~ questioned.

4. Considering these aspects, space Standards/norms to be adopted in the Urban Areas of NCR with respect to educational facilities, health facilities, communication facilities and essential services, civic and cultural-cum-entertainment facilities, facilities for industrial areas and commercial facilities have been suggested. The accepted space standards/norms to be adopted in the urban areas of NCR is given below.

1. <u>Educational Facilities</u>:

a)	Nursery School:	Nursery, pre-primary (creche) 1 for 2,500 population Area: 0.05 to 0.08 hec.
b)	Primary School:	1 for 5,000 population Area: 0.40 hec.

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c) Higher Secondary School :	1 for 10,000 - 15,000 population Area: 2 hec.
d) Academic (degree) College:	1 for 80,000 - 1 lakh population Area: 6 hec.

Provision of Univeristy campus, Technical & Vocational schools and professional colleges would vary depending on regional considerations/need.

2. Health facilities:

a) Dispensary:	1 for 15,000 population Area: 0.5 hec.
b) Health Centre:	1 for 20,000 population Area: 1 hec. with 20 beds min. (with residential and staff quarters)
c) General Hospital:	1 for every 80,000 - 1 lakh pop. Area: 8 hec. for 400 beds.
d) Hospital beds:	4 beds/1000 population.

3. Communication Facilities & Essential Services:

a) Sub-post office:	1 for every 10,000 populatio-n Area: 40 sq.m.
b) Post & Telegraph Office-cum-Delivery and booking with telephone Exchange of 10,000 lines:	1 for every 1,00,000 population Area: 1.0 hec.
c) Telephone Exchange:	Area: 0.7 hec.
d) Electric Sub-station:	Area: 0.5 hec.
e) Police Station with Staff Quarters:	1 for every 50,000 population Area: 0.8 hec.
f) Police post with staff quarters:	1 for every 20,000 population Area: 0.4 hec.
g) Fire Station with Staff Quarters:	1 for every 5 km. radial distance Area: 1.0 hec.

4. Civic & Cultural - cum-- entertainment facilities:

a) Civic centre (for community building & multi-purpose hall:	1 for 20,000 population Area: 0.8 hec.
b) Club	1 for 20,000 - 30,000 pop. Area: 0.8 hec.
c) Town Centre:	1 for 3,00,000 popula-tion Area: 24 hec., 02 to 0.25 hec. for 1000 population.

~~4.4~~ :-

D) Religious Building:	1 for 15,000 population Area: 35 hec. (location not at inter-section of roads and 60 m away from [illegible]
e) Church:	1 for 20,000 population Area: 0.25 to 0.4 hec. with parking (location in zonal shopping centres, business and commercial area and not in residential zone)
f) Recreational open space:	1.6 hec. for 1000 population
- Tot - lots :	0.4 hec. for 1000 population
- H.H. Play ground and park (District level):	0.3 hec. for 1000 population
- Central park (at Town level);	0.5 hec. for 1000 population (includes all open spaces at respective levels).

5 Commercial Facilities:

a) Retail shopping Centre: 6-10 shops for 1000 population

b) Hierarchy of shopping centre:

- convenience shops:	6-10 shops for 2000 population Area: 0.05 hec.
- Sector shops:	40-60 shops for 15000-20000 population Area: 0.4 hec. with open space (green area)
- Community Shopping:	80-100 shops for 60000 - 80000 population Area: 4 hec. (to include commercial offices hotels, cimema and green areas)

c) Whole-sale Commercial: to be provided at town level and area to vary depending on specialisation & ~~XXXXXXXX~~ requirements.

6. Facilities for Industrial Area:

(In insustrial area the main criteria considered for provision of infrastructural facilities are distance and extent of area)

a) Labour welfare centre:	One for 40 hec. Area: 0.2 hec.
b) Convenience Shops:	One for 40 hec. 5 shops of 10 sq.m. each.

c) Bus station:	One for 40 hec. Area: 0.2 hec.
d) Health centre:	One for 200 hec. Area: 0.6 hec.
e) Post Office:	One for 100 hec. Area: 0.04 hec.
f) Telephone exchange:	One for 100 hec. Area; 0.04 hec.
g) Banks:	One for 100 hec. Area: 200 sq.m.
h) Petrol pum-cum-service station:	One for 100 hec. Area: 30 x 45 m.
i) Police Station with Staff quarters:	One for 100 hec. Area: 0.4 hec.
j) Fire Station with Staff quarters:	One for 100 hec. Area: 0.8 hec.

ii. Standard practice interms of notations/symbols to be adopted/used in the preparation of regional and sub-regional plans so that effective integration and comparision is possible.

Topographic maps are generally available at 1: 2,50,000, 1:-50,000 and 1: 25,000. Plans/Drawings in NCR are being/to be prepared at various levels and for different purposes. At the regional level emphasis is mainly to indicate regional potentials, constraints for development and to indicate broad ~~X~~ strategies to attain the specified objective. Problems and points that are to be indicated would be at a higher level having inter-state characteristics. In such a case it would be advisable to prepare maps at 1:2,50,000 scale. Sub-regional Plans would be at a different level indicating the details as said above within each individual sub-regior Furthur they are expected to indicate existing and proposed facilities/amenities and detailed characters of the various sectors of the economy. Such maps may be prepared at 1: 50,000/ 1:1,00,000 scale. For each town detailed Master Plans could be prepared at 1:25,000 scale. However, this may vary depending on the areal extent and shape of the town under question.

to Delhi is made and adequate steps are taken to contain these elements. He invited the view of the members on the proposals contained in the note. Shri A.P.Singh pointed out that Modi-nagar had tremendous growth potential and it could be selected as one of the priority towns for intensive development. Shri Pardeep reacted that it would not be advisable to select Modi-nagar for induced growth as it will then become part of Delhi. Shri Gambhir(DDA) pointed out that whatever towns are selected for induced growth it has to be far away from Delhi but within the National Capital Region and that sufficient information is not at present available in respect of towns in the region and it is not known what type of induced growth would be necessary. The Chairman stated that each of these town has its own strong point and by just developing the infrastructural facilities will not bring-forth any result. A detailed study will be necessary to find out what economic activity will be best suited for all these towns. Shri J.C.Chopra advocated the selection of Palwal as one of the priority towns because of its great potential for growth and which is 50 kms away from Delhi. Shri Pradeep stated that by providing road and rail link, Palwal will develop by itself and it was for consideration whether additional investment is required for Palwal for intensive development. Shri Chopra reiteriated that Palwal may develop by itself in the normal course, but by providing other facilities for development of wholesale market it would attract more population to Palwal which will help reduce population pressure on Delhi. Shri A.P.Singh stated that Khurja is a town worth considering for intensive development. Shri Valiamparambil suggested that the criteria for selection of towns must be fixed first on the basis of time and distance. The proposal for construction of railway line between Khurja-Palwal-Rewari-Rohtak bye-passing Delhi was also mentioned. Shri H.S.Mathur stated that induced growth should be in towns far away from the Delhi Metropolitan Area and there should be curtailed growth in and around Delhi Metropolitan Area. The chairman pointed out that certain towns may develop in the normal course and if a town has a potential for growth it should be exploited so as to make use of it in achieving the objective behind the National Capital Region concept. After detailed discussion it was decided to include both Modi-Nagar and Palwal in the list of towns mentioned in the agenda note for intensive development and that after detailed examination the towns could be further short-listed.

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MINUTES OF THE 4TH MEETING OF THE PLANNING COMMITTEE OF THE NATIONAL CAPITAL REGION PLANNING BOARD HELD AT 11 AM ON 14.2.1986 IN THE CONFERENCE ROOM, NIRMAN BHAVAN, NEW DELHI UNDER THE CHAIRMANSHIP OF SHRI M.SHANKAR, MEMBER, SECRETARY, NCR PLANNING BOARD.

A list of officers who attended the meeting is annexed.

2. After a brief introductory discussion, the items on the agenda were taken up for consideration:-

AGENDA ITEM NO:1

SETTLEMENT PATTERN IN THE NATIONAL CAPITAL REGION

Shri T.K.Chatterjee explained the background and the issues examined by the study group on demographic features of the region and settlement pattern. The Chairman added that the Planning Committee had considered various policies and strategies in connection with the preparation of the regional plan. For effective formulation of the strategies to curb the growth of population in Delhi and effectively divert the migration to selected areas in the region, it was necessary to quantify the targetted populations especially for Delhi. The Board in its meeting held on 20.11.85 approved that the regional plan should be prepared on the basis of restricting the Delhi's population to 112 lakhs. He added that this figure has been arrived on the basis that efforts of the Board to develop the region will have a perceptible impact on the trend in population growth only in the second decade and that in the second decade the rate of inmigration will be brought down from the present 2 lakhs per year to 50,000 per year. In view of the ensuing large scale revision of Delhi Master Plan and the need for taking urgent steps to effectuate the objective behind the NCR legislation an interim land-use plan is proposed to be prepared by 31.3.1986 so that it will form the basis even for the revision of Delhi Master Plan. He explained that a number of alternative strategies have been discussed in the study groups. With the resource crunch, it would be prudent to select a few centres and concentrate all efforts and attentions on them so that the development will have an effect in curbing the migration of population to Delhi. He pointed out that Meerut, Bulandshahr, Khurja, Hapur, Rohtak, Panipat, Rewari, Sonepat and Alwar are tentatively proposed to be taken up for such development. He further added that if the growth of population is to be curbed it is necessary that proper identification of the areas and sectors which attract inmigrant population

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AGENDA ITEM NO:2

INVESTMENT PLAN FOR THE SEVENTH FIVE YEAR PLAN FOR THE NATIONAL CAPITAL REGION.

The Chairman informed the members about the preparation of an integrated investment plan by the Board on the basis of proposals received from the participating States. He also informed that the Chairman(UDM) of the Board has taken up the question of providing adequate funds for the National Capital Region schemes, with the Prime Minister, Finance Minister and the Planning Commission. He incidently mentioned about the loan facility being made available by HUDCO for taking up development of townships and requested the State Government representatives to discuss the matter with the Chairman, HUDCO in order to explore the possibility of financing some projects in their States through HUDCO. The general consensus was that the requirements of funds indicated in the investment plan should be an additionality to the allocations already made in respect of the Central Ministries, etc., in the Seventh Plan. It was also suggested that the allocations made for the programmes coming under the National Capital Region schemes should be made 'special component' so that the funds are not diverted for any other scheme in accordance with the priorities of each State. Shri B.M.Khanna enquired about the suggestion for levying a cess for development of communication facilities while deciding the sale price of developed plots. In the last meeting of the Planning Committee it was decided to constitute a small group to go into this question under the Chairmanship of Shri Ramakrishna. The Chairman announced the constitution of the group with the following members on the basis of nominations received from the States and Delhi Union territory:-

1. Shri R.Ramakrishna,
   Secretary, Local
   Self Government,
   Govt. of Rajasthan. ... Chairman.

2. Shri B.M.Khanna,
   Deputy Director General,
   M/O Telecommunications. ... Member.

3. Shri B.N.Singh,
   Secretary, Housing and
   Urban Development, Govt.
   of Uttar Pradesh. ... Member.

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4. Shri P.K.Loriya, Commissioner, Rajasthan Housing Board, Jaipur ... Member.

*5. Shri J.C.Gambhir, Director (PPW), Delhi Development Authority. ... Member.

6. Shri B.D.Gulati, Chief Coordinator Planner(NCR), Gurgaon. ... Member.

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*Though the Delhi Administration had nominated Shri S.C.Vajpeyi, Secretary(L&B), he has since retired it was decided at the meeting that Shri Gambhir would be nominated.

2. Some members mentioned about the World Bank assistance for the National Capital Region schemes. It was pointed out that as a matter of policy no programme is taken up in the National Capital with any bilateral assistance and that the State Governments could pose their projects for World Bank assistance through UD Division in the Ministry. The Chairman also mentioned about the Belapur railway project for which CIDCO proposes to raise Rs.105 crores. He wondered whether it was possible to consider a similiar arrangement for NCR schemes. Members pointed out that it was necessary to indicate the funds that may be available for each State because the formalities for acquiring land for public purposes have to be completed much in advance and it was necessary to freeze the required land immediately. Shri Gambhir(Power Ministry) pointed out that the integrated investment plan does not mention any additional funds for meeting the Power requirements in the National Capital Region. The Chairman stated that though it was worked out that an investment of Rs.200 crores would be necessary in the Seventh Plan for meeting the needs of the power sector, the Central Electricity Authority had indicated that no additional funds would be necessary and that the requirements of National Capital Region would be met from within the funds allocated for the Ministry of Energy. There was a mention about the proposal to establish a Power Development Finance Corporation for financing specific projects. It was decided that the matter will be examined afresh in consultation with the Ministry of Energy(Department of Power) and the Central Electricity Authority in regard to requirements of additional funds in the power sector.

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AGENDA ITEM NO:3

CRITERIA FOR SELECTION OF COUNTER-MAGNET AREAS.

The Chairman pointed out that the paper prepared by the Town and Country Planning Organisation suggests the yard-sticks for identification of the counter-magnet areas. The Chief Planner had suggested that urban centres within a radius of not less than 150 kms. and not more than 500 kms. from Delhi be considered as part of the National Capital Region strategy. The Chairman pointed out that the note prepared by the Town and Country Planning Organisation deals with the question on an All India basis whereas it would be desirable to identify areas in the neighbourhood of the National Capital Region. In this connection he drew the attention of the members to the relevant section in the legislation which laid down that the counter-magnet areas should be selected having regard to its location, population and potential for growth which may be developed in order to achieve the objectives of the regional plan. Shri Gurumukhi explained the background and the paper prepared by the Town and Country Planning Organisation and pointed out that the regional disparities could not be ignored because persons from all over the country were migrating to Delhi for better opportunities; that if NCR concept envisages de-centralisation of trade, commerce and wholesale trade, etc., then it need not necessarily be only in the c vicinity of the National Capital Region but it should be shared by the entire country. He was of the view that merit of and potential of each city has to be studied in all parts of the country as this related to the human settlement perspective at the national level. Several alternative suggestions contained in the paper circulated were discussed. Shri Gambhir(DDA) suggested that while selecting the area the existing special type of activity and its suitability for locating a specific type of new activity has to be kept in view. The general consensus was that the item required further study. Shri Gurumukhi was requested to prepare a fresh paper keeping in view the discussions at the meeting and taking into account the areas coming within a radius of about 500 kms. from Delhi.

AGENDA ITEM NO:4

CO-OPTION OF CHAIRMAN-CUM-MANAGING DIRECTOR, HUDCO.

The Planning Committee approved the co-option of Chairman-cum-Managing Director, HUDCO as a

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member of the Committee.

AGENDA ITEM NO:5

INCLUSION OF GURGAON ON DELHI TELEPHONE NET-WORK

Shri B.M.Khanna promised to recommend the proposals to his department. However he pointed out that if Gurgaon remains outside Delhi telephone net-work it is likely to get a higher priority.

AGENDA ITEM NO:6

STANDARDS/NORMS OF URBAN AREA OF THE NATIONAL CAPITAL REGION.

The members pointed out that there was agreement on standards proposed but as regards space norms they pointed out that each States has got its own special norms and if uniform norms are prescribed it will create problems. It was also pointed out that compared to norms prevalent in Delhi the norms in the States are more liberal. The State Governments will forward their comments, if any, on the norms mentioned in the notes circulated.

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

*****

No.K.14011/25/85-NCRPB
Government of India
NCR Planning Board
'C' Wing, Nirman Bhavan
....
New Delhi, dated the 25.2.1986.

Copy forwarded for information and appropriate action to all the members of the Planning Committee.

Rangarajalakshmi

(Mrs V.R.Sundaram)
Deputy Director
Tele:388709

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4TH MEETING OF THE PLANNING COMMITTEE OF THE NATIONAL CAPITAL REGION PLANNING BOARD HELD ON 14.2.1986 IN THE CONFERENCE ROOM, NIRMAN BHAVAN, NEW DELHI.

PRESENT

1. Shri M.Shankar, Member Secretary, NCR Planning Board.
2. Shri R.Ramakrishna, Secretary, Local Self Government, Government of Jaipur.
3. Shri H.S.Mathur, Chief Town Planner, Government of Rajasthan, Jaipur.
4. Shri A.P.Singh, Secretary, Housing and Urban Development Department, Government of Uttar Pradesh, Lucknow.
5. Shri B.N.Singh, Jt.Secretary, Government of Uttar Pradesh, Housing and UD Deptt.
6. Shri N.S.Mehri, Chief Town Planner, Government of Uttar Pradesh.
7. Shri R.L.Pradeep, Joint Secretary, Government of India, Ministry of Urban Development.
8. Shri J.C.Chopra, Chief Planner, Government of Haryana.
9. Shri K.T.Gurumukhi, Town and Country Planner, Town and Country Planning Organisation.
10. Shri B.M.Khanna, Deputy Director General(TP), Ministry of Tele-communications.
11. Shri D.P.Seth, Director, Tele-communications.
12. Shri S.P.Mital, ADG, Telecommunications.
13. Shri V.A.Valiaparamphil, Jt.Adviser, Planning Commission.
14. Shri Y.P.Gambhir, Director, Department of Power.
15. Shri J.C.Gambhir, Director(Planning), Delhi Development Authority.
16. Shri M.S.Jayanth, Joint Director(Planning), Railway Board.
17. Shri M.K.Bhalla, Superintending Engineer, Department of Surface Transport, Ministry of Transport.

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I M M E D I A T E

No.K.14011/27/86-NCRPB
Government of India
NCR Planning Board
'C' Wing, Nirman Bhavan

New Delhi, dated May 2, 1986

MEETING NOTICE

Subject:- Fifth meeting of the Planning Committee of the National Capital Region Planning Board to be held on May 16, 1986 at VIGYAN BHAVAN, New Delhi.

....

The next meeting of the Planning Committee of the National Capital Region Planning Board will be held on ~~Friday~~ the ~~16th~~ 21st May, 1986 at Vigyan Bhavan (Committee Room No.E), New Delhi, to discuss the draft of the 'Interim Development Plan for the National Capital Region'. The programme will be as under:-

10.00 Hrs to 13.00 Hrs. .. Discussion.
13.00 Hrs to 14.00 Hrs. .. Lunch.
14.00 Hrs to 17.00 Hrs. .. To continue discussion.

2. A copy of draft 'Interim Development Plan for the National Capital Region' is enclosed.

3. Kindly make it convenient to attend the meeting.

(Mrs V.R.Sundaram)
DEPUTY DIRECTOR
Tele:3012399/
3018743

Encl : As above.

To

1. Member Secretary, NCR Planning Board, New Delhi. (Shri M.Shankar).
2. Shri R.L.Pardeep, Joint Secretary(UD), Ministry of Urban Development, New Delhi.

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3. Shri Prem Kumar, Vice Chairman, Delhi Development Authority, New Delhi.

4. Shri J.K.Duggal, Secretary, Town and Country Planning Department, Government of Haryana, Chandigarh.

5. Shri A.P.Singh, Secretary, Housing and Urban Development Department, 2nd floor, Vikas Bhavan, Government of Uttar Pradesh, Janpath, Lucknow-260 002.

6. Shri R.Ramakrishna, Secretary, Local Self Government, Government of Rajasthan, Jaipur.

7. Shri P.S.Bhatnagar, Secretary(L&B), Delhi Administration, I.P.Estate, New Delhi-110 002.

8. Shri H.S.Mathur, Chief Town Planner, Government of Rajasthan, Jaipur.

9. Shri E.F.N.Ribeiro, Chief Planner, Town and Country Planning Organisation, Vikas Bhavan, I.P.Estate, New Delhi-2.

10. Shri N.S.Johri, Chief Town Planner, Government of Uttar Pradesh, Lucknow.

11. Shri G.Madhavan, Director, Town and Country Planning, Government of Haryana, Chandigarh.

12. Shri V.A.Valiaparambil, Joint Adviser (Transport), Planning Commission, New Delhi.

13. Shri E.S.Wakale, Deputy Director General(TP), Ministry of Tele-Communications, Sanchar Bhavan, New Delhi.

14. Shri L.R.Kadiyali, Chief Engineer(Planning), Ministry of Shipping and Transport, New Delhi.

15. Shri R.M.Raina, Director(Planning), Ministry of Railways, New Delhi.

16. Shri Y.P.Gambhir, Director(Power), Ministry of Energy, Department of Power, New Delhi.

17. Shri S.K.Sharma, Chairman-cum-Managing Director, Housing and Urban Development Corporation, HUDCO House, Lodi Road, New Delhi-110 003.

J/-

I N D E X

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I

SUMMARY OF POLICIES SUGGESTED FOR ADOPTION IN THE INTERIM PLAN FOR THE DEVELOPMENT OF NATIONAL CAPITAL REGION

INTRODUCTION

The population of Delhi has been growing at a very high rate since it became the national capital. While in comparison with the other towns of the country in terms of rate of growth it is one among the three cities which has been recording an average annual growth of more than 50% since 1951, among the four metropolitan cities, Delhi, which started at the bottom, is now third and if the trend continues as in the past, it will outstrip both Bombay and Calcutta and may rank as the first in terms of population by the 21st Century. While there is a need for containing the growth of the metropolitan cities in general, Delhi needs specialised attention, it being the national capital. On the one hand it is necessary to maintain - where it is satisfactory at present - and improve - where it is necessary - the amenities and environment of the city since it is an international city and it ought to demonstrate the image of the country. On the other hand being the national capital it is a sensitive city and any breakdown in the law and order situation resulting from the breakdown of any of the services would have serious repercussions. Thus, the raison-d'etre of the region is Delhi and any planning of the region has to start from Delhi outwards.

There is a felt need for containing the growth of population in Delhi. Thus, in suggesting a plan for the region measures have to be suggested which will curb the growth of population in Delhi. However, while suggesting these curbs it has to be ensured that the over-all quality of life in the city is not affected. In fact the objective is to enhance it. Similarly, while suggesting the plan for development of the region it has, at the same time, to be ensured that the measures suggested do not result in the region and the core area Delhi both growing at a faster rate than they have experienced in the past. Thus, the policies that have been suggested have taken into consideration the above aspects and while keeping the growth of population in the region as a whole to remain as projected by the various experts, a re-distribution

has been suggested so as to take the pressure off Delhi and provide for a planned and viable growth of the region.

PERSPECTIVE

The plan has been prepared with 2001 as the perspective. Even though with the fixing of 2001 A.D. as the horizon - the period of the plan gets reduced to 15 years or less, it has been felt necessary to stick to 2001 primarily on account of the fact that the Master Plan for Delhi is being prepared with the year 2001.

OBJECTIVE

With the regional population remaining at the projected 325 lakhs of which 234 lakhs will be urban and 91 lakhs rural in the year 2001, the main objective of the regional plan is to restrict the share of Delhi sub-region to 112 lakhs as against the projected 132 lakhs (or a 148.5 lakhs as projected by the Perspective Planning Wing of the Delhi Development Authority). While restricting the growth of Delhi it is necessary to ensure that the difference in the growth is contained within the region in a planned manner. It is also necessary that the resultant extra growth in the region outside Delhi is of such a nature that it will have an over-all effect in the entire region stimulating its regulated and orderly growth in and around the poles selected for development.

Mere restriction of population by itself will not be sufficient to improve the quality of life in Delhi. It is necessary that the green areas are preserved and the environment is conducive to a healthy growth. The present sprawl of urbanisation around Delhi is least conducive to promoting the above. It has, therefore, been felt necessary that in addition to restricting the population of Delhi it would also be necessary to contain the growth of urbanisation in the immediate environs of Delhi and hence certain restrictions are proposed for the area which is termed as the Delhi Metropolitan Area. Again, while containing the future growth of this area it is necessary that the existing situation is improved so that better integration with the core area is brought about so that without being points of attractions for the people from outside they become attractive for voluntary shifting of population from

the core area to these places.

If the growth of Delhi is to be restrained while keeping the regional growth as projected, it is necessary to stimulate induced development of some areas of the region. Various alternative strategies were discussed and it was decided that considering the financial, administrative, managerial and other constraints it would be advisable to restrict the induced growth to a small number of towns which have exhibited strong characteristics of growth in the past and which have the potential to absorb the increase in population given the necessary inputs. Accordingly, the towns of Meerut, Hapur, Bulandshahr-Khurja, Palwal, Alwar, Rewari-Bhiwadi-Dharuhera, Rohtak and Panipat have been identified as the towns or complexes that could be developed so as to absorb the increased population.

In the past the development of towns to stimulate induced growth of population has been synonymous with schemes of land acquisition and development. There had been a facile assumption that if serviced land requirements for the additional population is met the towns would automatically grow. This assumption has been proved to be in-correct and considering that the growth of cities is more on account of job seeking in-migrants rather than an employed person seeking a house or serviced land, it is necessary to provide an economic base for the growth of the towns. Similarly, in trying to curb the growth of population in Delhi the economic factors which govern such growth have to be carefully identified and steps suggested so as to contain this growth. The success of the entire proposals contained in the plan will depend on the economic measures rather than the other measures suggested. The other measures suggested are only to support, strengthen or to take care of the requirements of such economic growth.

Transport is essentially looked upon as a service. However, it has also its economic bye-products and a sound transport policy will not only service the population but also prove to be a catalyst for the growth of the identified areas and also channelise the direction of growth. The main objective of the transport plan for the region is to provide good connections to the central core area while discouraging the transit of goods and passengers through

the core area by providing alternative routes that will by-pass the core area. The by-passes will add an economic base for the development of these areas.

For the proper development of the region it is necessary to ensure the availability of the urban infrastructure of a quality and standard not very much inferior or different from that obtaining in Delhi. Accordingly, policies have been suggested for the provision of physical infrastructure and also for the development of power.

With the above objectives and suggested strategies in view, a package of policy directives to be adopted are enumerated below under the various headings :

[A] POPULATION POLICY

P.P. 1 To control the growth of population of Delhi to 112 lakhs by the year 2001.

P.P. 2 To control the growth of population in the towns in the Delhi Metropolitan Area so as to restrict it to a total of 37 lakhs by 2001, with the individiual towns having the growth restricted to accommodate the populations as mentioned below

Ghaziabad including Loni	11 lakhs
NOIDA	5.5 lakhs
Faridabad	10 lakhs
Gurgaon	7 lakhs
Bahadurgarh	2 lakhs
Kundli	1.5 lakhs
Rural	1 lakh

P.P. 3 The region is to be planned for a total population of 325 lakhs with an urban component of 234 lakhs.

[B] SETTLEMENT PATTERN

S.P. 1 To counter-act the pull factors exerted by Delhi and also to absorb the difference in the projected growth and the assigned population of both Delhi and the Delhi Metropolitan Area, the following towns in the region are to be developed for the populations noted against each :

Meerut	13 lakhs
Hapur	6 lakhs

Bulandshahr-Khurja	10 lakhs
Palwal	3 lakhs
Alwar	5 lakhs
Rewari-Bhiwadi-Dharuhera	3 lakhs
Rohtak	5 lakhs
Panipat	5 lakhs

Based on the above urban centres a four tier system of settlements has to be evolved to include regional centres, sub-regional centres, service centres and basic villages. The funtional character of these centres are to be identified in terms of the available infra-/structural and social services.

[C] POLICY REGARDING ECONOMIC ACTIVITIES

Both in order to curb the growth of population in Delhi and to induce growth of population in selected towns the following three major employment generators have been identified for dispersal.

1. Location of industries
2. Location of Central Government & Public Sector Offices
3. Location of Whole-sale & Distributive Trade & Commerce

E.P. 1 LOCATIONAL POLICY FOR INDUSTRIES

(a) Strict Control within Union Territory of Delhi

(i) While continuing the present policy of not promoting location of medium and large scale industries within Delhi, location of even small scale industries are to be restricted to those which are required either for providing or servicing the consumer needs of Delhi's population. All applications should be referred to a special Group constituted by the Board for checking such industries.

(ii) All non-conforming industries occupying more than 500 square metres of floor space should be shifted outside Delhi. A Committee should be set up to identify such industries for dispersal. The Committee should also be charged with the responsibility of selecting an alternative site for shifting these industries within the region.

(b) Control outside Delhi but within the DMA

No large scale or medium scale industries should be permitted to be set up in the Delhi Metropolitan Area. Only small scale

units should be permitted.

(c) Incentive for industries outside the DMA but within the National Capital Region

The towns selected for priority development in the plan should have a strong industrial content and incentives should be given for the location of large, medium and small scale industries by developing industrial estates and offering other incentives in these towns. In addition to these towns, there should be no restrictions on the growth of industries in the Region except in the areas reserved for conservation.

E.P. 2 LOCATIONAL POLICY FOR CENTRAL GOVERNMENT AND PUBLIC SECTOR OFFICES

(a) Strict control within the Union Territory of Delhi

With regard to Government offices, the present policy and mechanism for screening the location of new government offices and expansion of existing government offices should be continued. The main criteria for location of offices in the capital should be that they perform the Ministerial functions, protocol function or liaison function which by their nature cannot be performed anywhere else except in the national capital. The existing offices which do not perform any of the above functions should be shifted from Delhi. The jurisdiction of the Committee which already exists in Government for scrutinising and screening of opening of new government offices and expansion of government offices in Delhi should be enlarged to include the public sector offices. The Committee should further identify those public sector offices or parts of their offices whose location in Delhi is not justified on the above three criteria.

(b) Control outside Delhi but within the D.M.A.

(i) A similar control on the opening of new central government and public sector offices in the DMA towns should be exercised. Relocation or expansion of government offices which have ministerial, protocol or liaison functions which make it incumbent upon them to be located in Delhi should be encouraged to be shifted or opened in the DMA towns.

(ii) In so far as public sector undertakings are concerned

the restrictions on their opening new offices or expanding the existing ones should apply equally to the DMA area. However, relocation of those offices whose existance or continuance in Delhi are justified may be encouraged.

E.P. 3 LOCATIONAL POLICY FOR WHOLE-SALE AND DISTRIBUTIVE TRADE AND COMMERCE

(i) Disincentives within Delhi

An approach of disincentives to the wholesale trade which are not directly consumed in Delhi should be adopted. Only those wholesale trades, atleast 60% of which are directly used and consumed in Delhi and are not hazardous in nature and do not require extensive space, should be allowed to continue and developed in Delhi.

(ii) Controlled development outside Delhi but within D.M.A.

The policy of checks and disincentives is also to be followed in case of DMA towns but with some relaxations. The whole-sale trades which are directly used and consumed in Delhi and DMA towns should only be allowed. There are certain whole-sale trades in Delhi which are hazardous becuase of their location in congested areas and due to bulk handling activities such as plastic and PVC goods, chemicals, timber, food grains, iron and steel and other building materials. These whole-sale trades should be encouraged to develop in DMA towns.

(iii) Outside D.M.A. but within NCR

It is proposed that as a matter of policy, incentives, concessions and infrastructure should be made available in the regional towns to encourage and accelerate the growth of trade. New trade functions with high growth potential should be identified and located outside Delhi and DMA to cater to the specified roles assigned to the selected towns.

[D] POLICY REGARDING LAND USE

L.P. 1 POLICY FOR AGRICULTURAL LAND

Agriculture froms an important part of the economy of the NCR. Roughly 80% of the total area of the region is used for agriculture and its allied activities and more than 50% of the total workers

are engaged in primary sector activity. Therefore, it is imperative to design policies for agricultural development.

L.P. 2 The new employment opportunities are proposed in the non-agricultural sector and consequent concentration of population in the selected priority settlements would need expansion and the expansion would have to be met mostly from the existing agricultural land. This necessitates a rational policy of utilisation of less valuable land for urban expansion and as far as possible un-productive or barren land for location of urban/industrial centres.

L.P. 3 The reduction of agricultural land may be caused by the creation of lakes, reservoirs, flood protection works, urban water supply schemes and irrigation works. This also calls for an intensive utilisation of available agricultural land for production purposes.

L.P. 4 Intensive food production units which are subject to planning control will only be permitted in the rural areas where they do not conflict with policies for conservation or environmental protection. The improvement for reclamation of land for agricultural use will normally be permitted where this would not seriously conflict with landscape, archeological or nature conservation policies. Development will not normally be permitted where it would result in the permanent loss of forest land.

L.P. 5 The land reclaimed by flood protection have to be reserved for agriculture.

L.P. 6 POLICY FOR FOREST DEVELOPMENT

L.P. 7 The policy for development of forests should aim at preservation, improvement of existing forest areas in the Alwar tehsil and along the Ganga river in the U.P. Sub-region.

L.P. 8 Tree plantation should be carried on the cultivable wastes, barren lands and public lands.

L.P. 9 In each settlement tree plantation programme like social forestry should be speeded up for the amelioration of local, physical and economic condition and for the production of fuel wood for local consumption.

L.P. 10 Restriction on conversion of forest lands for agricultural purpose.

L.P. 11 POLICY FOR LAND FOR URBAN DEVELOPMENT

The projected urban population of 234 lakhs in the region means an addition of 143 lakhs to the urban population existing in 1981. For this additional population to be accommodated nearly 2.8 lakh hectares of land would be required on existing overall average density of the towns in the region. However, it is necessary to conserve agricultural and other lands and minimise the area of land getting urbanised. If properly planned, most of the existing towns, especially the DMA towns and priority towns can accommodate additional population by re-densification thus reducing the need for additional land. It has been estimated that in Delhi urban area the proposed addition of 55 lakh population could be accommodated in 17000 hectares. Similarly, in the DMA towns the additional 29.5 lakhs can be accommodated in 10000 hectares. In the 8 towns and complexes selected for priority development, land of the order of 20000 hectares could be sufficient. Thus, it would be seen that for accommodating nearly 120 lakhs a total additional area of 47000 hectares may be adequate.

L.P. 12 POLICY FOR REGIONAL RECREATIONAL AREAS

L.P. 13 Area of general level amenities as regional parks in the proximity of the metropolis could be developed.

L.P. 14 River front as recreational areas by developing them and making them more accessible for such use.

L.P. 15 Historical monument, natural and areas of scenic beauty, both existing and potential, and forest land, should be preserved.

L.P. 16 Parks in rural areas noted for their landscape and scenic beauty which could be used as picnic spots.

L.P. 17 National Park/wild life/Bird sanctuary vicinity of the region could be developed for tourist attraction.

L.P. 18 POLICY FOR NATURE CONSERVATION

To achieve the overall development of the NCR without destruction of its natural environment all economic activities need to be well planned. Special attention should be given to check the damage to the environment by man's interference for development purpose.

L.P. 19 Development which is likely to affect adversely sites of special scenic beauty or national or local nature reserves will not be permitted.

L.P. 20 Full account will be taken of feature of importance to nature conservation when considering major development proposals.

L.P. 21 Special attention will also be given to protection of special landscape areas and areas sensitive to development pressures.

L.P. 22 POLICY FOR GREEN BUFFER

The NCR plan aims to improve the physical environment of the whole region. This would be achieved by ensuring both existing uses within the region and the development which are contemplated by the proposals. The green buffer will support the promotion of the priority settlements/areas by controlling the growth of their built up areas. Besides, the green buffer will prevent neighbouring settlements from merging and help to preserve their special character.

L.P. 23 The character of the buffer zone will be retained, protected and enhanced wherever possible by safeguarding areas of mainly open rural areas to take account of the interest and needs of agriculture and provide a source of recreation.

L.P. 24 The green buffer zone policies are designed to restrain the encroachment of urban activities into the open rural areas. The buffer zone could be used for the purposes of agriculture, horticulture, forestry and other uses appropriate to the character and function of the buffer zone.

L.P. 25 The establishment of outdoor sport, recreation or leisure facilities to meet the needs of community could be directed to the suitable part of the buffer zone.

L.P. 26 Mining activities and brick kilns could be permitted in the buffer zone, subject to their conforming to the restrictions to be imposed in the nature of minimum distances from roads, schools, public places and habitation etc., and further to strict atmospheric pollution restrictions.

L.P. 27 The ridge which extends as a spur from Delhi right upto Alwar and beyond and the forest areas adjacent to it need to be preserved carefully. No urbanisation proposals are to be entertained in areas falling in this ridge.

[E] TRANSPORT AND TELECOMMUNICATION POLICIES

OBJECTIVE

The Regional Transport strategy for the NCR should promote and support the economic development of the Region and relieve the capital of traffic congestion. As such it requires :

(i) to inter-connect among each other the regional urban centres lying in the outer areas of NCR.

(ii) to connect them with the capital by fast mode of transport which would require better road and rail connections.

(iii) to integrate road and rail services in the intra-urban area of Delhi and also in DMA.

(iv) to develop new loading and un-loading facilities outside Delhi Union Territory for goods coming from outside the region for distribution in Uttar Pradesh and Haryana so as to avoid unwanted load of good traffic on the roads of Delhi urban area.

Regional Transport Policy

ROADS

T.P. 1 Development of the stretches of NH-1 (Delhi-Panipat), NH-2 (Delhi-Palwal), NH-10 (Delhi-Rohtak), NH-8 (Delhi-Gurgaon), NH-24 (Delhi-Ghaziabad) and existing State highway between Ghaziabad-Meerut to four lane divided C/W to be known as M-1 Motor Way with acquisition of R/w, of 100 mts, within NCR including development of service roads in the built up area.

T.P. 2 Development of an inner and outer grid system of roads of the order of M-2 motor ways with certain common stretches which would be of two lane C/W initially with acquisition of full r/w of (60 metres within Seventh and Eight Plan period) and to four lane c/w finally by 2001 A.D. The inner grid is to follow the alignment of Sonepat-Baghpat-Meerut-Hapur-Bulandshahr-Sikandrabad-Faridabad-Gurgaon-Jhajjar-Rohtak-Gohana-Sonepat. The outer grid would connect Panipat-Muzaffar Nagar-Meerut-Hapur-Bulandshahr-Khurja-Palwal-Rewari-Jhajjar-Rohtak-Gohana-Panipat.

T.P. 3 Development of M-1 motor way between Rewari and Alwar.

T.P. 4 In consonance with the policy of developing a four tier system of settlements, road structure in the region would be evolved accordingly. Efforts would be to inter-connect the same order centres directly and the lower order centres to their nearest higher order centres. A system of feeder roads of higher standard would be evolved to connect the work centres/industrial estates with the nearest regional or sub-regional settlements.

RAIL

T.P. 5 Development of regional rail by-pass. This would pass through Meerut-Hapur-Bulandshahr-Khurja-Palwal-Sohna-Rewari-Jhajjar-Rohtak-Panipat.

T.P. 6 Conversion to broad-gauge of the metre gauge line between Delhi-Alwar.

T.P. 7 Identification and location decision of another rail terminal to decongest and solve the traffic problems faced by the existing terminals.

T.P. 8 Completion of electrification along the radial corridors, viz., Delhi-Panipat, Delhi-Meerut beyond Ghaziabad, Delhi-Rohtak and beyond Shakurbasti.

T.P. 9 Operation of EMU services on the corridors on the desired frequency.

T.P. 10 Operation of EMU services on the ring with required frequency, initially with a lead time of 25 minutes in peak period/direction along with extension of EMU services on three selected corridors (radially) viz., (i) Delhi-Ghaziabad, (ii) Delhi-Palwal

and (iii) Delhi-Shakurbasti which are already electrified replacing all the shuttle services to Shakurbasti, Ghaziabad and Palwal.

T.P. 11 Development of infrastructural inputs required for the operation of EMU services in selected corridors. This would involve some additional stations to be opened and certain other inputs besides raising of platforms to suit EMU coach operation. The corridors and actions needed in respective corridors are :

	Corridor	Station to be opened	Inputs required
1(a)	Delhi-Shahadara-Ghaziabad	Gandhinagar Shyamlal College Giani Border Mohan Nagar	Creation of new halt station and removal of the infringements to suit EMU
(b)	New Delhi Ghaziabad	Shakarpur B.E.L.	Creation of crossing and halt stations
2.	New Delhi-Palwal	Junction cabin	Creation of halt station
3.	New Delhi-Shakurbasti	Rampura cabin	Creation of halt station

T.P. 12 Augmentation of Delhi Transport Corporations fleet to provide feeder service to EMU service for smooth intra-urban travel and improve the efficiency of ring and radial rail service.

T.P. 13 Feasibility evaluation of development of four new corridors and extension of existing corridors in the lines :

New Delhi-Delhi-Shakurbasti-Rohtak

New Delhi-Delhi-Ghaziabad-Meerut

Ghaziabad-Khurja

Ghaziabad-Hapur

Delhi-Sonepat

Dayabasti-Azadpur

Brar Square-Delhi Cant

Palam Airport-Gurgaon

T.P. 14 The following main criteria would be taken into consideration besides the cost component :

- the needs of priority areas and new development and extension areas

- the extent to which such proposals would aid the objective of decongesting Delhi and would help in taking away to or generating activities in the outer areas of the region.
- benefits that such proposals would accrue for the existing industry and commerce for their expansion and employment generation.

T.P. 15 In selecting locations for new loading and un-loading facility centres priority and preference would be for locations that have greater potential/capacity to drain and diverge out maximum traffic.

T.P. 16 Formation of a single unified Transport Authority which may, besides other things, formulate and gain actions regarding fair structure of different modes, their gradation and combination.

POLICY FOR TELECOMMUNICATION FACILITIES IN THE NCR

T.C.P. 1 The foremost need of the region is the adequate and effective telecommunication network which would provide impetus to the dispersal and development of economic activities away from Delhi to out-lying areas. The National Capital Region advocates a three tier system for the development of economic activities in the region as a broad policy and has also recommended development of eight towns and complexes in the region on priority basis. Provision of reliable and adequate telecommunication facilities in the Delhi Metropolitan Area and in these selected towns as input has been considered necessary for preparing a realistic plan.

The following objectives are necessary for provision of telecommunication facilities in the selected towns and the towns falling in D.M.A.

- Full automatisation of telephone services
- Replacement of all life expired exchanges and other equipments
- Provision of telephone and telex connection practically on demand
- Provision of subscribers dialling facilities between Delhi and the priority towns and DMA towns

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- Connection of priority towns and DMA towns with Delhi by reliable cable and radio media
- Provision of reliable trunk services either by direct dialling facilities or through demand service among the priority towns and DMA towns
- Provision of telegraph offices as justified

An integrated telecommunication system adopted on the above lines, in a way, is also likely to supplement the transportation network in the region thereby reducing the pressure on the transportation arteries proposed in the Plan.

[F] POLICY FOR PHYSICAL INFRASTRUCTURE

I.P. 1 Master Plans for providing water supply, sewerage and storm water drainage facilities in the selected towns should be prepared both for the existing areas proposed for development so as to offset the existing difficiencies as also to meet the estimated demands from these towns.

I.P. 2 The power supply should be un-interrupted and available in adequate quantity throughout the region. Without a satisfactory power supply throughout the region, the basic objective of National Capital Region cannot be achieved.

I.P. 3 All the 'under-construction' schemes falling in the region, especially the Narora atomic plant, need to be given top priority and completed in time.

I.P. 4 At present, the electricity tarrif is not uniform throughout the region. It may not be possible to have complete uniformity in tarrif rates throughout the region. However, electricity rates for industrial and commercial uses in the region need to be revised in such a way that Delhi becomes a 'less-preferred' area for industrial activities.

I.P. 5 The States (Haryana, Uttar Pradesh and Rajasthan) have demanded a sum of Rs. 684 crores to improve the quality of power supply in their sub-regions. This includes a sum of Rs. 420 crores for generation. It is suggested that as far as generation is concerned, the fund required for the same should be met from the normal State plan. With regard to laying of transmission and

distribution lines and construction of sub-stations, it is suggested that in the Seventh Plan, only those lines and sub-stations should be taken up which are required to improve the quality of power supply in 'priority towns'. In order to ensure that these towns get a satisfactory power supply, power should be supplied to these towns on preferential basis.

I.P. 6 As far as domestic supply is concerned, a 24-hour supply should be ensured in urban as well as rural areas. All the villages falling in the region should be electrified on priority basis. In order to make rural areas attractive for the urban dwellers, it is suggested that the domestic rates for rural areas should be much lower than that of urban areas.

[Copies of the details of the draft interim plan not enclosed. Revised interim Plan is included as Agenda Item No. 5 for the 3rd meeting of the Board]

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SUPPLEMENTARY ITEM FOR THE PLANNING COMMITTEE MEETING TO BE HELD ON 21ST MAY 1986.

Subject : Examination of location of major projects in the National Capital Region by the National Capital Region Planning Board.

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Immediately after the constitution of the National Capital Region Planning Board, the Ministry of Urban Development informed all the Ministries and Departments of the Government of India about the objectives and the functions of the Board. Keeping in view the National Capital Region concept, it was pointed out that any decision involving major projects/employment generating activities within the Delhi Metropolitan Area or within the National Capital Region would require examination by the statutory Planning Board. The Ministries were requested to bring this position to the notice of all the Public Undertakings and Statutory Organisations.

2. The Indian Oil Corporation has now submitted a proposal for setting up of a modern LPG Bottling Plant in Tikrikalan, UT of Delhi on Rohtak Road for clearance by the Board. The particulars are as indicated below:-

a)	Capacity	:	50,000 MTPA.
b)	Area of land acquired	:	100 acres.
c)	Location	:	On Rt.side of Delhi Rohtak road near Gheora Rly. Stn. and FCI Godown.
d)	Government agencies involved	:	Delhi Development Authority and Delhi Administration for identification and acquisition of land. IOC for construction, commissioning and running the Plant.

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e) The plant is being constructed as per the recommendations of Vasudevan Committee constituted by Ministry of Energy(Department of Petroleum) Government of India vide Office Memorandum No.P-43011/12/83-MKT, dated 23.5.1983 and shall meet the requirements of Chief Controller of Explosives, Nagpur.

It has been stated that this project has been cleared by the Ministries of Defence and Energy.

3. The Board is in the process of preparing the comprehensive regional plan. The Board has prepared the draft interim development plan. The locational policy for industries envisages the following:-

(A) Strict Control within UT of Delhi

(i) While continuing the present policy of not promoting location of medium and large scale industries within Delhi, location of even small scale industries are to be restricted to those which are required either for providing or servicing the consumer needs of Delhi's population. All applications should be referred to a special group constituted by the Board for checking such industries.

(ii) All non-conforming industries occupying more than 500 square metres of floor space should be shifted outside Delhi. A committee should be set up to identify such industries for dispersal. The Committee should also be charged with the responsibility of selecting an alternative site for shifting these industries within the region.

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(B) Control outside Delhi but within the Delhi Metropolitan Area.

No large scale or medium scale industries should be permitted to be set up in the Delhi Metropolitan Area. Only small scale units should be permitted.

(C) Incentive for industries outside the Delhi Metropolitan Area but within the National Capital Region.

The towns selected for priority development in the plan should have a strong industrial content and incentives should be given for the location of large, medium and small scale industries by developing industrial estates and offering other incentives in these towns. In addition to these towns, there should be no restrictions on the growth of industries in the region except in the areas reserved for conservation.

4. As far as the proposal of Indian Oil Corporation is concerned, the area required is indicated as 100 acres of land. It is estimated that once commissioned the plant may generate employment for about 200 workmen. This will result in increased demand on the available services. Only those activities which directly serve the consumer needs of Delhi and are not hazardous in nature should be located in Delhi. Though the LPG Bottling Plant will serve the consumers in Delhi, it has to be examined whether it could not be located outside Delhi, taking into account the economic viability, transportation facilities required and other relevant factors.

It is necessary to evolve a procedure to examine such cases for seeking the orders of the Board.

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MINUTES OF THE FIFTH MEETING OF THE PLANNING COMMITTEE HELD ON 26TH MAY, 1986 AT 11 A.M. IN COMMITTEE ROOM *E*, VIGYAN BHAVAN, NEW DELHI

A list of the Members and other officials who participated in the meeting is annexed.

Welcoming the new Members the Chairman introduced Shri A.S. Wakhle, Deputy Director General, Department of Telecommunication, Ministry of Communication, Shri Ganga Das, Secretary, Lands and Buildings, Delhi Administration and Shri D.P. Gupta, Chief Engineer, Department of Surface Transport, who have become Members in place of S/Shri B.M. Khanna, S.C. Vajpeyi and L.R. Kadiyali respectively.

The first item of the Agenda, namely, the Draft Interim Plan, was taken up. While introducing this item the Chairman mentioned that the interim plan is not based on the conventional land use plan that is prepared. He explained that the draft interim plan was modelled on the structure plans. However, care has been taken to see that the draft plan follows closely and covers adequately the elements mentioned in the Act regarding the contents of the regional plan. He suggested that the summary of the policies may be taken up one by one for consideration and wherever necessary the detailed write-up on each of the policy element may be referred to. This was agreed to and the sub-items were taken up, discussed and decided as follows :-

(1) Objectives of the Plan

All the Members were unanimously in agreement with the objectives as detailed in the introduction.

(2) Perspective

The perspective of 2001 for the interim plan was approved. However, Shri Gambhir suggested that for the Comprehensive Plan the perspective may be kept as 2010. He felt that it would be necessary to have a longer perspective for the Comprehensive Plan. The Members generally welcomed the suggestion and desired to know whether a similar exercise was being made for the Delhi Master Plan also. It was decided that it would be worth considering whether it will be feasible to have a longer perspective for the Comprehensive Plan.

(A) Population Policy

The three policies suggested in the draft interim plan were discussed. Shri Mathur from Rajasthan felt that the population assigned for the DMA towns were on the high side. He felt that since the other locational policies etc., suggested for the DMA area would result in restricting the growth of such activities in DMA towns, a lesser population target should be proposed. The Chairman, however, pointed out that the strategy was to keep the growth of the DMA towns at the present rate and while curbing the rate of Delhi we would promote the growth of the outlying area. He stated that even for maintaining the status quo in the DMA towns it would be necessary to adopt certain restrictive measures as the curbing of growth proposed for Delhi would give a phillip to more growth in the DMA towns than experienced in the past. It was mentioned that the population policies suggested in the draft interim plan follow the decision already taken in this regard in the Board. The policies were approved.

(B) Settlement Pattern

The Members from Uttar Pradesh suggested that the assigned population indicated for the 8 selected towns should not be rigidly enforced but some flexibility should be allowed catering to the local conditions and situations. The Chairman pointed out that the population figures assigned for each town was necessary for purposes of preparation of the Plan etc., for these towns as a target to be achieved. However, the actual achievement of these will depend upon a variety of factors and it may be a little more or less than the target. Some Members suggested that the detailed 4-tier systems of settlements may be worked out in the interim plan itself. It was pointed out that the interim regional plan will not be in a position to go into such details and these will have to be worked out by the respective State Governments for their sub-regions. However, it was decidod that a sentence will be added mentioning the remainder of the projected urban population of the region, after what is accommodated in the Delhi U.T., DMA towns and the priority towns, that will be accommodated in the intermediate towns in the hierarchichal pattern.

(C) Policy Regarding Economic Activities

E.P. 1 : Locational Policy for Industries

Shri J.C. Chopra pointed out that the restrictions and controls as applicable to U.T. of Delhi should not be applicable to DMA towns

because the core area and the peripheral area have different growth pattern. He also stated that DUA and DMA should be considered as separate units and hence locational policy pertaining to economic activities should not be the same for DUA and DMA. He was against restricting economic activities in DMA. Shri J.C. Gambhir explained that based on past experience it is always desirable to restrict certain activities than suggesting shifting of activities away from Delhi. He explained that while preparing 1962 Delhi Master Plan it was proposed to develop the peripheral towns so as to improve the situation in Delhi but by 1981 the position has completely changed and now one should not think of allowing induced growth in the pheripheral towns (DMA) but should only think of restrictions in the Delhi Urban Area and DMA and induced growth in the neighbouring region. The Chairman added that the 1962 plan envisaged restrictions on location of large and medium scale industry in Delhi and recommended only the location of small scale industries. These had resulted in the industries being located on the door steps of Delhi with the pressure on services in Delhi continuing to increase. Shri Ganga Das mentioned that another reason for concentration of economic activities in Delhi and the DMA was Delhi being the seat of power it was easy to get licences, power connections, marketing facilities etc. The taxation structure in Delhi and within the neighbouring States played a major role in the location of industries. Shri Duggal stated that the Haryana Government has developed plots in Faridabad, Gurgaon and other towns but industries from Delhi are not shifting and it was necessary to adopt measures which would force the industries to move out of Delhi. Shri A.P. Singh added that if the shifting has to be done from Delhi to its door steps no tangible result could be achieved and that it was necessary to take them away from Delhi and it would be ideal to locate them in the selected towns in the region. He pointed out that to have a control and check on the growth of Delhi, one has to go through the fiscal measures & revise the tax structure so that it will be un-economical for industrialists to continue in Delhi. Shri Valiamparampil stated that if the population from the core area has to be shifted, the land-use regulations has to be strictly administered. He cited the case of Karol Bagh which was essentially a residential area being converted from residential to commercial and then to industrial area. He also stated that the encroachment on public land should be stopped. The Chairman stated that these are matters to be looked into by the local authorities concerned.

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Shri Gambhir re-iterated that except for the State boundaries ıe whole DMA has merged into one adjoining settlement of DUA; that there should not be any difference between DUA and DMA while deciding policies for controls and disincentives. He pointed out that the policy statements should indicate specific measures to be taken and bind-down the participating States and U.T. of Delhi for its implementation. Shri Gambhir felt that the proposal for shifting all non-conforming industries occupying more than 500 square metres of floor space would be difficult to achieve. Instead, he mentioned that an exhaustive exercise had been carried out in the DDA and the revised Master Plan has identified certain industries for shifting outside their existing locations. He suggested that they could be considered for shifting outside Delhi. Shri Ganga Das stated that the peripheral areas of Delhi which have not been planned properly was developing in a haphazard manner and it was necessary totake steps for orderly and balanced development of the entire DMA. Shri D.P. Gupta was in agreement with Shri Gambhir. The Chairman explained the exercises involved in the preparation of the regional plan. Shri Gambhir re-iterated that shifting of any activities/industries is difficult, but restriction on location of such activities would be more successful. Shri A.P. Singh felt that disincentives will make even the existing activities to shift to other places.

A question was raised regarding the policies to be adopted with regard to the informal sector. It was pointed out that the informal sector played a prominent part in the growth of the cities as well as in the growth of un-authorised colonies. The Chairman stated that while the role of the informal sector is evident it was, however, not amenable to direct control by any policy formulations. By definition this sector was not licenced or subject to any control. It had been demonstrated that the informal sector had both forward and backward linkages with the formal sector and the curbs on the formal sector will inevitably affect the informal sector. Apart from this, the only other restriction that could be imposed on the informal sector is strict enforcement of the land use policies. However, in the present circumstances where mixed land use is being advocated, these restrictions may not be an effective instrument in curbing the growth of un-wanted informal sectors.

The Chairman traced the history of the approach to the DMA. He felt that the activities in the DMA towns cannot be stopped abruptly. He agreed with Shri Chopra that the DMA towns are not comparable on all fours with the DUA in terms of both social and physical infrastructural

facilities such as communications, power, education, health, entertainment etc., activities. However, the DMA towns have their own propensity and potential of growth merely because of their nearness to Delhi. He re-iterated that the policy measures suggested in the draft interim plan took into account both these factors and he drew attention to the specific provision regarding the controls within DMA made in the policy formulations. The approach has been that in the case of DMA whatever is permitted in the DUA will also be permitted there with the additional provision that decentralisation from the DUA to DMA would be encouraged in selected areas.

After detailed discussion it was decided that in the locational policy for industries in the case of Delhi U.T. in E.P. 1(a)(ii) shifting of industries would be restricted to those identified for such shifting in the revised Delhi Master Plan. With regard to the locational policy of the small scale industries it was felt that a further restriction should be imposed and only those small scale industries which employ 20 or less, be permitted in the DMA, apart from those small scale industries which will provide for or serve the consumer needs of Delhi.

E.P. 2 : Locational Policy for Central Government and Public Sector Offices

The policy suggested was approved.

E.P. 3 : Locational Policy for whole-sale and

The proposals contained under this head were discussed along with the proposals for location of industries. There was a detailed discussion regarding the taxation structure, transportation facilities, the availability of market etc. Shri Gambhir re-iterated that more emphasis should be paid on restricting future growth rather than shifting the existing ones. It was pointed out that the DDA had carried out exhaustive studies regarding the whole-sale and distributive trades and had identified many trades where only 20 per cent of the commodity is consumed in Delhi, the rest being re-exported. It was unanimously felt that policies suggesting merely shifting of trades will not succeed unless they are coupled with adequate proposals in the tax sector. In this connection Shri Duggal mentioned about the proposal for a consignment tax which would effectively curb the present tendency for many manufacturing units to locate their head offices in Delhi so as to take advantage of low tax structure in Delhi. After detailed discussion it was decided that it would be necessary

to include in the draft interim plan certain specific measures in the taxation sector so as to bring about the desired objective. It was decided that a paper on this will be prepared by Shri Duggal and forwarded to the Board by the 30th May, 1986. These and other similar proposals received from the State Governments will be discussed in a meeting of the Planning Committee on the 10th of June, 1986. The Excise and Taxation Commissioners of the three States and the Delhi U.T. will be specially invited in this meeting.

(D) Policy Regarding Land Use

L.P. 1 to 3 : The policies suggested were approved.

L.P. 4 : Shri Gambhir stated that in urban areas also food processing centres will come up. So it should not be stated that only in rural areas such activities should be allowed.

L.P. 5 : The policy suggested was approved.

L.P. 6 to 10 : The policies suggested were approved.

L.P. 11 : The Chairman mentioned that the figure for additional population in DUA be read as **30 lakhs** and NOT **55 lakhs**. As regards policy for land for urban development, it was pointed out by the Members that the density varied from town to town depending upon the potentials and the characteristics. It was decided to add a sentence that the State Government will prepare Master Plans for the towns keeping in view the policies indicated.

L.P. 12 to 21 : The policies suggested were approved.

L.P. 22 : Shri Gambhir was of the view that the proposed green buffer should be shown on the map. The Chairman mentioned that that was the intention.

L.P. 23 to 27 : The policies suggested were approved.

(E) Transport and Telecommunication Policies

T.P. 1 : Members pointed out that the suggestion pertaining to NH 24 covers Delhi-Ghaziabad only. They desired that the suggestion should pertain to the whole stretch, i.e., Delhi-Hapur. This was accepted.

T.P. 2 to 4 : The policies suggested were approved.

T.P. 5 to 16 : The policies suggested were approved. Shri Valiaparampil pointed out that conversion of metre gauge line into broad gauge line has not been approved as a policy. Hence, the suggestion to convert Delhi-Alwar line to broad gauge might not be accepted by the Transport

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Ministry. After detailed discussion, it was agreed that the relevant policy statement would be reworded to indicate that the line capacity should be increased. Shri Gambhir wanted that "mass transport for Delhi" and "metropolitan terminals" should also be included in the Policy Statement.

Policy for Telecommunication Facilities in the NCR

T.C.P. 1 : Shri Wakhle explained that to meet the objectives as contained in the agenda paper in respect of 20 towns, the DOT had prepared a plan for Rs. 210 crores to be spent during the Seventh Plan period. The Chairman explained that the intention was that the objectives mentioned in the policy paper were to be achieved by 2001. Shri Wakhle stated that if the objectives were not required to be met rigidly by 1990 the requirements of funds for the Seventh Plan could be further reduced. [redacted]. He also mentioned that keeping in view the resource constraints instead of taking up all the towns if we concentrate on a few towns and provide/upgrade the telecommunication facilities to the desired level, this would result in achieving the National Capital Region objective.

(F) Policy for Physical Infrastructure

I.P. 1 to 4 : The policies suggested were approved. It was suggested that an integrated Master Plan should be prepared for water supply, drainage and power for all the Delhi Metropolitan Area and priority towns.

It was agreed that the following sentences may be deleted :

I.P. 5: "It is suggested that as far as generation is concerned, the fund required for the same should be met from the normal State plan"

I.P. 6 : "In order to make rural areas attractive for the urban dwellers, it is suggested that the domestic rates for rural areas should be much lower than that of urban areas"

The "Financing of Plan" will be discussed in the next meeting of the Planning Committee.

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Shri Yadav informed the Members that HUDCO has earmarked Rs. 25 crores (for 1986-87) for NCR area for housing and urban development projects. He was requested to supply copies of guidelines in this regard and also a note giving details of HUDCO financed schemes in any of the towns in the NCR for circulation among the Members of the Committee.

AGENDA ITEM NO. 2

Subject : Examination of location of major projects in the NCR by the Board

Shri Gambhir explained the background leading to the selection of the site at Tikrikalan for the LPG Bottling Plant. Because of the nature of activities involved, Members felt that no housing activity should be allowed in the vicinity of the project. From safety point of view, some Members suggested that large chunk of land around the Plant should be acquired and kept vacant. It was also felt that the Board should have been approached by the IOC before actually commencing the work on the site.

However, it was agreed after detailed discussion that the LPG Bottling Plant may be allowed to be located in the selected site.

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

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No. K.14011/27/86-NCRPB

NATIONAL CAPITAL REGION
PLANNING BOARD

C Wing, Nirman Bhavan
New Delhi - 110 011

Dated the 29th May, 1986

Copy forwarded for information and appropriate action to all the Members of the Planning Committee.

[Mrs. V.R. Sundaram]
Deputy Director
Tel: 3018743

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ANNEXURE

PRESENT

Chairman

1. Shri M. Shankar, Member-Secretary
National Capital Region Planning Board

2. Shri J.K. Duggal, Commissioner & Secretary
Town & Country Planning, Government of Haryana

3. Shri A.P. Singh, Secretary
Housing & Urban Development, Govt. of U.P.

4. Shri N.S. Johri, Chief Town Planner
Government of U.P.

5. Shri B.N. Singh, Joint Secretary
Housing & Urban Development, Govt. of U.P.

6. Shri Ganga Das, Secretary
Land & Buildings, Delhi Administration

7. Shri H.S. Mathur, Chief Town Planner
Government of Rajasthan

8. Shri J.C. Chopra, Chief Town Planner
Government of Haryana

9. Shri H.K. Yadav, Chief (Special Projects)
Housing & Urban Development Organisation [HUDCO]

10. Shri A.S. Wakhle, Deputy Director General
Department of Telecommunications
Ministry of Communications, New Delhi

11. Shri S.P. Mital, Assistant Director General
Department of Telecommunication
Ministry of Communication

12. Shri J.C. Gambhir, Director (Planning)
Delhi Development Authority

13. Shri Prakash Narayan, Deputy Director (PPW)
Delhi Development Authority

14. Shri V.A. Valiaparampil, Joint Adviser (T)
Planning Commission

15. Shri D.P. Gupta, Chief Engineer(Planning)
Roads Wing, Department of Surface Transport

16. Shri B.K. Arora, Assistant Town & Country Planner
Town & Country Planning Organisation, New Delhi

17. Shri T.K. Chatterjee, Regional Planner
NCR Planning Board

18. Smt. V.R. Sundaram, Deputy Director
NCR Planning Board

19. Shri V.K. Thakore, Senior Research Officer
NCR Planning Board

20. Shri R.P. Rastogi, Associate Regional Planner
NCR Planning Board

21. Shri K.L. Sachar, Finance & Accounts Officer
NCR Planning Board

22. Shri J. Nagarajan, Research Officer
NCR Planning Board

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IMMEDIATE

No.K.14011/27/86-NCRPB
NCR Planning Board
C Wing, Nirman Bhavan

New Delhi, dated May 29 1986.

MEETING NOTICE

Subject : Sixth meeting of the Planning Committee to be held at 10 AM on Tuesday the 10th June, 1986 in Committee Room 'E', Vigyan Bhavan, New Delhi.

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The next meeting of the Planning Committee will be held at 10 AM on Tuesday the 10th June, 1986 in Committee Room 'E', Vigyan Bhavan, New Delhi. It was decided in the last meeting of the Planning Committee held on 21st May 1986 that it would be necessary to include in the draft interim plan, certain specific measures in the Taxation sector so as to bring about the desired objective relating to locational policies. Papers prepared by the States of Haryana, Rajasthan, Uttar Pradesh and Delhi UT in this regard will be discussed at the meeting.

2. The Excise & Taxation Commissioners of Haryana, Rajasthan, Uttar Pradesh and Delhi UT may also be requested to attend the meeting.

(Mrs V.R.Sundaram)
Deputy Director
Tele:3018743

To

1. Member Secretary, NCR Planning Board, New Delhi.
2. Shri R.L.Pardeep, Joint Secretary(UD), Ministry of Urban Development, New Delhi.
3. Shri Prem Kumar, Vice Chairman, Delhi Development Authority, Vikas Minar, I.P.Estate, New Delhi.
4. Shri J.K.Duggal, Secretary, Town & Country Planning Department, Government of Haryana, Chandigarh.
5. Shri R.Ramakrishna, Secretary, Local Self Government, Government of Rajasthan, Jaipur.
6. Shri A.P.Singh, Secretary, Housing & Urban Development Department, Government of Uttar Pradesh, 2nd floor, Vikas Bhavan, Janpath, Lucknow-260002.

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7. Shri Ganga Das, Secretary(L&B), Delhi Administration, I.P.Estate, New Delhi-110002.
8. Shri G.Madhavan, Director, Town & Country Planning Department, Government of Haryana, Chandigarh.
9. Shri H.S.Mathur, Chief Town Planner, Government of Rajasthan, Jaipur.
10. Shri N.S.Johri, Chief Town Planner, Government of Uttar Pradesh, Lucknow.
11. Shri E.F.N.Ribeiro, Chief Planner, Town & Country Planning Organisation, Vikas Bhavan, I.P.Estate, New Delhi-110002.
12. Shri V.A.Valiaparambil, Joint Adviser(T), Planning Commission, Yojana Bhavan, New Delhi-110001.
13. Shri A.S.Nakhle, Deputy Director General(TP), Ministry of Tele-Communications, Sanchar Bhavan, New Delhi-110001.
14. Shri D.P.Gupta, Chief Engineer(P), Ministry of Shipping and Transport, Transport Bhavan, New Delhi-110001.
15. Shri R.M.Raina, Director(P), Ministry of Railways, Rail Bhavan, New Delhi-110001.
16. Shri Y.P.Gambhir, Director(P), Department of Power, Ministry of Energy, New Delhi-110001.
17. Shri S.K.Sharma, Chairman-cum-Managing Director, Housing & Urban Development Corporation, HUDCO House, Lodi Road, New Delhi-110003.

Supplementary Agenda

Subject: Co-option of the Chief Regional Planner as a member of the Planning Committee.

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Shri B.N.Singh has joined the Board as Chief Regional Planner on 3rd June 1986. He will be heading the Planning Wing of the Board. His experience, expert advice and assistance could be a valuable addition to the deliberations in the Planning Committee. It is therefore proposed to co-opt Shri B.N.Singh, Chief Regional Planner as a member of the Planning Committee. Under Section 5 of the National Capital Region Planning Board Act, the Planning Committee is empowered to co-opt members. It is also proposed that he may also function as the Convenor of the Planning Committee.

2. Planning Committee may approve the co-option of Shri B.N.Singh, Chief Regional Planner as a member of the Planning Committee and also as Convenor of the Planning Committee.

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NOTE FROM HARYANA GOVERNMENT ON VARIOUS FISCAL INCENTIVES AND DISINCENTIVES THAT CAN BE BROUGHT INTO BEING IN THE CONTEXT OF LOCATIONAL POLICY OF WHOLESALE AND DISTRIBUTIVE TRADE AND COMMERCE - TO BE PRESENTED BEFORE THE PLANNING COMMITTEE OF THE NATIONAL CAPITAL REGION PLANNING BOARD.

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Realising the urgency and imperativeness of the need for rationalisation of taxation and rate-structure in Delhi and the National Capital Region States, it was decided at the 5th meeting of the Planning Committee of the N.C.R. Planning Board, Delhi on the 21st May 1986, it was desired by the Chairman that the Government of Haryana should present a status paper on the taxation structure in the said context.

The major recommendation concerning the Department of Excise and Taxation is regarding the locational policy for the whole-sale and distributive trade and commerce which has been engaging the attention of the authorities for quite sometime by now. Fiscal tools, as such, have never been known to be the sole determinants of growth of industry, trade or commerce and are meant to cover a limited area of operation of the economic activities, by their very nature. Efficacy of fiscal measures is largely conditioned by the concerned States or Union Territories on the follow-up. Broadly speaking, any fiscal policy in this regard should encompass the following areas:-

(i) Fiscal disincentives within Delhi

(ii) Controlling development outside Delhi but within D.M.A.

(iii) Controlling of development outside D.M.A. but within N.C.R.

Number (ii) and (iii) can be taken care of by a system of fiscal incentives in the concerned areas in contrast with the position prevailing in Delhi in addition

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to making available the requisite infra-structure to stimulate the accelerated growth of trade and commerce.

According to the Constitute of India, the power to levey taxes on the sales or purchases of goods other than Newpapers is vested in the States provided such sales and purchases do not take place in the course of inter-state trade. In the latter case, the power to levy tax vests in the Union Government while the tax proceeds are assigned to the States where such sales originate. To note another exception, in respect of Textiles, Tobacco and Sugar and States have since 1957 abdicated their powers to levy tax in favour of the Government of India which levies an additional excise duty on them under the additional Duties of Excise (Goods of special Importance) Act, 1957 in lieu of sales tax formerly levied by the States and the net proceeds thereof are wholly assigned to the States in accordance with the recommendations of the Finance Commissions set up from time to time. As a result of this division of power, sales of goods in the National Capital Region States, as in others, are govdrned by two sets of tax laws. On the one hand, there is local sales tax law in each State which is applicable to the local dealings and on the other, there is the Central Sales Tax governed by the provisions of the Central Act 1956.

Sales Tax in Haryana is governed by the Haryana General Sales Tax Act 1973, whereas in Delhi it is governed by the Delhi Sales Tax Act 1975. The schemes of taxation under the Haryana Sales Tax Act 1973, and under the Delhi Sales Tax Act 1975, in their essential features, are similar to each other. Under both the Taxation Acts, there is no taxable turnover limit for importers or exporters. In relation to ordinary dealers the taxable

quantum in both the States is fixed at Rs.1 lakh. However, in respect of manufacturers, the taxable quantum in Haryana has since been enhanced to Rs.1 lakh while in Delhi it is fixed at Rs.30,000/- only. The scheme of classification of goods is more or less in line with three Schedules appended to each Act viz. (1) Luxury goods, (2) Goods of Special importance and (3) exemptions. The registered dealers are authorised to purchase goods for purposes of resale or for use in the manufacture of taxable goods for specific purposes, free of tax on the authority of local registration certificates. For use or disposal of goods so purchased, for the purposes, other than those for which these are purchased, there is a provision for levy of tax on the purchase value of such goods. State Government is authorised to levy tax at the first stage of sale or the last stage of goods. In exercise of these powers selected goods have been subjected to levy at the first stage of their sale inside the State. There is also a provision in the Sales Tax Act of the State of Haryana to levy surcharge besides sales tax.

The afore-mentioned similarities apart, there are large areas which are conspicious by the differentials and disparities. The differentials are more marked in respect of rate-structure of the two states which leads to diversion of trade resulting in loss of revenue to one state and also distortion of its pattern of trade and commerce pattern. In this respect, it is pertinent to point out that in Delhi, foodgrains and pulses are exempt from levy of tax whereas in Haryana and other neighbouring states these attract taxation @ 4% . Kerosene, matches and handmade paper and other several commodities of general

nature are taxable at the rates varying from 3% to 5% in Delhi whereas, these commodities in Haryana and other neighbouring states attract taxation at higher rates of 7% or 8%. These disparities and differentials have therefore, paved way for diversion of trade from neighbouring states to the state of Delhi which has ultimately resulted in concentration of trade resulting in escalation of congestion generating activities in Delhi.

In this view of the matter mere restoration of uniformity of rate-structure may not be effected to enable us to achieve the desired results; the rate of tax in Delhi have to be fixed at a level high enough to demotivate the continued existence of trade and commerce in Delhi.

It is also worth-while to point out here that in Delhi, on the re-export of goods which are received in that state, a lower rate of 2% is levied whereas in Haryana and other neighbouring states such re-exports of goods are taxed at the normal rate of 4%. This concessional rate of 2% has again resulted in large scale diversion of trade to the state of Delhi. With the objective of shifting the trade from Delhi to the places in the N.C.R. in view, there is, therefore, a pressing need to take back the concessional rate of tax of 2% in force in Delhi also.

Fruit and vegetables are mainly supplied to Delhi from the states of J. & K., H.P., U.P. and Haryana. Therefore, it is necessary to shift the present subzi-mandi in Delhi to the nearby places in the states of Haryana and U.P. In Haryana such a Mandi can easily be developed at Kundli.

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The whole-sale trade in foodgrains, pulses and oil-seeds has also created considerable congestion in Delhi. To remove this congestion foodgrains, pulses and oil-seeds Mandis need to be developed on the periphery of Delhi in Towns like Kundli, Faridabad, Gurgaon, Bahadurgarh and Ghaziabad. For accelerating the development of new mandis at these places, it would be desirable that the whole-sale business of foodgrains, pulses and oil-seeds within the existing limits of Delhi be made prohibitive.

In Delhi Mandis, no market fee is leviable on the transactions of agricultural commodities. It would be necessary to impose such a fee/tax in Delhi Markets as well so that the trade of foodgrains and pulses and oil-seeds shifts from Delhi to the nearby mandis in Haryana, U.P. and Rajasthan.

The State Government of Haryana with a view to checking diversion of trade and industry to Delhi has in exercise of the powers confered under section 8(5) of the Central Sales Tax Act 1956, fixed lower rates of Central sales Tax on inter-state sale of following goods:-

Sl.No.	Name of commodity	Rate of tax
1.	Edible oil of Sarson, Toria, Til and taramira including Khal thereof when sold to Registered Dealers.	1%
2.	Non-ferrous metal sheets and circles commercial sheets and industrial sheets when sold to Registered dealers.	1%
3.	Gram Dal	2%
4.	Woolen Carpet Yarn and Katti when sold to Registered Dealers.	1%
5.	Ferrous and non-ferrous metal utensils to unregistered dealers.	4%

For attracting the new industries to be set up in the State of Haryana, the State Government with effect

from 6th May,1986, has enforced the scheme of Deferment of payment of sales tax. This concession is available to all such industries which were and are set up in the State on or after 1.11.1983. According to this scheme, Pioneer and Prestigious Industrial Units and the new eligible Industrial Units are entitled to the benefit of deferment of tax due from them on or after the 6th May 1986, for five years to nine years and during the period and to the extent reproduced below:-

Sl. No.	Name of the Zone and the area comprised therein.	Extent upto which deferment is admissible.	Period during which deferment is admissible.
1.	Zone "A" comprising centrally and State notified backward areas.	Equivalent to 90% of fixed assets of the unit or Rs.5 crores whichever is lesser.	9 years from the grant of first entitlement Certificate.
2.	Zone "B" comprising area other than specified at Sr. Nos.1 & 3.	Equivalent to 60% of fixed assets of the unit or Rs.3 crores whichever is lesser.	7 years from the grant of first entitlement Certificate.
3.	Zone "C" comprising Faridabad and Ballabgarh Complex Administration areas.	Equivalent to 30% of fixed assets of the unit or Rs.1.5 crores whichever is lesser.	5 years from the grant of first entitlement Certificate.
4.	Pioneer or Prestigious units in Zones "A" and "B" of the State.	Equivalent to the fixed assets or Rs.5 crores whichever is lesser.	9 years from the grant of first entitlement Certificate.

The benefit of deferment of tax is available to the new units on their obtaining eligibility certificate from the Industries Department and the Entitlement Certificate from the District Officer-in-charge of the district offices of the Excise and Taxation Department.

While looking in retrospect at the genesis of congestion in Delhi one cannot refrain from observing that the concentration of wholesale distributive trade in Delhi is also the direct result of the approved practice of stock transfers and consignment despatches to Delhi from place outside Delhi. Most of the manufacturers and big traders have opened their sales offices and godowns in Delhi where they store the goods brought from outstations and effect sales thereof. This practice not only deprives the States from where the goods originate, from the tax revenue which would otherwise have accrued to them but has also created alarming locational problems of trade and commerce in Delhi.

The Law Commission of India after studying this problem of consignment despatches and stock transfers besides other connected problems referred to it by Government of India made its recommendations through its 61st Report. Pursuant to the recommendations made by the Law Commission of India and to help the States curb the practice of avoidance of payment of sales tax on this account, the Government of India amended the Constitution of India through the 46th Constitutional Amendment Act,1982 which inter-alia provide for levy of tax on inter-state Consignments or stock transfers through an enactment to be passed by the Parliament. The 46th Constitutional Amendment Act 1982 received the assent of the President of India on 2nd February 1983.

The matter about follow-up legislation has been discussed by the Government of India at various levels including the Chief Ministers' Conference held a number of times in the recent past. In the Conference held on 28th May, 1984, after detailed discussions, the

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following resolution was adopted:-

"The Conference of Chief Ministers held on 28th May 1984, at New Delhi approve by Consensus the following course of action regarding levy of taxes on the consignment of goods taking place in the course of inter-state trade or commerce:

(1) Endorse the recommendations made by the Group of Chief Ministers at the meeting held on 24th March, 1984 at New Delhi in respect of -

(a) Rate of tax;

(b) Machinery for collection of the proceeds of consignment tax and

(c) Valuation.

(2) As regards assignment of proceeds of consignment tax, 50% is to be retained by the Collecting State and the remaining 50% to be placed in the divisible pool, the proceeds of which will be distributed amongst the States as per formula applicable for distribution of basic Excise Duties or such formula as may be devised in future for this purpose by a Finance Commission. Since the Union Territories have their budgets funded wholly by the Centre, this arrangement will not apply to the Union Territories.

(3) In respect of exemptions, the power to grant exemptions can vest in the States, on the pattern applicable to Central Sales Tax. But the Union Government will formulate appropriate guidelines about the same after consulation with State Governments.

Further that legislation to implement the above be introduced at the earliest opportunity."

The recommendations of the Group of Chief Ministers about the rate of tax, machinery for collection of

the proceeds of consignment tax and valuation has been as under:-

(a) The proposed consignment tax should be levied at the same rate as Central Sales Tax.

(b) Machinery of assessment should be the same as the one existing in respect of the Central Sales Tax; and

(c) Valuation of consignment transfers should be on the pattern adopted in respect of the levy of Central Excise Duty.

Since then, however, no follow up legislation has come forth from the Government of India to levy tax on inter-state Consignments. It has, however, been made to understand that the Bill to be introduced in this respect is under active consideration of Government of India. It is felt that non-levy of consignment tax is resulting in diversion of trade on account of cut-throat competition among the States is varying with each other to reduce the rate of tax. It, therefore, seems desirable to suggest that Government of India should take immediate steps for introducing this levy expeditiously because this taxation besides, removing aforesaid problems faced in Delhi is also bound to benefit the State Governments in mobilising their resources. In fact, un-ethically low rates of tax on high value commodities including most of luxury goods, fixed by certain States and Union Territories goes to hit the resources mobilisation at the National level as the gain of States or Union Territories are no-where near the revenue losses sustained by the manufacturing States.

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RATIONALISATION OF RATES OF SALES TAX IN N.C.R.

Uttar Pradesh & Haryana have to maintain check-posts to prevent smuggling of taxable goods into their respective States as is evident from the enclosed comparative statement of the Sales-tax rates prevalent in Haryana, Delhi and Uttar Pradesh.

2. The best example of difference in rates of tax is, however, peculiar in the case of foodgrains. Uttar Pradesh and Haryana charge 4% sales tax while foodgrains are exempt from taxation in Delhi. Haryana and Uttar Pradesh are mainly producing States, Delhi is a mere consuming State. Thus Delhi has become trade centre in Northern India where foodgrains are collected in large quantities. The natural distribution centres might have been Punjab, Haryana or Western U.P. for they contribute a large share of the foodgrains production. The economic argument in support of such an action is rather least convincing. Distribution centre of foodgrains in the National Capital is not congenial to the other activities expected of a capital. It is an additional burden on the already congested traffic system and scarce space in the Capital. The Capital has to find an economic activity to support its existence and to achieve that end we must look elsewhere.

3. The facts stated in respect of foodgrains, are true in regard to a number of other items as well. Sales Tax on Kerosene in Delhi is 3% and in U.P. it is 8%. Readymade garments are taxed @ 2% in Delhi and @ 6% in U.P. Hosiery is taxed @ 1% in Delhi and 4% in U.P.

4. U.P. might negotiate a common rate list with Haryana but Delhi's case is much different. Delhi rates are too low and any decision would be possible only after Delhi decides to raise rates of tax. U.P. and Haryana may hardly lower their rates to the level of Delhi as it will take away a large chunk of the revenue income of the States. Delhi might afford to keep lower rates of tax as it is possible for it to draw its resources from the Consolidated Fund of India while this is not practicable in the case of U.P. or Haryana.

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5. Both the tax rates and the tax system itself are different in U.P. which has adopted taxability on M or I. Haryana has also done it in many items. Delhi is, however, carrying on with last point taxation in a number of cases which opens up very easy channels of evasion. U.P. is handicapped by Delhi's low rates of taxes. A large number of items are sold for practically no tax because tax administration is comparatively less strict in Delhi. In order, therefore, to safeguard the revenue interests of U.P., strict vigil over large number of evaders and smugglers, has to be kept. It is thus imperative that Delhi revises its tax system and enforces its tax rules strictly in order that a meaningful commonality may be achieved between the three States.

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M- Sale by manufacturer.
S- Sale to consumer.
I- Sale by Importer.
P- Purchase Tax.

Comperative Chart of Sales Tax Rate in Different States.

MP - Multiple Point of Tax.
E - Exempt

Commodity	Delhi	Haryana	U.P.
1	2	3	4
1. Arms and Ammunitions	10	10	14 MI
2. Atta Maida, Suji.	E	4	4 MI
3. Article made of Gold & Silver.	7	2	6 S
4. Aviation Spirit.	10		E
5. Alluminium wares extrusions.	7	7	8 MI
6. Air Conditioner, its Plants & Equipments.	10	10	12 MI
7. Asbestos, Cement, Corrugated Sheet etc.	7		8 MI
8. Belting of all kinds.	7		8 MI
9. Bhang, Ganja and Charas.	7		E
10. Bicycles, Tricycles.	7		8 MI
11. Binaculars Telescope	10	12	12 MI
12. Bricks, Fire bricks.	7		8 MI
13. Brass wares and Utensils of Brass	7		10 MI
14. Bullion and Spices	½	½	2 P

Commodity	Delhi	Haryana	U.P.
1	2	3	4
15. Butter Cream Cheese	5		6 MI
16. Bread	E	7	5 S
17. Biscuits (1) Hande Made	7	7	5 S
(2) Other	7	7	5 S
18. Betel leaves	E	E	E
19. Clocks Time Pieces	10	12	12 MI
20. Card Board Straw Board	7		10 MI
21. Caustic Soda and Soda Ash.	7	7	8 MI
22. Carpets Namdas	10		10 MI
23. Cement (All kinds)	7	12	10 MI
24. Chemicals	7	7	8 MI
25. Cigaretes cases and Lighter	10	12	12 MI
26. Cinematographic goods	10	12	12 MI
27. Coffee, Coca Chicory	7	8	8 MI
28. Crockery Cutlery	10	10	10 MI
29. China-ware Stone glazed ware porcelain ware.	10	10	10 MI
30. Chemical Fertilizers	E	E	5 MI
31. Corks	7	7	4 MI

Commodity	Delhi	Haryana	U.P.
1	2	3	4
32. Container made of tin, Iron Steel.	7	7	4 MI
33. Cotton Carpets, pile durries	10	12	6 MI
34. Cotton rugs rezais lihaf etc.	5	7	6 MI
35. Cotton waste.	5	4	4 MI
36. Cereals	E	4	4 P
37. Country Spirit	7	E	E
38. Cane goods other than furniture	7	7	E
39. Coal	3	4	4 S
40. Cotton	4	4	4 S
41. Cotton Yarn.	1	2	2 MI
42. Crude Oil	4		4 MI
43. Cosmetics and toilet preparations.	10	12	12 MI
44. Chilsies	7		3
45. Candle	7	3	3 MI
46. Chasis of heavy vehicles.	10		10 M
47. Cooking gas	5		8 MI
48. Copper-wire		7	4
49. Cooking food.	E		5 S

Commodity.	Delhi	Haryana	U.P.
1	2	3	4
50. Camphor			8
51. Cotton Yarn Waste.	5		8
52. Cardamom	7		8
53. Chashenut	7		10
54. Dyes and Colours	7	7	8 MI
55. Dry fruits.	7	7	10MI
56, Electrical goods	10	10	12MI
57. Exercise books	E	E	6 MI
58. Electroplated nickel-silver goods	7 E(7.5)		8
59. Electric Motors.	10	10	12 MI
60. Exhaust Fan Air Circulators	10		12 MI
61. Fire work and matches	10		12 MI
62. Fountain Pen etc.	5		8 MI
63. Furniture (Wooden)	10	10	12 MI
2- (Steel (Others)	10	12	12 MI
64. Fur and Article Made thereof	10	12	12 MI
65. Fire wood	E	8	4
66. Footwear of all kinds.	5	8	8 S
67. Furnance Oil	7	8	8 MI

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Commodity.	Delhi	Haryana	U.P.
1	2	3	4
68. Goods and ware made of glass.	10		12 MI
69. Glass Bangles.	5	10	10 MI
70. Gas lanterns Petromax	5	10	8 MI
71. Goods for indoor or outdoor Games.	7		6 MI
72. Gota Lachha Salma Sitara Embroidery	7	7	E
73. Ghee	5	8	6P
74. Gur Gursakker Rab.	7	8	8P
75. Ground nut oil	5		4 MT
76. Goat Hair.	7	7	E
77. Generators and transformers etc.	10		12
78. Hides & Skins.	4	4	4S
79. Hard Board.	10	10	10MI
80. Hoses made of rubbers plastic and Cement.	7		8 MI
81. Hosiery (1) Cotton (2) Others.	1/5 1/5	2	4 MI 8 MI
82. High Speed Diesel Oil	10		E
83. Iron & Steel.	4	4	4 MI
84. Ivory goods.	7	7	8 MI

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Commodity	Delhi	Haryana	U.P.
1	2	3	4
85. Instruments Boxes & Maps.	E		E
86. Ice	5	7	8MI
87. Jute	4	4	4P
88. Jute & hemp goods.	5		6MI
89. Jari of all kinds.			E
90. Kerosene Oil (Inferior)	3	7	8MI
(Superior)	3	7	8MI
91. Knitting Yarn(All)	5	7	6MI
92. Khandsari Sugar.	E		4P
93. Leather Board.	10	10	10MI
94. Lubricants.	9	7	8MI
95. Locks Parts & Keys.	7	7	8MI
96. Leather goods (1) Ladies hand bag Vanity purses.	10	10	8MI
(2) Other goods	10	10	8MI
97. Light Diesel Oil	10		E
98. Linoleam	7		
99. Lack & Sellak	7	7	E
100. Lifts Operated by power.	10	10	12 MI
101 Machinery Spare Parts.	7	7	6 MI

Commodity.	Delhi.	Haryana	U.P.
1	2	3	4
102. Matches.	4	8	6 MI
103. Mill stores and Hardwares.	7	7	8 MI
104. Molosses	5		12 MI
105. Motor Vehicles etc.& Parts	10	12	10 MI
(1) Motor cars & Light Commercial Vehicles.			
(2) Motor Parts.	10	12	10 MI
106. Medicine & Pharm. Preparations.	5	8	6 MI
107. Milk Powder, Condensed Milk.	5	8	6 MI
108. Meat Fish	E		E
109. Motor Spirit as defined in U.P.Motor Spirit diesel oil & Alcohal taxation Act.	10	E	E
110. Musical Instruments.	7	7	8MI
111. Marble & its products.	7	7	8MI
112. Mica.	7	7	4MI
113. Magnesse	7	7	4MI
114. Margarine	5	8	12MI
115. Non-ferrous metals sheets ignots circles alloy etc.	7		2MI
116. Office machinery such as tabulating Calculating Machines duplicating machines etc.	10	12	12 MI

Commodity	Delhi	Haryana	U.P.
1	2	3	4
117. Oil of all kinds other than those covered by any other Notification.	5	3	5 MI
118. Oil seeds.	3	4	4 P
119. Ornaments made of gold & silver.	2		4 S
120. Opium.	7		20 P
121. Paints & Varnish	7	7	12 MI
122. Pearls.	7	7	10 MI
123. Photographic goods.	10		12 MI
124. Plastic goods.	5	10	8 MI
125. Playing Cards.	7	7	9 MI
126. Polishes of all kinds.	5	12	8 MI
127. Packing Material.			
(1). Empty tin Empty Brawel	7		4 MI
(2). Wooden boxes & Cartoons	7		6 MI
(3). Empty Bottles	7		4 MI
(4). Polythene & Alkaline	7	10	8 MI
128. Plywood.	10	10	10 MI
129. Paper of all kinds.	5	8	6 MI
130. Pulses	E		4 P

Commodity.	Delhi	Haryana	U.P.
1	2	3	4
131. Pesticides & Insecticides	5	2	6 MI
132. Potash Explosive	7	7	8 MI
133. Paper	7		8 MI
134 Pressure Cooker	7		8
135. Pure Silk cloth other than handloom	3		8
136. Rubber etc.	7		8
137. Refined Coconut oil Groundnut Oil	5	8	10 MI
138. Refrigerator, Plants Equipment	10	10	12 MI
139. Raw wool.	2	2	4-8
140 Readymade Garments.			
(1)-Woollen	2/5	8	6 MI
(2)others.	2/5		
141. Sheets Cushion Pillows Mattresses etc.	10	7	12 MI
142. Sanitory Goods	10		12 MI
143. Scents Perfumes.	10		
144. Spirits & Spirituous Liquors of all kinds.	10	20	26 MI

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Commodity.	Delhi	Haryana	U.P.
1	2	3	4
145. Sodawater, Soft Beverages, Syrups, Squashes, Lemman Soda etc.	7	9	12 MI
146. Sun glass-Sungogales, Spectales.	7		8 MI
147. Saw dust charcoal Cake briquettes.	E		4 MI
148. Sewing or Embroidery thread.	3	2	2 MI
149. Spieces and Condiments.	7	8	8 MI
150. Sinfease attache cases	7	10	8 MI
151. Stoves	7	7	8 MI
152. Sewing Machines	7	7	8 MI
153. Storches.	7	7	8 MI
154. Stationery.	7		8 MI
155. Staple Yarn of all kinds.	E		2 MI
156. Soap	5		8
157. Saving Sets Safety Razors etc.	5		8
158. Taps			4
159. Tractors and Parts.	5		2

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Commodity.	Delhi	Haryana	U.P.
1	2	3	4
160. Tea	7	3	8 MI
161. Tendu (Kendu) Leaves.	7	7	8 MI
162. Tiles of all kinds.	10	12	12 MI
163. Torch Cells Dry Cells Batteries.	5	7	12 MI
164. Tyres & Tubes	7	-	8 MI
165. Timber(wood)	7	7	12 MI
166. Tooth Paste Tooth Powder	5	-	8
167. Tooth Brushes Etc.	5	-	8
168. Vacuum flasks(All)	10	12	12 MI
169. Vilaspati	5	8	10 MI
170. Umbrella	5	8	8
171. Washing soap & other detergent	5	12	6 MI
172. Wireless transmission and reception equipment	10	12	12 MI
(II) Sound recording equipment	10	12	12 MI
(III) Sound transmitting equipment & other audio vidio electric equipment.	12	12	12 MI
173. Wood(timber)	7	7	12 MI

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Commodity	Delhi	Haryana	U.P.
1	2	3	4
174. Ware made of stainless Steel.	7	10	8
175. Welding electrode & Rods	7	-	8
176. Weighing machine etc.	7	-	8
177. Yarn of all kinds (Except those notified)	2	-	2
178. X-Ray apparatus & Films.	10	-	8 MI
179. General rate of tax.	7	-	8 MI

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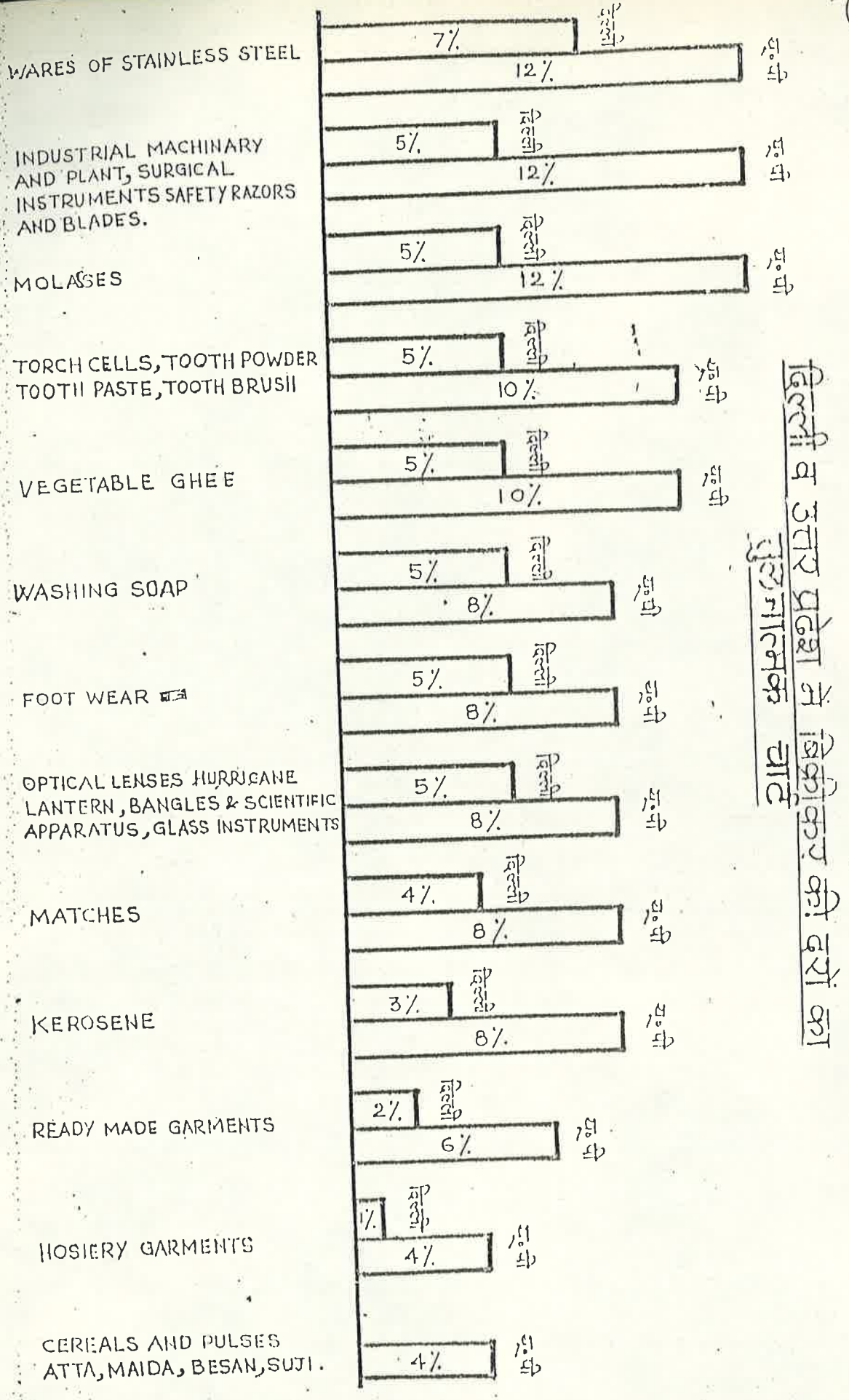

विभिन्न उत्पादों पर केन्द्रीय कर की दरों का तुलनात्मक चार्ट

MINUTES OF THE 6TH MEETING OF THE PLANNING COMMITTEE HELD AT 10.00 AM ON TUESDAY THE 10TH JUNE, 1986.

A list of members and other officials who participated in the meeting is annexed.

2. The Chairman welcomed the new member Shri P.B. Mathur who has succeeded Shri R. Ramakrishna, Secretary, LSG and HUD in Rajasthan. He also introduced Shri T. Geroge Joseph, Commissioner Sales Tax, UP, Shri K.S. Yadav, Addl. Excise and Taxation Commissioner, Haryana and Shri V.N. Bhargava, Sales Tax Officer, Delhi, who have been specially invited to attend this meeting.

3. Shri B.N. Singh who has joined the Board as Chief Regional Planner was also introduced. The agenda items were taken up for discussion.

AGENDA ITEM NO.1

Cooption of Shri B.N. Singh as a member of the Committee.

The Committee approved the proposal to Coopt Shri B.N. Singh as a member and also Convenor of the Planning Committee.

AGENDA ITEM NO.2

Confirmation of the Minutes of the 5th meeting of the Planning Committee held on 21st May, 1986.

The comments of the members were invited. Shri J.C. Chopra pointed out that the views of the Haryana Government regarding disincentive approach for Delhi Metropolitan Area which were conveyed in the State Govt's letter (Director of Industries) have not been reflected in the minutes relating to policy regarding economic activities and locational policies for industries. The particular para in the minutes were read out. It was clarified by Chairman that the minutes only reflected the discussions at the meeting and that the view points of Haryana Government had been adequately covered in the minutes. The other members also agreed with the Chairman. It was decided that the minutes needed no modification and that they be taken as confirmed.

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AGENDA ITEM NO. 3

Discussion o the summary of policies suggested for adoption in the interim plan for development of National Capital Region.

The Chairman pointed out that the policies had already been discussed at the last meeting and based on the views expressed at the meeting which are contained in the minutes of the meeting, the summary of policies have been revised wherever necessary and a copy of this had been circulated to the members for reference and record.

2. Shri Rastogi referred to policy TP-1 regarding development of stretches of NI 24 (Delhi-Ghaziabad) and referred to the minutes of the meeting which mentioned that the NI 24 will be developed as NI upto Hapur whereas the policy includes the suggestion only upto to Ghaziabad. There were discussion whether this point should be re-opened and discussed again. Shri A.P.Singh was of the view that since Hapur will be one of the identified towns for priority development in Uttar Pradesh the proposals to develop the NI 24 to NI standard upto Hapur, should stand the policy TP-1 should be modified to that effect. The Chairman pointed out since all other proposals cover the peripheral towns, this should be extended upto Hapur. This accepted by all the members. The members approved the summary of policies as amended on the basis of the discussion at the last meeting.

AGENDA ITEM NO. 4

Rationalisatio of sales tax in the National Capital Region.

Shri Yadav presented the paper prepared by the Haryana Government regarding fiscal incentives and dis-incentives that can be brough into being in the context of locational policies of Wholesale and distributive trade and commerce. He mentioned that fiscal policies in regard to economic activities within the region should ensure fiscal disincentives within Delhi. He pointed out that there are large areas which are conspicuous by the differentials and disparities. Differentials are more marked in respect of rate structure of two States which leads to diversion of trade resulting in loss of revenue to one State and also distortion of its pattern of trade and commerce. He narrated that in Delhi foodgrains and pulses

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are exempted from levy of taxes, whereas in Haryana and other neighbouring States these attract taxation at 4%. Similarly, Kerosone, matches and hand made paper etc. are taxable at rates varying from 3% to 5% at Delhi whereas it is 7% or 8% in neighbouring States. He was of the view that these disparities were responsible for diversion of trade from neighbouring States to Delhi resulting in concentration of trade and congestion in Delhi. He strongly felt that mre restoration of uniformity ofrate structure might not achieve the desired result but the rate in Delhi has to be fixed at a level high enough to demotivate the concentration of trade and commerce in Delhi. He also suggested that in order to achieve the objective of shifting trade from Delhi, concessional rate of 2% taxes on goods which are re-exported from Delhi should be raised to 4% as is prevalent in the Neighouring States. He was also of the view that low rate of taxation, the concessions offered by Union territory of Delhi to industries and other better facilities offered by Delhi are responsible for economic activities like trade and commerce shifting from neighbouring States and concerning in Delhi.

2. The Chairman clarified that the NCR objective is not to ban any activity of trade or commerce in Delhi; the intention is to ensure only those activities are allowed in Delhi which serve the consumer needs of Delhi. It a particular item is traded in Delhi and 80% is consumed in Delhi then there should be no objection to the location of that activity in Delhi; only in cases whereonly 20% of the goods are consumed in Delhi such activity should be shifted from Delhi. Therefore, he desired that selective approach should be adopted and measures to achieve the objective have to be suggested. He also mentioned that because of the huge difference in taxation rate, some units manufactured certain goods outside Delhi and without even physically shifting them to Delhi the goods are shown as being sold at Delhi. The Chairman pointed out that generally there was no barrier between States in regard to movement of goods and that incentives should be provided for the trade to go out of Delhi and a package of measures have to be suggested to achieve these objectives.

3. Shri Joseph presented a paper prepared by U.P. Government. He mentioned the difference in rate of taxes was peculiar in the case of

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food grains; while in U.P. and Haryana, the rate charged is 4% sales tax, food grains are exempted from taxation in Delhi; though Delhi is not a producing State(but only a consuming State) it has become a big trade Centre in Northern India. Distributive activity in the National Capital is an additional burden on the already congested traffic system. In this connection, he also referred to the taxation rates in regard to the readymade garments in Delhi and the neighbouring States. He pointed out that Delhi being a U.T., it was possible for it to draw its resources from the consolidated fund of India and there was no burden on the UT to depend on collection of taxation revenue and, therefore, Delhi could offer a lower rate of taxes. This was not the case in respect of the neighbouring States. Shri A.P. Singh stated that though this point has been discussed in the past at various forums, nothing could be achieved because the laws were not being implemented effectively, and that NCR objective would not work unless some disincentives are suggested or atleast incentives in Delhi are removed. Another view was expressed that the low rate of taxation in Delhi encouraged smuggling activities in the neighbouring States. Shri Joseph reiterated that the difference in the rates have resulted in a lot of trade in Delhi which should have normally taken place in U.P. He gave an example of electrical instruments/equipments. He pointed out that people even from far away places like Kerala preferred to buy electrical goods from Delhi. He also stated that Delhi was not free from evasion of taxes and suggested that Delhi should change this pattern. In this connection he referred to a study made by NIPFP which revealed the extent of evasion of taxes in Delhi. He emphasized the need for avoiding un-necessary commercial activity in Delhi and suggested that the system of taxation should be changed and the strict enforcement of taxation should be achieved.

4. Shri Bhargava, did not agree with the views expressed by the representatives of both Haryana and U.P. He pointed out that Delhi has been a traditional trade centre and it had a historical background; Delhi is a big consuming centre and that whatever goods come to Delhi, are consumed in Delhi and that a very few items are sent outside Delhi. He also pointed out that there were 3 or 4 lakhs of floating population in Delhi who carry goods outside Delhi which did not mean evasion of tax. He stated

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that 42 items are taxed on first point., He also pointed out that with the introduction of taxation at first point on various item in Delhi, Delhi had witnessed a lot of agitation and hartals in the trade centres.

5. While agreeing with the view points expressed by Harayana, UP and Delhi Taxation authorities, Shri Pardeep stated that the problems of industry should not be mixed up with trade and commerce. The aim is to bring ways and means to contain the growth of population in Delhi, He was of the view that the natural growth could not be contained and for the sake of avoiding a few lakhs of population migrating to Delhi, the existing population in Delhi should not be punished by suggesting higher rate of taxation. He felt that it was necessary to examine item by item keeping in view the manufacturing point and the consuming points and to take a conscious decision in regard to each item. He referred to the Chief Ministers' Conference and suggested that their recommendations should be awaited in this regard. He also added that a matter of policy it has already been decided the location of medium and large scale industry should be discouraged in Delhi. It has to be examined as to what are the measures by which this could be achieved and if more industry or trade or commerce is to be encouraged in areas outside Delhi the concerned State Government should consider a lower level of taxation. and also offer incentives. He suggested that manufacturing industry in Delhi should be discouraged and godown facilities and transportation facilities should be improved in areas outside Delhi so that such activities do not take place in Delhi. There was reference to lower taxation not only in Delhi but also in other UTs like Pondicherry, Goa, Daman & Diu, etc., which resulted in loss of revenue to neighbouring States (Tamil Nadu, Maharashtra, Karnataka, etc.).

6. Summing up the discussion on this item, Chairman pointed out that from the NCR point of view only broad objectives could be laid down in general terms and it will not be possible for the NCR Board to recommend the exact details at present. Keeping the discussions in view, it was decided that to overcome the existing disparities in the tax structure, (i) Delhi UT should have a minimum floor level of taxation in order to achieve uniformity, to some extent, in Tax structure in the region. (2) In order to save diversion of trade from the neighbouring States to Delhi, the present

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rate of taxation of 2% in Delhi levied on re-export of goods should be raised to 4% as is being levied in the neighbouring States. (3) It is felt that non-levy of consignment tax is resulting in diversin of trade from other States to Delhi. It is, therefore, considered necessary that the Govt. of Indiashould take immediate steps as follow up action with regard to the 46th constitution Amendment Act, 1982, as per the recommendations of Conference of the group of Chief Ministers.

7. The tax structure of the UT of Delhi should be so adjusted that the tax on industrial raw materials and industrial machinary should be slightly higher than that in the rest of the region.

AGENDA ITEM NO.5

HUDCO GUIDELINES ON FINANCIHG OF INFRASTRUCTURAL SCHEMES.

Shri Mulkaraj explained in detail the schemes that could be financed by HUDCO in the National Capital Region and pointed out that a sum of Rs. 25 crores had been earmarked for this purpose during 1986-87. Some members pointed out that as there was delay in getting returns on infrastructural projects, HUDCO should consider a longer repayment schedule for such loans. After detailed discussion it was decided that Shri B.N. Singh and the Chief Town Planners of the Participating States will discuss the matter in detail with the HUDCO and select one town each (preferably the identified periority town) in the States of Haryana, UP and Rajasthan and explore the possibility of HUDCO financing certain schemes in these towns which would fit in the NCR scheme. On the basis of the discussions, HUDCO would prepare a project report for financing the scheme in one of the selected towns in each State.

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

No.K-14011/27/86-NCRPB
NATIONAL CAPITAL REGION
PLANNING BOARD

....

C Wing, Nirman Bhavan
New Delhi-110011

New Delhi, dated 20th June, 1986.

Copy forwarded for information and appropriate action to all the Members of the Planning Committee.

(Mrs. V.R. Sundram)
Deputy Director

ANNEXURE

(132)

MEETING OF THE PLANNING COMMITTEE OF THE NATIONAL CAPITAL REGION PLANNING BOARD HELD AT 10.00 AM ON TUESDAY THE 10TH JUNE 1986 IN COMMITTEE ROOM 'E', VIGYAN BHAVAN, NEW DELHI.

PRESENT

1. Shri M Shankar, Member Secretary, NCR Planning Board. - CHAIRMAN.

MINISTRY OF URBAN DEVELOPMENT

2. Shri R.L.Pradeep, Joint Secretary(UT). ~~(UT).~~ ~~OPMENT.~~

GOVERNMENT OF HARYANA

3. Shri J.C.Chopra, Chief Town Planner.
4. Shri B.D.Gulati, Chief Coordinator(NCR), Gurgaon.
5. Shri K.S.Yadav, Addl. Excise & Taxation Commissioner.
6. Shri Yudhavir Singh, Dy. Excise & Taxation Commissioner, Faridabad(E).

GOVERNMENT OF RAJASTHAN

7. Shri H.S.Mathur, Chief Town Planner.
8. Shri P.B.Mathur, Secretary, UDH & DLB Department.

GOVERNMENT OF UTTAR PRADESH

9. Shri A.P.Singh, Secretary, H & UD Department.
10. Shri N.S.Johri, Chief Town Planner.
11. Shri T.Geroge Joseph, Commissioner(Sales Tax).
12. Shri Ram Sharan, Dy.Commissioner(Sales Tax).

PLANNING COMMISSION

13. Shri V.A.Valiaparampil, Joint Adviser.

DELHI UNION TERRITORY

14. Shri V.N.Bharghav, Sales Tax Officer(L & I).
15. Shri R.D.Gupta, Joint Director ofIndustries.
16. Shri J.K.Varshneya, Engineer Member, Delhi Development Authority.
17. Shri Mulkh Raj, Chief, Housing and Urban Development Corporation.
18. Shri B.Bahl, Chief, Housing and Urban Development Corporation.
19. Shri J.Premnath Singh, TCPO.
20. Shri S.P.Mital, Addl. Director General(TP-IV), Department of Telecommunications.

NATIONAL CAPITAL REGION PLANNING BOARD

21. Shri B.N.Singh, Chief Regional Planner.
22. Shri T.K.Chatterjee, Regional Planner.
23. Shri R.K.Rastogi, Associate Planner.
24. Shri V.K.Thakore, Senior Research Officer.
25. Shri K.L.Sachar, Finance & Accounts Officer.
26. Smt.V.R.Sundaram, Deputy Director.

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IMMEDIATE

No.K.14011/18/85-NCRPB
Government of India
NCR Planning Board
'C' Wing, Nirman Bhavan

New Delhi, dated the 22.1.1986.

MEETING NOTICE

Subject:- Meeting of the Project Sanctioning and Monitoring Group of the NCR Planning Bd.

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The next meeting of the Project Sanctioning and Monitoring Group of the NCR Planning Board will be held at 4 PM on Friday the 14th February, 1986 in the Room of Secretary, Ministry of Urban Development (Room No.122 'C' Wing, Nirman Bhavan, New Delhi). The agenda papers on the following items circulated with this office meeting notice No.K.14011/18/85-NCRPB, dated 19th December, 1985 will be discussed at this meeting:-

(a) Proposal of the Uttar Pradesh Government for establishing a Planning Cell at Ghaziabad for National Capital Region work.

(b) Prpposals of IAMR and the Society for Development Studies for undertaking studies in connection with the preparation of the regional plan.

(c) Study proposals received from the Association of Metropolitan Authority - Social and economic infrastructure for the National Capital Region and planning of environment and ecology for the National Capital Region.

2. Kindly make it convenient to attend the meeting and confirm your participation.

(Mrs V.R.Sundaram)
Deputy Director
Tele:388709

To

1. Shri Ramesh Chandra, Secretary, Ministry of Urban Development, Nirman Bhavan, New Delhi.
2. Shri S.T.Veeraraghavan, Jt.Secretary(F), Ministry of Urban Development, New Delhi.
3. Shri R.L.Pardeep, Jt.Secretary(UD), Ministry of Urban Development, New Delhi.

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4. Shri N.K.Seth, Adviser (HUD), Planning Commission, Yojana Bhavan, New Delhi.

5. Shri J.K.Duggal, Secretary, Town and Country Planning Department, Government of Haryana, Chandigarh.

6. Shri R.Ramakrishna, Secretary, Housing and Urban Development Department, Government of Rajasthan, Jaipur.

7. Shri A.P.Singh, Secretary, Nagar Vikas, Government of Uttar Pradesh, Lucknow.

8. Shri S.C.Vajpayee, Secretary(land & building), Delhi Administration, I.P.Estate, New Delhi.

9. Shri E.F.N.Ribeiro, Chief Planner, YTCPO, Vikas Bhavan, I.P.Estate, New Delhi.

10. PS to Member Secretary(NCR).

J/

No.K.14011/18/85-NCRPB
Government of India
NCR Planning Board
'C' Wing, Nirman Bhavan

New Delhi, dated the 19.12.1985.

MEETING NOTICE

Subject:- Meeting of the Project Sanctioning and Monitoring Group of the National Capital Region Planning Board.

....

The next meeting of the Project Sanctioning and Monitoring Group of the National Capital Region Planning Board will be held at 4.30 PM on Monday the 30th December, 1985 in the room of Secretary, Ministry of Urban Development(Room No.122'C' Wing), Nirman Bhavan, New Delhi to consider the following proposals:-

1. Proposal of the Uttar Pradesh Government for establishing a Planning Cell at Ghaziabad for NCR work.

2. Proposals received from the IAMR and the Soceity for D velopment Studies for undertaking studies in connection with the preparation of the regional plan.

3. Any other item.

2. A set of papers to be considered in the meeting is sent herewith. Kindly confirm your participation.

(Smt. V.R.Sundaram)
Deputy Director
Tele:388709

To

1. Shri Ramesh Chandra, Secretary, Ministry of Urban Development, Nirman Bhavan, New Delhi.

2. Shri S.T.Veerarahavan, Joint Secretary(F), Ministry of Urban Development, New Delhi.

3. Shri R.L.Pardeep, Joint Secretary(UD), Ministry of Urban Development, New Delhi.

4. Shri N.K.Seth, Adviser, Planning Commission, Yojana Bhavan, New Delhi.

5. Shri J.K.Duggal, Secretary, Town and Country Planning Department, Government of Haryana, Chandigarh.

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6. Shri R.Ramakrishna, Secretary, Local Self Government and Urban Development Department, Government of Rajasthan, Jaipur.

7. Shri A.P.Singh, Secretary, Nagar Vikas, Government of U.P., Lucknow.

8. Shri S.C.Vajpayee, Secretary(L&B), Delhi Administration, I.P.Estate, New Delhi.

9. Shri E.F.N.Ribeiro, Chief Planner, Town and Country Planning Organisation, Vikas Bhavan, I.P.Estate, New Delhi.

10. PS to Member Secretary(NCR).

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MEETING OF THE PROJECT SANCTIONING AND MONITORING GROUP

AGENDA ITEM NO:I

Subject:- Proposal of the Government of UP for setting up of Planning Cell at Ghaziabad for the NCR work in the UP sub-region.

A copy of the note received from the State Government is enclosed as Annexure I.

2. Immediately after the promulgation of the NCR Planning Board Ordinance, issued in October, 1984, the participating States were addressed requesting them to strengthen the existing organisation in order to equip them so as to deal with the NCR work keeping in view the importance and complexity of the matter. All the three State Governments have pointed out their inability to create more posts specifically for the NCR work both in connection with the preparation and implementation of the regional plan and sub-regional plans. The State Governments have pointed out that under IDSMT scheme 2% of the loan assistance provided by Central Government could be utilised for strengthening the implementing organisations. However, no such facility is available in the orignial IUDP/NCR scheme. Therefore if any help has to be extended to the participating States for augmenting the existing organisation or for creation of new cells for this purpose, recourse has to be taken to the provision contained in Section 22(2)(b) of the NCR Planning Board/ Board Fund can be applied for conducting surveys, preliminary studies and drawing up of plans for the NCR.

/Act, 1985, according to which, NCR Planning

2. During 1985-86 a sum of Rs.4 crores had been provided for release to the State Governments for implementing the NCR scheme. The Project Sanctioning and Monitoring Group in its first meeting held on 4th October, 1985 has approved the release of financial assistance and also approved the proposals for undertaking two studies one on migration pattern in National Capital Region and the other on fiscal policy for the NCR as under:

1)	Uttar Pradesh	-	175 lakhs.
2)	Haryana	-	125 lakhs.
3)	Rajasthan	-	75 lakhs.
4)	Study by NIUA	-	4.5 lakhs.
5)	Study by NIPFP	-	2.3 lakhs.
			381.8 lakhs.

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PLANNING CELL(NCR) AT GHAZIABAD

(REGIONAL PLANNING SCHEME)

JUSTIFICATION FOR THE CREATION OF THE PLANNING CELL :

According to Section VII of the Act no.2 of 1985(The NCR Planning Board Act, 1985) one of the major functions of the NCR Planning Board is to prepare the Regional Plan, the functional plans, project plans etc. with the help of the participating States, whose area falls under NCR. Further as per Section 17 of the Act, each participating State has to prepare sub regional plan for the sub region within its jurisdiction for which a Planning Cell under the control of State Chief Town and Country Planner is necessary so that the desired coordination between Planning Board and the Sub Regional Establishment may be achieved for the integrated development of the region. The Government of Haryana and Rajasthan have also set up a Technical Cell for this purpose. In view of this it is necessary that a Planning Cell at Ghaziabad under a Senior Planner be set up at an early date so that work of this national importance could be taken up without further delay.

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In this connection it may ~~be~~ also be pointed out that according to the projects submitted by the U.P. Government to NCR, an expenditure of Rs. 770.81 crores during the VIIth Five Year Plan has been proposed, the coordination and monitoring of which will be impossible unless the Cell as proposed above is sanctioned as early as possible. The NCR Board keeps on asking periodical reports, information or surveys on various towns and providing all those details as well as project reports for the 7 priority towns and 11 other towns will have to be taken up immediately. Entire work in this connection will have to be carried out by the Cell, as proposed.

It is also worth consideration that Haryana Government has already created a separate set up under a newly created post of Chief Planner Coordination (NCR) to carry out all the above activities for the area falling in Haryana State, while Government of Rajasthan has created a Cell at Alwar under a Senior Planner for the same purpose. As a result of above, the work of planning and coordination in these two states have progressed considerably and it might be possible for those States to attract higher investments for development in their territories under NCR.

PLANNING

PROPOSAL FOR SETTING UP A ~~TECHNICAL~~/CELL AT GHAZIABAD.

Estimated expenditure on ~~Technical~~ Planning Cell to be created:

a. Total expenditure (1985- 90) Rs. 40,79,650.

b. Last expenditure (NIL)

C. Yearwise expenditure:-

Year	Recurring	Non-recurring	Total
1985 - 86	6,26,930	4,15,000	10,41,930
1986 - 87	6,56,930	50,000	7,06,930
1987 - 88	6,86,930	55,000	7,41,930
1988- 89	7,16,930	60,000	7,76,930
1989 - 90	7,46,930	65,000	8,11,930
Total	34,34,650	6,45,000	40,79,650

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Statement 'A'

(14-1)

Distribution of expenditure

(A) Expenditure on Staff

(In Rupees)

S.N: Designation	No of posts	Pay scale	Pay	DA	HRA	Total
Gazetted						
1. Senior Planner	1	1840- 2400	22,080	8,640	3,000	33,720
2. Associate Planner	2	1250- 2050	30,000	14,400	3,600	48,000
3. Assistant Planner	2	850- 1720	20,400	9,792	2,160	32,352
4. Assistant Architect	2	850- 1720	20,400	9,792	2,160	32,352
5. Assistant Engineer	1	850- 1720	10,200	4,896	1,080	16,176
6. Research Officer	1	850- 1720	10,200	4,896	1,080	16,176
Non-Gazetted.						
1. Arch.-cum-Planning Assistant	4	690- 1420	33,120	18,432	4,320	55,872
2. Statistical Asstt.	1	570- 1100	6,840	3,940	720	11,500
3. Head Draftsman	2	550-940	13,200	7,604	1,440	22,244
4. Computer	1	550- 940	6,600	3,802	720	11,122
5. Junior Engineer	1	515- 860	6,180	3,560	720	10,460
6. Survey Assistant	2	470- 735	11,280	6,498	1,440	19,218
7. Assistant Accountant	1	470- 735	5,640	3,249	720	9,609.
8. Qualified Draftsman	2	470- 735	11,280	6,498	1,440	19,218
9. Stenographer	1	515- 860	6,180	3,560	720	10,460
10. Stenographer	2	470- 735	11,280	6,498	1,440	19,218
11. Senior Clerk	1	430- 685	11,280	6,498	1,440	19,218
12. Junior Clerk	1	354- 550	4,248	2,447	720	7,415
13. Typist	1	354- 550	4,248	2,447	720	7,415
14. Blue Printer(Tech.)	1	354- 550	4,248	2,447	720	7,415
15. Jeep Driver	2	360- 495	7,920	4,562	720	13,202
16. Peon	5	305- 390	18,300	10,540	1,800	30,640
17. Chaukidar	1	305- 390	3,660	2,108	360	6,128
18- Sweeper (Daily wages)	1	150/- P.M.	1,800	-	-	1,800
Total	38	-	2,80,584	1,47,106	33,240	4,60,930

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B. BUILDING: Office building to be hired.

C. Expenditure

	Item	Estimated expenditure (1985-86) (In Rs.)
1.	Office Building rent	36,000
2.	Office Expenditure (Contingencies)	90,000
3.	Travelling allowance	40,000
4.	Telephone	20,000
	TOTAL	1,86,000

(D) Equipment / Furniture & Machines/ Jeep

details:

(a) Equipment to be purchased in India:

1. Furniture, Steel almirah, rack etc.
2. Typewriters, Blueprinting machine
3. Survey Instruments/ drawing instruments, calculators.
4. Fans, Lamp, Bulb, Heaters etc.
5. Stationery.

Rs. 1,75,000

PURCHASE OF JEEP (Two jeeps) Rs. 2,20,000

Articles to be imported NIL

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DETAILS OF THE EXPENDITURE TO BE INCURRED IN THE BUDGET DURING 1985-86 :

1.	Pay	Rs.	2,80,584
2.	D.A.	Rs.	1,47,106
3.	House Rents	Rs.	33,240
4.	T.A.	Rs.	40,000
5.	Office Building rent	Rs.	36,000
6.	Office expenditure	Rs.	90,000
7.	Telephone.	Rs.	20,000
8.	Equipment & Furniture	Rs.	1,75,000
9.	Purchase of Jeeps	Rs.	2,20,000
	Total	Rs.	10,41,930

AGENDA ITEM NO:2

Subject:- Proposals received from the IAMR and the Socity for Development Studies for undertaking studies in connection with the preparation of the regional plan.

The Board had received study proposals from four institutions as under:-

1) NIPFP for a study on fiscal policy for the National Capital Region at a cost of Rs.2.3 lakh to be completed within a period of eight months.

2) A proposal received from NIUA for a study on migration pattern in the context of the NCR at a cost of Rs.4.5 lakh to be completed within the period of nine months.

3) Study proposal received from the IAMR for a District level study on man-power and employment planning - Phase I to be completed in three months time at a cost of Rs.99,500.

4) * Proposal of Society for Development Studies for a study on informal sector in the National Capital Region at a cost of Rs.3.05 lakh to be completed within a period of nine months.

* copy enclosed

2. The preparation of a plan for NCR not only involves collection of a lot of secondary data from various departments of Central and State Governments but also conducting several preliminary studies which may be directly or indirectly useful for the preparation of the plan.

3. The Project Sanctioning and Monitoring Group in its meeting held on 4th October, 1985 considered these four proposals and approved the studies proposed by the NIPFP and the NIUA. As regards the proposals of IAMR and Society for Development Studies: the Chairman desired that the Ministry of Urban Development might be requested to examine them in order to finance them from the research funds available with the Ministry. Accordingly these had been referred to the Government for consideration. But so far no decision has been taken as the Research Committee has not met during this period. The study proposed by the IAMR and the Society for Development Studies are connected with the plan exercise. In the second meeting of the

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NCR Planning Board held on 20.11.1985 the Board directed that the regional plan has to be prepared on 'War-footing'. It has also been decided that the interim landuse plan should be prepared by the 31st March, 1986. The absence of the integrated plan will not only affect Delhi but also result in haphazard development in the neighbouring areas and unless immediate measures are taken it would be difficult to achieve the objective in view. In these circumstances it is felt that it may not be advisable to postpone the study any longer and it is necessary that the proposed studies are entrusted to the professional organisations immediately so that feed-backs on the trends etc. are available even during the preparation of the interim plan. It is therefore submitted that the Project Sanctioning and Monitoring Group may kindly consider and approve the proposal for carrying out the proposed Studies on man-power and employment Planning and on informal Sector for the Board by the professional organisations mentioned above.

RESEARCH PROPOSALS RECEIVED FROM VARIOUS INSTITUTIONS

The Board has received the following research study proposals from ~~four~~ institutio-ns, viz., National institute of Public Finance and Policy, Institute of applied Manpower Reasearch, Society for Development Studies and the National Institute of Urban Affairs. The subject, cost and duration of the proposed studies are given below:

1. INSTITUTE OF APPLIED MANPOWER RESEARCH

Subject: Manpower and Employment Planning for the National Capital Region.

Phase-I District level study

Phase-II Town level study

Cost: Phase-I Rs. 99500

Phase-II Not Available

Duration: Phase-I 3 Months

Phase-II Not Available

II. SOCIETY FOR DEVELOPMENT STUDIES

Subject: Informal Sector in the National Capital Region

Cost: Rs. 3.05 Lakhs

Duration: 9 M-onths

The summaries of the proposals submitted by the above-mentioned institutions and comments on them may be seen in Annexure I. The explanatory notes submitted by the institutions on their proposals may be seen in Annexures- II and III.

ANNEXURE-I

SUMMARY OF RESEARCH PROPOSALS SUBMITTED BY VARIOUS INSTITUTIONS AND COMMENTS

The preparation of a plan for the National Capital Region not only involves collection of lot of secondary data from various departments of Central and State Governments but also conducting several prelimary studies which may be directly or indirectly useful in the preparation of the plan. These studies may relate to subjects such as economic base, transportation system, fiscal and

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administrative policies, employment activity location, migration etc. So far the Ministry/Board has received research study proposals from four institutions. The proposals and the comments on them are given in brief in the following paragraphs.

I. INSTITUTE OF APPLIED MANPOWER RESEARCH (IAMR)

The IAMR has proposed a study on "Manpower and Employment Planning for the NCR excluding Delhi Metropolitan Area". The Institute proposes to conduct the study in two phases. In the first phase, it is proposed to conduct techno-economic surveys of the districts included in the NCR with a view to arriving at broad magnitudes of manpower supply and potential for emplyment generation in each of the districts. In the second phase, it is proposed to conduct detailed investigations to ascertain the holding capacities of individual priority towns.

The objectives of the study as stated by the IAMR are as follows:

i) Analysis of demographic characteristics of population and labour forces such as age, sex, education, migratory behaviour and rural uraban distributin.

ii) Estimation of projected magnitudes of population and labour force by sex, age, and rural-urban distributin.

iii) Assessment of resources of the region natural resources and physical resources.

iv) Analysis of economic activities.

v) Assessment of the pattern of employment, characteristics of un-employment with the employment exchanges by education, duration and location.

vi) Assessment of potential for development by economic activity.

vii) Estimation of potential for employment generation in terms of broad magnitudes on the basis of techno-economic perspectives analysed.

viii) Identification of potential locations for development district-wise and economic activities which need to be emphasised in each district.

The IAMR has indicated the cost of the first phase of the study as Rs. 99.500/-. The first phase of the study would be completed in three months.

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COMMENTS ON THE IAMR PROPOSAL

Looking at the objectives given by the IAMR, it is evident that the study prposed by the IAMR constitutes nothing but techno-economic surveys at district and town levels. In fact, such surveys constitute part and parcel of any regional plan. There is no doubt that the study would be directly useful in the preparation of the regional plan. However, since the IAMR has indicated that completion of the first phase of the study (district level study) would require only three months, it seems that the Board can agree to the proposal regarding the first phase of the study. It is, however, necessary that the IAMR should be asked to conduct the surveys at tehsils level in the cases where only the tehsils fall in the NCR and not the district.

II. SOCIETY FOR DEVELOPMENT STUDIES

The society has proposed a study entitled "Informal Sector in the National Capital Region". The objectives of the study are as follows:

1. Assessment of the magnitude of the informal sector (in terms of number of house-holds, members and settlements).

2. Estimation of the economic role of the informal sector (in terms of income-generating activities, capital investment and value added).

3. Study of the socio-economic characteristics of informal sector residents (namely, age, sex, education, income levels, place of origin etc.).

4. Examination of the inter-linkages of the informal sector with the formal sector (in terms of input-output mix, sales, etc.)

5. Projection of the growth of the informal sector.

The society has estimated the cost of the project at Rs. 3.05 lakhs and it proposes to complete the study in about 9 months.

COMMENTS ON THE SOCIETY's PROPSAL

The informal sector plays a vital role in the growth of the cities. It is believed to act as a net catching those in search of employment in the cities of which the majority are the in-migrants to the city. Hence, there is a close nexus between the informal sector and the in-migrants.

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Apart from this the informal sector is also stated to be actively connected with slums settlements unauthorised encroachments etc. A detailed and scientific study of this sector as proposed in the study would provide the necessary data base for formulating the strategies for the regional plan. The projection of the growth of this sector would be a major factor in estimating the shape, direction and the quantum of growth of these towns and cities which are proposed to be studies. The proposed study would not only be of releveance to Delhi but to all other metropolitan cities in the country. It is, therfor, proposed that this study may be undertaken.

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ANNEXURE-II

INSTITUTE OF APPLIED MANPOWER RESEARCH

PROJECT MEMORANDUM

National Capital Region-A case Study of Eleven Districts covered under N.C.R.

1. INTRODUCTION:

India is passing through a phase of rapid population growth. After independence there has been an alarming growth in the population as it struck 361 millions in 1951, 439 millions in 1961, 548 millions in 1971, and 685 millions in 1981. The rural-urban break up of population indicates that the rate of growth of population in urban areas has been much larger than in rural areas. For instance, urban population has grown from 10.34% in 1951 to 17.98 per cent in 1961, to 19.91% in 1971 and to 32.31 per cent in 1981 (Table 1). The phenomenal growth of urban population may be attributed to a large number of factors, specially repaid industrialisation and general economic development in urban areas, which generated more employment opportunities and encouraged migration from rural to urban areas. The Sixth Plan document indicates that during 1961-71, the population of larger towns have grown faster than smaller towns.

Delhi like other bigger towns also attracted a larger number of migrants from the surrounding areas. The population statistics of Delhi reveal that the magnitude of immigrants is on the increase. The population of Delhi was around 1.4 millions in 1951, 2.4 millions in 1961, 3.6 millions in 1971 and around 6 millions in 1981. (Table 2) It is estimated that by 2001 A.D. it will rise to 12 millions. From the current trend, it may be observed that during the last decade increase in population has been around 58%.

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Taking into account the magnitude of the population pressures, policy planners formulated a master plan for Delhi long ago. The Master Plan for Delhi-viewed the city's problems in the regional setting and thus sought to go to the roots of the problems of urban development, population growth and migration. It recognised three spatial levels of planning, viz., "The Delhi Urban Area"1 (within urbanizable limits), "The Delhi Metropolitan Area"2 and "The National Capital Region"3 within whose orbit, there are a number of towns which have been largely influenced by Delhi. From out of these towns, authorities have identified some of the towns located in three states viz., Uttar Pradesh, Haryana and Rajasthan which have a potential population holding capacity. After identifying these towns with a view to linking spatial planning with economic planning efforts are being made to locate and foster the development of relevant economic activities in these towns. Through this process, more employment opportunities are expected to be generated in these towns and this in turn would help reduce population pressures on metropolitan area. Experience of other countries also bears testimony to this apprroach.**

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1. The Delhi Urban Area: It covers entire Urban Area of union territory as defined by the Census of 1981.

2. The Delhi Metropolitan Area: It covers entire union territory and six other towns viz., Ghaziabad, NOIDA, Faridabad, Gurgaon, Bhadurgarh and Kundlee.

3. National Capital Region: It includes six districts of Haryana viz., Karnal, Rohtak, Faridabad, Gurgaon, Sonipat & Mahindragrah. Three districts of Uttar Pradesh viz., Meerut, Bulandshahar & Gazibad and one district from Rajasthan -Alwar.

** Taiwan's ability to create non-form jobs in intermediate and small sized cities and towns is presumed to be the reason bh-at the matropolitan area of taipei has been expanding at only half the rate of capital cities in many countries. An approach to Spatial Planning for Rural Development, USAID, Washinqton D.C., 1975.P.9.

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In order to restrict the influx of population to Delhi Metropolitan Area (DMA) the following strategy is proposed:

(a) Diversion of population concentration from urban Delhi to the peripheral and other regional towns.

(b) Selective dispersl of wholesale trade, governmental and other economic activities in the region as a whole.

(c) Restructuring the existing transport network within the region to inter-connect the regional towns.

(d) Evolving acoordinated and integrated development of regional utilities and services.

(e) Development of agriculture and agro-based industries in the region to sustain the population.

Though various measures have been spelt out, yet generation of more job opportunities in the surrounding areas is being taken as an essential pre-requisite for fulfilment of the objectives. The approach is expected to serve two purposes: First, potential migrants with increasing employment opportunites in their surroundings may not migrate. Second, there may even be a reverse migration of immigrants in EMA to avail of the new job opportunites at their places of origion.

Such a regional planning excercise aimed at diffusing population pressure at central locations like Delhi Metropolitan Area (DMA) calls for a detailed manpower and employment planning, ascertaining scope for employment generation at potential priority towns and assessing the holding capacities of these towns. With this in view the Directorate of National Capital Region, Ministry of Urban Development , Govt. of India approached the Institute of Applied Manpower Research (IAMR) to prepare a detailed Manpower and employment plan for National Capital Region (NCR) excluding DMA and to estimate the holding capacity of priority towns.

IAMR proposes to undertake the study in two phases. in the first phase it is proposed to conduct techno-economic

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surveys of the districts included in the NCR with a view to arriving at broad magnitudes of manpower supply and potential for employment generation in each of the districts. The first phase will rely on existing and available documented information. In the second phase, it is proposed to conduct detailed investigations to ascertain the holding capacities of individual priority towns.

OBJECTIVES:

(i) Analysis of demographic characteristics of population and labourforce such as age, sex, education, migratory behaviour and rural urban distribution.

(ii) Estimation of projected magnitudes of population and labourforce by sex, age, and rural-urban distribution.

(iii) Assessment of resources of the region-natural resources and physical resources.

(iv) Analysis of economic activities.

(v) Assessement of the pattern of employment, characteristics of unemployed registered with the employment exchanges by education, duration and location.

(vi) Assessment of potential for development by economic activity.

(vii) Estimation of potential for employment genration in terms of broad magnitudes on the basis of techno-economic perspectives analysed.

(viii) Identification of potential locations for development district-wise and economic activities which need to be emphasised in each district.

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Scope:

In the first phase it is proposed to cover those districts which are included in the National Capital Region except Delhi Metropolitan Area (DMA).

Methodology and Data Source:

The first phase study would be based on all documented data available from various sources at district level, and other documents such as the Lead Bank Report, District Industrial potential Surveys, District Census, District Statistical Hand Book, Economic Census, District plan and District Industries Centre reports. The districtwise data available from various sources will be compiled and analysed at IAMR.

Time Schedule:

The findings of the first phase study would be available within three months from the date of initiation of the first phase.

Cost:

The cost to be incurred on the first phase study is Rs. 99,500.00. This amount includes all expenses to be incurred, by IAMR on this work. As per IAMR practice, 50% of the cost payable i.e. Rs. 49,750 should be remitted with the latter of acceptance and the balance within four weeks of the submission of the Report.

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TABLE I

Total Population, Urban Population and Growth rate, 1901-1981

Sl. No.	Year	Total Population (Millions)	Growth rate	Urban Population (Millions)	Urban Growth Rate	% of Urban Population to total population
1.	2.	3.	4.	5.	6.	7.
1.	1901	238.34	-	25.85	-	10.84
2.	1911	252.01	5.73	25.94	0.35	10.29
3.	1921	251.24(-)	0.30	28.09	8.27	11.18
4.	1931	278.87	10.99	33.46	19.12	11.99
5.	1941	318.54	14.22	44.15	31.97	13.86
6.	1951	360.95	13,31	62.44	41.42	17.30
7.	1961	439.07	21.64	78.93	26.41	17.98
8.	1971	547.95	24.79	109.09	38.21	19.91
9.	1981	685.18	25.04	159.48	46.19	23.31

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TABLE-II

POPULATION AND GROWTH RATE OF DELHI
(METROPOLITAN COUNCIL).1881-1981.

Sl.No.	Year	Population	Growth Rate
1.	2.	3.	4.
1.	1881	173,393	--
2.	1891	192,759	11.06
3.	1901	214,115	11.18
4.	1911	237,944	11.13
5.	1921	304,420	27.94
6.	1931	447,442	48.98
7.	1941	695,686	55.48
8.	1951	1,437,134	106.58
9.	1961	2,359,408	64.17
10.	1971	3,620,950	53.85
11.	1981	5,729,283	58.23

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ANNEXURE -III

SOCIETY FOR DEVELOPMENT STUDIES

INFORMAL SECTOR IN THE NATIONAL CAPITAL REGION

PERSPECTIVE AND RATIONALE:

A large part of economic activities in all metropolitan and large cities in the developing world takes place in the unorganised sector, generally termed as the 'informal sector' and sometimes as the 'residual sector'. There is, as yet, no clear cut definition of the term, but it generally canotes all unorganised production and service activities. These activities not only provide significant backward and forward linkages to organised sector operations (quite often being an important sustaining link) but they also contribute directly to the production and employment generation efforts of the region/State. The creation and expansion of the informal sector however puts serious pressures on urban public services, without commensurate contribution towards financing the creation and maintenance of these services. The consequence of this development is a deterioration in the quality of urban life.

The informal sector is also a strong magnetic force that continuously attracts freal floods of migrants from other parts of the region/country. The unforseen and unplanned growth of the informal sector often results in, and always accentuates, problems in urban management, the important ones relating to human settlement, transportation, sanitation, education and employment. There is also a feeling that socio-economic crimes have their genesis in the informal sector. Hence one group of people hold the view that the informal sector is a stagnant one which acts as a net into which the unemployed, the thinly veiled idlers and those who cannot find normal wage job usually fall" and that it is a den for criminal activities. Another group of people however contend that it is a dynamic and productive sector, which sustains the growth process in the organised sector and absorbs the unemployed and unemployable labour force who may not possess the requisite qualifications, skills and special training needed for securing employment in the organised sector.

The informal sector consists of several types of occupational groups of people such as hawkers, pedlers, shoe shine boys, coolies rikshaw drivers, petty shop keepers, artisans, artisans and smallscale entrepreneurs. Some of the residents in the informal sector are engaged in the organised sector activities by virtue of employment in organised public and private sector institutions.

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Some quantitative evidence on the role of the informal sector has been brought out in studies undertaken by the International Labour Organisation (ILO). The ILO studies reveal that the share of the informal sector in the developing world ranges from 30 percent to 60 percent on the basis of studies in Abidjan (31 Percent), Sao Paulo (35-42 percent), Djakarta (40 percent), Calcutta (43 percent), Lagos (50 percent), and Bogota (53-58 percent). An Ahmedabad city study estimated that 46 percent of workers are engaged in informal sector activities and another for urban Delhi has estimated that 63 percent of total employment in urban Delhi is in the informal sector. The DDA/TCPO have done case studies of informal sector activities in Kamla Market and Anand Parbat areas of Delhi and the empirical evidences also bring out the substantial role of the informal sector.

In the perspective of formulating a development strategy for a harmonious and balanced growth of the National Capital Region (NCR), it would be necessary to strengthen the data base on the informal sector. This is an urgent issue which needs to be tackled at the very beginning. Appropriate policy measures in the initial stages of operations of the NCR can help to streamline, monitor and regulate the activities in the informal sector in the NCR, and make it contribute positively to the development process, rather than become a drag. At the same time, these policies can be aimed to also ensure that the informal sector in the NCR contributes to its financial resources.

OBJECTIVES:

The objectives of the proposed research study, therefore, are:

1. Assessment of the magnitude of the informal sector (in terms of number of households, members and settlements);

2. Estimation of the economic role of the informal sector (in terms of income generating activities, capital investment and value added);

3. Study of the socio-economic characteristics of informal sector residents (namely, age, sex, education, income levels, place of origin, etc);

4. Examination of the inter-linkages of the informal sector with the formal sector (in terms of input-output mix, sales, etc); and

5. Projection of the growth of the informal sector.

METHODOLOGY:

A study of all the clusters of informal sector activities in different parts of the NCR can be undertaken only on a long-term basis, extending over several years. In view of the need

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to develop policy options at an early date, it would be necessary to restrict the scope and coverage of the study. It is, therefore, proposed that the study be limited to two or three clusters in Delhi and metropolitan Delhi each, and to one cluster in each of the States that fall within the jurisdiction of the NCR.

Further, in each of the selected locations (about 8 in total) it is necessary to select a sample of people that would represent all the major economic activities/occupational groups that constitute the informal sector. It would be desirable to keep in perspective, while constituting the sample, other parameters like age, sex, educational level and income levels of the individuals also.

On the basis of the sample data, it would be possible to develop a socio-economic profile of the informal sector and make some estimates of the overall magnitude of the informal sector in the NCR. Projections of the growth of the informal over the next decade can also be made.

TIME SCHEDULE AND PROJECT COSTS:

The project involves a lot of preparatory work to select the clusters of informal sector activities that would be covered in the sample survey and constitute the sample and then to conduct the survey and process and analyse the data. In case the study is limited to about 8 locations and the total sample size is about 1000 to 1200 households, it is estimated that the project would be completed over a period of 12 to 15 months.

The full time project staff would include five professionals and one secretarial assistant. The services of the Director would be on a part-time basis. The services of a few research investigators would be utilised during the period of the survey. The other major heads of project expenditure would relate to field survey, travel, data processing, stationery and publications and general overheads. The total project cost is estimated at Rs. 3,05,000. The details are presented in Table 1.

The prject fees may be released in instalments, as follows:

1.	50 percent at commencement of the project:	Rs.	1,52,500
2.	20 percent after 3 months	Rs.	61,000
3.	20 percent after 6 months	Rs.	61,000
4.	10 percent after submission of the Report.	Rs.	30,500
	Total	Rs.	3,05,000

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TABLE I

COST ESTIMATE FOR THE PROJECT ON THE INFORMAL SECTOR IN THE NCR

1.	Staff Emoluments	1,75,000
2.	Survey and Travel	40,000
3.	Data Processing	20,000
4.	Postage and Telecommunication	2,000
5.	Stationery and Printing (5 percent of 1)	8,750
6.	Books and Publication (5 percent of 1)	8,750
7.	Overheads (20 percent of 1 to 6)	50,900
	Total	3,05,400

(i.e. Rs.3,05,000)

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AGENDA ITEM NO:3

Subject:- Study proposals received from the Association of Metropolitan Development Authorities.

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The Board has received the following study proposals from the Association of Metropolitan Development Authority(AMDA):-

1) Social and economic infrastructures for the National Capital Region at a cost of Rs.2.60 lakhs - interim report to be ready in five months and final report within nine months.

2) Planning of environment and ecology for the National Capital Region at a cost of Rs.3.45 lakhs to be completed within a perind of nine months.

2. A brief note indicating details of the scope of the study and the comments thereon is enclosed. The Planning Committee may kindly consider these proposals and approve the carrying out the proposed studies for the Board by the AMDA.

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I. ASSOCIATION OF METROPOLITAN DEVELOPMENT AUTHORITIES (AMDA)

SUBJECT: SOCIAL AND ECONOMIC INFRASTRUCTURES FOR NATIONAL CAPITAL REGION

COST: RS.2.60 LAKHS

DURATION: INTERIM REPORT IN 5 MONTHS

FINAL REPORT IN 9 MONTHS.

II. ASSOCIATION OF METROPOLITAN DEVELOPMENT AUTHORITIES (AMDA)

SUBJECT: PLANNING OF ENVIRONMENT & ECOLOGY FOR THE NATIONAL CAPITAL REGION.

COST: RS.3.45 LAKHS

DURATION: 9 MONTHS.

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I. ASSOCIATION OF METROPOLITAN DEVELOPMENT AUTHORITIES (AMDA)

The AMDA has proposed a study entitled 'Social and Economic Infrastructures for National Capital Region'. The study objectives as given by AMDA appears to be as under:

> Within the framework of NCR. concept, an attempt will be made for the preparation of pre-feasibility report on the present level of social and economic infrastructures in the ring towns and in the region. The study would be directed to identify the trend, deficiencies in the infrastructures, potentials of the region, appraisal of present policies, incentives and preparation of policy guidelines. The report would be presented with supporting documents and N.C.R. Planning Atlas.

The study is expected to be prepared in three stages. It aims to cover detailed analysis of Demographic and Sociological profiles of the region. Analysis of Urban services is to include social infrastructures such as education, health, recreational and culture and housing for EWS and various Economic Infrastructures also.

The AMDA has estimated the cost of the project at Rs.2.60 lakhs and proposes to complete the study in 9 months.

COMMENTS:

It has been observed that one of the reasons for higher rate of migration from the sorrounding region of the capital is ~~the~~ ~~of~~ the inadequacy of economic and social infrastructures. Now it has been emphasised that improvement and provision of additional facilities/amenities -

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both economic and social would serve to a great extent the NCR. objectives. This requires first understanding the present deficiencies in the availability of such infrastructures and gaining meaningful policy guidelines for their provision. For such an objective this study would be ~~of~~ much helpful mainly from the view of understanding the magnitude of deficiencies, appraisal of present policy incentives and gain guidelines for future infrastructure provision. It is therefore, proposed that this study may be undertaken.

II. ASSOCIATION OF METROPOLITAN DEVELOPMENT AUTHORITIES (AMDA).

The AMDA has proposed a study on 'Planning of Environment & Ecology for the National Capital Region. The study would be directed, as stated by the AMDA, towards;

1. Identifying the present level of air, water and land pollution together with the various parameters concerning ecology and environment.
2. Determining the present status and future trend of factors governing the total environment.
3. Formulating the guidelines for the preservation of environment and natural eco-systems essential for balanced development of the National Capital Region.
4. The study will also cover the pollution from dust, smoke emanating from selected industries viz., stone, crushers, power plants etc.

This study also aims to integrate the findings of some studies that are being done which touch upon a few aspects of ecology and environment. Three such studies indicated are;

1. Migration and Demographic conditions in NCR. by National Institute of Urban Affairs, New Delhi.
2. Financial Resources in NCR. by the National Institute of Public Finance and Policy, New Delhi.
3. Impact of Industries in NCR. by the School of Planning and Architecture, New Delhi.

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The AMDA has estimated the cost of the project at Rs.3.45 lakhs and it proposes to complete the study in 9 months.

COMMENTS ON THE AMDA PROPOSAL:

NCR. plan envisages balanced and integrated development of selected satellite towns around the capital through matching development of economic and social opportunities in order to bring about a rational dispersal of population away from the Capital. Such an approach requires first of all, to assess the present state of environment in the sorrounding towns of capital and understand the extent to which increase in employment oriented activities and subsequently population could be accommodated/ dispersed in such towns. This further requires formulating specific guidelines for the preservation of environment and national eco-system so that optimum level of intervention could be achieved. This might help to understand relationship between induced development and ecological consequences. So the proposed study would not only be of relevance to Delhi but to the entire NCR and to the entire Urban system of the country. It is, therefore, proposed that this study may be undertaken.

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MINUTES OF THE MEETING OF THE PROJECT SANCTIONING AND MONITORING GROUP OF THE NCR PLANNING BOARD HELD AT 4 PM ON 14.2.1986 UNDER THE CHAIRMANSHIP OF MINISTRY OF URBAN DEVELOPMENT.

The following were present:-

1. Shri Ramesh Chandra, Secretary, Ministry of Urban Development. - Chairman.
2. Shri R.L.Pradeep, Jt.Secretary, Ministry of Urban Development.
3. Shri S.T.Veeraraghavan, Joint Secretary, Ministry of Urban Development.
4. Shri M.Shankar, Member Secretary, NCR Planning Board.
5. Shri R.Ramakrishna, Secretary, Local Self Government, Government of Rajasthan.
6. Shri A.P.Singh, Secretary, Housing and Urban Development, Government of Uttar Pradesh.
7. Shri J.C.Chopra, Chief Town Planner, Government of Haryana.
8. Shri K.T.Gurumukhi, Town and Country Planner, Town and Country Planning Organisation.
9. Shri P.K.Srinivasan, Consultant, Planning Commission.
10. Shri B.M.Shukla, Deputy Adviser(HUD), Planning Commission.

AGENDA ITEM NO:1

Subject:- Proposal of the Uttar Pradesh Government for establishing a Planning Cell at Ghaziabad for National Capital Region work.

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The proposal was approved in principle with the stipulation that the Board will meet during the Seventh Plan period 33 per cent of the expenditure involved in regard to the Planning Cell subject to a maximum ceiling of Rs.5 lakhs in the first year and Rs.3.5 lakhs in each of the subsequent years. It was also

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decided that similiar proposals from Haryana and Rajasthan will be examined for financial assistance from the Board.

AGENDA ITEM NO:2

Subject:- Proposals of IAMR and the Soecity for Development Studies for undertaking studies in connection with the preparation of the regional plan.

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The group approved the proposal to entrust a study on informal sector in the NCR to the Sooiety for Development Studies at a cost of Rs.3.05 lakhs to be completed within nine months. The group did not approve the proposal relating to IAMR and felt that the cells created in the States for NCR work could undertake such studies.

AGENDA ITEM NO:3

Subject:- Study proposals received from the Association of Metropolitan Authority-Social and economic infrastructure for the NCR and Planning of environment and ecology for the NCR.

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The group did not approve the proposal, as it was felt that the AMDA was not equipped at present to undertake the study on its own.

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No.K.14011/18/85-NCRPB
Government of India
NCR Planning Board
'C' Wing, Nirman Bhavan

New Delhi, dated [illegible].1986.

Copy forwarded for information and appropriate action to all the members of the Group.

(Mrs V.R.Sundaram)
Deputy Director
Tele:388709

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IMMEDIATE

No.K.14011/36/85-NCRPB
Government of India
NCR Planning Board
'C' Wing, Nirman Bhavan

New Delhi, dated the 22.1.1986.

MEETING NOTICE

Subject:- Meeting of the Personnel Group of the National Capital Region Planning Board.

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The next meeting of the Personnel Group of the National Capital Region Planning Board will be held at 3 PM on Friday the 14th February, 1986 in the Room of Secretary, Ministry of Urban Development (Room No.122, 'C' Wing, Nirman Bhavan, New Delhi) to consider the following items:-

(a) Selection of Chief Regional Planner.

(b) Selection of Senior Planning Engineer.

(c) Creation of a post of staff car driver.

(d) Creation of two Group 'D' posts of Peon.

2. Agenda notes on the first three items, which were circulated with this office letter dated 20.12.1985 will be discussed in the meeting. A note on agenda item No.4 is enclosed.

3. Kindly make it convenient to attend the meeting and confirm your participation.

(Mrs V.R.Sundaram)
Deputy Director
Tele:388709

Encl: As above.

To

1. Shri Ramesh Chandra, Secretary, Ministry of Urban Development, New Delhi.

2. Shri S.T.Veeraraghavan, Jt.Secretary(F), Ministry of Urban Development, New Delhi.

3. Shri J.K.Duggal, Secretary, Town and Country Planning Department, Government of Haryana, Chandigarh.

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4. Shri R.Ramakrishna, Secretary, Housing and Urban Development Department, Government of Rajasthan, Jaipur.

5. Shri A.P.Singh, Secretary, Nagar Vikas, Government of YUttar Pradesh, Lucknow.

6. PS to Member Secretary, NCR Planning Board.

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AGENDA ITEM NO:4

Subject:- Creation of two Group 'D' posts of Peons.

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Creation of two posts of Group 'D' Peons in the National Capital Region Planning Board. Certain Group 'D' posts had been created in the Board alongwith the posts of Member Secretary, Regional Planner, Deputy Director, etc., In order to enable the Chairman(Union Minister of Urban Development) of the Board to attend to the work relating to the National Capital Region Planning Board it is felt that two posts of Peons are required to be created urgently. According to the delegation of powers, the Personnel Group has full powers to create posts in the Board. The Group may kindly approve the creation of two posts of Peons in the scale of pay of Rs.196-232 for the office of the Chairman of the Board.

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No.K.14011/36/85-NCRPB
Government of India
National Capital Region
Planning Board

New Delhi, dated the 17th December '85.

MEETING NOTICE

Subject:- Meeting of the Personnel Group of the National Capital Region Planning Board.

....

The next meeting of the Personnel Group will be held at 3.30 PM on monday the 30th December, 1985 in the room of Secretary(122 'C' Wing), Ministry of Urban Development, Nirman Bhavan, New Delhi to consider the following:-

1) Selection of Chief Regional Planner for the National Capital Region Planning Board.

2) Selection of Senior Planning Engineer in the National Capital Region Planning Board.

3) Creation of post of staff car driver.

2. A set of papers for consideration in the meeting will be sent to you separetly. Please confirm your participation.

(M.SHANKAR)
MEMBER SECRETARY

To

1. Secretary(Shri Ramesh Chandra), Ministry of Urban Development, Nirman Bhavan, New Delhi.
2. Joint Secretary(F)(Shri Veeraraghavan), Ministry of Urban Development, Nirman Bhavan, New Delhi.
3. Secretary(Shri J.K.Duggal), Secretary, Town and Country Planning Department, Government of Haryana, Chandigarh.
4. Secretary(Shri R.Ramakrishna), Local Self Government, Government of Rajasthan, Jaipur.
5. Secretary(Shri A.P.Singh), Nagar Vikas, Government of Uttar Pradesh, Lucknow.
6. PS to MS(NCR).

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No.K.14011/36/85-NCRPB
Government of India
National Capital Region
Planning Board

New Delhi, dated the 20th December, '85.

Subject:- Meeting of the Personnel Group of the National Capital Region Planning Board to be held at 3.30 P.M. on Monday the 30.12.1985 in the room of Secretary, Urban Development, Nirman Bhawan, New Delhi.

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In continuation of the Meeting Notice dated the 17-12-85 the Agenda papers for the above meeting are sent herewith.

(Mrs V.R. SUNDARAM)
for Member Secretary

To

1. Secretary (Shri Ramesh Chandra), Ministry of Urban Development, Nirman Bhawan, New Delhi.
2. Joint Secretary(F) (Shri Veeraraghavan), Ministry of Urban Development, Nirman Bhawan, New Delhi.
3. Secretary(Shri J.K. Duggal), Secretary, Town and Country Planning Department, Government of Haryana, Chandigarh.
4. Secretary(Shri R. Ramakrishna), Local Self Govt., Government of Rajasthan, Jaipur.
5. Secretary(Shri A.P. Singh), Nagar Vikas, Government of Uttar Pradesh, Lucknow.
6. PS to MS(NCR).

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MEETING OF THE PERSONNEL GROUP
AGENDA ITEM NO:I

Subject:- Selection of Chief Regional Planner for the National Capital Region Planning Board.

A post of Chief Regional Planner in the scale of Rs.2250-2500 has to be filled up. The educational qualifications and experience prescribed for this post are indicated below:-

Educational qulification	Experience
Post Graduate Degree in Town/City/Urban/Regional Planning from a recognised university or intitution or equivalent.	15 years experience in a responsible position in the field of Town and Regional Planning of which atleast 10 years shall be in project work formulation and implementing Urban and Regional Plans.

2. The post was circulated among the participating States and other States having metropolitan cities. While the State Governments of Haryana, Rajasthan and Karnataka have no candidates to sponsor for this post, applications have been received from the following persons:-

1. Shri G.D. Mathur, Town and Country Planner on deputation to Delhi Urban Arts Commission.
2. Shri P.G.Valsangkar, Town and Country Planner, TCPO.
3. Shri J.L.Parasher, Town and Country TCPO.
4. Shri I.S.Maurya, Town and Country Planner, TCPO.
5. Shri R.L.P.Sinha, Town and Country Planner, TCPO.
6. Shri S. Arunachalam, Planning Engineer, TCPO.
7. Shri B.N.Singh, Jt. Secretary, UD, UP Government.
8. Shri M.B.Saxena, Sr. Arch., CPWD.

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9. Shri T.L. Pragasam, Chief Planner, MMDA.

10. Shri A.Anantha Ranjan Doss, Sr. Dy.Planner, MMDA.

11. Shri S.N.Battacharyya, Addl.Dir.Plg, CMDA.

12. Shri A.K.Jain, Dy.Director, DDA.

13. Shri R.G.Gupta, Director(CP), DDA.

3. A folder containing Summary of the applications is enclosed. Extracts of Confidential Reports for the last five years in respect of these officers are kept in a separate folder.

4. According to the delegation of powers approved by the Board, selection of Personnel for appointment against posts the maximum of scale of pay of which exceeds Rs.1000 will be made by the Personnel Group and appointment of persons selected by the Group will be made after approval by Chairman of the Board. The Personnel Group may consider the applications and decide the selection of Chief Regional Planner for the NCR Planning Board.

Note:- The applications of persons at Sl.No.11 and 12 have not been received through proper channal.

BRIEF SUMMARY OF PARTICULARS OF CANDIDATES FOR THE POST OF CHIEF REGIONAL PLANNER IN THE NATIONAL CAPITAL REGION PLANNING BOARD

No.	Name	Date of birth	Present posting	Educational qualifications	Experiences
1	Shri G.D.Mathur	55 years	Town & Country Planner, T.C.P.O.	B.Arch(Michigan, USA) Master degree in City Planning, Post Graduate in City Planning.	Total experience of 24 years on preparation of master/ regional plans, layout plans for housing estates, housing designs for both urban and rural settlements, zonal plans for urban areas. The details includes the preparation of of a number of Zonal Development Plans as per Delhi Master Plan; worked as Team Leader In-charge on the preparation of Regional Development Plan for National Capital Region for one year; worked as Team Incharge for preparation of a Regional Development Plan for South East Resource Region for 2½ years; Has worked as Architect Planner associated with the Delhi Master Plan; assisted Government of Iraq for selecting designs for complete turn-key projects for construction of high rise housing in Baghdad; worked as Group Leader/Supervisor and also as Divisional Head of the Regional Level Policy and Planning Division and associated with Western Ghats Regional Plan, Regional Plan for Andaman and Nicobar Islands, planning and development of Goa, National Building Code, etc. As Secretary, DUAC, was Executive Head of the Commission and was responsible to examine building projects, layout plans, Master Plan, zonal plans and structure plans and exercised overall control and supervision technical and administrative staff and work. At present associated with the Expert Group of DUAC for examining the Delhi Master Plan.
2	Shri P.G.Valsangkar	22.12.1929 (56 years)	Chief(Projects), T.C.P.O.	B.E.(Civil), Diploma T.P.(Birmingham) U.K., Fellow, Institute of Town Planners.	From 1983 onwards in charge of metropolitan cities and transportation division of the TCPO. Experience includes implementation of Delhi Master Plan, traffic and transportation schemes, preparation of sector plans, zonal plans involving prepartion/srutiny of housing layouts, provision of infrastrural facilities, etc; prepartion of draft NCR Plan pertaining to urbanisation and infra-structural facilities for the Advisory Board set up by the Government of India; preparation of development plan for various towns and cities in Goa, Daman & Diu; preparation of regional plans like Dandakaranya Sub-region, Goa Regional Plan; preparation of plans for Industrial Township at Jhansi for BHEL; Was associated with the selection of site for capital of Arunachal Pradesh; Master Plan for water supply and drainage facilities in Delhi urban area; As Chief Town Planner, Arunachal Pradesh was responsible for preparation of development plan for entire capital area and detailing housing schemes and layouts alongwith the road network, etc; As TCP in charge of metropolitan cities, Planning Division, associated with the preparation and implementation of IUDP for towns in the National Capital Region and for metropolitan cities in the country; NCR 2001 and plan and studies thereon; Carried out exercises on the possible decentralisation of Central Government offices within NCR towns viz-a-vis the availability of basic infrastructure facilities; Assisted the Ministry in activating NCR - IUDP programme for the consideration of EFC; preliminary work undertaken on the

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					on the parameters for delineation of the NCR-2001; study of 'New Gwalior Project' prepared by Madhya Pradesh Government; preparation of report for the ridge area covering parts of Delhi, Haryana and Rajasthan States and offered suggestions/recommendations on the environmental protection and conservation of ridge area; advised and assisted BMRDA on traffic systems management; plan and scrutiny of multi-sector urban development projects for New Bombay prepared by CIDCO; scrutiny of the new town development plan of Ramachandrapuram for Hyderabad Urban Development Authority; traffic and transportation plans for urban areas and especialy for medium and large size cities; associated with the traffic land use studies of Jaipur and Baroda in collaboration with TRRL(UK) and ASETU.
3.	Shri J.L.Parasher	22.5.1937 (48 years)	Town and Country Planner T.C.P.O.	Bachelor of Arch., Master in Arch.(USA).; Master in Regional Planning(USA).	23 years professional experience in the field of architecture, urban design, urban and regional planning; worked as Urban Planner/Designer in premier private consultant firms in both India and USA of which three years were in the consultancy firm of Skidmore, Owings and Merrill in Chicago, Illinois, USA; for the last nearly 18 years, has served in the TCPO, Ministry of Urban Development at various levels as Asso.TCP, Addl. TCP, and Town and Country Planner on various assignments connected with urban and regional planning and development. This included nearly 4 years from 1971 to 1974 on deputation to Trade Fair Authority, Ministry of Commerce. He was in charge of NCR Division, In TCPO for 1½ years from June 1983 to Nov. '84, preceding the establishment of the NCR Planning Board.
4.	Shri I.S.Maurya	6.1.1935 (50 years)	Town and Country Planner T.C.P.O.	Master's Diploma in Regional Planning; Master's Degree in Geography.	27 years of experience in the field of City and Town Planning/Regional Planning in responsible capacities; for 17 years on preparation of Delhi Master Plan, the NCR Plan, Regional Plan for resource regions. Regional Plan for Development of Goa State. Worked as Chief Town Planner, Tripura and prepared Greater Agartala Plan for Tripura Government; Worked for 7 years for Government of Libya on implementation programmes of Tripoli Master Plan, capital of Libya, traffic and transportation Master Plan for Tripoli. Has experience on various aspects of planning such as traffic and transportation, landuse , housing and socio-economic activities - their survey, analysis and planning, survey of business and trade activities. Has worked on Dandakaranya Regional Development Plan, Land reclamation in Chambal ravines and its development, area development plan for Malkangiri sub-division and regional plan for development of Goa State. Possess specialised experience in land use planning, traffic and transportation, development of agricultural, industrial and economic resources and development of community facilities leading to the uplift of living standards of the region.

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5.	Shri R.L.P. Sinha	13.2.1936 (49 years)	Town and Country Planner, T.C.P.O.	BA(Hons), MA(Geography), PG Dilpoma in Regional Planning, Advance course in Regional Planning Technical University, Szczecin (Polan).	Was associated with the preparation of regional plans, preparation of ~~State Government~~ inter-State regional plans of the South East Resource Region, National Capital Region and Western Ghats and its sub-regions and based on the coordinated development of various sectors of the regional economy, development of infrastructure and services, etc. Prepared and implemented the Greater Kitwe Regional Plan for the Government of Zambia; directed, supervised and coordinated, related to National Settlement Perspective 2001, Regionalization of the country, its validity and strategy for development and National landuse policy; associated with the preparation of a plan for NCR; preparation of a regional plan for Western Ghats; Division of India into Planning regions; Preparation of prototype taluk plan for north Wynad Taluk; Human settlement perspective in India - 2001 - published a number of books and papers.
6.	Shri S.Arunachalam	11.2.1939 (46 years)	Planning Engineer, T.C.P.O.	BE(Civil); MTP; MA(Economics); Dip. in Management of Urban Development; Certificate in Computers in Management; Diploma in Electronics; AMIP(Dip); IAWRC; IABSE(IHG).	Preparation of town plans, area development plans, water supply schemes for hill towns, steel towns; evaluation of urban plans prepared by national and international agencies; worked as Member Secretary on the working group on urban engineering services(water supply, sewerage, transport); worked on norms and standards of urban civic facilities and urban finance - sample study for the Seventh Finance Commission, Government of India; Evaluation and survey of the integrated urban development programmes for the development priority urban centres in India; preparation of integrated resource regional development plans for Macro, Meso, Micro and area plans; evaluation of water supply and sewerage schemes in the towns and districts of NCR; worked as Member Secretary on the expert technical committees constituted by the Government for a major resource regional plan; preparation of integrated development plans for hill/backward region(WG) - working on sectors such as: Urban and rural settlement pattern, water resources planning ; power development; transport and communication; demography and economic profile; social development.
7.	Shri B.N.Singh	1.8.1933 (52 years)	Joint Secretary, Housing and UD Deptt., Government of UP.	Graduate in Civil Engg.; PG Dip. in Housing; PG Dip. in Town and Country Planning; PG Dip. in Development Planning; FITP; MIE.	Possess 29 years of professional experience in the field of town and regional planning and formulation and implementation of housing and urban development projects in Town and Country Planning Department - Uttar Pradesh in various capacity as Asstt. Engineer, Associate Planner, Senior Planner and Joint Secretary of the Government. Was responsible for formulation (identification), preparation and appraisal of the World Bank assisted Kanpur Urban Development Projects.

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					At present guiding formulation of UP Urban Development and Water Supply Project for assistance of World Bank. Has considerable experience in the preparation of master plans Allahabad, Varanasi, Gorakhpur, Dehradun, Jaunpur, Pauri, Obra, Rudrapur and Banda in Uttar Pradesh; was responsible for preparation of regional plans of Banda-Hamirpur region, Gorakhpur-Deoria region and district plan for Rae bareli in Uttar Pradesh; implemented IUDP scheme in Kanpur, Allahabad and Varanasi, etc. assisted the State Government for restructuring the planning activities in the State.
	Shri M.B.Saxena	7.5.1938	Sr. Architect, C.P.W.D.	BSc; B.Arch.; PG Dip. in Housing; PG.Dip. in Town and Country Planning; PG Dip. in Housing, Planning and Bldg. (Netherlands).	Designed the various ~~housing~~ projects which include office buildings, school buildings, major housing complexes, design and development of townships for the Goverment of Iraq, crash housing projects associated with the Master plans for CRPF, BSF and ITBP, ~~associated~~ development and design of administrative and recreational buildings; development plans/master plans for major General Pool Housing schemes at Allahabad, Kanpur and Srinagar. Revised Master plan for Ghaziabad Development Authority. Zonal development plans for Ghaziabad and Trans-Hindon area.
9.	Shri T.L.Pragasam	12.8.32 (53 years)	Chief Planner, M.M.D.A.	B.E., PG Dip. in Town and Country Planning.	City Planning is his specialisation in which he has engaged for 30 years. Has experience of drawing up plans for development of localities within the Municipal area and enforcing building and use regulations and civic development projects for the Municipal areas. Has done surveys and studies for Master Plans, Regional plans and new town plans as well and prepared the reports. Was incharge of the preparation of Master Plan for Madras. Received inservice training in metropolitan planning in Calcutta. Associated with the Ford Foundation and visited several countries to study the planning and development with special reference to urban growth thro' development control. Member of several committee's constituted by the Tamil Nadu Government.
10.	Shri A.A.R.Doss		Sr.Dy.Planner, MMDA.	BE; MTP.	Monitoring the World Bank aided Urban Development project comprising components of sites and services, slum improvement, transportation, solid waste management and technical assistance. Responsible for sites and services component of MUDP. As Manager(Training) responsible for technical assistance program of MUDP overseas development administration(ODA)UK designed and organised the reulting 12 training workshops for senior/middle level professionals in collaboration with expatriate experts. As Dy. Planner, member of the team formulating development control system for the Madras Metropolitan Area and was member of team preparing Structure Plan. Conducted surveys and studies for development Maraimalai Nagar New town.

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11.	Shri R.P.Gupta	2.8.1936 (49 years)	Director(City Planning) DDA.	BSc; B.Arch; PG Dip. in Town and Country Planning; PG Dip. in Regional Development Planning(Netherlands); Ph.D in Civil Engineering (Traffic and Transportation).	As regards experience in regional planning handled the preparation of a comprehensive 'planning and development Act for National Capital Region and development authority'; location of growth poles, growth points, service centres and basic villages in sub-region of Delhi, after studying existing physical, social, economic characteristics and potentialities of such areas. Worked for the regional/urban plan of Bhutan and planning of Khetri(Rajasthan) new township. As regards urban planning during his 18 years experience in DDA , he has experence of working on the Delhi Master Plan. Also experience of development of sub-standard areas and planning and development of new areas which includes construction of a big commerical tower of 48 storeys. Planning of a big sub Central business district, transport terminal, resettlement colonies, amusement parks, decentralisation of grain markets, planning of a ring town of Delhi, etc. Has experience in traffic and transportation planning and prepared plans for housing complexes.

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Name	Dateof birth	Present posting	Educational qualifications	Experiences
Shri J.C.Gambhir	15.5.1937	Director (Perspective Planning), DDA from June, 1983 onwards.	a) B.Sc., b) B.Arch., c) M.Tech.,	a) preparation and statutory processing of Master Plan for Delhi 2001. b) development of walled city of Shahjahanabad. c) planning studies for the preparation of the Delhi Master Plan. d) alternative strategies for Delhi Master Plan 2001. e) re-development of privately least area south and north of Rajphat in New Delhi. f) development controls for the Metropolitar City Central of Delhi. g) has published several papers and attended a training course in development planning in London.
Shri S.N.Bhattacharyya His application has been forwarded by CMDA. But CRs Not received.	27.1.1937	Addl. Director of Planning in Calcutta Metropolitan Development Authority.	a)Degree in Civil Engineering. b)Master's Degree in Regional Planning. c)Three months course on Datamatics Corporation -PERT-CPM- Technique.	Metropolitan-Urban-Town Planning. Activities includes:Urban Planning and Development - Architectural aspects - Traffic Engineering- Transit Planning-Transportation Planning- Land Use-Development Control-Socio-Economic aspects-The tasks dealt include short and long range Urban planning - immediate planning, projectisation of plans, detailed planning and monitoring. Preparation of project package for IDA(World Bank), Central and State Government Funding. Also includes PHYSICAL PLANNING preparation of Development Plans programme packagesand documents of SHELTER(HOUSING). Condition: Accommodation to be Provided by the Board as a residential quarter within 10% of Pay as House rent.

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AGENDA ITEM NO:II

Subject:- Selection of Senior Planning Engineer in the National Capital Region Planning Board.

One post of Senior Planning Engineer in the scale of pay of Rs.1500-2000 has to be filled up in the Board. The educational qualifications and experience prescribed for this post are as under:-

Educational qualifications	Experience
Degree in Civil Engineering from a recognised university or equilvalent.	15 years experience of which 7 years service in the grade of Executive Engineer or analogous posts in the Central Govt/ State Govt./Public Undertakings/Autonomous Bodies/Statutory Organisations etc. Experience in Planning and designing of services, construction, cost estimating and drawing of execution programmes is essential. Persons with experience on Town Planning and execution of such programmes in the filed will be preferred.

2. This post was circulated among the participating States and the State having metropolitan cities and organisations like DDA, TCPO, CPWD, etc., Applications have been received from the following for this post:-

1. Shri S. Arurachalam, Planning Engineer, TCPO.
2. Shri D.D. Nayyar, Executive Engineer Municipal Corporation of Delhi.
3. Shri P.P.Popli, Supdt.Engineer(C), CPWD.

3. A folder containing the copy of applications submitted by them and extracts of Confidential reports for the last 5 years in respect of the three officers is enclosed.

4. According to the delegation of powers approved by the Board, selection of Personnel for appointment against posts the maximum of scale of pay of which exceeds Rs.1600 will be made by the Personnel Group and appointment of persons selected by the Group will be made after approval by Chairman of the Board.

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5. The Personnel Group may kindly consider the applications and decide the selection of a Senior Planning Engineer for the National Capital Region Planning Board.

3. Shri S.Aryabhalam

Date of Birth : 11.2.1939
(46 years)

Present posting : Planning Engineer
(TCPO.

Educational
qualifications: BE(Civil); MTP;
MA(Economics); Dip.
in Management of
Urban Development;
Certificate in
Computers in Management;
Diploma in Electronics;
AITP(Dip); IAWPC; IABSE(IHC).

Experiences: Preparation of town plans, area development plans; water supply schemes for hill towns, steel towns; evaluation of urban plans prepared by national and international agencies; worked as Member Secretary on the working group on urban engineering services(water supply, sewerage, transport); worked on norms and standards of urban civic facilities and urban finance - sample study for the Seventh Finance Commission, Government of India; Evaluation and survey of the integrated urban development programmes for the development priority urban centres in India; preparation of integrated resource regional development plans for Macro, Meso, Micro and area plans; evaluation of water supply and sewerage schemes in the towns and districts of NCR; worked as Member Secretary on the expert technical committees constituted by the Government for a major resource regional plan; preparation of integrated development plans for hill/backward region(Western Ghats) - working on sectors such as: Urban and rural settlement pattern; water resources planning; power development; transport and communication; demography and economic profile; social development.

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BRIEF SUMMARY OF PARTICULARS OF APPLICANTS FOR THE POST OF SENIOR PLANNING ENGINNER IN THE NATIONAL CAPITAL REGION PLANNING BOARD.

Name	Age/Date of birth	Present posting	Educational qualifications	EXPERIENCES
Sh.DD.Nayyar	1.8.1940	Executive Engineer (Civil), M.C.D.	Diploma in Civil Engg. A.M.I.E.	Total experience of 27 years as Executive Engineer; Has experience in planning, design, execution and maintainance of building, roads and bridges.
Sh.PP.Popli	8.8.1935	Supdt.Engineer(C), CPWD.	A.M.I.E.	Has experience of planning, designing, drawing up of contract documents, preparation of structural designs and drawings, awarding works and getting them executed for the Medical College and Hosiptal at Shahdra, including civil, electrical, air-conditioning, etc. Has similiar ancillaires in regard to other construction works like schools of various patterns, Police Stations, building for civil defence Home Guards , hosiptal at Mangolpuri, etc., Construction of Govt. staff quarters - office building in Bombay - Back bay reclamation of sea at Nariman Point.

AGENDA ITEM NO: III

Subject:- Creation of the post of staff car driver.

In the Group of posts sanctioned for the Sectt. of the NCR Planning Board, on post of staff car driver had been created in the scale of Rs.260-350/-. The Board has purchased two vehicles viz., one Ambassador and one Standard van. It is therefore necessary to appoint one more driver in the scale of Rs.260-350/-.

2. According to the delegation of powers, the Personnel Group has full powers to create posts in the Board. The Group may kindly approve the creation of the second post of staff car driver in the scale of pay of Rs.260-350.

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MINUTES OF THE MEETING OF THE PERSONNEL GROUP OF THE NCR PLANNING BOARD HELD IN THE ROOM OF SECRETARY MINISTRY OF URBAN DEVELOPMENT AT 3 P.M. ON 14.2.1986

The 2nd meeting of the Personnel Group of the National Capital Region Planning Board was held at 3 P.M. on 14.2.1986 in the chamber of the Secretary, Ministry of Urban Development. Shri Ramesh Chandra, Secretary, Ministry of Urban Development, was in the chair. The following Members were present :

1. Shri S.T. Veeraraghavan
   Joint Secretary
   Ministry of Urban Development
2. Shri R. Ramakrishna
   Secretary
   Local Self Government
   Government of Rajasthan
3. Shri A.P. Singh
   Secretary
   Urban Development Department
   Government of Uttar Pradesh
4. Shri M. Shankar
   Member-Secretary
   NCR Planning Board

Since in the selection of the Chief Regional Planner many applications were from TCPO and DDA, it was decided to co-opt Shri R.L. Pradeep, Joint Secretary, Ministry of Urban Development in the meeting.

Agenda item No. 1: Selection of Chief Regional Planner

The agenda note prepared in this connection was perused. The detailed chart showing the various particulars of the candidates who had applied for this post alongwith their bio-data and experiences was gone through. A summary of the annual confidential report of each of the applicant for the last five years was also available for the Members. On the basis of the confidential reports it was decided to first short-list the 13 applicants. Accordingly, the following 5 were selected for further consideration :

1. Shri G.D. Mathur
2. Shri R.L.P. Sinha
3. Shri B.N. Singh
4. Shri M.B. Saxena
5. Shri J.C. Gambhir

The details of the annual confidential reports, the length of experience and the kind of experience of the above 5 candidates were gone through. After detailed discussed it was decided that considering the requirements of the NCR Planning Board, Shri B.N. Singh and Shri G.D. Mathur were found suitable. It was decided that the offer would first be made to Shri B.N. Singh and in case he is not in a position to join immediately, the offer would be made to Shri G.D. Mathur.

Agenda item No. 2: Selection of Senior Planning Engineer

There were, in all, three applications and on the basis of annual confidential reports and the academic qualifications, Shri Arunachalam was selected for the post.

As per the delegation of Rules, the appointments for the above posts can only be made after they are approved by the Chairman.

Agenda item No. 3: Creation of a post of staff car driver

The Group approved the item

Agenda item No. 4: Creation of two group "D" posts of Peons Group

The approved the creation of two posts of group "D" posts for the office of the Chairman of the Board.

NATIONAL CAPITAL REGION
PLANNING BOARD

Minutes of the 3rd meeting of the National Capital Region Planning Board held at 11 A.M. on Thursday the 3rd July, 1986 at Vigyan Bhavan, New Delhi.

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The following were present:

1. Shri Abdul Ghafoor,
Minister of Urban Development — Chairman

Government of India

2. Shri Madhavrao Scindia
Minister of State for Railways

3. Shri Rajesh Pilot
Minister of State for Surface Transport

4. Shri R.J. Chelliah
Member, Planning Commission

5. Shri P.P. Nayyar
Secretary,
Department of Surface Transport

6. Shri N.K. Seth
Adviser (HUD),
Planning Commission

Union Territory of Delhi

7. AVM (Rtd.) H.L. Kapoor
Lieutenant Governor of Delhi

8. Shri Jag Pravesh Chandra
Chief Executive Councillor

9. Shri K.K. Mathur
Chief Secretary,
Delhi Administration

Government of Haryana

10. Shri Katar Singh
Finance Minister

11. Seth Srikrishan Dass
Minister for Town & Country Planning

12. Shri P.P. Caprihan
Chief Secretary

13. Shri R.S. Mann
Secretary,
Town & Country Planning

Government of Rajasthan

14. Shri Sujan Singh Yadav
Minister for Urban Development

Government of Uttar Pradesh

15. Smt. Padma Seth
Minister for Urban Development

16. Shri M. Shankar
Member-Secretary
National Capital Region
Planning Board

The Chief Minister of Madhya Pradesh attended the meeting as a special invitee.

Some of the members were accompanied by their aides. A list of officers who participated in the meeting is given in Annexure I.

At the outset, the Chairman specially welcomed the new members, viz., Shri Bansi Lal, Chief Minister, Haryana, Shri N.D. Tiwari, Union Minister of Industries, Shri Madhavrao Scindia, Minister of State for Railways, Shri Rajesh Pilot, Minister of State of Surface Transport and Shri R.J. Chelliah, Member, Planning Commission. (The Chief Minister of Haryana and the Union Minister of Industries were however, not present at the meeting due to other pressing engagement.)

The items on the Agenda were then taken up for discussion.

Agenda item No. 1 : Confirmation of the minutes of the second meeting of the Board held on 20th November, 1985

The minutes of the second meeting of the Board circulated on the 10th December, 1985 were confirmed.

Agenda item No. 2 : Co-option of Members

The proposal to co-opt the following members was approved.

1. Secretary, Department of Industrial Development, Ministry of Industry, Government of India
2. Secretary, Department of Surface Transport, Government of India
3. Chairman, Railway Board
4. Adviser (HUD), Planning Commission, Government of India

Shri Madhavrao Scindia pointed out that with the very rapid improvement in communication and transport facilities that has been envisaged in the NCR Plan during the next decade, significant counter magnet satellite areas would be developed outside the formal NCR areas; there are, however, some areas outside the NCR but not very far from it where transportation and other infrastructure facilities are much better than those in the formal NCR areas. In recognition of this fact, the Chief Minister of Madhya Pradesh had been invited to attend the meeting of the Board. He requested that in recognition of the proximity of Madhya Pradesh to the NCR and that some towns in Madhya Pradesh could be effective counter

magnets to Delhi in the decade to come, the Chief Minister, Madhya Pradesh, should also be co-opted as a Member of the Board. The Board approved the proposal to co-opt the Chief Minister, Madhya Pradesh as member of the Board.

The Chief Executive Councillor suggested that telecommunication being an important subject, the Minister for Telecommunications should also be included as a member of the Board. It was explained that according to the provisions of the Act, the maximum permissible number of members of the Board being 21, it was not possible to include any more persons as members of the Board.

Agenda item No. 3 : Note on Action taken on the minutes of the second meeting of the Board

The action taken on the minutes of the second meeting of the Board was noted.

Agenda item No., 4 : Business transacted by the Planning Committee, Personnel Group, Project Sanctioning and Monitoring Group, etc (for information)

The Board noted the business transacted by the Planning Committee, the Personnel Group and the Project Sanctioning and Monitoring Group of the Board.

Items number 5 and 6 were then discussed together.

Agenda item No. 5 : Interim Development Plan for National Capital Region

Agenda item No. 6 : Shifting of offices of Central Government undertakings located in Delhi

The Lt.Governor, while appreciating the draft Interim Plan, pointed out that the proposals contained therein needed careful consideration. He suggested that since the Board would not be meeting frequently, a small group be constituted, with the Special Secretary, Ministry of Urban Development as the Chairman and the Chief Secretaries of the States concerned as members,

who could meet once in a month or two to go into the details of different proposals and to monitor the progress of implementation and follow up action. He emphasised the need for taking immediate action by adding that any delay in implementing the National Capital Region Plan proposals would defeat the very purpose of constituting the Region.

The Lt.Governor further suggested that the financial requirements of National Capital Region development be placed before the Planning Commission. The Board will have to fix inter-se priorities and make the most optimum use of funds placed at its disposal. He also pointed out the need to develop and strengthen the implementing agencies so that the Plan is implemented in a more organised manner and also within a specific time frame.

The Chairman narrated his experience during his recent visit to Barcelona and pointed out that the migration of population from rural areas to urban areas was a universal phenomenon.

The Chief Minister, Madhya Pradesh, stated that Delhi had been subjected to a continuous growth of population, primarily due to large scale in-migration and this had led to a tremendous strain on its infrastructure. A regulated migration to the city and simultaneous dispersal of its socio-economic activities had, therefore become imperative and urgent. Referring to the growth of towns like Ghaziabad, Faridabad, Gurgaon etc., in the periphery Delhi he pointed out that because of their proximity to Delhi, continuous commutation of people between Delhi and these towns was unavoidable. Consequently, the road net work and the transport and tele-communication facilities between such nearby satellite towns & Delhi would continue to come under heavy strain and would require massive investment. He, therefore, proposed that the question of selection of counter-magnet areas outside the National Capital Region be taken up on priority, simultaneously with the proposals for development of the National Capital Region area towns proposed in the Interim Plan. He suggested that Gwalior city, having a population of 7 lakhs, would be ideal as a counter-magnet; it is about 300 kilometres away from

Delhi and is extremely well located from the point of view of rail, road and airline facilities; there is enough land available at comparatively low prices at Gwalior; water supply and civic infrastructure is well developed; Gwalior had a rich cultural heritage and is an important educational centre. He was of the view that if further development of Gwalior town is taken up as a counter-magnet and sufficient economic inputs are made available, it will help to develop the economy of the adjoining area too.

Shri Nayar pointed out that the availability of resources should be delinked from the question of planning for the NCR. The needs and requirements will have to be worked out first. He referred to the need to distinguish between the transport needs of the city centre and those of the new growth centres. He suggested that the NCR planning and development be brought about in such a manner that the transport system gets developed in an integrated manner alongwith the road systems and the various other modes; cheap public transport system best suited to the region should be made available in order to reduce the congestion on the roads. He also alluded to the public transport systems prevalent in other developed countries. While agreeing with Shri Nayar, the Chairman pointed out that the proposals contained in the draft Interim Plan were preliminary and the views of the members would be taken into consideration before finalising the plan. He also suggested that a small committee consisting of the Railway Minister, Surface Transport Minister and other persons concerned could visit places like London, Paris, Budapest etc. and consider whether the internal transport systems prevalent in these cities would be useful for the National Capital Region area.

Shri Seth pointed out that Delhi's problems were increasing mainly because Delhi was being developed more and more. He was of the view that a time had come when there should be no further development of Delhi. According to him, better living conditions in Delhi and availability of employment

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opprotunities and infrastructural facilities tended to attract more and more migrants to Delhi. He pointed out that infrastructural facilities like telecommunications, roads, etc., in the areas included in the NCR should be brought up to the same level as obtained in Delhi, so as to provide a counter-attraction to the migrating population. He was of the view that the growth of economic activities in Delhi should be curbed. He cited the example of London and stated that surburbs 25 or 30 Kms. away had been developed, self-contained and self-reliant in all respects, so that there was no need to come to London frequently. He also pointed out that apart from employment opportunities, basic facilities like education and health facilities ought to be adequately developed in the areas outside Delhi.

Referring to the proposals relating to the priority towns, Shri Scindia pointed out that keeping in view the resource constraints and the paucity of funds, the Board should take note of other towns even outside the NCR area if the State Government or the local bodies concerned are able to accord priority for the development of such towns.

The Chairman suggested that each Ministry/Department should while formulating its budget proposals, give priority to the development needs of NCR towns. Likewise, the State Governments should earmark adequate funds for the NCR Schemes within the State Plan ceilings.

Referring to the proposals for developing quick and rapid transport facilities included in the draft Interim Plan, Shri Scindia expressed his apprehension that instead of decongesting Delhi, these might result in generating more pressure on Delhi. The Member-Secretary clarified that keeping this possibility in view, draft Interim Plan proposals envisaged the development of rail network (EMU etc.) connecting only the DMA towns and not the outer ring towns. Shri Scindia also emphasised the need to adopt a consortium approach with a view to over-coming the resource constraints. He pointed out that the intra-urban and sub-urban transport is generally managed by local authorities but, considering the peculiar situation in our country, there was a need to apportion the responsibility among the Department of Railways, the Urban Development Ministry, the State Governments and the local municipal/development authorities.

Shri Rajesh Pilot suggested that the octroi and terminal tax in the States coming within the NCR and the Union Territory of Delhi should be abolished. He felt that unless this is done, any amount of upgradation of the road and other transport facilities would not lead to solution of the present

and future problems. He also desired that the Board should recommend the allocation of adequate funds to the Transport Ministry in order to enable that Ministry to give priority to the provision of the required facilities in the areas included in the NCR. Another point emphasised by him was that if Delhi is to be decongested, adequate steps will have to be taken to provide hospitals, schools and other facilities in the identified priority towns in the NCR. A system of quota of central schools for the National Capital Region should also be introduced. Referring to the fact that while acquiring lands for development projects, only a meagre amount is paid as compensation to the farmers though the Development Authorities later on sold the developed land at very high rates, he pleaded that adequate compensation should be paid to the farmers and other land-owners with a view to avoiding discontent among them.

The Member-Secretary clarified that while preparing the draft Interim Plan, care had been taken to ensure that the facilities that may be provided in the priority towns will be of a standard comparable to that obtaining in Delhi and that the quality of services would be substantially improved. He also explained the three tier approach adopted for the development of the region, viz., curbing the growth of population in Delhi, controlled development in Delhi Metropolitan Area and induced development in the rest of the Region. He stated that so far as Delhi was concerned, the intention was to maintain and even improve the quality of services but to curb the activities that induce the in-migration of people. It is also proposed to develop DMA towns and provide in those towns facilities of a standard comparable to that obtaining in Delhi so that people do not migrate from these towns to Delhi but people from Delhi are attracted towards those towns.

Shri Chelliah stated that the proposals of the Board involving a total outlay of Rs. 867 crores in the 7th Plan for the NCR schemes will be placed before the meeting of the full Planning Commission alongwith similar other proposals for additional allocations received from other Ministries/Departments. He, however, added that it would not be possible to find resources of the order of Rs. 867 crores for NCR Development Schemes in the Seventh Plan period. The State Governments concerned could, at best, be advised, during the annual plan discussions, to earmark adequate funds for development of priority towns within their respective State Plan ceilings. He suggested that the Ministry of Urban Development should take urgent steps for setting up the Urban Infrastructural Development Corporation and stated that it may be possible to

spend only half of the amount of the proposed Rs. 867 crores. It was pointed out that the proposal to establish the Urban Infrastructural Development Corporation was still pending with the Ministry of Finance. The Member-Secretary, while drawing attention to specific proposals submitted to the Planning Commission, stated that the proposed Urban Infrastructural Development Corporation may not be able to meet the requirements of the NCR because a provision of only Rs. 35 crores had been made in the Seventh Plan as initial capital contribution to that Corporation. Another pertinent factor was that out of the schemes included for investment in the NCR, costing Rs. 867 crores in the aggregate, schemes costing only about Rs. 280 crores (development of economic activities, land acquisition and development of infrastructural facilities) would fall directly under the urban development sector and would be eligible for funding by the proposed Corporation. For the other schemes costing Rs. 587 crores which fall in other sectors like railways, telecommunications, national highways and regional roads, they would, by their very nature, necessitate separate additional plan allocation. He also pointed out that barring the land acquisition schemes costing Rs. 90 crores, the remaining schemes are promotional and developmental in nature and may not yield any return in a short time range. They may not, therefore, be justifiable on commercial basis and may not qualify for lending by the proposed Corporation.

Shri Katar Singh, Finance Minister [Haryana], stated that the State Government had developed the priority towns of Gurgaon and Panipat; Urban Estates for industrial and residential purposes have also been developed. These had not, however, attracted any persons from Delhi. At this point, Shri Seth again emphasised the need to develop the other infrastructural facilities (hospitals, schools etc.) also so as to induce dispersal of population from Delhi.

Shri Seth pointed out that since the NCR would help solve Delhi's problems, Delhi UT should be able to spare some resources for the development of NCR. At this point, the Special Secretary [UD] pointed out that apart from raising the resources, Delhi UT can rectify the present situation by taking appropriate fiscal measures. He drew attention to the tax structure in Delhi which was comparatively more favourable and was, therefore, instrumental to attracting industry and trade to Delhi. He suggested that steps should be taken to remove this tax differential. The Lt.Governor then pointed out that if more resources are to be raised by increasing taxes, more facilities will be demanded by the residents of Delhi and may have to be provided. He was of the view that Delhi city will not be able to physically contain more than 90 to 100 lakhs

of people, but there were difficulties in checking migration to Delhi. The Lt.Governor also pointed out that the neighbouring States had lately reduced taxes on vehicles, T.V. and other electrical items and that the tax differential had already narrowed down.

The Chief Executive Councillor re-iterated that Delhi is not meant for NCR but NCR is meant for Delhi. He was critical of most of the proposals included in the Interim Development Plan. He was also not in favour of disincentives proposed for diverting economic activities away from Delhi to DMA towns, etc. He pointed out that Delhi UT was providing facilities in the rural areas to make the living there more comfortable. He was against the idea of shifting the wholesale trade and industries from Delhi. He pointed out that Delhi was a traditional trading place and had further developed as a centre for wholesale trade over the last 50 years or so. If these activities are taken out of Delhi, the character of Delhi would, in his view, be destroyed. He reiterated that some way had to be found to stop migration to Delhi. At the same time, he pointed out that if industries are shifted out of Delhi, that would create the problem of un-employment. In his view, everything possible should be done to make Delhi more comfortable and more prosperous. Some members, however, pointed out that, over a period of time, Delhi had become a manufacturing city. As regards uniform tax structure, the CEC pointed out that Haryana had reduced the sales tax from 10% to 4%; in Rajasthan sales tax on certain items had been reduced from 12% to 4% and in Uttar Pradesh from 10% to 0%. He stated that disincentives to economic activities and the fiscal measures suggested might result in a political upheaval. In his view, construction activities attracted migration to Delhi and not wholesale trade. He strongly deprecated certain proposals contained in the draft Interim Plan on the ground that they would put the prosperity clock of Delhi back to 1931. He suggested that there should be a separate NCR unified Transport Authority. He desired that the Board should recommend that the powers of the Water Pollution Board should be delegated to the Delhi Administration and it should be treated as State Government for this purpose. He also suggested that the perspective for the NCR plan should be 2010. The CEC also stated that Delhi would be prepared to part with some money to help build some satellite towns because that will help Delhi. He emphasised the need to maintain the character of Delhi as not only the national city but also an international city.

The Member-Secretary clarified that the intention behind the proposals contained in the draft Interim Plan was to maintain the character of Delhi as a capital city and to save it from becoming a predominantly manufacturing city over a period of time.

Since most of the Members had expressed that they needed some more time to examine in detail the proposals contained in the draft Interim Plan, it was decided by the Chairman that another meeting be convened within a month to discuss and deliberate upon the draft Interim Plan.

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

No K-14011/29/86 NCRPB

NCR Plan Board

C Wing Nirman Bhawan

New Delhi Dt 13.7.87

Copy forwarded for information and
necessary action to all the members of
Board

Sd/-
(V. R Sivaramakrishnan)
Dy Director

Attested
Peon
(PRANNATH)

Special invitees

1. Shri Motilal Vora
   Chief Minister of Madhya Pradesh

2. Shri Dalbir Singh
   Minister of State for Urban Development

3. Shri D.M. Sukthankar
   Special Secretary,
   Ministry of Urban Development

Other participants

Government of India

1. Shri R.L. Pardeep
   Joint Secretary,
   Ministry of Urban Development

2. Shri S.T. Veeraraghavan
   Joint Secretary & Financial Adviser,
   Ministry of Urban Development

3. Shri A.V. Gokak
   Joint Secretary,
   Department of Industrial Development

4. Shri Gauri Shankar
   Member (Engineering),
   Railway Board

5. Shri K.T. Gurumukhi
   Town & Country Planner,
   Town & Country Planning Organisation

6. Shri P.K. Srinivasan
   Consultant,
   Planning Commission

Government of Haryana

1. Shri J.C. Chopra
   Chief Town Planner

2. Shri B.D. Gulati
   Chief Co-ordinator Planner (NCR)

3. Shri R.N. Parasher
   Director,
   Town & Country Planning

Government of Rajasthan

1. Shri P.B. Mathur
   Secretary,
   Urban Development and Local Self Government

2. Shri H.S. Mathur
   Chief Town Planner

Government of Uttar Pradesh

Shri A.P. Singh
Secretary,
Urban Development Department

Delhi Administration

1. Shri Ganga Das
   Secretary (Lands & Buildings)

2. Shri M.C. Verma
   Secretary (Planning & Education)

3. Shri J.C. Gambhir
   Director (Planning),
   Delhi Development Authority

4. Shri R.G. Gupta
   Director (City Planning),
   Delhi Development Authority

Government of Madhya Pradesh

1. Shri G.S. Shukla
   Resident Commissioner

2. Shri N.B. Lohani
   Secretary to Chief Minister

3. Shri R.C. Jain
   Principal Secretary to Government,
   Housing and Environment