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AGENDA ITEMS FOR THE 15TH MEETING OF THE NATIONAL CAPITAL REGION PLANNING BOARD TO BE HELD AT 10.30 A.M. ON JUNE 15,1993 IN THE PARLIAMENT HOUSE ANNEXE.

- AGENDA ITEM NO. 1. CONFIRMATION OF THE MINUTES OF THE 15TH MEETING OF THE NCR PLANNING BOARD HELD ON 14.9.1992.
- AGENDA ITEM NO. 2. REVIEW OF THE ACTION TAKEN ON THE DECISIONS OF THE NCR FLANNING BOARD MEETING HELD ON 14.9.1992.
- AGENDA ITEM NO. 3. AUDIO-VISUAL PRESENTATION OF INVESTMENT PROGRAMME FOR BOTH CENTRAL AND STATE SECTORS AND ISSUES ARISING THEREOF.
- AGENDA ITEM NO. 4. NCR DEVELOPMENT AND FINANCE CORPORATION CONSTITUTION AND MODALITIES.
- AGENDA ITEM NO. 5. MID-TERN REVIEW OF REGIONAL PLAN-2001 STATUS REPORT.
- AGENDA ITEM NO. 6. IMMRTS DELHI NEED FOR INTEGRATION WITH REGIONAL PLAN FERSPECTIVES AND PRIORITIES.
- AGENDA ITEM NO. 7. BUDGET PROPOSALS FOR 1993-94.
- AGENDA ITEM NO. 8. ANNUAL ACCOUNTS ADOPTION THEREOF.
- AGENDA ITEM NO. 9. ANY OTHER ITEM WITH THE PERMISSION OF THE CHAIR.

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AGENDA FOR THE 16TH MEETING OF THE NATIONAL CAPITAL REGION PLANNING BOARD TO BE HELD AT 10.30 A.M. ON 15.6.1993 IN THE PARLIAMENT HOUSE ANNEXE, NEW DELHI.

AGENDA ITEM NO. 1. CONFIRMATION OF THE MINUTES OF THE 15TH MEETING OF THE NCR PLANNING BOARD HELD ON 14.7.1992.

The minutes of the 15th meeting of the NCR Planning Board held on the 14th September, 1972 (Copy enclosed for ready reference at Annexure I) were circulated on 23.10.1992. The Board may kindly confirm the minutes.



AGENDA ITEM NO. 2. REVIEW OF THE ACTION TAKEN ON THE DECISIONS OF THE NCR PLANNING BOARD MEETING HELD ON 14.9.1992.

Based on the decision taken in the 15th meeting of the NCR Planning Board held on 14.9.1992 a list of points for action was drawn up and the progress of implementation is as under:-

A. NCR PLANNING BOARD

To frame statutory enabling provisions for the Board both to raise money from the capital and set up a subsidiary financial institution viz NCR Development Finance Corporation, to manage the of the Board, - cm inevstible funds and ensure their professional lines banking development utilisation in the optimal priorities in a time-bound manner.

directly from question of the Board raising funds capital market to finance VIII Plan investment the State Sector has been examined. found that while the NCR Planning Board Act, 1985 does enable the Board to directly raise resources from the capital market, there is nothing in statute which prohibits Board from floating a subsidiary company under the Companies Act, 1956 to carry out these functions provided a suitable enabling provision is made in the NCR Planning Board rules, 1985. A draft of the proposed amendment to the rules has therefore been prepared and furnished to the Ministry of Urban Development which is competent to bring immediate effect a Gazette into through same Ministry of Urban Development has desired Notification. that in the first instance a resolution may be passed by the Board in favour of the said amendments. A copy of the said amendments is at Appendix-II.

(ii) To draw up the constitution and functions of NCR Development Finance Corporation and complete all other formalities necessary for it to become fully operational, pending the proposed amendments to the NCR Planning Board Act of 1985.

The constitution and functions of the proposed subsidiary company viz NCR Development Finance Corporation have been drafted in consultation with the experts drawn from various financial and other institutions involved in the sphere of housing and urban development such as HUDCO, IL & FS, SCICI, SBI, HDFC & SDS.

A copy of the draft menorandum is placed at Appendix-I.
This draft memorandum has been circulated to the

constituents states of Haryana, Rajasthan and Uttar Fradesh. The need for equity participation by the State Governments in the proposed NCR Development Finance Corporation has also been discussed with the member State Govts. in the recent meetings of NCR Steering Committees for Rajasthan, Haryana and Uttar Fradesh which were chaired by the respective Chief Secretaries. All the 3 member States have signified their willinganess to subscribe to the equity capital of NCR Development Finance Corporation subject to the proviso in the case of Haryana that for budgetary reasons Haryana Urban Development Authority (HUDA) will be a shareholder in the said company, in lieu of Haryana Govt.

(iii) To render guidance and coordination in the formulation of viable projects for development of planned new townships around core economic activities in all the 8 priority towns/complexes and also the 2 DMA towns of Bahadurgarh and Kundli, keeping in view the strategies approved by the Board at the meeting, for fulfilment of the goals and targets of Regional Plan-2001.

The matter was discussed in the 28th meeting of the Planning Committee of NCR Planning Board.

It has been decided that to facilitate the process of project formulation and provide an overall uniformity in approach, the Board will sponsor the preparation of one such project report in each of the 3 Sub-Regions of Haryana, Rajasthan and Uttar Fradesh, as soon as the draft integrated master (land use) plans were made available to it. Accordingly, the proposed new townships along side Panipat in Haryana, Alwar in Rajasthan and Hapur in Uttar Fradesh have been selected for these pilot studies as per terms of reference drawn up in consultation with the Steering Group set up by the Planning Committee.

It is expected that these 3 studies will be commissioned on a month's time and completed by end Oct'93. In the meantime, member State Governments and their respective local/regional development authorities are free to prepare detailed project reports for the remaining of new integrated townships on similar basis.

(iv) To strengthen and restructure the Secretariat of the NCR Planning Board, to enable it to serve the Board, both more efficiently and more effectively, in discharging the wider scale and higher level of functions and responsibilities developing on the Board in the implementation of the approved strategies for fulfilment of the goals and targets of Regional Plan -2001. Action will be taken in the behalf as soon as the NCR Development Finance Corporation starts functioning and the respective rules and responsibilities of the Board viz.-a-viz. the said company under the new dispensation are fully delineated.

(v) To organise a special meeting of the concerned Central Ministries and Lt. Governor, Delhi with the Prime Minister, in October, 1992, to enable Prime Minister to review the detailed sectoral development programmes for NCR and also the problems and proposals in respect of Delhi sub-region, as seen in the context of the goals and priorities of Regional Plan - 2001.

Both the detailed sub-component development programmes for NCR in the Central Sector and the specific problems and proposals in respect of Delhi Sub-region are covered in the notes and which has been prepared, vide agenda item no.3, in consultation with the representatives of concerned Central Ministries and Government of NCT. Chairperson, NCR Planning Board has duly invited Prime Minister to hold a special meeting at his level with concerned Central Ministries and Lt. Governor of NCT, to review the same.

- B. CENTRAL MINISTRIES
- Ministry of Railways/Surface Transport/Energy/ Telecommunications.

sectoral plan based on the provisions of Regional Plan2001 in regard to the Central Sector, indicating the
annual targets by way of physical achievements and
financial outlays, commencing 1992-93, in the light of
the overal VIII Plan sectoral provisions, minimum
requisite time-frame for completion of each separate
project as also the various time-bound development
strategies approved by the Board. These detailed
sectoral plans will be placed, in the first instance,
before the Prime Minister for review in October, 1992.

As indicated in the detailed note for agenda item 3 and audio-visual presentation based thereon, the requisite sector-wise sub-component investment programmes for NCR have not yet been fully drawn up by the respective Central Ministries/Govt. of NCT due to serious resource and other constraints. The issues to be considered and decisions to be taken in this regard have been highlighted in the said agenda note and accompanying audio-visual.

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2. Ministry of Home Affairs

To finalise the pending proposals of Delhi UT for rationalisation of tax structure in NCR and ensure that a separate sub-component plan covering Delhi UT is prepared as soon as possible with a view to achieving Regional Plan-2001 targets and priorities.

A decision has since taken and notification since issued by Govt. of NCT to raise sales tax rates in respect of 5 commodities of widespread consumption to the minimum floor level recommended by NCR Flanning Board. Similar action is awaited in respect of remaining 27 items covered by the NCR Flanning Board's composite recommendations in this regard.

Also pending with Govt. of NCT/MHA for decision are specific recommendations relating to enhancement of Central Sales Tax and raising combined burden of motor vehicles tax and passengers and goods tax. The Sub-component Plan for NCR is yet to be finalised. It is expected to be completed and placed before the Board in the next meeting.

Ministry of Environment and Forests

To issue a suitable amendment to the notification dated 7.5.1992, on the lines of the assurance given by Minister of State (Environment and Forests) at the meeting, so as to enable the respective State Governments to go ahead with all bonafide development activities in Gurgaon and Alwar districts, which are compatible with both the development priorities of Regional Plan - 2001 and the strategies approved by the Board for time-bound implementation of the NCR investment programme.

The matter was discussed in detail with the State Governments of Haryana & Rajasthan in the recent meetings of NCR Steering Committees set up for the respective Subregions which are chaired by their Chief Secretaries. The relevant issues are being pursued with Ministry of Environment by NCR Flanning Board in the light of these discussions. The subject will again be placed before the Doard, if need be, at the next meeting in case any un-solved imsues remain.

- 4. Ministry of Urban Development
- (i) To ensure that NCR Flanning Board is duly revamped and provided with requisite legal and financial backing so as to enable it to play an effective role as promoter, monitor, guide and coordinator in the achievement of Regional Flan goals and priorities as per the various strategies approved by the Board.
- (ii) To oversee and coordinate the shifting of Government and other public sector offices from Delhi, in accordance with Regional Flan guidelines and priorities as also the approved strategies of the Board.

The Ministry of Urban Development to apprise the Board of the status of both the issues.

C. DELHI ADMINISTRATION

(i) To draw up, by December, 1992, a comprehensive subregional plan for decongesting Delhi and improving the quality of its services and amenities as per the Regional Plan priorities and the various development strategies approved by the Board, and place the same before the Board, as soon as possible thereafter, for approval.

The progress was reviewed in the 29th meeting of the Planning Committee of NCR Planning Board held on 20.3.1993. It is expected that the draft Sub-regional Plan for, Delhi NCT will be completed by DDA and submitted to the Government of National Capital Territory of Delhi by 30.4.1993. Accordingly the Sub-regional Plan for NCT is expected to be finalised by Govt. of NCT and placed before the Board for approval in its next meeting.

ii (a) To identify the specific activities in the sphere of industrial manufacture and wholesale trade and commerce, which need to be shifted out of Delhi as per Regional Plan - 2001 priorities and (b) prepare a phased time-bound programme for the formulation and implementation of specific projects to secure the decentralisation and dispersal of these activities in collaboration with the respective member-States.

The follow-up action programme to be taken by Govt. of NCT in this behalf will emerge out of the Delhi Sub-regional Plan now in the final stages of drafting vide the position

indicated at (i) above. In the meantime, the specific question relating to decentralisation of wholesale trades and their dispersal outside Delhi was discussed in the 28th as well as 29th meetings of the Planning Committee. It has been decided to work out a package of incentives and the modalities for speedy implementation of the decentralisation process, by setting up a small sub-committee under the Chairmanship of the Commissioner (Planning), DDA. This Committee is expected to submit its report very shortly.

(i.ii) To prepare a detailed brief on the water supply needs of Delhi, indicating the various possible options for bridging the present deficit in the 8th Flan period and ensuring adequacy of future supplies as per Delhi Master Plan provisions, for discussion with the Frime Minister in October, 1992.

Govt. of National Capital Territory has prepared a detailed plan for ensuring the sources of supply of raw water such as Kishau Dam, Renuka Dam, Tehri Dam and Ranney Wells while proposing exchange of Treated Sewage with raw water from adjoining States. However, these plans are not backed by the requisite financial outlays which alone would enable Govt. of NCT to develop the same into assured sources of raw water to meet Delhi's minimum demand requirements for treated water in VIII & IX Flan period. The subject is also dealt with in the audio-visual presentation for NCT. (see item 3 of agenda).

(iv) To formulate a time-bound programme for bringing the commodity tax regime of Delhi in line with those of neighbouring States, as per Regional Plan priorities and approved strategies of NCR Planning Board.

The present status of the various pending measures to be taken in this regard is given in the audio-visual presentation relating to NCT of vide item 3 of agenda.

D. STATE GOVERNMENTS OF HARYANA, RAJASTHAN AND UTTAR PRADESH

- (i) To identify the core-economic activities to be installed or relocated, as the case may be in the 10 new townships to be developed, one each in Bahadurgarh and Kundli in DMA and 8 others in the vicinity of the 'Priority Towns' of NCR, as per the approved strategies of the Board.
- (ii) To prepare master plans and formulate viable projects for the development of these new settlements in an integrated manner, to accommodate the enhanced target population assigned for the respective towns as per

the provisions of the Regional Plan-2001. With this in view, a phased, action-oriented programme to be drawn up for the development of these new townships under the over-all guidance and coordination of the NCR Planning Board, and placed before the Board at its next meeting, December, 1992.

The need for preparation of integrated development plans for the Priority/DMA Towns to prepare the project report for development of the proposed new townships which are centred around core economic activities was discussed in detail in the 29th meeting of the Planning Committee of NCR Planning Board held on 20th March, 1993. Accordingly, the following time table has been drawn up by the Planning Committee for submission to the NCR Planning Board:

de l'abr	Lat restrict						
S.No. Town		Date for submission Date for submission of revised Master/ of Project Report for Development Plan new township					
Haryana							
1. 2. 3.	Kundli Bahadurgarh Fanipat	31.5.1993 31.5.1993 30.6.1993 To be prepared by operat- ional Consultant within 6 months.					
4. 5. 6. 7.	Rohtak Rewari Falwal Dharuhera	31.5.1993 31.7.1993 Already available with 31.8,1993 NCR Planning Board. 30.6.1993 30.9.1993 30.9.1993					
Uttar Pradesh							
1. 2. 3. 4.	Meerut Bulandshahr Khurja Hapur	15.4.1993 30.9.1993 31.3.1993 30.9.1993 31.5.1993 30.11.1993 31.3.1993 To be prepared by Consultant within 6 months.					
Rajasthan							
1.	Alwar	Approved and available To be prepared by in NCR Planning Board. Consultant within 6 months.					

iii) As has already been done in the case of U.P. Subregion, Haryana and Rajasthan State Governments to
finalise their respective sub-regional plans on the
basis of Regional Plan priorities and approved
strategies of the Board, for being placed before the
Board in December, 1992.

The draft Sub-regional Plans for Rajasthan and Harayna were discussed in the Sub-group meetings held on 6.1.1993 and 7.1.1993, respectively, and further deliberated upon in the 28th meeting of the Planning Committee held on 8.1.1993. In the Planning Committee meeting held on 20.3.1993 it has been decided, in consultation with the representatives of Rajasthan and Haryana, respectively that they would be in a position to finalise their draft Sub-regional Plans accordingly, and submit the same to the NCR Planning Board by 30.4.1993 and 31.5.1993, respectively.

AGENDA ITEM NO. 3. AUDIO-VISUAL PRESENTATION OF INVESTMENT PROGRAMME FOR BOTH CENTRAL AND STATE SECTORS AND ISSUES ARISING THEREOF.

An audio-visual presentation has been prepared to focus on the NCR Investment Programme both for the Central and State Sectors and the issues arising thereof. In the case of Central Sector as directed by the Hon'ble Prime Minister in the last meeting of the NCR Planning Board held on 14.7.1972, the concerned Ministries of Surface Transport, Railways, Telecommunications and Power have been duly consultated and their views fully incorporated therein. A note relating to the said NCR investment programme has also been prepared and the same is placed as Annexure II. The detailed presentation will be made in the Board meeting.

AGENDA ITEM NO. 4. NCR DEVELOPMENT AND FINANCE CORPORATION CONSTITUTION AND MODALITIES.

In the 15th meeting of the Board held on 14.9.1992, a proposal to float a subsidiary financial institution of the "NCR Flanning Board" called the "NCR Development Finance Corporation" was approved by the Board. Accordingly, the Memorandum of Association has been drafted and enclosed as Appendix 1. This Memorandum of Association was circulated to the State Governments of Rajasthan, Haryana and Uttar Fradesh and discussed with their offices in the Steering Committee meetings held at Jaipur, Chandigarh & Lucknow recently. All the three States have agreed in principle with the formation of the NCRDFC and in case of Rajasthan and Uttar Pradesh the State Governments have also agreed to contribute directly to the equity of the corporation. In the case of Haryana it was intimated in the Steering Committee meeting held at Chandigarh in January'93 that the Haryana Urban Development Authority (HUDA) would be nominated to subscribe to the prescribed equity base instead of the Haryana Government itself. In the meantime, Ministry of Urban Development have been moved to make certain enabling amendments to the NCR Planning Board Rules, 1985.

A detailed note on the proposed set-up along with the copies of the draft amendments to the Rules is placed as Annexure III. The same is placed before the Board for consideration and approval.

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AGENDA ITEM NO. 5 : MID-TERM REVIEW OF REGIONAL PLAN-2201 - STATUS REPORT.

Section 15(1) and 15(2) of the National Capital Region Flanning Board Act, 1985 state that after every five years from the date of coming into operation of the finally prepared Regional Flan, the Board shall revised such Regional Plan in its entirety and may, after such review, substitute it by a fresh Regional Flan or make modifications as may be found necessary and publish such revised Regional Flan.

- 2. The statutory Regional Plan-2001 which was approved by the NCR Planning Board in November, 1988 and was notified on the 23rd January, 1989, is accordingly due for review and revision in 1994. In the 13th meeting of the NCR Planning Board held on September 30, 1991 a decision was taken to initiate action to review the Regional Plan 2001. As an initial step in this direction, the Planning Committee of the Board in its 23rd meeting held on November 29, 1991 has approved the conducting of detailed research studies on the following:
 - i) Demographic Profile of NCR
 - ii) NCR's Economy
 - iii) Employment in NCR organised and unorganised sectors and household income
 - iv) Infrastructure development (Power, Water, Sanitation, Traffic and Transportation, Telecom.)
 - v) Existing landuse and basemaps for the NCR
 - vi) Environment and Ecology
 - vii) Land supply and demand, prices, housing development.
- 3. A Steering Group had been constituted under the Chairmanship of the Member Secretary, NCR Planning Board on 18th September, 1972 to provide overall policy direction and generally act as a brain's trust for the entire programme. This group consists of Member Secretary as the Chairman, and the Secretary for Urban Development in each of the constitutent States of Uttar Fradesh and Rajasthan as well as Chief Coordinator Planner of Haryana, as its members.

Some of these studies are being fanned out to specialist organisations while in other cases, special committees for Task Forces have been set up to do the

needful. A present status of various studies in this regard is given in the following paragraphs:

i) NCR Economy and Industrial Potential

The Study has been awarded to M/s. Operations Research Group and the Inception Report for the same has been received from the Consultants. This study is expected to be completed by January, 1994.

ii) Employment in NCR - organised and unorganised sectors and household income

This aspect has been covered in the study on NCR's Economy and Industrial Potential. Further as far as the informal sector is concerned, a number of plot studies have already been commissioned and are being followed up by NCR Planning Board. Therefore, this particular study as such is not being taken up.

iii) Fower Development

The reconstituted Study Group on Fower Development has met thrice so far and is, inter alia, engaged in the process of recasting the demand and supply projections in terms of the yearwise peak load and energy requirements for Delhi as well as each of the Priority towns and DMA towns in NCR in the 8th and 9th Plan periods, in the light of the new development strategy for implementing the prescribed population redistribution targets as per Regional Plan - 2001 provisions.

iv) Water, Drainage, Storm Water and Sanitation

The term of reference for a comprehensive study by Water & Power Consultancy System (WAPCOS) on water resource development, storm water drainage as well as flood control management was finalised in the light of the discussions held by Steering Group at its meeting on 5.3.1993. WAPCOS has since submitted the detailed financial estimates thereof which are under examination.

v) Solid Waste Management

Bids for carrying out specific studies relating to Kota, Faridabad-Ballabhgarh and Hapur respectively have received. Their technical component are under evaluation. These studies are required to be completed within eight months, of their being awarded.

vi) GIS and Base Maps for NCR

A meeting of experts was convened by MS, on 1.2.1993. to discuss and recommend the most desirable course of action vis-a-vis updating of base-maps and development of the requisite in-house GIS capability for preparing a revised land-use plan for NCR - perspective 2011 by the end of 1993. As agreed to in the meeting, a Task Force has been set up, consisting of experts of various expert bodies including National Remote Sensing Agency (NRSA), Hyderabad; Space Applications Centre, Ahmedabad; Defence Terrain Research Laboratory, New Delhi; Town & Country Flanning Organisation, New Delhi and Remote Sensing Application Centre (RSAC), Hissar with senior representatives of BMRDA and RSAC, Lucknow as invitees. The Task Force has met twice so far. Action has also been taken to update the existing base maps with the help of satellite imageries in 1:50,000 scale for NCR by May, 1993 and GIS by October 1993 so that the proposed landuse plan NCR with an extended time perspective of 2011 AD, could be finalised by December, 1993.

vii) Environment and Ecology

In response to the issue of the approved TDR, to various selected consultancy groups several bids have been received and are being technically evaluated. The study is expected to be commissioned shortly and completed latest by November, 1993.

vili) <u>Demographic Profile and Projections</u>

A Task Force headed by Prof. Ashish Bose, Jawaharlal Nehru Fellow, has started deleberating on the main issues relating to the demographic dynamics in NCR. Three meetings have also been held by us with the members of the Task Force in this connection. Furthermore relevant Census data for NCR and surrounding areas have been obtained from the Office of the Registrar-General, Census Operations and furnished to the Task Force. The Task Force is expected to furnish an interim report in June, 1993.

ix) Telecommunications

The reconstituted sub-group on Telecommunications has met thrice to date and is in the process of reassessing the telecom demand projections for Delhi NCT on the one hand and all the other Priority/DMA towns, on the other, during the VIII and IX Flan periods, in the light of the new township — development strategy for achieving the prescribed population redistribution targets as per Regional Flan — 2001 provisions.

x) Traffic and Transport

The detailed terms of reference for a comprehensive study in transport sector in NCR with an extended time perspective of 2011 A.D. have been prepared in consultation with a core Group of experts. With a view to formulating (i) a short term prioritised transport plan upto 2001 A.D. and (ii) for a long-term directional transport plan upto 2011 A.D. It is proposed to obtain World Bank sponsorship for the study, as has recently been done in the case of the Bombay Urban Transport Plan II with the approval of MOUD. If this does not materialised in the near future, the study will be directly fanned out to a suitable consortium of indigenous consultants keeping in view the overall time-frame for completion of all the ongoing mid-term review studies in the course of the current financial year (1993-94) itself.

xi) Housing Strategies for Priority Towns of NCR

Three specific studies on housing needs and strategies which commissioned in respect of Panipat, Alwar and Meerut, respectively, have been completed and final reports received. Copies of these reports have been circulated to the respective State Governments and all other concerned agencies. Three Workshops - one for each sub-region will shortly be convened to discuss the findings and conclusions of these studies and formulate concrete follow-up action plans accordingly.

xii) Land Supply and Demand in NCR Towns

In the meeting of Steering Group held on October 9, 1992, it was felt that the issues relating to land supply and demand would have to be looked at in the light of the individual Master/Development Plans to be drawn up each of the important satellite towns in the NCR as per the strategies approved by the NCR Planning Board in its 15th meeting held on 14.9.1992. As such, for a meaningful study on the subject it would be best to take each such township as a separate case. Accordingly, the proposed comprehensive study was dropped. In the meantime, detailed project reports are being parepared for each of the 10 new townships of which a few key studies the second of the second demand as supply factors is an important element of each of these studies.

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AGENDA ITEM NO.6

IMMRTS DELHI - NEED FOR INTEGRATION WITH REGIONAL FLAN PERSPECTIVES AND PRIORITIES.

M/s. RITES have prepared a detailed feasibility report on an MRTS for Delhi. Their proposal envisages a multimodal transport system of under 184.5 km. in length for Delhi comprising i) An underground rail system of 27 km; ii) A surface rail system with the same alignment as Delhi ring rail of 140 km. (including spurs); iii) A dedicated bus way of 17.5 km.

The total project which is to be executed in two phases, the first phase extending up to 2001 A.D. and the second phase till 2011 A.D. is estimated to cost Rs.7,469/-crore (Rupees seven thousand four hundred sixty nine core) at the current level.

It is ascertained that Government have yet to take a final decision on the MRTS based on the RITES proposal (i.e. IMMRTS). In the meantime, the main components thereof have been deliberated on by the Core Group on the NCR Transport Sector set up recently by the NCR Planning Board. It is observed that in its present form, the IMMRTS confines itself to the limits of Delhi only without fully considering the needs and requirements of sub-urban traffic generated within both the Delhi Metropolitan Area and the NCR as a whole;

Accordingly, a NCR-integrated concept plan with following over-all objectives/strategies has been evolved :

- i) optimum utilimation of existing ring railway and spurs as also the internal road network for MRTS;
 - ii) segregation of inter-city traffic by constructing a regional rail by-pass (as per Regional Plan-2001 priorities) along with directional rail/road terminals in Delhi (as per provisions of Delhi Master Plan 2001);
- iii) full integration of MRTS with the planned sub-urban rail links for DMA towns (as per RITES study report of February, 1992) and other Priority Towns in NCR, to facilitate fast commuter services along the radial rail corridors, duly inter-faced with MRTS.

A copy of a note prepared in this regard by NCR Planning Board is appended as <u>Annexure IV.</u>

the Min. of Urban Development under No. G-20011/3/92-Bt/DDIB

dt. 29.12.92.

AGENDA ITEM NO.7 : BUDGET PROPOSALS FOR THE YEAR 1992-93 AND 1993-94 UNDER NON-FLAN (REVENUE) AND FLAN (CAPITAL) EXPENDITURE. (REVENUE)

Revised budget estimates for the year 1992-93 and budget estimates for the year 1993-94 both uner Non-Flan (Revenue) and Plan (Capital) have been submitted to the Ministry of Urban Development in the prescribed formats. Briefly, these estimates are as under:

(Rs. in lakhs) S.No. Non-Plan Gross Ex- Grant Internal Remarks penditure from Resources Min. of U.D. 1. Actual expenditure 32.17 33 1.75 There was an unspent for the year 1991-92 grant of Rs. O. 83 lakh at the end of the year which together with internal resources of Rs. 1.75 and the state of t lakh, makes a total of Rs. 2.58 lakh which has been carried over to the next year. Revised Estimates The resources includes un-utilised the amount of the 46.00 42 internal 4,00 1992-93 proposed by the Board. previous year. 2. Grant sanctioned by the Ministry of Urban Development 42 vide their approved R.E. 1992-93 issued under No.8-20011/3/92 -Bt/DDIB dt.29.12.92. 3. Budget Estimates 45.00 4.3 1993-94 proposed by the Board. 4. Grant approved by 43

expenditure will be

Rs.375 crore.

Light (Pablicati				B. All Cluttes/	
1. Actual expenditure 1991-1992				Out of total internal resources of Rs.10.24 crore, an amount of Rs.9.37 crore was utilised during 91-92 and the balance amount of Rs.0.85 crore was carried over to the next year.	
Revised Estimates 1992-93.	26.35	16.35	10.00		
2. Grant sanctioned by the Ministry vide their approved R.E. 1992-93 issued under letter No.G-20011/3/ 92/DDIB/Bt - 29.12.92		10.00	-10-1		
J. Budget estimates proposed as per Annual Flan 93-94	375.00	50.00	12.00	In 1993-94 the Board proposes to promote a subsidiary company to be named as NCR Development Finance Corporation. The Board will subscribe Rs.50.00 crore to the equity capital of	
				Corporation which will be matched by participating State Govts. and the Govt. of NCT of Delhi. The Corporation on turn will raise funds of the order of Rs. 263 crore from financial institutions and capital market with these arrangements the total plan	

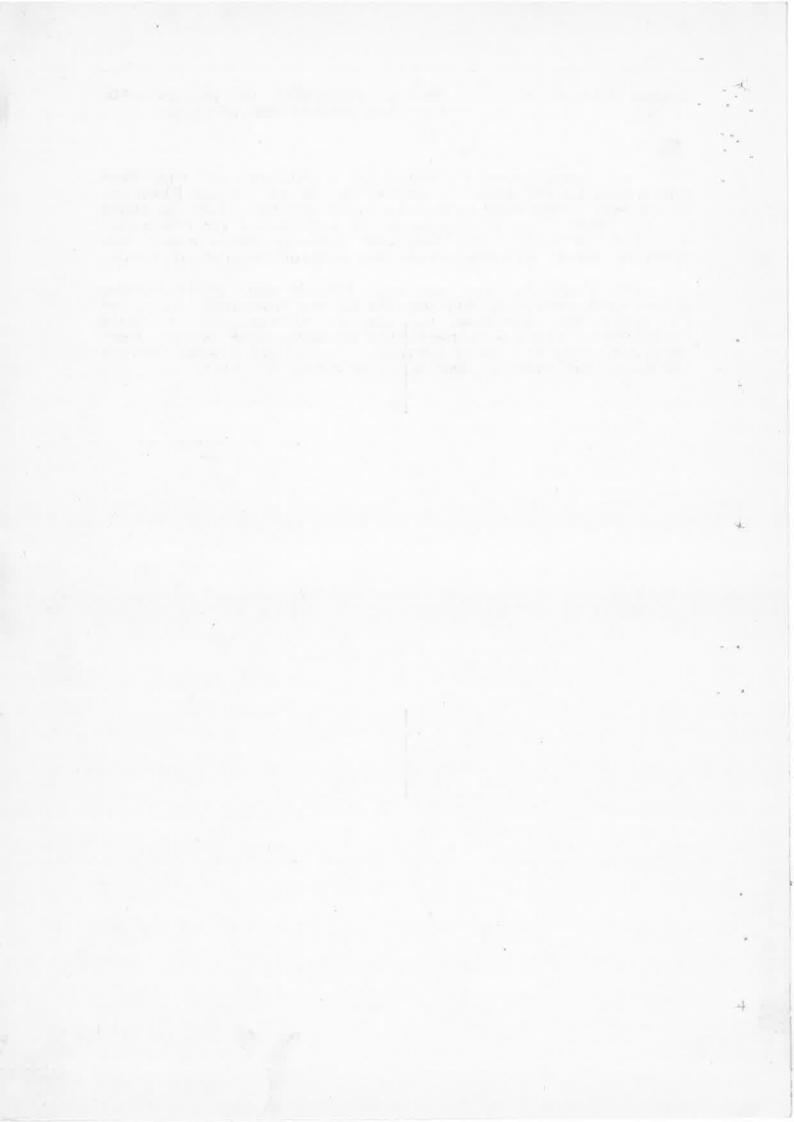
4. Statement of accepted - estimates (SAE) by the Min. of Urban Development is awaited.

Detailed statements of revenue and capital budget, are enclosed at Annexures V and VI. The budget proposals are submitted for consideration and approval of the Board.

AGENDA ITEM NO. 8 : ANNUAL STATEMENT OF ACCOUNTS FOR

The accounts of the Board are maintained in the form prescribed by the Govt. vide Section 25 of the NCR Planning Board Act, 1985 read with rule 33 of the NCR Planning Board Rules, 1985. These accounts are audited by the Principal Director of Audit, Economic and Service Ministries; New Delhi bn behalf of Comptroller and Auditor General of India.

The Accounts for the year 1990-91 and 1991-92 have since been certified and audited by the Principal Director of Audit and Economic Service Ministries. The Audit Certificate along with certified accounts have since been received from the Audit Officer. These are placed before the Board for adoption and approval (Annexure VII).



MINUTES OF THE 15TH MEETING OF THE NATIONAL CAPITAL REGION PLANNING BOARD AT 12.00 NOON ON SEPTEMBER 14, 1992 AT PARLIAMENT HOUSE ANNEXE, NEW DELHI.

List of participants is annexed.

Extending a cordial welcome to the Hon'ble Prime Minister, Smt. Shiela Kaul, Chairperson, NCR Planning Board, said that Prime Minister's presence at this, the 15th meeting of the Board, was a clear indication of his deep and abiding interest in matters relating to the well-being of the capital city. She recalled the 1st meeting of the Board which was inaugurated by the former Prime Minister, the late Shri Rajiv Gandhi, in June 1985, and stated that since then, with the sincere cooperation of the member Governments, concerned Central Ministries and Delhi UT Administration, the Board had made substantial headway in pursuing its over-all goals through the framing of the Regional Plan-2001 and formulation of various sub-regional and functional plans, which formed the basis for the VIII Plan investment programme for development of NCR.

Referring to the pressing need for securing a substantial dispersal of the economic activities now concentrated in Delhi, the Chairperson stated that this objective was proposed to be achieved in a time-bound and effective manner by developing new townships, on balanced and eco-friendly lines, throughout the Region.

Through a series of graphic images forming the first part of a 15-minute visual presentation, Chairperson drew the attention of the Prime Minister and other dignitaries present, to the emerging scenario in the nations' capital city, where the phenomenal population growth over the past three decades had given rise to serious imbalances in the supply of basic services and facilities, leading to an all-round deterioration in the urban environment. Ascribing Delhi's present population pressure to incessant inmigration which had escalated to about 20 lakh during the decade 1981-91, she pointed out that the 3 NCR member States alone accounted for over 70% of the migrant population in Delhi. While the lure of employment opportunities and pull of families ties were the major reasons for in-migration, the basic factors involved were the built-in incentives to the

concentration of economic activity in the shape of a liberal industrial policy, a relatively low tax structure, a highly subsidised infrastructure and also a higher per-capita plan investment vis-a-vis the adjacent States, all of which had transformed Delhi's functional ethos from that of a political and administrative city to an industrial and commercial one, in the space of thirty years.

The various policy packages and developmental priorities enunciated in the Regional Plan 2001 for containing this problem over the coming decade, reducing the growth rate of Delhi UT and securing the balanced and harmonious development of the rest of NCR, were briefly presented in visual terms. It explained that 8 towns which had been specifically identified in Regional Plan-2001 as 'priority towns' were being targeted for accelerated population growth which would have to stepped up to an average rate of 150% over the decade 1991-2001, as against the present level of 44%, in order to enable them to collectively accommodate the additional 20 lakh population which was otherwise expected to migrate to Delhi during this To achieve this all-important objective, period. Regional Plan 2001 envisaged that the principal employment generators viz., industrial manufacturing units, wholesale distributive trades and administrative complexes of the Central Government/public sector enterprises, would need to be decentralised dispersed over the wider spatial area of NCR with simultaneous action being taken to develop the physical linkages between all the major satellite towns, comprising roads, railways, telecommunications and power networks, so as to convert the NCR as a whole into a well-integrated economic entity. The need for developing 5 counter-magnet areas outside NCR, one each in Punjab, Haryana, Uttar Pradesh, Madhya Pradesh and Rajasthan, to absorb potential migrants to .NCR, was also mentioned.

Describing the basic strategy now proposed for promoting the rapid growth of the said priority towns, Chairperson, in the concluding part of her visual presentation, explained that the VIII Plan development programme for NCR would cost Rs.2840 crore of which Rs.1513 crore, comprising the State Sector component, was expected to be raised through a judicious mix of public and private sector investments. In this context, Chairperson welcomed the special allocation of Rs. 200 crore by way of budgetary support from Central Government to the NCR Planning Board in the VIII Plan period. She indicated that by utilising this grant as

seed money the Board would endeavour to generate entire State sector requirement of Rs. 1513 crore, subject to matching contributions being received from member State Govts, Delhi Administration and various agencies in the field of institutional housing finance. The bulk of these funds would, in turn, be earmarked for the development of new townships in the vicinity of identified priority towns in NCR. These new townships would accordingly be planned to accommodate additional population targets assigned to them as Regional Plan-2001, and developed in a rapid orderly way around core economic activities, so as to provide, as far as possible, all the essential provide, social amenities, along with adequate and services employment opportunities and commensurate residential housing. on norms and standards not lower than that of Delhi.

the need for setting up of context, this separate financial institution called NCR Development Finance Corporation as a subsidiary to the NCR Planning Board, in order to ensure that the financing of such a organised (C) I'I programme Was large investment was highlighted. professionally sound banking lines, Chairperson also referred to the intention to involve the private and cooperative sectors in the development of the new townships and their core economic activities facilities as well as the requisite generation, surface transport and housing, wherever the financial viability of these projects was assured.

role of the Central Ministries, Coming to the Railways, Energy, Surface of those particularly Telecommunications, in providing the Transport and various regional-level linkages envisaged in NCR VIII Plan investment programme, Chairperson revealed, in her presentation, that their share collectively amounted to Rs. 1327 crore. While substantial provision had already been made by these 4 Ministries in that direction, firm commitments were, however, forthcoming in shape of special sectoral NCR sub-plans drawn up cover all the requisite priority schemes comprised the NCR investment programme in the Central Sector. UT Administration which had Similarly, Delhi concomitant role to play in the decentralisation and dispersal of economic activities, as also the Govt. of India with regard to shifting out of Govt. and other sector offices, would be required to draw up public concrete and effective schemes in this behalf and earmark adequate funds for their implementation in VIII Plan period.

On the conclusion of the visual presentation, Chairperson, NCR Planning Board, requested the Prime Minister to address the meeting.

The Prime Minister, at the outset, expressed his appreciation of the efforts being made by the Board to find effective measures to put a cap on the burgeoning population of Delhi by way of a planned dispersal the various industrial, administrative and trade activities now concentrated in the capital city. In this context, he endorsed the Board's proposed strategy of promoting the accelerated growth of selected NCR towns as a step in the right direction. Prime Minister also observed that such a move, while attracting potential migrants away from Delhi, was likely to induce many inhabitants of the core city to settle in other parts of the NCR. He, however, apprehended that the sum of Rs. 200 crore provided in the VIII Plan by way of budgetary support to the NCR Planning Board, might, not be adequate by itself to fund such a large investment programme.

Secretary Urban Development, Shri R.K. Bhargava, clarified that the Board was proposing to use the said grant of Rs. 200 crore as the equity base for floating a special financial corporation as a subsidiary of the Board. In this way and with the matching equity State Governments, UT of Delhi contribution of various housing development banks and other financial institutions, taken together, as well as the generation of internal resources it should be possible for the Board to raise at least Rs. 1000 crore by way of owned as well as borrowed funds for development of the new townships. He also informed the Prime Minister that this was distinct from the Plan funds to be made available directly by the various Central Ministries represented on the Board, for the implementation of essential projects for the improvement, upgrading or creation of essential, regional-level linkages relating national highways, and power and to railways, telecommunications systems during the VIII Plan period. mentioned that the possibility of obtaining institutional loan support backed by the professional expertise of the private sector, for the construction was also being actively of expressways in NCR, explored.

Shri Jagdish Tytler, Minister for Surface Transport, interjected to say that several planned new townships had already come up at Ghaziabad, NOIDA and Gurgaon, which formed part of the metropolitan area bordering the Union Territory. He felt that if the

respective State Govts, replicated these efforts by developing the other priority towns of NCR, in the manner envisaged, there was no reason why the objective of decongesting Delhi should not be fulfilled within the proposed time-frame.

Prime Minister responded by requesting the Chief Ministers present to offer their viewpoints and suggestions on this and other related aspects of , the Board's regional development plan and investment priorities.

The Chief Minister of Haryana, Shri Bhajan Lal, opened his speech with the remark that Delhi being the capital city of the nation, its problems were the concern of every citizen of the country. He also made the following specific points viz:

- i) The National Capital Region Planning Board, which had come into being as recently as March, 1985, was hitherto unable to make substantial progress in the implementation of the Regional Plan 2001 for want of adequate resources at its disposal;
- ii) The rapid growth of Delhi was due to its superior infrastructure, concessional tax structure, and other incentives for functioning of economic activities such as industry, trade and commerce, that served as a magnet for migrant population hailing from adjoining areas and other parts of the country. This unremitting increase in population was leading to overcongestion, traffic bottlenecks, proliferation of slums and other serious pollution problems.
- iii) It ought to be recognised that the population pressure on Delhi would not have been so serious as it was today, had the adjacent urban areas of Haryana been able to grow in accordance with their respective development plans. On the other hand, inadequate development of regional infrastructural facilities through upgradation of highways, improvement and expansion of rail systems and extension of facilities for power supply, had hampered development of the satellite It seemed paradoxical, therefore, that towns. while Haryana was proposing to undertake urban development projects in their sub-region of NCR for a total of Rs. 1800 crore during the 8th Plan the corresponding investment outlay envisaged by the Board for the entire NCR amounted to a mere Rs. 2840 crore.

The Chief Minster of Rajasthan, Shri Bhairon Singh Shekhawat, stressed the following aspects:

- i) To contain and control the population growth of Delhi, there were certain steps that immediately suggested themselves where no financial expenditure was directly involved. For instance, specific activities in the field of manufacture, trade and commerce which were concentrated in Delhi UT ought to be decentralised. The commodity tax regime of Delhi UT should accordingly be rationalised keeping in view the corresponding tariff structure obtaining in Haryana, Rajasthan and Uttar Pradesh as well as the NCR goal of reducing unnecessary goods traffic in Delhi.
 - ii) Some of the Central Government offices which need not necessarily be in the capital city should be moved out without further delay.
 - iii) There were certain essential infrastructural facilities which were required at the regional level in order to link the identified nodal centres with Delhi and should be developed quickly by the Government of India. The Rajasthan Government would fully cooperate in the implementation of such projects so far as their sub-region was concerned.
- iv) Transport operators in the NCR as a whole should be governed by a uniform set of rates and regulations with provision being made for private sector participation.
 - v) Encroachments in the form of squatter settlements were rapidly increasing in Delhi not merely because of the attractive employment opportunities open to squatter-migrants in the city but because, of the absence of sufficient deterrent action to made such encroachments counter-productive. In Rajasthan, several remedial measures had been adopted which had proved to be an effective antidote to the proliferation of squatters on public land, such as the framing of special laws to place the burden of proving their ownership of such lands on the squatters themselves coupled with the establishment of a dedicated police force to remove public encroachments.
 - vi) A well-coordinated action plan for development of NCR involving the State Governments, Central Ministries and Delhi UT should be prepared and supported financially through equity-based investment.

Shri Lalji Tandon, Minister for Urban Development, Govt. of Uttar Pradesh speaking on behalf of the Chief Minister of Uttar Pradesh, who was unable to attend the meeting, endorsed the views expressed by the Chief Minister of Rajasthan, while making the following specific observations:

- i) A lot of land that had already been developed in the NCR towns of Meerut and Ghaziabad in Uttar Pradesh, with a view to accommodating activities that were to be shifted from Delhi, including Central Government offices, and providing concomitant housing and other facilities, still remained unutilised. The Government of Uttar Pradesh was not in a position to use the land for any other purpose. Such vacant lands were also more vulnerable to the problems of encroachment and required expensive protection measures.
- iii) The development of infrastructure at the regional level should be taken up immediately by involving financial institutions and private sector participation, so as to implement the proposed development strategy without further loss of time.

Shri Sheetla Sahai, Minister of Water Resources, Government of Madhya Pradesh, who was deputising for his Chief Minister, highlighted the following aspects regarding the development of Gwalior, which had been designated as a counter-magnet town in Regional Plan-2001.

- i) 20,000 acres of land, which was rocky in nature and unfit for agriculture, had been acquired, and arrangements had also been made for supply of water to an urban population of 50 lakh.
- ii) Facilities such as railway station, a national highway and other transportation linkages were already available in the said counter-magnet town.

 Power supply would not be a problem either.
- iii) The concept plan for this new township in Gwalior
 City was under preparation. Economic activities
 and administrative offices to be shifted from
 Delhi could be provided with developed sites,
 along with offices of the State Govt. to be
 relocated from the old city of Gwalior.

In view of these developments, Shri Sheetla Saha<mark>i</mark> requested the Central Government to immediately identify the specific offices and activities to be shifted to Gwalior under Regional Plan-2001 and intimate the same to Government of Madhya Pradesh accordingly, so as to enable the State Government to anticipate and provide for their relocation in an integrated way.

Shri Sheetla Sahai also suggested that Shatabdi Express should start in the morning from Gwalior and return from Delhi in the evening which would greatly benefit the commuters from Gwalior working in Delhi.

While thanking the Chief Ministers and other State valuable observations Ministers for their suggestions, Prime Minister expressed the view that having regard to seriousness of the problems' of the capital city, a pragmatic approach was called for on the part of all concerned, to restrict further population pressure on Delhi and develop the NCR as a whole by the stipulated year of 2001 A.D. Bearing in mind that this target date was less than a decade away, the Prime Minister stressed the crucial importance of developing the infrastructure at both regional and local levels as a pre-requisite for fulfillment of the and objectives of the Regional Plan. With goals provision of the requisite infrastructure being the cornerstone of the development strategy to be adopted by the Board in the VIII Plan period, Prime Minister exhorted the Central Ministries to give a lead in this direction. Accordingly, he desired that sector-wise plans, for development of the physical infrastructure at the regional level be finalised by the respective Ministries and that a comprehensive action programme be drawn up and submitted to him, in one month's time, spelling out the details of the specific projects and outlays and overall work year-wise programmes, schedules proposed for purposes implementation of the NCR investment plan in the Central sector.

4. Prime Minister also indicated that once these sector-wise investment programmes of the Central Government were finalised at his level he would like to have a similar meeting with the Chief Ministers of member States within the next 2 to 3 months, to help firm up the counterpart investment programmes of NCR Planning Board for infrastructural development in the State sector.

The Lt. Governor of Delhi, Shri P.K. Dave, while expressing his gratitude to the Chief Ministers of Uttar Pradesh and Haryana, for giving sympathetic consideration to Delhi's critical water supply problems, drew the attention of the Prime Minister to

the need for hastening the completion of Renuka and the Kishau Dams, along with requisite supply channels, make up for the possible delay in obtaining Delhi's share of the Tehri Dam releases which, he felt, might not materialise on schedule. Prime Minister informed Lt. Governor, Delhi, that he would also be reviewing the specific policies, plans and projects formulated by Administration in the context of UT development priorities, at the time of his proposed meeting with the Central Ministers concerned. indicated broadly that in addition to the pressing problem of additional water supplies to meet the essential needs of the capital city, there were several equally relevant and important issues concerning Delhi Administration, e.g. the proposed rationalisation of sales tax structure and decentralisation and dispersal of economic activities, which needed to be looked into on top-most priority.

Concluding his remarks, the Prime Minister reiterated his desire to see that the various policy imperatives and infrastructural development projects of the Regional Plan-2001 were brought into being in accordance with a definite time-table, by all concerned, viz. Central Government, Member States and Delhi UT, together with the support of financial institutions and the involvement of the private sector, wherever feasible, under the aegis of the NCR Planning Board.

After the departure of the Prime Minister, Board took up the specific items on the agenda for consideration and decided as follows:

Agenda Item No. 1 : Consideration of the Minutes of the last meeting of the Board held on June 3, 1992.

The minutes of the meeting were confirmed.

Agenda Item NO. 2: Review of the action taken on the decision of the Board in its last meeting.

The following is a gist of the discussions which took place in the course of the review.

1) The Chief Minister of Haryana, Shri Bhajan Lal, said that the draft plan for the Haryana sub-region of NCR had been sent to the Board for its comments.

Chief Minister, Haryana also referred to the final notification dated 7.5.92 issued by the Ministry of Environment and Forests, restricting development activities in the districts of Gurgaon and Alwar of

NCR. Shri Kamal Nath, Minister of State for Ministry of Environment and Forests, assured the members of the Board that the entry under item (iii) of the Table annexed to the said Notification of 7.5.1992 relating specifically to Gurgaon district in Haryana State was proposed to be withdrawn and that a letter was being issued by his Ministry to that effect. While welcoming this amendment, Chief Minister of Haryana raised the issue of the development schemes around Sultanpur Bird Sanctuary, which had been hit by these Kamal Nath said that there were restrictions. Shri protests of a similar nature from Rajasthan. indicated that the need for preparation of a specific master plan for each of wild life reservation areas in and Alwar districts within whose appropriate development activities could be taken Shri Ojha, Chief Secretary, Haryana, mentioned that he already discussed the issues arising out of the notification with the Minister of Environment Forests and that, as desired by the latter, a comprehensive note would be sent by Govt.of Haryana to Ministry of Environment and Forests. He mentioned that it had also been agreed that a joint committee would be constituted to thrash out the various problems involved.

RAJASTHAN

It was noted that a draft of Sub-regional Plan had already been submitted to the NCR Planning Board. The Board was also informed that fresh projects in line with the new strategy for development of NCR would be formulated for Alwar district and sent to the Board soon.

DELHI

Lt. Governor, Delhi, Shri P K Dave, reiterating the seriousness of water supply problem in Delhi, desired formulation of a special overall plan for sharing of river waters in the Region. The Chief Minister of Haryana indicated his willingness to help resolve the crisis.

MINISTRY OF ENERGY

Minister of State for Power, Shri Kalp Nath Rai, made the following points:

- i) The power tarrif in Delhi continued to be the lowest in the entire NCR. This alone had induced many industries to locate in Delhi. As a matter of fact, the charges for all the basic services were lower in Delhi than in the adjacent States.
- ii) As much as 50% of the power supply was being pilfered in Delhi.

iii) Delhi was fast becoming a highly polluted slum city. Stringent measures should be taken to decongest Delhi and make it a suitable place to live once again.

MINISTRY OF SURFACE TRANSPORT

Minister of State for Surface Transport, Shri Jagdish Tytler, mentioned that the amending bill providing for involvement of the private sector in road construction activities relating to the national highway system was likely to be passed in the next session of Parliament. He urged the member State Governments to enact similar enabling laws to cover State highways and other important roads.

MINISTRY OF RAILWAYS

Minister of State for Railways, Shri Mallikarajun followed by Chairman, Railway Board, Shri Y P Anand, inter alia, informed the Board as under:

- 1) Railways had included the NCR Planning Board's proposal for conversion of the Delhi-Rewari metre gauge line into broad gauge in their 8th Plan programme.
- The final location survey of the Khurja-Palwal-Rewari-Rohtak stretch of the regional rail by-pass was underway and would be completed by 1993-94. However, actual construction of the by-pass would be taken up only if additional funds were allocated by the Planning Commission for the purpose.
- 3) Private Sector participation would be possible only in those schemes that were sufficiently remunerative. The proposed rail by-pass did not meet this test.
 - The Hyderabad model for privatisation of rail operations would not work in the case of DMA towns which were located at greater distances from Delhi than the intra-city nodal points to be linked by rail in the city of Hyderabad.
 - 5) In line with the escalation in the cost of capital funds, the internal rate of return for new rail projects had gone up from 12% to 14%.
 - 6) Expenditure on the electrification of double lines which ordinarily worked out to Rs. 2.5 to 3.0 crores per km goes up to Rs. 4-5 crore per km wherever the construction of overbridges and culverts was involved.

- 7) Electrification of Delhi-Meerut section would be taken up on the completion of Delhi-Ambala line which was likely to be ready by 1994-95.
- 8) The possibility of launching new rail projects in NCR would improve if some additional monetary incentives were made available by the beneficiary states for the purpose as in the case of certain rail projects in North-Eastern Railways.
- 9) After conversion of the metre gauge into a broad gauge railway line between Mathura and Alwar next year, the same would be extended to Jaipur.
- 10) The electrification of Delhi-Panipat-Karnal line was under execution and as such various Government and other public sector offices should be able to start shifting to these towns very shortly.
- Agenda Item No. 3

 Basic strategies and Financing Mechanisms for Implementation of the 8th Five Year Plan Investment Programme for NCR Development.

It was observed that the main features of the proposed strategy had already been presented by the Chairperson earlier in the meeting and that' the same had been endorsed by the Prime Minister, Chief Ministers and other members in the ensuing discussion. Accordingly, the proposal was unanimously approved.

The printed speeches of the Chief Ministers of Haryana and Rajasthan, Minister for Urban Development, Uttar Pradesh and the, Minister of Water Resources, Madhya Pradesh which had been circulated in the meeting were taken as read.

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

No.K-14011/53/92-NCRPB

NCR PLANNING BOARD

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Copy forwarded to all the Members of the Board.

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Points for Action on the decisions taken in the 15th meeting of the NCR Planning board held on 14.7.1992 at 12.00 Noon.

A. NCR Planning Board.

- i) To frame statutory enabling provisions for the Board both to raise money from the capital market and set up a subsidiary financial institution viz NCR Development Finance Corporation, to manage the investible funds of the Board, on sound professional banking lines, and ensure their optimal utilisation in the development of new townships and promotion of other Regional Plan priorities in a time-bound manner.
- ii) To draw up the constitution and functions of NCR Development Finance Corporation and complete all other formalities necessary for it to become fully operational, pending the proposed amendments to the NCR Planning Board Act of 1985.
- iii) To render guidance and coordination in the formulation of viable projects for development of planned new townships around core economic activities in all the 8 priority towns/complexes and also the 2 DMA towns of Bahadurgarh and Kundli, keeping in view the strategies approved by the Board at the meeting, for fulfilment of the goals and targets of Regional Plan-2001.
 - iv) To strengthen and restructure the Secretariat of the NCR Planning Board, to enable it to serve the Board, both more efficiently and more effectively, in discharging the wider scale and higher level of functions and responsibilities devolving on the Board in the implementation of the approved strategies for fulfilment of the goals and targets of Regional Plan-2001.
- To organise a special meeting of the concerned Central Ministers and Lt. Governor, Delhi with the Prime Minister, in October '92, to enable Prime Minister to review the detailed sectoral development programmes for NCR and also the problems and proposals in respect of Delhi subregion, as seen in the context of the goals and priorities of Regional Plan-2001.

7.75 (3.78)

B. Central Ministries.

1. Ministry of Railways/Surface Transport/Energy/
Telecommunications.

To each prepare a comprehensive, action-oriented, sectoral plan based on the provisions of Regional Plan-2001 in regard to the Central Sector, indicating the annual targets by way of physical achievements and financial outlays, commencing 1992-93, in the light of the overall VIII Plan sectoral provisions, minimum requisite time-frame for completion of each separate project as also the various time-bound development strategies approved by the Board. These detailed sectoral plans will be placed, in the first instance, before the Prime Minister for review in Oct '92.

2. Ministry of Home Affairs.

To finalise the pending proposals of Delhi UT for rationalisation of tax structure in NCR and ensure that a separate sub-component plan covering Delhi UT is prepared as soon as possible with a view to achieving Regional Plan-2001 targets and priorities.

3. Ministry of Environment and Forests.

To issue a suitable amendment to the notification dated 7.5.1992, on the lines of the assurance given by Minister of State (Environment and Forests) at the meeting, so as to enable the respective State Governments to go ahead with all bonafide development activities in Gurgaon and Alwar districts, which are compatible with both the development priorities of Regional Plan 2001 and the strategies approved by the Board for time-bound implementation of the NCR investment programme.

4. Ministry of Urban Development.

i) To ensure that NCR Planning Board is duly revamped and provided with requisite legal and financial backing so as to enable it to play an effective role as promoter, monitor, guide and coordinator in the achievement of Regional Plan

goals and priorities as per the various strategies approved by the Board.

ii) To oversee and coordinate the shifting of Government and other public sector offices from Delhi, in accordance with Regional Plan guidelines and priorities as also the approved strategies of the Board.

C. Delhi UT Administration

- i) To draw up, by December '92, a comprehensive subregional plan for decongesting Delhi and
 improving the quality of its services and
 amenities as per Regional Plan priorities and the
 various development strategies approved by the
 Board, and place the same before the Board, as
 soon as possible thereafter, for approval.
- ii)(a) To identify the specific activities in the sphere of industrial manufacture and wholesale trade and commerce, which need to be shifted out of Delhi as per Regional Plan-2001 priorities and (b) prepare a phased, time-bound programme for the formulation and implementation of specific projects to secure the decentralisation and dispersal of these activities in collaboration with the respective member-States.
- iii) To prepare a detailed brief on the water supply needs of Delhi, indicating the various possible options for bridging the present deficit in the 8th Plan period and ensuring adequacy of future supplies as per Delhi Master Plan provisions, for discussion with the Prime Minister in October, 1992.
- the commodity tax regime of Delhi in line with those of neighboring States, as per Regional Plan priorities and approved strategies of NCR Planning Board.
- The time-bound programmes proposed vide (ii) (b) and (iv) above also to be placed before the Prime Minister in October 1992.
- D. State Governments of

 Haryana, Rajasthan and Uttar Pradesh

 To identify the core economic activities to be installed or relocated, as the case may be, in the 10 new townships to be developed, one each in Bahadurgarh and Kundli in DMA and 8 others in the vicinity of the 'Priority Towns' of NCR, as per the approved strategies of the Board.

- prepare master plans and formulate viable ii) projects for the development of these in an integrated manner, settlements populations the enhanced target accommodate assigned for the respective towns as per the provisions of the Regional Plan-2001. With this action-oriented in view, a phased, action-oriented programme to be drawn up for the development of each of these new townships under the over-all guidance and coordination of the NCR Board, and placed before the Board at its meeting, December, 1992.
- iii) As has already been done in the case of UP subregion, Haryana and Rajasthan State Governments to finalise their respective sub-regional plans on the basis of Regional Plan priorities and approved strategies of the Board, for being placed before the Board in Dec., 1992.

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NOTE ON INVESTMENT PROPOSALS FOR CENTRAL SECTOR AND NCT DELHI FOR NATIONAL CAPITAL REGION DURING EIGHTH PLAN (1992-97)

1.0 INTRODUCTION

The National Capital Region comprises the National Capital Territory of Delhi (formerly Union Territory of Delhi) and adjacent parts of the 3 neighbouring States, namely, Haryana, Rajasthan and Uttar Pradesh.

Regional Plan-2001 which was brought into being in January 1989 has the core objectives of :

- a) reducing the pressure of population on Delhi; and
- b) achieving a balanced and harmonised development of the National Capital Region.

To fulfil these objectives, Regional Plan-2001 envisages a package of policy measures relating to population redistribution, the urban/rural settlement system, and requisite infrastructure both physical and social. The settlement system component primarily forms part of the State Sector while the development of the infrastructure is a shared-responsibility of both Centre and State.

2.0 INVESTMENT PROGRAMME - EIGHTH FIVE YEAR PLAN (1992-97)

For implementing the various development proposals contained in Regional Plan- 2001, a comprehensive investment plan involving a total outlay of Rs. 2840 crore (of which Rs. 1513 crore is in State Sector and Rs. 1327 crore in Central Sector) has been framed by the NCR Planning Board for the VIII Plan period. The projects included under the Central Sector relate to strengthening and upgradation of the national highways, construction of expressways, augmentation of the rail system, and provision of both additional telecommunication facilities and power supply capacity. The State sector proposals included development of selected towns both in Delhi Metropolitan Area and beyond through a comprehensive programme for

- (a) land assembly and provision of civic services in Regional Centres/DMA towns;
- (b) development of regional roads;
- (c) strengthening of the power transmission and distribution network; and
- (d) development of all sub-regional Centres and countermagnet Areas.

PROGRAMME OF MINISTRY OF SURFACE TRANSPORT

The National Capital Region is traversed by 5 National Highways converging in Delhi. This has led to considerable transportation problems both in Delhi and the surrounding areas. The transport policy, as contemplated in Regional Plan 2001, envisages inter-connection of Regional Centres (Priority Towns) as well as DMA towns both with Delhi and each other; decongestion of the Delhi transport network by bypassable traffic; and, provision of appropriate mass rapid transit system (MRTS) in Delhi which is fully integrated with the comprehensive transport system envisaged for Delhi Metropolitan Area and the rest of the NCR.

3.1.1 National Highways

To achieve these transport objectives, Regional Plan-2001 provides for upgradation and widening of all the existing National Highways i.e:

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

corresponding VIII Plan programme of Ministry of Surface Transport for upgradation of these National Highwys from 2-lane to 4-lane envisages :

- National Highway No.1 - Delhi to Panipat:

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

National Highway No. 24 - Delhi to Hapur:

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

National Highway No. 2 Delhi to Palwal;

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

National Highway No.8 - Delhi to Behror:

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

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

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

Thus, as against a total target of 382 kms. of the national highway system to be widened and strengthened by the end of the 8th Plan period, Ministry of Surface Transport has planned to (a) commence work and complete as much as 186 km during the VIII Plan; (b) commence work during the VIII Plan and complete 158 km during the IX Plan; while (c) the remaining 38 km would be both taken up and completed during the IX Plan itself. In this way, the entire length of 382 km is expected to be completed during VIII & IX Plan period.

3.1.2 Expressways

In order to provide easy and efficient access between the various important traffic-generating nodes within NCR, the NCR Planning Board - Investment Plan also envisages construction of expressways on the following 3 major corridors viz;:

- Faridabd-NOIDA-Ghaziabad;
- Delhi-Ghaziabad-Meerut; and
- Sonepat-Panipat.

These 3 stretches involve construction of a total length of 150 km at a cost of Rs.750 crore for which no budgetary provision has been made by Ministry of Surface Transport. On the other hand, Ministry of Surface Transport has expressed its inability to construct these expressways unless the concerned corridors are specifically declared to be 'National Expressways'. As an alternative, Ministry of Surface Transport has suggested that Ministry of Urban Development may consider implementing these projects on BOT basis

The proposal of NCR Planning Board is that a decision be taken in principle for construction of all 3 stretches as soon as possible on a BOT basis.

In reagrd to the Faridabad-NOIDA-Ghaziabad expressway, ADB has agreed to finance the feasibility study in the year 1993-94 while ILFS has shown its willingness to construct the same on a BOT basis subject to availability of an ADB sponsored project loan in due course.

Secondly, in regard to taking up of Delhi-Ghaziabad-Meerut expressway, ADB or any other suitable agency will be approached to fund the preparation of Deatiled Techno-Economic Feasibility study.

Thirdly, that the Ministry of Surface Transport declare Sonepat-Panipat stretch as part of the National Expressway already planned by them for the Varanasi-Ludhiana corridor passing through NCR as part of their projected investment plan for the period ending 2000 A.D.

Fourthly, that VIII Plan allocation be made for the acquisition of land for all three projects amounting to Rs.125 crore either in the budget of the Ministry of Surface Trnasport or Ministry of Urban Development, as may be decided.

Fifthly, that the requisite land requirements for all 3 projects be acquired during the years 1994-96, actual construction be initiated in 1996-97 and completed before the end of the IX Plan on the above basis.

3.2 PROGRAMME OF MINISTRY OF RAILWAYS

The Investment Plan of the NCR Planning Board envisages:

- development of a Delhi-avoiding railway line within NCR to divert bypassable rail passenger and goods traffic now passing through Delhi; and
 - provision of an efficient system for commuter traffic in the transitional period.

3.2.1 Regional Rail Bypass

At present, there is a railway line connecting Meerut with Khurja in the U.P. Sub-region and Rohtak with Panipat in the Haryana Sub-region of NCR. By proposing an additional link connecting Khurja-Palwal- Rewari-Rohtak, the plan aims to create a viable 'Delhi Avoiding Railway Line' also knwon as a Regional Rail Bypass (RRB). This new railway line would be 210 km in length and cost Rs. 482 crore at current prices.

The Investment Plan of the NCR Planning Board envisages completion of feasibility study for the entire stretch by 1994; acquisition of land during 1994-96; initiation of construction by the end of the VIII Plan i.e. 1996-97; and completion by IX Plan period.

The Ministry of Railways have so far agreed to take up only the final alignment survey for the proposed RRB, which is to be completed in 1993-94 as per their VIII Plan Programme.

However, it is learnt that in pursuance of their new Uni-gauge Policy, Ministry of Railways will be providing three separate broad gauge links between (i) Mathura-Alwar-Rewari-Hissar-Ludhiana; (ii) Sawai Madhopur-Jaipur-Alwar;

and (iii) Moradabad-Ambala-Ludhiana, which taken together would more than satisfy the overall objective of providing a rail bypass or Delhi Avoiding Line, in the VIII and IX plan periods. As such, it would necessary to take up only a small stretch linking Rewari with Bhiwadi within NCT as Phase I of the proposed Regional Rail Bypass during the VIII plan period. This scheme which covers a distance of 23 Kms. and would cost Rs. 60 Crore in all is an essential rail link for NCR in the immediate future. The remaing stretches linking Khurja-Palwal, Palwal-Rewari and Rewari-Rohtak, respectively, involving a total outlay of Rs. 422 Crore, may be postponed till after 2001 AD.

3.2.2 Radial Rail System Improvements:

Radial Rail System improvements to be effected as per the NCR Planning Board - Investment Plan primarily for establishing suitable commuter services within NCR are:

- (1) conversion of the meter gauge line between Delhi to Alwar into broad guage;
- (2) addition of an electrified line between Muradnagar and Meerut:
- (3) construction of an additional electrified pair of lines primarily for commuters between Delhi and Khurja; and
- (4) provision of an additional electrified pair of lines between Delhi and Palwal.

The corresponding VIII Plan programme of Ministry of Railways envisages that the Delhi-Alwar guage conversion has been included in the VIII Plan Programme and would be completed by 1994-95. However, in respect of the proposals at (2) to (4) (for which the required outlay would be Rs.294 crore) no firm commitment has been made. On the other hand, Ministry of Railways is of the view that these lines being primarily meant for commuters, should form part of intra-urban metropolitan transport system and, as such, would need to be undertaken by the Ministry of urban Development. Alternatively, funds should be made available to Railways, outside the VIII Plan for Railway Ministry and free of any dividend liability.

There is no gainsaying the overall need to integrate the transport services - both road and rail within the entire National Capital Region including the Delhi Metropolitan Area and Delhi Urban Agglomeration which are its core. Keeping this in view, Regional Plan - 2001 has proposed setting up of an Unified Transport Authority for the National Capital Region which would prepare a comprehensive integrated transportation plan in the light of Regional Plan policies and priorities and coordinate the

programmes and activities of concerned Central Ministries, State Governments and other agencies in the transport sector for successful implementation thereof. The proposal to set up such a Unified Transport Authority, under the aegis of the NCR Planning Board, through an amendment of the NCR Planning Board Act, 1985 need to be agreed to in principle. In the meantime, a Core Group of experts as well as a Transport Coordination Committee for the Delhi Metropolitan Area has been set up under the Chairmanship of Member Secretary, NCR Planning Board.

With the help of the said Core Group a concept plan has also been proposed for an integrated MRTS-cum-sub-urban connection system for NCR which can be jointly financed and implemented by Ministry of Urban Development and Ministry of Railways for a total outlay of Rs.3505 crore and completed by 2001 A.D. This NCR-oriented Plan which offers a more economical, cost effective MRTS as its core, is discussed in greater detail in the succeeding section on the NCT-Delhi Sub-component of the NCR Central Sector Investment Plan.

3.3 PROGRAMME OF MINISTRY OF COMMUNICATIONS

The Communications policy of the Regional Plan - 2001 provides for linking of Regional Centres (i.e. Priority towns)/DMA towns both with Delhi and each other by means of reliable cellular/cable media and trunk services; provision of telephone, telex and fax facilities practically on demand; and, extension of reliable STD facilities.

there is a total deficit of 3.61 As of 1992, connections in Delhi, DMA and Priority Towns. For the VIII Plan period, the Ministry of Communications has already made a provision of Rs.724 crore for the purpose of extending 11.4 lakh telephone connections in Delhi and about 2.89 lakh connections in the Priority and DMA towns. This would mean clearing all pending waiting lists and providing telecom facilities practically on demand. However, the MOC plan is lopsided in that it does not take into account the skewed population distribution pattern in NCR which is to substantially corrected during the VIII and IX Plan periods per Regional Plan-2001 policies and priorities. as Accordingly, it is proposed that the Ministry Communications/Mahanagar Telephone Nigam Ltd. be asked review their VIII Plan demand projections for additional connections in Delhi on the one hand and the DMA/Priority Towns on the other in the light of the NCR Plan policy of containing the population of Delhi to 103 lakh as against 112 lakh by 1997 (and an overall 112 lakh by 2001) allocate the lines rendered surplus in Delhi as per corresponding enhanced population profiles for DMA/Priority Towns. E HOLI ATT DESCRIPTION OF THE PARTY OF STATE OF THE PARTY OF THE PARTY

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3.4 PROGRAMME OF MINISTRY OF POWER

There is a power shortage in the NCR States of Haryana, Rajasthan and Uttar Pradesh. In 1992, consequently, NCR Sub-regions had a peak load deficiency ranging from 6% in Rajasthan to 20% in Haryana and an energy deficit of 1% in Delhi to 10% in Uttar Pradesh.

Ministry of Power/Central Electricity Authority have planned to undertake a total of 37 power projects for the Northern Region in the VIII Plan period, 13 in the Central Sector and 24 in the State Sector. A total of 9849 MW will thus be added to the capacity of the Northern Grid. Strange it may seem, however, the NCR sub-regions (including Delhi) would face still higher peak load deficit ranging from 15% in Delhi to 49% in Rajasthan by the end of the VIII Plan. By 1996-97, the net power deficit in all the major urban settlements of NCR would be as much as 1164 mw (inclusive of 384 mw in Delhi).

The Ministry of Power have stated that no additional power can be made available to the NCR per se. The NCR member-States would thus have to meet the deficit power requirements of their respective Sub-regions from out of their allocated power supplies and also strengthen their respective transmission and distribution systems within NCR to ensure that the full power demand projections of the DMA/Priority Towns is actually made available to them in the VIII Plan period.

As per the decentralisation strategy envisaged in Regional Plan-2001 the population of Delhi is to be contained at 103 lakh and 112 lakh by 2001 AD. Accordingly, Ministry of Power/CEA would have to scale down their power demand projections for Delhi to the extent of 160 mw by 1997. The projected deficit in Delhi would thus be reduced to 224 mw while towns in DMA and the Priority Towns of NCR taken together the aggregate peak load deficit would be 780 mw.

As discussions with the Ministry of Power/Central Electricity Authority now indicate, as much as 2200 mw out of the capacity of the central power stations by 1996-97 in Northern Grid has been retained as unallocated reserve by CEA. It is therefore proposed that the additional requirement (780 mw) of the DMA/Priority Towns of NCR (excluding Delhi) should be met out of this reserve, so as to ensure that all DMA/Priority Towns enjoy full availability of power as per their demand requirements irrespective of the demand/supply position in other parts of the respective participating States.

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PROGRAMME OF THE GOVERNMENT OF NATIONAL CAPITAL TERRITORY OF DELHI.

Master Plan of Delhi 3.5.1

In view of the over-riding need for reducing pressure the National Capital Territory of Delhi, Regional Plan-2001 envisages containing the population size of Delhi to 112 lakh by 2001 AD and accordingly all plans, programmes and strategies of the NCT Govt. have perforce to be oriented to achieve this goal. However, while the various Central and State Sector programmes are being re-oriented and dovetailed to meet this scaled-down population target for NCT, the Master Plan for Delhi 2001, though making a reference to the NCR Plan objectives envisages a development programme for a population of 128 lakh by 2001 AD. It is, therefore, imperative that the Master Plan of Delhi is amended right away so as to conform to the population target for Delhi prescribed in Regional Plan-2001 for the NCR.

3.5.2 Water Supply

most pressing problem of Delhi is the scarcity of The drinking water. As of 1991-92, against the demand of 2930 MLD of drinking water, the supply was only 2070 MLD leaving a deficit of 860 MLD. The likely demand by the end of the VIII Plan is 3532 MLD which would mean ensuring additional supply of 1462 MLD during the Eighth Plan. an

The identified sources of additional bulk water supply are:

- Tehri Dam for 675 MLD; a)
 - Ranney Wells to yield 22 MLD; b)
 - c) Western Yamuna Canal for 180 MLD; and
 - other sources including re-cycling and exchange of d) treated sewage with Haryana for agricultural purposes, to the extent of 585 MLD.

To construct the physical works required to tap these various sources, schemes involving a total outlay of Rs. 241 crore were proposed by the Government of National Capital Territory for the VIII Plan period against which only Rs. 22 crore has been allocated. In addition, an amount of Rs. 445 crore was proposed in the VIII Plan for 2 viz Kishau Dam (UP) and Renuka Dam (HP) projects, for augmenting Delhi's sources of water during the IX Plan; however, only Rs. 42 crs has been allocated for these 2 projects. Thus, as against a total proposed outlay of Rs. 686 crore, only Rs. 64 crore has actually been allocated to meet Delhi's additional bulk water supply requirements. On the other hand, to improve the existing distribution system and also augment the water treatment capacity in Delhi, an amount of Rs. 439 crore has been allocated during the 8th Plan period against the provision of Rs. 487 crore asked for by Government of NCT. This mismatch needs to be set right at the earliest.

The water supply projections for Delhi are required to be closely dovetailed with the present and the future growth needs of the Capital City. Considering that the population of NCT is proposed to be contained to 112 lakh by 2001 AD, the aggregate water supply requirement of Delhi should come down to 1175 MLD by the end of VIII Plan and 1962 MLD by 2001 AD. This would mean that as much as 287 MLD during the VIII Plan period and 575 MLD during the IX plan period, could be utilised to improve the present per capita availability of water in Delhi which is only 225 LPCD against the Delhi Master Plan norm of 360 LPCD.

3.5.3 Power Supply

In regard to power supply requirements of Delhi, as of 1991-92, the requirement was 1537 MW against which the availability was 1310 MW leaving a net deficit of 227 MW. By 1996-97, the projected demand for power is 2532 MW against which the likely availability is 2148 MW thus leaving a higher deficit of 384 MW.

As per the decentralisation strategy envisaged in Regional Plan-2001 the population of Delhi is to be pegged at 103 lakh by 1997 and 112 lakh by 2001 AD. Accordingly Ministry of Power/CEA would have to scale down their power supply projections for Delhi to the extent of 160 mw by 1997. The projected power deficit in Delhi at the end of VIII Plan would thus be reduced to 224 mw. This deficit could be suitably ironed out through a hike in electricity tariffs of Delhi Electric Supply Undertaking (DESU) coupled with deterrent charges for misuse as per specific proposals made in para 3.5.4 and 3.5.5. below.

3.5.4 Electricity Tariff in Delhi

There is a wide variation between the electricity charges prevailing in Delhi vis-a-vis those of participating States. In most cases the rates in Delhi are much lower than in the said 3 neighbouring States taken together.

For instance, the rates for domestic supply up to the first 200 units is only 50 paisa/unit in Delhi as against 75 paisa in Rajasthan, 95 p. in Haryana and 123 p. in Uttar Pradesh. For industrial consumers, it varies from 125 p. to 200 p. + Rs. 60/KVA in Delhi as against 165 p. to 220 p. in Rajasthan, 167 p. in Haryana and 160 to 220 p. (in addition to varying charges of Rs. 27/HP to Rs.180/KVA for continuous and non-continuous supply) in Uttar Pradesh. Similarly, for agriculture, the electricity tariff is only 20 p./unit in Delhi as against a 30 p. unit in Haryana and Uttar Pradesh and 37 p./unit in Rajasthan.

Keeping in view the need to reduce infrastructure subsidies in Delhi in general, and the strong multiplier effect that a hike in electrifity charges would have on the forces of decentralisation and dispersal of economic activity in particular, it is proposed that the power tariff in NCT-Delhi be raised immediately to the full-floor level rates viz.

- 75 paise/unit up to 200 units for domestic use as in Rajasthan.
 - 180 p./unit up to 200 units and 228 p./unit above 200 units for commercial use as in Uttar Pradesh.
- 149 p./unit to 186 p./unit + Rs.27/HP to Rs. 180/KVA for continuous and non-continuous supply for industrial use as in Uttar Pradesh.
 - 30 p./unit for agricultural use as in Haryana/ Uttar Pradesh.

3.5.5 Power Pilferage in Delhi

As reported by DESU, there is a large-scale pilferage of electricity in Delhi leading to a substantial loss of revenue as well a high peak-load deficit. It is, therefore, proposed that penal provisions for illegal consumption of electricity in Delhi should be raised to deterrent levels as in the neighbouring participating State of Uttar Pradesh viz. three times the current use rate for six months for the connected load.

3.5.6 Mass Rapid Transit System

Another daunting problem facing the National Capital City is its increasingly inadequate transport system. At present, Delhi's transportation needs are exclusively being met by the over-extended road-based transport system. The Indian Railways' contribution in providing intra-urban transport is marginal. The Govt. of NCT together with RITES has accordingly prepared a detailed project called IMMRTS (Integrated Multi-Modal Mass Rapid Transport System) network of 184.5 km, (with an underground metro of 27 km) which is estimated to cost Rs. 7469 crore at 1992-93 prices.

While the immediate provision of suitable mass rapid transit system for Delhi is an inescapable need, it is equally vital to ensure that the same is fully integrated with the sub-urban (commuter) services required to link Delhi with both DMA and Priority towns of NCR. Only then will it lead to a substantial dispersal of economic activities and commensurate population from the central core of Delhi to the DMA/Priority towns. This can be achieved by augmenting and upgrading the rail services along the radial corridors within NCR so as to provide for fast/frequent

commuter trains and also segregating the inter-city traffic to the maximum possible extent by :

- (a) speedy completion of pending 3 unigauge plan projects of Railway Ministry so as to provide for a continuous Regional Rail Bypass or Delhi Avoiding Line (see para 3.2.1 above).
- b) developing the 4 directional road/rail terminals (proposed in MPD 2001); and
- (c) providing suitable inter-change facilities between the terminals on the one hand and sub-urban/rail road corridors/Delhi MRTS on the other.
- All this implies the need for setting up the proposed unified transport agency for NCR, as already covered in item 3.2.2 above and for Ministry of Railways as well as Ministry of Urban Development/Govt. of NCT to jointly implement the following projects on a top priority basis by 2001 AD.
- i) Completion of a continuous Regional Rail Bypass or Delhi Avoiding Line which would facilitate segregation of the inter-regional traffic from that of intra-regional traffic.
- ii) Development of 4 Directional rail/road terminals and their links with (a) DMA/Priority towns: (b) Delhi ring rail and spurs: (c) each other through separate NS/EW rail corridors for inter-city passenger traffic required to pass through Delhi.
- iii) Strengthening of the Delhi ring rail (including radial spurs) and construction of dedicated busways along 2 surface corridors (running NS & EW direction) within Delhi to connect the 4 directional terminals and serve as the main component of the proposed MRTS.
- It is proposed that items (i) to (iii) above be given priority over the much more costly underground metro and quadruplication of the Delhi ring rail system which could be postponed to phase II if found both viable and necessary after 2001 AD.

3.5.7 Rationalisation of Tax Structure

Another important issue relating to Delhi is the need for urgent reforms of the fiscal structure. The lower sales tax regime in Delhi in comparison to the participating States of Haryana, Rajasthan and Uttar Pradesh, causes large scale diversion of trade as well as shifting of manufacturing activities into Delhi. In order to achieve the objective of an integrated and balanced development of NCR, a fair degree of rationalisation is, therefore, necessary in the fiscal structure of the National Capital

Territory of Delhi vis-a-vis the participating states of the National Capital Region.

The NCR Planning Board has deliberated on this issue on a number of occasions and most recently on the basis of a report submitted to it by a committee set up under the Chairmanship of Dr. Raja Chelliah. The broad recommendations that have emerged from the Chelliah Committee are:

- 1) Sales Tax rates in Delhi should be raised to achieve uniformity in tax structure in the National Capital Region and to arrive at minimum floor level of taxation. (This covers 29 commodity groups on which there is a national consensus + 36 commodity groups suggested in deliberations of a follow-up meeting taken by Member Secretary with the Finance Secretaries of participating States)
 - 2) The present rate of Central sales tax in Delhi be raised from 2% to 4%.
 - 3) Effective combined burden of the motor vehicles tax and passengers and goods tax in Delhi be raised to a minimum floor level.
- 4) Consignment tax should be levied by the Government of India as a follow up action to the 46th Constitutional Amendment Act, 1982 and as per the recommendations of the group of Chief Ministers' Conference held in 1984.

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The status of these proposals is:

- A proposal for revision of sales tax rates in Delhi submitted by the NCR Delhi has been considered by the Ministry of Home Affairs. Out of the 32 commodities on which Delhi was to raise Satel Tax, the rates in respect of only 5 commodities have been brought up to the suggested levels.
- * Both enhancement of Central Sales Tax and raising combined burden of motor vehicles tax and passengers and goods tax, are pending for consideration with the Government of National Capital Territory of Delhi.
- * A decision to levy consignment tax is to be taken by Ministry of Finance.
- It is proposed that Government of NCT/MHA/MOF take immediate action to implement these long pending recommendations in the interests of speedier realisation of NCR objectives.

3.5.8 Preparation of Sub-regional Plan for Delhi

A comprehensive Sub-regional Plan needs to be finalised for reducing the rate of population growth by more than 50% and containing the Capital city within 112 lakh by 2001 AD. Such a plan will need inter-alia to identify specific manufacturing and wholesale trading activities which can be decentralised, formulate a package of policies and draw up time-bound programmes for their dispersal. To facilitate framing and implementation of such decentralisation policies and dispersal projects, an NCR Co-ordination and Monitoring Cell is required to be set up in the Government of National Capital Territory of Delhi which would be fully financed by the NCR Planning Board.

task of preparing the Delhi Sub-regional Plan has already been taken up by the NCT Government through Delhi Development Authority and the draft is expected to completed by the end of April, 1993. Subsequently, timebound implementation programme will have to be prepared and completed by end of June, 1993. Meanwhile, the proposal of setting up of NCR Coordination and Monitoring Cell in the of NCT-Delhi which is pending with the Ministry of Govt. Development needs to be cleared on a top-priority Urban so as to facilitate the speedy finalisation of the basis Sub-regional Plan and the said time-bound programme Delhi for its implementation.

3.6 PROGRAMME OF MINISTRY OF URBAN DEVELOPMENT

The Ministry of Urban Development is the nodal Ministry for the development of the National Capital Region. The Ministry will therefore need to issue a directive to DDA to amend the Master Plan of Delhi so as to bring it in conformity in all respects with the Regional Plan for NCR (see also para 3.5.1 above)

The Ministry of Urban Development will also need a minimum Plan provision of Rs.50 crore to the NCR provide Planning Board every year commencing from financial year 1993-94 during VIII Plan period, so as to enable the Board to ensure the infrastructure development of the Region in equal phases over the remaining 4 years of the Plan. this regard the Ministry would need to take immediate action amend the NCR Planning Board Rules, 1985 to provide for setting up of the NCR Finance Development Corporation as a subsidiary to NCR Planning Board and also to permit the Board to raise and disburse the additional funds required to fund the total State Sector component of the VIII Plan investment programme in NCR. Further the Ministry will need monitor and coordinate the shifting of Govt./public sector offices from Delhi to DMA/Priority Towns based on the recommendations of the High Power Committee set up under Chairmanship of the Cabinet Secretary and the relevant enunciated in Regional Plan-2001 viz. principles and other public sector offices which are not Government dealing specifically with Ministerial, protocol or liaison ctions, to locate/relocate elsewhere in NCR. Ministry may take necessary steps to set up an unified transport authority for the National Capital Region under for Urban Development, with representatives from Minister centre and states as members, on the pattern of NCR Planning The scope of the Delhi MRTS draft bill may be Board. to cover all transport operations in Delhi enlarged Metropolitan area as a whole with the concurrence state legislatives of Haryana and Uttar Pradesh. Pending legislative measures, a high power coordination committee may be constituted with the self-same composition of the proposed unified transport authority in order to help that unified decisions are taken and implemented in ensure matters relating to the speedy development of an MRTS all Delhi, which is fully integrated with the transport network required for DMA and rest of NCR.

3.7 NATIONAL CAPITAL REGION PLANNING BOARD

The National Capital Region Planning Board needs to immediately set up a subsidiary financial institution i.e. NCR Development Finance Corporation, to enable it to promote development of new townships and regional transportation links for speedy achievement of Regional Plan-2001 goals and targets. NCR Planning Board will also need to strengthen and restructure its main office/secretariate to enable it to discharge its enhanced responsibilities more efficiently and effectively in the VIII Plan period and beyond.

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Proposal

View of the Ministry concerned

Comments of the NCR Planning Board

Ministry of Surface Transport:

- Expressways of stretches;
- a)Faridabad-NOIDA-Ghaziabad b)Delhi-Ghaziabad-Meerut

c) Sonipat-Panipat

- Ministry of Surface Transport would not be able to execute these projects unless they are declared as National Expressways. As such, Ministry of Urban Development may consider implementing them on BOT basis.
 - a) Faridabad-NOIDA-Ghaziabad Expressway is an Inter-State Highway which would act as a Regional Road Bypass for Delhi, diverting all the through traffic of NH-2 and NH-24.
- b) Delhi-Ghaziabad-Meerut is urgently required in view of the projected traffic counts on this corridor and also because it is linked with the F-N-G Expressway.
- As such both a) and b) should be taken up in the 8th Plan period itself by MOST/MOUD, on a BOT basis.
- c) Sonepat Panipat Expressway forms part of Delhi-Ambala National Express way which has already been identified for development by 2000 AD in the ADB study report for the Min. of Surface Transport. Hence, MOST may commission a detailed techno-economic feasibibility study for the project within a year.

II. Ministry of Railways:

1. Construction of Regional Rail Bypass connecting Khurja-Palwal-Rewari-Robtak-Panipat

Only final alignment survey for the stretch incorporated in the 8th Plane able to undertake this project unless funds outside the Railways budget are made available free of dividend liability. Further the sponsoring Ministry should bear the operating losses.

With the development of regional rail bypass in NCR and new Delhi Avoiding Line outside NCR (under Railways unigadge policy) and marshalling yares at key stations enroute, all goods traffic not required to enter Delhi can easily be diverted thereon and hence provide sufficient traffic load for this important alternate intercity rail link. The project would shmultaneously relieve the almost the entire Delhi Ring Rail and spurs for the proposed wRTS. A technco-economic feasibility study may therefore be commissioned by Min. of Railways on these lines based on the autome of the final alignment survey now in the final stages of completion.

2- Strengthening of radial corridors of Muradnagar-Meerut: Delhi-Khurja and Delhi-Palwal lines

As these projects are primarily meant for commuter traffic, they should form part of the interaurban transport system and should be implementing by MOLD. If to be implemented by MOR funds to the extent of Rs.294 crore free of dividend liability to be made available to MOR.

Min. of Railways may set up a joint Stock Company on the lines of Konhan Railway Corporation which could float leans/raise equity and develop it on BOT basis. With this in view, a techno-economic feasibility study may be commissioned immediately by the Min. of Railways and completed within a year.

III. Ministry of Communications

population proposed in the Regional Plan-2001 in Priority and DWA towns, the communications requirement of Delhi should come down and that of Prority and DWA towns waild go up.

IV. Ministry of Power

1. There would be a substantial deficit in the availability of power in the constituent areas of NCR.

Mop is of the view that no additional power could be made available to the various sub-regions. The additional requirements would have to be met by the states from out of the total power available with them.

Ministry of Communications/
Mahanagar Telephone Nigam Itd. (MINI)
should recast its plans for Delhi
considering the reduced population
target for Delhi (i.e. 103 lacs by 1997
and 112 lacs by 2001 AD).
Accordingly surplus additional
connections now planned for Delhi
be diverted in DMA and Priority towns
to meet the full requirements of the
additional populations assigned in the
Regional Plan-2001 for these towns.

The Min. of Power/CEA to recast its power allocation plans for the Morthern Grid so that;

a) The power saved due to reduction in demand in accordance with the lower population targets, 103 lakh by 1997 and 112 lakh by 2001, in Delhi would offet the deficit in Delhi by 160 MW.

b) The additional requirement of DMA/
Priority towns of NCR (780 MW) to be
met out of the central reserve of
Northern Grid.

- / Ministry of Urban Development
- Provision of adequate fund for the Development of NCR -State Sector.

2. Revision of Master Plan For Delhi.

In view of the committed outlay of Rs. 200 crore for the NCR during the 8th Plan, an allocation of atleast Rs. 50 crore may be made in the current year 1993-94 to match the following State outlays:

a) Rajasthan
b) Utter Pradesh · Rs.10.50 crore
c) Haryana
(1/4th of the expenditure of Rs. 131.5 crore proposed during 1992-97)

d) Delhi National . 3.25 crore.

The Min. of Urban Development may issue a directive to DDA to amend Master Plan of Delhi-2001 so as to reduce their population target from 132 lakhs to 112 lakh by 2001 AD and accordingly to revise their development programmes for Delhi to bring them in consonance with the corresponding provisions of Regional Plan-2001 for NCR.

Decentralisation of the Public Sector/Government Offices from Delhi

- the NCR Coordination and Monitoring Cell of the NCT Planning Cell.
- Setting up of Unified Transport Authority for NCR.

- a) Min. of Urban Development to prepare and monitor a time bound programme for the shifting of public sector offices already identified by the High Power Committee under the Chairmanship of the Cabinet Secretary by June, 1993.
- b) CPWD may be directed to develop lands belonging to GOI in Ghaziabad. Faridabad and other DNA/priority Towns and construct requisite office space and/or staff quarter under a time-bound programme.

MOUD may issue formal orders sanctioning. Creation of posts for NCR Planning Cell in the NCT-Delhi on the lines of similar orders issued by Governments of Haryana and Uttar Pracesh respectively.

MOUD may take necessary steps to set up on Unified Transport Authority for NCR, under Minister for Urban Development with representatives from Centre and States as members. Further, the scope of Delhi MRTS draft bill may be enlarged to cover all transport operations in Delhi Metropolitan Area. Pending these a high power Co-ordination Committee may be constituted.

3

Structure in NCR as per Dr. Chelliah Committee. Rationalisation of Tax Recommendation of

for the augmentation of the treatment capacity but for the Rs. 686 crore, only Rs. 64 crore 8.439 crore has been approved against the requirement of Shortage of water in the NCT-Delhi: An amount of supply of raw water have been approved.

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Sub-regional Plan incorporating and package of policy measures inter-alia the activities to be decentralised from Belhi designed for the purpose. NCI-Delhi to prepare a

7.

1) Recommendations with respect to Sales Tax to be fully implemented.

2) Central Sales fax to be raised from 2% to 4 %.

Tax and Goods Tax on Goods Vehicles in Delhi to be raised to a minimum 3) Effective Combined burden of Road floord level (MFL).

4) Consignment Tax to be imposed as a follow up to 46th Constitutional Amendment and as per the recommendations of the Chief Ministers Conference.

Full allocation for raw water to be treatment capacities being created for Delhi in 8th Plan. firmed up to match the additional

To be completed by March, 1993

- the National Capital Region. economic activities from Delhi to Decentralisation and dispersal of
- 2 NCR States and there is a large scale pilierage of power. lower in Delhi than in the member-The electricity charges are much
- absolute necessity. demand, an efficient MRTS is an To meet the increasing traffic

A rail based WRTS pertially overgro-und and pertially underground at a cost of &.7469 cr. proposed.

- 1111) Construction of 4 directional road/rail termi-Completion of a Regional Rail bypass Provision of suburban commuter services catering nals for inter-city traffic.
- IV) Strengthening of Ring Railway and radial spurs to DMA/Priority Towns and fully integrated with
- care of all peak-hour passenger traffic within and carving out of dedicated bysways to take

winclesale trades etc. to be decentralised and relocated within the NCR and preparation of a time-bound programme for their dispersal. of the economic activities such as industries, Immediate action to be taken for identification

illegal consumption be raised to deterrent full-floor level rates and penal provisions for The power tariff structure need to be raised to Levels.

said integrated rail system should be recast so as to provide for the following in Phase I integrated with the railway pricrities of both NCR Development Plan & Delhi Waster Plan. The upto 2001 AD: The MAIS Plan needs to be recriented and fully

Ministry of Water Resources:

1. In 1991-92, the drinking water deficit in Delhi was 860 MLD. The diffict is estimated to increase to 1462 MLD by 1996-57.

Ensure adequate availability of drinking water to Delhi for 1C3 lakh population by 1996-97.

VII. All concerned Central Ministries:

as corresponding Annual Flans and to incorporate the same in their budget proposals. 1. Each Ministry to prepare a Special Component Plan for NCR for the 8th Plan period as well

4.0 STATE SECTOR

The NCR Planning Board in its 15th meeting held on September 14, 1992 aproved certain basic strategies and financing mechanisms for accelerated development for the 8th Plan period and beyond.

The aproved plan of action envisages:

- Developing new townships adjacent to Priority towns and also DMA towns, where necessary.
- Each new township to be centred around core economic activities.
- Such core economic activities, inter-alia, to include the ones to be shifted from Delhi.
- These townships to be provided with a higher order of physical and social infrastructure and commensurate housing for all income groups.
 - Intra-regional linkages such as road, rail, telecom and power systems to be developed simultaneously to make these townships both viable and attractive.

Accordingly, the specific programmes to be included in the NCR Planning Board's Investment proposals for the State Sector in the 8th Plan are:

- Land acquisition and infrastructure Development in the 8 Priority Towns/Complexes and the 2 DMA towns of Kundli and Bahadurgarh.
 - 2) Development of Sub-regional Centres;
- 3) Development of Counter-magnet Areas;
 - 4) Upgradation of Regional Roads;
- 5) Extension of power transmission and distribution systems; and
- 6) Institutional Strengthening for Planning and Implementation.

4.1 Land Acquisition and Development in Priority/DMA
Towns:

Delhi is projected to reach a population of 132 lakh by 2001. To obviate this catastrophe, Regional Plan-2001 advocates a conscious policy for re-distribution of population to the extent of 20 lakh, all of whom would have to be suitably deflected from Delhi to the various Priority Towns of the NCR. Similarly, the Plan has assigned a population of 37 lakh by 2001 AD for the 6 DMA towns against the 1991 population of 15.28 lakh. While the 4 DMA towns of Faridabad, Gurgaon, Ghaziabad and NOIDA are likely to achieve their assigned perspective populations, the growth of Bahadurgarh and Kundli needs to be specifically induced to enable them to accommodate an additional population of 2.66 lakh by 2001 AD.

As per Regional Plan-2001 targets, the Priority Towns in Uttar Pradesh namely Meerut, Hapur and Bulandshahr-Khurja, would together need to accommodate an additional population of 15.99 lakh. Similarly, the 5 Priority towns in Haryana would have to cater to an additional population of 9.33 lakh and the two in Rajasthan, 3.89 lakh.

Thus, all the Priority towns would, have to reach a population size of 49.00 lakh by 2001 AD against 19.79 lakh in 1991, by accommodating an additional population of 29.21 lakh. Of this 29.21 lakh, the induced growth envisaged is of the order of 10.00 lakh in Uttar Pradesh sub-region, 7.47 lakh in Haryana Sub-region and 2.89 lakh in the Rajasthan sub-region totalling to 20.36 lakh.

Accordingly, each of the Priority Towns including the DMA towns of Kundli and Bahadurgarh needs to be specifically planned and developed to cater to its assigned perspective population (including natural growth). Further, the induced component therefore will be specifically provided for in terms of concessional finance for land acquisition and development during the period 1992 to 2001 by the NCR Planning Board.

The proportionate target for the NCR Planning Board's VIII Plan Investment Programme in the State Sector is thus to provide for land acquisition and infrastructure development for 11.51 lakh population, 10.18 lakh being the induced component in all the Priority Towns and 1.33 lakh in the two selected DMA towns.

Since the ready availability of land is a pre-requisite for triggering the process of urban development, the NCR Planning Board proposes to fully finance the cost of land acquisition to provide for induced population in all the priority towns. This would require 9247 hectares of land on density norms envisaged in the Regional Plan of which 1253

hectares is already available in the towns of Meerut, Panipat and Bhiwadi. The remaining land viz. 7994 hectares, is to be acquired at a cost of Rs.619.11 crore.

Of the total land to be acquired, the projects for core-economic activities such as the wholesale markets, office complexes, industrial estrates etc, should be developed on a priority basis to provide for employment generating activities. The resources thus generated will be ploughed back for development of the remaining areas. In addition, concerned development authorities would need to tap various institutional sources to secure the comprehensive development of the planned new township.

The investment strategy thus envisages development of 1/4th of acquired land in each of the priority towns for core-economic activities and also to provide housing for economically weaker sections of the population. This would mean the physical development of land to the extent of 2322 hectares at a cost of Rs.293 crore.

Similarly, the cost of land acquisition in the two DMA towns would be Rs.72.54 crore and that of land development Rs.39.26 crore.

The aforesaid programme for land acquisition and infrastructure development for all the 8 priority towns and the two selected DMA towns would thus require a total investment of Rs.1024 crore on the part of NCR Planning Board during the VIII Plan period.

4.2 Programme of Development of Sub -regional Centres

The Regional Plan envisages development of a four tier hierarchical system of settlements, namely, Regional Centres, Sub-regional Centres, Service centres and Basic villages. The sub-regional centres form the essential link between the Regional Centres and the other lower order settlements. A total of 34 sub-regional centres numbering 17 in Uttar Pradesh, 12 in Haryana and 5 in Rajasthan, have been identified by the participating States for purposes of development in VIII Plan period.

The investment programme of the NCR Planning Board for the VIII Plan period envisages strengthening the infrastructural network in these towns for which an average investment of Rs. 4 crore for each of these settlements has been proposed. Thus, the aggregate investment outlay for development of Sub-regional Centres would be of the order of Rs. 136 crore.

4.3 Development of Counter-magnet Areas

In addition to the development of DMA/Priority towns and Sub-regional Centres within NCR, Regional Plan-2001 envisages the development of Counter-magnet Areas outside the NCR.

Five Counter-magnet Areas have been identified, namely, Patiala in Punjab, Hissar in Haryana, Bareilly in Uttar Pradesh, Gwalior in Madhya Pradesh and Kota in Rajasthan.

The strategy for development of Counter Magnet Areas envisages the setting up of a revolving fund at the rate of Rs. 20 crore each with a total investment of Rs. 100 crore.

4.4. Programme of Development of Regional Roads

In order to reduce congestion in Delhi and facilitate the dispersal of economic activities over the NCR as a whole, two road grids have been proposed in Regional Plan-2001, namely, the outer grid connecting all the Priority Towns and an inner grid connecting major DMA towns.

The inner and outer grids comprise existing State Highways (except for a few links). The investment programme envisages strengthening and upgradation of these roads and also the construction of bypasses adjacent to existing towns. During the 8th Plan, it is proposed to acquire the land required for widening the grids so as to provide a two-lane right-of-way and also construct the bypasses wherever necessary. This programme will involve a total investment of Rs.210.28 during the 8th Plan period.

4.5 Programme of Strengthening of Power Transmission and Distribution System

In order to ensure that uninterrupted power supply is provided in the Priority Towns/DMA towns, it would be necessary to strengthen the transmission and distribution systems for power supply within the 3 sub-regions for which the total investment requirement has been worked out by Central Electricity Authority to be about Rs. 492 crore.

4.6 Strengthening of NCR Planning Board and Planning Cells

For successful planning and implementation of this time bound programme, the need for strengthening of the NCR Planning Board Secretariat and also the Planning Cells in the sub-regions has been fully recognised and for this purpose, the Investment Plan proposes an investment of Rs.5 crore during the 8th Plan. This requirement would be entirely met from out of the internal resources generated by the NCR Planning Board.

Thus the total investment programme to be implemented in the State sector during the 8th Flan period is as follows:

	Programme	Rs. Crore
1 .	Land Acquisition and Development in the Priority Towns and selected Delhi Metropolitan Area Towns.	1024
2.	Development of Sub-Regional Centres.	136
з.	Development of Counter-magnt areas	100
4.	Upgradation of Regional Roads	210
5.	Extension of power transmission and distribution systems	492
	Total Rs	. 1962 crore

4.7 Financing Pattern of State Sector Programmes - 8th Plan Period.

Of all the programmes to be taken up thus during the 8th Plan period, the development of DMA/Priority Towns, Subregional Centres and Counter-magnet Areas will be the joint responsibility of the NCRPB and the member-State Governments, while the States would need to exclusively undertake the upgradation of regional roads and strengthening of the power transmission and distribution systems in their respective sub-regions.

The total investment requirement works out to Rs. 1962 crore (excluding requirement for institutional strengthening) of which requirement of Priority towns and two DMA towns, Sub-regional Centrs and counter-magnet Areas is Rs. 1260 crore and that of exclusive State sector projects relating to regional roads and power developmnt, Rs. 702 crore.

4.8 Financing by NCR Planning Board through NCR Development Finance Corporation.

To implement the investment programme of Rs. 1260 crore for the development of Priority towns, DMA towns, Subregional Centres and Counter-magnet areas, a special allocation of Rs. 200 crore has since been made in the Central Sector Plan outlaly for NCR.

For utilising this as seed money the NCR Planning Board has decided to float a company called NCR Planning Board, In turn, this equity contribution of Rs. 200 crore would be

matchd by contributions from the States and Delhi-NCT to provide the NCRDFC with a capital base of Rs. 400 crore.

The total fund requirement for implementing the shared programmes would be of the order of Rs. 563 crore in Uttar Pradesh Sub-region, Rs. 519 crore in Haryana and Rs. 137 crore in Rajasthan Sub-region.

4.9 Allocations by Participating States and the Government of National Capital Territory of Delhi:

Adhoc allocations in the 8th Plan for State Sector projects in the member-States as well as Delhi NCT have been made by the Planning Commission. While Uttar Pradesh, Rajasthan and Delhi NCT have, Plan allocations of Rs. 45 crore, Rs. 17.5 crore and Rs. 11 crore respectively, Haryana has made a notional provision of Rs. 1 lakh for the 8th Plan with its Government indicating that the required funds would be provided by the HUDA on behalf of the State.

For the rest, the need for National Capital Territory of Delhi to bear its fair share of the proposed expenditure needs no elaboration. NCT being an equal partner beneficiary of the entire process of decentralisation and dispersal could afford to share at least one-fourth of the total State-side matching contribution of Rs. 50 crore. It is therefore proposed that the allocation of Government of National Capital Territory be stepped-up to Rs. 50 crore from Rs. 11 crore. This contribution in turn facilitate the developmnt of land for core-economic activities in the Prirotiy towns and two DMA towns to the extent of 50%. Further, an amount of Rs. 480 crore is likely to be saved in the power sector in Delhi during the 8th Plan on account of reduction of population from 112 lakh to 103 lakh by 1997. As such the entire equity contribution of Rs. 50 crore could be provided by NCT out of the said savings in the power sector component of NCT's VIII Plan.

4.10 Action Programme

The Action Programme to be followed by the participating States during the period 1992-97 is as under:

- 1. Revision of Master Plan for each of the Priority and two DMA towns incorporating the proposed integrated Township.
- Meanwhile, an Outline Development Plan to be prepared for each of the Priority and selected DMA towns.
- 3. The Outline Development Plan to indicate:
 - Magnitude and spatial direction of new township including location of core economic activities;

- Routing of major elements of transportation and infrastructural networks;
- Location of major facilities housing, education, health, recreation etc. and
- 4. Set-up Sub-regional Area Development Authorities wherever necessary.
- 5. Prepare Project reports and phased, incremental investment programmes for each new township.
- 4.11 Issues relating to State Sector proposals
- 1. Eighth Flan allocations of participating States and NCT to be enhanced to the prescribed level of equity participation aggregating to Rs. 200 crore in NCR Development Finance Corporation.
- 2. Appropriate allocations to be made in the respective State Plans for funding the Regional Roads and Power Transmission and Distribution programmes to the required extent.
- 3. Central Government in the Ministry of Surface Transport and Ministry of Finance to make suitable allocations out of the Central Road Fund for upgradation of Regional Roads in NCR.
- 4. Central Government in the Ministry of Power to provide requisite financial assistance to SEB's of Member States for taking up strengthening of power transmission & distribution system in their respective sub-regions. The prescribd minimum 3% return as per the investment policy guidelines for loans by Power Finance Corporation may be relaxed for projects related to NCR.
- 5. Member-State Governments to take up construction of bypasses around the selected towns as part of the Regional roads development programme through involvement of private sector and on a BOT basis.
- 6. For financing the development of infrastructure at the township level, institutional sources like HUDCO, NHB, NABARD, ILFS etc. may be tapped.
- 7. Member State Governments to ensure that land in all the respective new townships is made available on a preferential basis for all economic and housing activities to be decentralised and dispersed from Delhi.
- 8. Member State Governments to set-up Sub-regional Area Development Auithorities for their respective Sub-regions.

- 9. Member State Governments to set up joint stock companies (Development Corporations) or local Development Authority for each township.
- 10. Member State Governments to prepare a sub-component Plan for VIII Plan and also for corresponding Annual Plans and incorporate the same in their respective budgets.

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NOTE ON THE PROPOSED SET UP OF NORDER

in the last, i.e. 15th meeting or the Board, held on September 14. 1990, the adoption of certain basic strategies and financing mechanisms for implementation of the 8th Five Year Plan Investment Programme for the NCR development, as outlined in the note pertaining to item No.3 of the agenda. Was unanimously approved. These proposals inter-alia envisage setting-up an umbrella-type financial institution to be mamed as "NCR Development Finance Corporation" under the Companies Act, 1956, in order to (a) raise the requisite additional resources for funding the State-sector investment programme relating to the development of and Counter Magnet Oreas: and (b) to manage the total investible funds of the Board (which includes the seed money of ks.400 crores to be provided by way of budgetary assistance by both Lentral and other member Governments) on sound protessional /barking/lines and ensure their optimum utilisation in the development of the new townships and premotion or other regional plan priorities in a time-bound manner.

Accordingly, the constitution and functions of the NCR Development Finance Corporation have been drafted in consultation with experts drawn from various financial and other institutions involved in the sphere of housing and urban development such as HUDLO: ILEES: SCICI, SBI, HOFE and bus, O Copy of the draft Memorandum of Association is chickened at appendix I.

The 'Memorandum of Association has been prepared with the following detailed scenario in View:

a) The Corporation will be registered under the Companies ect. 1756 as a Government Company with 51% of the equity capital to be held by NCR Flanning Road.

the main functions of the Corporation will be to:

promote the development of National Lapital Acquer by building up land banks——and providing requisite urban intrastructure in 10 new

townships (as per strategies recently approved by the Board), and also assist in the development of sub-regional centres and counter-magnet aream as per Regional Fian priorities.

by way of equity subscription and floating or bonds/debentures, from various 11) rinancial institutions such as UTL, tapping the capital market in general, both at home and abroad.

b. The authorised equity capital of the Corporation will be Rs. 1000 crore comprising 1.0 crore shares of Re.1000 each.

c) During the 8th Flan period the subscribed equity capital will be Reigov crore of which Relacoperore will be subscribed by the NUR Flanning Board out or 8th Flan budgetary support to be provided by the Contral boyt. and the balanco ks.200 croro will be matched by subscriptions from the participating subscriptions from the participation subscription subscriptions from the participation subscription Harvana and the boyt, of National Capital Territory of Delhi as per the following shares:-

> Ks.67.50 Crore U.F. RS.64.50 Crare

> Haryana

Ks. 18.00 Crore Rajasthan

Ks.50.00 Crore met office in the surdent names choused applied being desired desired and desired grays MCTD

Rad Socato Checker lobal x

In the 6th Flan period am a whole, the Corporation will help finance the d ? proposed NCKFB investment programme in the State Sector amounting to Rs. 1260 CTOTO AG COUNTLOCK DELOWE

(Ru. Cru.)

Land acquisition and 2 7 Infrastructure development uncovision of phy-SICAL SETVICES!

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Development of sub-regional 3 3 3 centres

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- e) Accordingly, and in order to - mobilise resources over and above equity contribution by the board and the constituent statementolic, the Comporation will invite equity subscription as well as loan assistance from financial institutions like HUDCU. Which are actively engaged in the ur jo arn development sphere, and also additional tunds from the capital market to the extent necessary subject to maintaining an overall debt equity ratio or Bil.
- f) For the year 1993 99 the Corporation will have a paid-up equity capital of Rs. 100 crore out of which, Rs. 50 crore will be subscribed by the NCR Flanning Board as against phased annual budgetary support to be provided by Central Government over each or the remaining 4 years of VIII Plan, and the remaining Ra. So crore will be provided on a proportionate matching basis by the participating State Governments of UIF., karasthan, Haryana and Nulu.
- g) The Corporation will, accordingly, rund a capital investment programme of Relayb crord in 1993-94 and in each or the remaining a years or the Sth Flan under the tollowing heads:
 - Land acquisition and infrastructive 2. 7 development

- 11/ Sub-regional centres
- 111) Counter Magnet Areas
- ha. The promoters of the Corporation will be as under:
- 1) Member Secretary, NCR Flamming Board
- 11) Chief Regional Flanner, NCR Flanning Board.
- Ministry of Urban Development
- av) Chairman-cum-Manacing Dingetor. Hubuo.
 - of Ralasthan.
 - vi) Secretary. Urban Development, Govt. of U.F.
- vii) Secretary. Urban Development, Govt. or Haryana.
- 1/ Subject to clearance of Ministry of Finance, the Corporation will fleat the following bonds during bth Flan period.
 - 1) lax free bonds carrying 10.50% intorest
- to be treated as boyt. securities.

The state of the s

The Corporation will finance, the execution of projects covered under a(i) above cither by subscribing to the equity capital of similar corporations or joint stock companies to be set up at the Sub-regional/local level of by grant of seed capital for revolving funds, especially set up for such development purposes at the sub-regional/local level as per strategies recently approved by the Board. In this way, a substantial portion of the Corporation investments

would not carry any specific interest charges. However, to enable the Corporation to balance its books and earn reasonable surpluses to fund the future (IX Flan) investment programmes of the board, the balance of financial assistance will be provided by the Corporation at various rates of interest ranging from 12% to 20%, depending on the priority as well as viability ratings of the various, development schemos, the investment policism of the corporation would, thus, have to be worked out by it from time to time within this overall directional frame.

published the fair.

The NCR Flanning board Act does not provide for the Board to directly craise loan funds from capital, market and invest the same in NCR development schemes. However, we are advised that there is nothing in the statute which prohibits the Board from floating a subsidiary company under Companios Act, 1956 to carry out these functions, provided a suitable enabling provision is made in the NCR Flanning Board Rules. A draft of the proposed amendments to the Rules has. therefore, been prepared and furnished to the Hinistry of Urban Development which is competent to bring the same into immediate effect through a dazette notification. Ministry of Urban Development has desired that, the first instance, a resolution be passed by the Board in favour of the said amendments. A copy of the draft amendments is at Appendix 11.

The Flanning Committee may kindly approve the proposed course of action,

A draft Memorandum of Association of the proposed MCRDFC was sent to the State Governments of Rajasthan, Haryana and Uttar Fradesh as an agenda item for discussion in the meetings of the Various Sub-regions of NCR, which were held on 15.1.93, 22.2.93 and 3.3.93 respectively.

In the meantime, while keeping the main clientives of the Corporation unchanged, the draft of the Memorandum of Association has been modified and improved in consultation with certain experts, with a view to ensuring that the Corporation is able to avail of tax rebates which have been extended to similar financial institutions in the country. The improved version of the draft Memorandum of Association is placed below for consideration of the Flamning Committee.

PROPOSED AMENDMENT OF THE NOR PLANNING BOARD BULES, 1995.

CHAPTER VII 497 Formulation of a Company or Corporation and Envestment of Funds. :

- With the prior approval of the Government, the Board may float a development company of Corporation subject to such terms and conditions, as may be prescribed from time to time by the Government in this regard. For the purpose of promoting various urban development and infrastructure projects in fulfilment of Regional Plan priorities, aims and objectives.
- The Company or Corporation so formed shall be governed by the provisions of Companies Act. 1956 or any other relevant legislation. The collective inventments is such Company or Corporation by the Board, the three paticipating State Governments and the National Capital Territory of John all put together shall not be less than 51% or the paid up equity Capital while up to 49% thereor may be contributed by financial institution such as L16, GIC, HUDCU, UTL, Scheduled Banks, and also members of the general public, including non-boyt.
- 111) The Board may investrits funds in the equity capital and/or debenture bonds/stocks of the said Company of Corporation to the extent required.
- iv) The Corporation or Company shall function as a subsidiary of the NCE Flamming board. The Board shall accordingly appoint the majority of its governing body of directors, including the chief executive thereof and frame suitable policy guidelines for the functioning of the Company of Corporation, from time to time.

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Company, incorporated under the Companies Act. 1956 limited by Shares.

CHANGE WILLIAM

MEMORANDUM OF ASSOCIATION

OF

NATIONAL CAPITAL REGION DEVELOPMENT FINANCE CORPORATION LIMITED (tormed in pursuance of Chapter VII-Rule 49 of the National Capital Region Planning Board Rules, 1985)

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- The name of the Company, is NATIONAL CAPITAL'
 REGION DEVELOPMENT FINANCE CORPORATION
 LIMITED
- II The Registered Diffice of the Company will be a large company will be sometimed in the National Capital Territory of Dolling.
- III The Objects for which the Company situated is established are:
- (A) MAIN OBJECTS TO BE PURSUED BY THE COMPANY ON ITS INCORPORATION ARE:-

IN ACCORDANCE WITH THE PLAN OF THE NATIONAL CAPITAL REGION PLANNING BOARD (HEREINAPTER REPERRED TO AS THE BOARD) CONSTITUTED UNDER SUB-SECTION(I) OF SECTION 3 OF THE NATIONAL CAPITAL REGION PLANNING BOARD ACT, 1985, AND IN PURSUANCE OF CLAUSE (a) OF SECTION 7, THEREOF, READ WITH THE NATIONAL CAPITAL REGION PLANNING BOARD RULES, 1985.

the counter magnet areas. The business of providing long term rinance, to any persons, becomest or company or corporation or

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institution, society or association of persons or body of individuals, with or without interest and with or without security, for the purpose of enabling such borrower:

- to develop urban areas, townships and infrastructure facilities or projects fconnected therewith, in conformity with the policies evolved for the harmonised development of the NCR by the Board.
- (11) to mid, assist, promote and establish economic activities engaged or to be engaged in the manufacture, preservation, and processing of goods, including all related, incidental or ancillary functions and activities, conducive to the promotion of economic activities.
- to organise. conduct and manage (1.1.1.) technical, economic and other surveys, studies, avrid to prepare research a med experiments machanaman project ma teamibility reports of GATTOL related to the regional or sub-regional Flams to make known such surveys, studies, experiments, and reports through publications, periodicals or exhibitions or in any whatsoever.
- (IV) any other activity connected therewith, furthering the harmonious and coordinated development including monitoring the businesses

mentioned in (1) to (111) above and for reducing the pressure or concentration of population in the National Capital Ferritory of Delhi.

- (B) OBJECTS INCIDENTAL OR ANCILLARY TO THE ATTAINMENT OF THE MAIN OBJECTS
- 2) to acquire by purchase, lease, exchange, hire or otherwise lands and property of any tenure or any interest in the same in India.
 - to develop and turn to account any, and acquired by the Company or in which the Company and in particular by Laying out interested. preparing the same for to cura. It of a migr pumposes a constructing, altering, pulling down, decorating, maintaining, furnishing, fitting up and improving buildings and by planting, [7 & V 1 FG] * draining. farming, cultivating, letting on building lease or building agreement and by advancing money to and entering into contracts and arrangements of all kinds with builders, tenants and others.
 - 4) to advance money to any person or persons, Government, company, corporation, institution, society or association of persons, body or individuals with or without interest, and with or without security for the purpose of enabling such borrower to engage in any activity conductive to the all round economic development of the National Capital Region and the counter magnet areas.

- Subject to the Frovisions of the Banking Regulation Act, 1949, to receive moneys on deposits, loans or otherwise with or without interest and to secure the same in such mannerand on such terms and conditions as the Company may think fit and proper either by itself directly or jointly with or through suitable agencies and to guarantee the debts, obligations and contracts of any person firm, company or corporation whatsoever.
 - (a) Subject to the provisions of Section Summer of Companies Act, 1956, and rules made thereunder and directions issued by Reserve Bank of India to borrow or raise or secure payment of money in such marrier as the Company may think rit and to secure the same or the repayment or performance of debt, liability, contract, quarantee or other engagement to be entered into by the Company any way and in particular by the issue debentures perpetual or otherwise, charged upon all or any of the Company's property (present and future) including its uncalled capital, and to purchase, redeem or pay off any such securities. Company shall not carry on banking or business.
 - V. To negotiate loans of every description or issue denbentures or bonds. convertible into shares of

the company, and to pay commission, fees, brokerage in respect thereof.

- 8. To borrow, for the purposes of the company with the previous consent of the President, foreign currency or to obtain foreign lines of credit including commercial loans, from any bank or tinancial institution/Government or Authority in India or abroad.
- 9. To receive grants, loans, advances, or other moneys on deposit, or otherwise from State of Central Government Banks, Companies, trusts. institutions, association of persons or body of individuals, with or without allowances or interest thoreon.

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10. To promote or assist in promoting or contract with any person or company for the promotion or any other company or business whatrsoever and to subscribe for and hold the shares or stocks or debentures or debentures stocks or securities of any other company or any part thereof and to take or underwrite or quaroquites the issue or subscription of any shares or stock or obligations of such company or any other company and to quarantee the payment or any interest on such shares or stock or otherwise.

- Association of persons, firm, company, corporation, Union or State Government, municipal or any local or public authority that may be conducted to the company's objects or any of them and to obtain from any such person or association of persons, firm, company, corporation, government, municipal or local or public authority any rights, privileges or concessions which the company may think fit desirable to obtain and carry out, exercise, and company with any such arrangements, rights, privileges and concessions.
 - 12. To undertake, form and/or execute any trusts, the undertaking of which may meam, to the Company desirable or conductive to all or any or the objects of the Company.
 - 13. To aid any Government. State or any Municipal Corporation, or Company or Association of persons or body of individuals with capital, credit, means or resources for the porosecution of any works, undertakings, projects or enterprises which are conducive to all or any of the objects or the Company.
 - to prosecute and execute directly or by contribution or other assistance, undertakings, projects, enterprises, in which or in the

prosecution whereof or on the security whereof or of any profits or emoluments, derivable therefrom, the Company shall have invested money, embarked capital or engaged its credits.

- 15. To establish companies and associations for the prosecution or execution of undertakings, works projects or enterprises whether of private of public character in India and to acquire, underwrite and dispose off shares and interest in such companies or association or in any other company or association or in the underrtaking thereof.
 - To acquire, by purchase, tease, exchange otherwise, lands, buildings and hereditaments of any tenure or description or any estate interest or rights over or connected with land so situated and to turn the same to accounts as may seem expedient and in particular by preparing by constructing, and building sites, reconstructing, altering, improving, decorating, turnishing and maintaining houses, flats, offices, factories. Warehouses, shops, wharves, buildings, works and conveniences or all kinds arred ampdividing consolidating or connecting CO Yes properties.

- 17. To effect and maintain insurance against loss of or injury to any property of or any persons employed by the Company or against any other loss to the Company.
- maintain and conduct To establish, provide, 18. workshops for scientific experimental. technical experiments, to undertake and carry on scientific and technicial experiment and tests of all kinds, to promote studies scientific and technical, investigations and inventions by providing, subsidining, engaging or assisting workshops libraries, lectures, meetings conferences kand generally to encourage, promotes and reward studies, investigations, experiments, tests and investions of any kind that may be considered likely to assist any business which the company is authorised to carry on.
 - 19. To enter into any arrangements that may seem conductive to the Company's objects or any of them with the Government of India, or any local or state Government in India or with any authorities local or otherwise including foreign institutions, associations and agencies or with other persons and to obtain from them any rights, powers and privileges licences, grants, concessions and assistance which the company may think it desirable to obtain or to carry out, exercise and

comply with any much arrangements, agreements, rights, privileges and concessions.

- ev. to mortgage or charge all or miv part of the properties and rights of the Combany including its uncalled capital.
- El. To issue and deposit any securities which the company has power to issue by way of mortgage to sucure any sum less than the nominal amount of such securities and also by way of security for the performance of any contracts or obligations of the Company or of its customers or other persons or corporations having dealings with the company or in whose business or undertakings the Company is interested, whether directly or indirectly.
- 22. To enter into any contract of arrangement for the more efficient conduct of the business of the company or any part thereof and to sublet any contracts from time to time.
- the business in such manner as may from time to time be thought nit and to hold, sell and deal with the stocks, shares, bonds, debentures, debenture stocks, obligations, notes and securities of any covernment, States, Lompany, Corporation, Municipal or local or other Eody or Authority.

24. To vary the invostments of the Lompany.

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25. To Make, draw, accept, endorse, execute and issue cheques, promissery notes, bills of lading, debentures and other negotiable or transferable instruments.

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- 26. To set!, let, exchange or otherwise deal with the undertaking of the company or any part thereof for such consideration as the company may think fit, and in particular for shares, debentures, or securities of any other company having objects altogether or in part similar to those of this company.
- ey. To moll, improve, manade, develop, exchange lease, mortgage, entranchise, dispose of turn to account or otherwise deal with all or any part of property and rights of the company.
- 28. To promote and undertake the formation of any institution or company for the purpose of acquiring all or any or the property. rights and liabilities of the company any other purpose which may seem directly or indirectly calculated to benefit this company or form any subsidiary company or companies.
- dy. To let out on hire all or any or the properties of the company whether movable or immovable

- fo obtain, apply for, arrange for the immue 33. enactment of order or Act of Legislature or Act of Authority in India or any other part of the world TOY enabling the company to obtain powers, authorities, protection, financial and other help, necessary or expedient to carry out or extend 'any objects of the company or for mumposes Which may moon expections and to any proceedings or applications COL other camples as your missis, an teep an measures which calculated directly or indirectly to prejudice the company's interests.
- 344. Tο mudamean abas from a conclamwin a ten a pacinch a as es or acquire and to hold, dispose of otherwise, and deal with the shares. stocks, securities, and: ort indebtedness or racht evidence the participate in profits or other similar documents issued by any bovernment, authority corporation or pody or by why company or body or paracha and any option or mitht in respect thereor.
- 35. To act as an agent of the Government or public sector financial institutions, to exercise all the rights and powers exercisable at any meeting of any company ongaged in the planning, investigations, research, design and preparation of preliminary feasibility/and detailed project reports, execution and maintainance of development

including all and every description of apparatus

AND THE

- enter into partnership or into any arrangement or pooling profits, amalgamation, shar ing union of interests, cooperation, joint ventures or concession or otherwise or amalgamate reciprocal with any person or company carrying on or engaged in, or about to carry on or engage in any business transactions which this company is acuthor a meet to carry on or engage in any business, undertaking transactions which may seem capable of directly or conducted so as to (2.17) indirectly benefit this company.
- 31. To provide for the wellare of the employees or exemployees of the company and wives, widows and
 families or the dependents of such persons as
 permissible/required under law and as may be
 feasible or considered necessary from time to
- 32. To train and pay for the training in India or abroad any of the company's employees including of training for enterprendice, artismans self-employed persons or any candidate or to recruit and employ experts in the interests of or furtherance of the company's objects.

projects in respect of any shares held by the Government, public financial institutions, scheduled banks. Instronalised insurance companies with a view to secure the most effective utilisation of the financial investments and loans in such companies and the most efficient development of the NER and counter magnet area.

deemed incidental or conducive to the attainment of the objects or any of them.

And it is hereby declared that:

- (a) the terms 'india' when used in this clause unless repugnant to the centext, shall include all territories from time to time comprised in the Union of India.
- (b) the terms National Capital Region. Submiregion, National Capital Region Plan. submegional Plan. Preject Plan, Functional Plan. Mational Capital Region Planning Board Counter Magnet area, and participating States. National Capital Territory' when used in this Hemorandum shall have the same meaning as assigned to in the National Capital Region Planning Board Act. 1985 (No.2 of 1985), National Capital Region Planning Board Rules, 1985 or National Capital Region Planning Board Regulations 1986, as the case may be.

- the objects specified in preceding clauses shall be construed independently of the other clauses and none of the object mentioned in any clause shall be deemed to be merely subsidiary to the objects in any other clause (except where otherwise expressed in such clause).
- (d) The liability of the members is limited.
- (e) The authorised share capital of the 'company is Rs.1000.00,00,000 (Rupees one thousand crores) divided into 1.00,00.000 (one crore) equity shares of Rs.1000/- (Rupees one thousand) each.

LIST OF PROMOTERS

- 1: Member Secretary, MCR Planning woard
- 2. Chief Regional Planner, NCR Blanning board
- 3. Joint Secretary (Housing/Finance), Ministry of Urban Development
- 4. Chairman-cum-Managing Director, MUDCO.
- 5. Secretary, Urban Development, Govt. of Rajasthan
- 5. Secretary, Urban Development, Govt. of U.F.
- 7. Secretary, Urban Development, boyt. of Haryana.

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NATIONAL CAPITAL REGION PLANNING BOARD

DELHI MRTS - TOWARDS MORE COST-EFFECTIVE NCR - INTEGRATED APPROACH

- 1.0 A summary of the RITES proposal for the Delhi Mass Rapid
 Transit System (MRTS) is given in the statement enclosed
 (Annexure I). Certain salient features thereof are discussed
 below.
- i.) The proposal envisages a multi-modal transport system of 184.5 Kms. comprising
 - an underground rail system (metro) of 27 Kms.
 - a surface rail system with the same alignment as the Delhi Ring Rail (including spurs) of 140 Kms.
 - a didicated bus-way of 17.5 kms.
- ii) The total multi-modal system which is estimated to cost Rs.7469 crore at the current price level ('92-93) is expected to become fully opearational only after 20 years, i.e by 2011 AD.
- iii) The most cost-intensive component of the proposed multimodal system is the metro(underground) (Rs.3295 crore), which is
 designed to immediately install a capacity of 40,000 passengers
 per hour per direction (PHPD)(with provision for upgradation in
 due course to 80,000 PHPD).
- iv) To help finance the project, it is proposed to raise Rs. 3377 crore by means of additional property development in the central part of the city.

v) Although the full system would be completed only by 2011 its implementation and the method of of phasing financing, through property development will inevitably lead to a further concentration of commercial activities and population pressures (nearly 9 lakh additional population) in the central part of Delhi, by the year 2001 AD itself. This runs counter to the main thrust of the NCR development strategy, whose overall through a progressive to decongest Delhi objective is decentralisation and dispersal of economic activity, involving a deflection of about 20 lakh people from Delhi to the various DMA towns and regional centres (i.e priority towns) within NCR.

vi) Further more the proposal does not take into account other vital aspects of both Delhi Master Plan (MPD-2001) and the NCR development plan (Regional Plan-2001) both of which have been approved by the Central Govt./ Central Cabinet, such as

- a) the spatial dispersal of commercial activity in the shape of district centres/community centres which are to be more located in a widely dispersed way throughout the Delhi Urban Agglomeration Area, as perprescribed land-use plan of MPD-2001;
 - b) the Regional Plan-2001 proposal to develop a Regional Rail by-pass to facilitate inter-city freight movement and connect various regional centres (priority towns) in the outer ring of NCR; and
 - c) the need both for improving suburban/commuter rail; facilities within NCR as per Regional Plan-2001 and for

closely interlinking the same with the Delhi MRTS (which has been examined in great detail in a subsequent study carried out by RITES for NCR Planning Board in 1992 viz.. Improvement of leansport Facilities in Delhi Metropolitan Area (DMA)).

- 2.0 To make good these overall draw-backs and defectencies and provide for a much more cost effective MRTS for Delhi, which could also become substantially operative by the end of VIII plan period (1996-97) and cater to a much larger area and population within NCR, the following alternate schemes would eventually need to be given overriding priority viz..
- i) construction of the proposed regional rail by-pass (@10 Kms.), connecting Khurja, Palwal, Rewari, Rohtak and Panipat.

(This system would help seggregate inter-city freight movement and release the existing Delhi Ring Rail exlusively for MRTS)

- ii) laying of additional tracks and/or electrification as described below to facilitate the introduction of new enhanced sub-urban and intra-regional rail services along the various rail corridors running between Delhi and DMA/NCR priority towns.
 - a) between Delhi (Directional Terminals) and DMA. Towns

	Section	Lenths
1 .	Nangloi-Bahdurgarh (Single line)	12 Kms.
2.	Bijwasan-Ourgaon (Double line)	7 Kms.
Э.	Narela-Sonepat (Double line)	18 Kms.
4. 5. 6.	Tughlakabad-Ballabgarh Ramprastha-Sahibabad Delhi-Noida	18 Kms. 4 Kms. 11 Kms.
	Total	70 Kms.

- b) Between Delhi-DMA towns and Priority towns in NCR
- o Provision of additional pair of lines between Faridabad and Palwal
- o Addition of a line between Muradnagar and Meerut and eclectrification of Ghaziabad Meerut section.
- o Additional pair of lines between Ghaziabad and Khurja
- o Laying of single B.G. line between Delhi-Rewari-Alwar iii) development of the four directional rail (as well as road) passenger terminals at Holambikalan (North), Anand Vihar (East), Tughlakabad (South) and Bijwasan (West) to serve as the main interfaces between the inter-city rail and intra-regional traffic on the one hand and the proposed intra-city mass rapid transport system (MRTS), on the other.
- iv) The facilities at, (i)-(iii) to be handed over to the Indian Railways in exchange for the Dlhi Ring Rail in due course:
- v) Pending (i) & (ii) above,
 - the existing two tracks of the Delhi Ring Rail to be intensively utilised in the peak hours (8.30 am to 11.00 am and 5.00 pm to 7.30 pm) for fast passenger commuter movement by means of EMUs.
 - stations along Delhi Ring Rail & Spurs to connected by network of feeder buses two main busways to be carved out as a component of MRTS. (These busways can be aligned to correspond with the North-Bouth East-West And corridors proposed for the underground sub-system in the RITES plan, and should be extended in due course (i.e. by 2001 AD) right upto the four directional terminals.)

all EMU trains from the suburbs in DMA/NOR towns to be moved continuously on to the Ring Rail sub-system of MRTS to enable commuters to change mode at any of the proposed stations on Ring Rail (instead of only at New Delhi, Old Delhi Railway Stations, as at present).

A sketch map of the new integrated rail configuration proposed vide the aforesaid alternative proposal is enclosed (Annexure II).

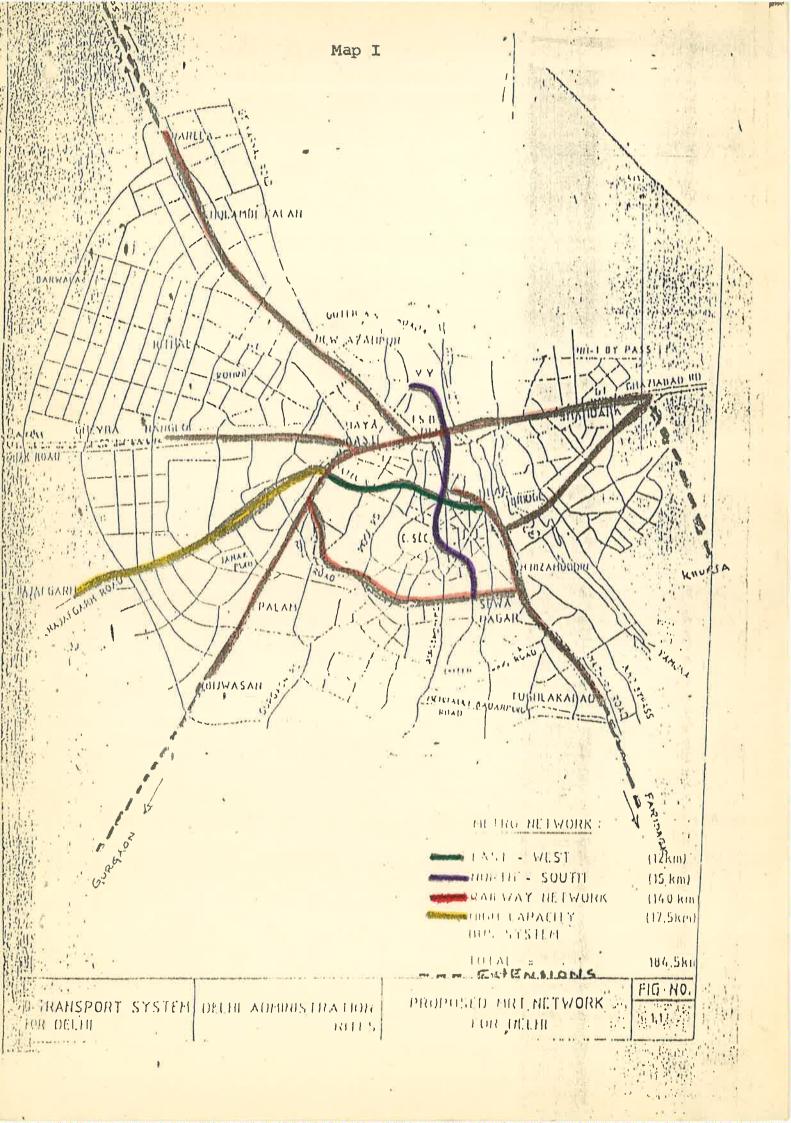
Needless to say, the total expenditure incurred on the proposed NCR-integrated system vide above would be very much more ask. effective and affordable than as per the RITES proposal, vide the The various components thereof details given Annexure III. could also be implemented more easily in the shourt run. more importantly, the additional funding requirements could met through commercial development spread out over a much larger network/area instead of being confined to the central core of the Urban Agglomeration (which is already over-crowded and needs decongesting). As such the more capital intensive techno-economically complex components of the RITES plan, much the metro (i.e. underground) and the quadruplication of the Ring Rail System could conveniently be postponed to period beyond 2001 AD (Phase II) when both the funding and feeder traffic for such long & expensive sub-systems would be better assured than at present.

RITES PROPOSAL MASE - I (2001)

* *		(Rs1	n Crore,	1992 price	e level) -
*	Length (Km.)	Average Cost/Km		Outlay R e qd.	No. of Trips
1. Metro (Under Ground Corridors)	19	117	2221	To be provided	26 Lacs
2. Surface Rail	31	34	1057	for - do -	8 Lacs
(Dedicated)	17.5	7	123	- do -	
TOTAL	67.5	50	3401	ne the data part that the day part and an over the same that the same that the day part and the same that the same	34 Lacs

UCR - INTEGRATED APPROACH PHASE - I (2001)

1 (2001)			(8)	
		(Rs. in Cro	ore, 1992 price le	evel)
	Length (Km.)	Average Total Cost/Km Cost	al Outlay No,	
1. Intra-regional (Rail extensions upto Priority towns in NCR)	335	1.2. 395	To be 10 provided for	Lacs
2. Extension of surface rail of IMMRTS to DMA towns	70	13.6 956	- do -	
3a. Directional Terminals - Rail	4 No	γ.	partly provided in the 8th plan budget of MOR & NCT -Delhi.(20cr.	*
- Road (ISBTs)		8,	niction.	
3b. Surface rail (Improvements to existing track on	140 ly)	9.7 1361	To be provided 21 for	Gacs .
4. Bus way	17.5 +20	7 123 3 60	- do - 8 ;	acs
TOTAL	582.5	6.36 3703	39 1	acs



"IN RESPECT OF NON-PLAN EXPENDITIES

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cte:- The Ministry of Urban Development applied adhoc out to reduce the grant to №.36.00 lakhs.

C Sulty Introduction Bos

AEVIEW OF PRINICAL & FINANCIAL PROGRESS FOR THE YEAR 1992-93 IN AESPECT OF PLAN EXPENDITURE;

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		Details of outstanding long term advances to Staff for the year 1991-92.	
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	i) Shri Deepak Verma, Assistant	Sub. Total	iii) Shei Hersh Kalia, Assistant iv) Shei P.K. Jain, Assistant	1) Shri J.N. Berman, A.P.	i) Shri K.L. Sacher, Finance & Accounts Officer Scooter Advance	Car Advance		1. からして、 1. 1 100 100 100 100 100 100 100 100 10
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Details of Outstanding Loans 1501-92

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667070000.00	100000000.00	100000000.00	127870395.50 65000900.00	14525001.00	308950001.00	(,1		Total leases given to 31.3.92	
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AUDIT CERTIFICATE

I have examined the Receipt and Payment Accounts/ Income and Expenditure Accounts for the year ended 31st March 1991 and the Balance Sheet as on 31st March 1991 of National Capital Region Planning Board. I have obtained all the information and explanations that I have required, and subject to the observations in the appended Audit Report, I certify as a result of my audit that in my opinion these accounts and Balance Sheet are properly drawn up so as to exhibit true and fair view of the state of affairs of the National Capital Region Planning Board, according to the best of information and explanations given to me and as shown by the books of the organisation.

Place: New Delhi

(K. Muthukumar) Dated: 11.9.1991 Principal Director of Audit

AUDIT CERTIFICATE

Expenditure Accounts for the year ended 31st March, 1992 and the Balance Sheet as on 31st March, 1992 of National Capital Region Planning Board. I have obtained all the information and explanations that I have required and I certify as a result of my audit that in my opinion these accounts and Balance Sheet are properly drawn so as to exhibit a true and fair view of the state of affairs of the National Capital Region Planning Board, according to the best of information and explanations given to me and as shown by the books of the organisation.

(Kl MUTHUKUMAR)
Principal Director of Audit

Place: New Delhi

Dated: .10.1992

MEMORANUM OF ASSOCIATION OF NATIONAL CAPITAL REGION DEVELOPMENT FINANCE CURPORATION LIMITED.

Name of the company

Registered Office

Objects

To Finance and promote Development Projects in the NCR and counter magnet area.

To finance survey and studies.

- 1. The name of the Company is National Capital Region Development Finance Corporation Limited.
- Il. The registered office of the Company will be situated in the National Capital Territory of Delhi.
- III. The objects for which the company is established are:
- A. The main objects to be pursued by the Company on its incorporation are:
- 1. To Finance Urban Development and infrastucture projects in the National Capital Region and the Counter Magnet Areas according to the approved Regional Plan of the NCR Planning Board to implement one or more elements of the Regional Plan, Sub-Regional Plans or Functional Plans prepared there under.
- 2. To promote the development of new townships alongside the various priority and DMA towns including sub-regional centres and counter magnet areas identified in the NCA Plans, in accordance with approved Master Plans of the concerned urban settlement area.
- 3. To finance the setting up of economic activities in the new townships
- 4. To float corporation or Companies for development of new townships in calloboation with concerned member State Covts. or provide seed money, grants/loans to local development agencies or undertaking as the case may be.
- feasibility reports, studies, schemes, experiments, research activities for preparation of the NCR Plan, Sub-Regional Plans, Functional Plans, Project Plans and project formulation in the National Capital Region and the Counter Magnet Areas.

To finance State Govts. and Union Territory for implementation of sub-Regional Plans and Projects Plans.

National Capital

To finance ar other activity for the harmonised development of National Capital degion.

To borrow or raise money on deposit, loan, issue of bonds, debentures ecc.

- to the participating States viz.

 Haryana, Rajasthan and Uttar Pradesh and the / Territory of Delhi and/or their implementing agencies referred to in Rule 38 of the NCR Planning Board Rules, 1985 for the implementation of Sub-Regional Plans, Project Plans and development projects.
- (b) To provide financial assistance to the states and/of their implementing agencies concerned for the development of Counter-magnet Areas.
- 7. To finance promotion of any other activity necessary for the harmonished development of the National Capital Region and counter-magnet areas as also for reducing the pressure of population in National Capital Territory of Delhi.
- To borrow or raise money or to receive money on deposit or loan at interest or otherwise in such manner as the company may think fit and in particular by the issue of debenture, bonds or debentures stock, prepetual or otherwise and convertible into shares of this or any other company and to secure the repayment of such money borrowed, raised or received or owing by mortgage, pledge, charge or lien upon or any other property, assets or revenue of the company (both present and future) including its uncalled capital and to give the lenders or creditors the power of sale and other powers as may seem, expedient and to purchase, redeem or pay off any such securities and also by a similar mortgage charge or lien to secure and guarantee, the performance by the company of any obligation undertaken by the company or any other person firm or company as the case may be and to way commission, fees, brokerage in respect thereof.

d. Objects incluential or amcillary to the attainment of the main objects are:

To, administer the money received

1. To administer the moneys raceived from time to tame as grants or otherwise for the purpose of the company.

To mobilise household small savings.

2. To mobilise household savings through formulation of innovative, target group-specific savings instruments which may be marketed by the company jointly with commercial banks, post offices or any other suitable agency.

To promote and organise consultancy services.

3. To promote, organise and carry on consultancy services in the related activities of the company.

To borrow/obtain foreign curprency/loan of credit.

4. To borrow, for purposes of the company with the previous consent of the President, foreign currency or to obtain foreign loan of credit including commercial loans, from any bank or final ancial institution. Covernment or Authority in andia or abroad.

To develop critaria of financing NCA Projects.

5. To develop appropriate criteria of financing development projects in the National Capital Region and the Counter-Magnet areas.

fo assign resources with physical requirments.

6. To assign the financial resources more closely with physical requirement of development projects in accordance with National Capital Region Plan priorities and to secure satisfactory completion of development projects.

To develop systems for appraisal of projects and other matters.

7. To develop appropriate systems for appraisal of projects to be financed with particular reference to the technoeconomic aspect availability of managerial competence for proper implementation and financial viability in relation to approved critera from time to time and to exercise such control and to stipulate such conditions as may be considered necessary for securing sound project construction, management and suitable technical and financial standards.

To develop concepts and criteria for economic/ financial justification of projects etc.

To secure co-operation/. coordination with agencies involved.

To act upon and observe direction for conduct company business and a affairs.

To execute, carry out

To enter into contract of arrangement.

To create depreciation and other funds.

- 8. To develop appropriat concepts and criteria economic and financial justification of projects and for monitoring implementation of the projects in relation to determined targets.
- To secure close coordination with agencies involved in the development programmes of the National Capital Region as necessary for expeditious, effective and timel, completion of the projects financed.
- 10. To act upon such direction or directions on matters related to conduct or business or affairs of the company including in particular on matters concerning identification of projects, choice of schemes, regional priorities, technical, financial economic, managerial standards and norms for the purpose of financing, as may, from time to time, be given, to the company by the .
 National Capital Region Planning Board.
- 11. To execute, carry out, administer improve; develop works etc. control/works/conveniences and to do all things incidental to such execution with the consent of the concerned participating State or the National Capital ferritory, as the case may be.
 - 12. To enter into any contract of arrangement for the more efficient conduct of the business of the company or any part thereof and to sublet any contracts from time to time.
 - 13. To create any depreciation fund, reserve fund, sinking fund, insurance fund, development fund or any other special fund, whether for depreciation or for repairing, improving, extending or maintaining any of the property of the company or for any other purposes conductive to the interests of the company.

To undertake scientific and technical experiments, studies etc.

A. To establish, provide, maintain and conduct experimental work—shops for scientific and technical experiments, to undertake and carry on scientific and technical experiment and tests of all kinds, to promote studies scientific and technical, investigations and inventions by providing, subsidising, engaging or assisting work shops, libraries, lectures, meetings and conferences and generally to encourage, promote and reward studies, investigations, experiments, tests and inventions of any kind that may be considered likely to assist any business which the company is authorised to carry on.

To provide for welfare of 15. employees.

the employees or ex-employees of the company and wives, widows and families or the dependents of such persons as permissible/required under law and as may be feasible or considered necessary from time to time.

To enter into arrange 16.
ments/agreement with
Government of India and
other authorities/bodies.

To enter into any arrangements that may seem conducive to the company's objects or any of them with the Government of India, or any local or State Government in India or with any authorities local or otherwise including foreign institutions, associations and agencies and agencies or with other persons and to obtain from them any rights, powers and privileges licences, grants, concessions and assistance which the company may think it desirable to obtain or to carry out, exercise and comply with any such arrangements, agreements, rights, privileges and concessions.

To guarantee payment of money etc.

a property of a fibural extension by Str. , think of

division of the transferred

To invest and deal moneys in securities properties etc.

/ immovable

To lend money on mortgage/ hypothecation.

We are those out out well-out at

To make, draw, accept, cheques, promissery notes and other instruments.

To pay for properties, rights, privileges

- 17. To guarantee the payment of money unsecured or secured, to guarantee or to become sureties for the performance of any contracts or obligations.
- 18. To invest and deal with the moneys of the company in any of the securities, shares, investments, properties, movable and \(\Lambda \) in such manner as may from time to time be determined and to sell, transfer or deal in with the same.
- 19. To lend money on mortgage or immovable property or on hypothecation or pledge of movable property or without security to such persons and on such terms as may seem expedient, and in particular to persons having dealings with the company.
- 29. To make, draw, accept, endorse, execute and issue cheques, promissery notes, bills of lading, debentures and other negotiable or transferable instruments.
- To pay for any properties, rights or privileges acquired by the company either in shares of the company or partly in shares and partly in cash.

To sell, let, deal with undertaking.

22. To sell, let, exchange or othwerise deal with the undertaking of the company or any part thereof for such consideration as the company may think fit, and in particular for shares, debentures, or securities of any other company having objects altogether or in part similar to those of this company.

To sell, improve, manage the property.

23. To sell, improve, manage, develop, exchange lease, mortgage, enfranchise, dispose of turn to account or otherwise deal with all or any part of property and rights of the company.

To promote institution/ 24. To company including forming und subsidiary. for ins

indiguish to descript

24. To promote and undertake the formation of any institution or company for the purpose of acquiring all or any of the property, rights and liabilities of the company any other purpose which may seem directly or indirectly calculated to benefit this company or form any subsidiary company or companies.

To receive grants, loans, 25..To receive grants, advances etc.

25. To receive grants, loans, advances, or other moneys on deposit, or otherwise from State or Central Government Banks, Companies, trusts, institutions, associa-

To let out property, and apparatus.

26. To let out on hire all' or any of the ofthe properties company whether movable or immovable including all and every description of apparatus or appliances.

To enter into partnership for sharing profits etc.

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27. To enter into partnership or any into arrangement sharing or pooling profits, amalgamation, union of interests, cooperation, joint ventures or reciprocal concessionor otherwise or amalgamate with any person or company carrying on or engaged in, or about to carry on or engage in any business transactions or which this company is authorised to carry on or engage in any business, undertaking rangage to milutariant
in soogram was quit
the to lie kalificate
and the fill lie
and the f or transactions which may seem capable of being carried on or conducted so as directly or indirectly benefit this company.

To provide training 28. and employ experts.

To train and pay for the training in India or abroad any of the company's employees including training for enterprenure, artisans self-employed persons or any candidate or to recruit and employ experts in the of interests orfurtherance of the company's objects.

To obtain authority etc. to carry out its objects.

To subscribe for shares, underwrite etc.

To act as an agent of the Government and tions, individuals with or without allowance of interest thereon.

- 29. To obtain, apply for arrange for the issue or enactment of order or Act of Legislature or Act of Authority in India or any other part of the world for enabling the company to obtain powers, authorities, protection, financial and other help, necessary or expedient to carry out or extend any of the objects of the company or for any other purposes which may seem expedient and to oppose any proceedings applications or any other endeavours, or measures steps which may seem calculated directly or indirectly to prejudice the company's interests.
- 30.To subscribe for, underwrite, purchase or otherwise, acquire and to hold, dispose of and deal with the shares, stocks, securities, and evidence of indebtedness or the right to participate in profits or other similar documents issued by any Government, authority corporation or body or by any company or body or persons and any option or right in respect thereof.
- 31.To act as an agent of the Government or

public financial institutions.

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public sector financial institutions, to exercise all the rights and powers exercisable at any meeting of any company engaged in the planning, investigations, research, design and preparation preliminary feasibility/ and detailed project reports, execution and maintainance of development in respect projects of any shares held by the Government, public financial institutions. nationalised banks. nationalised insurance companies with a view to secure the most effective utilisation of the financial investments and loans in such companies and the most efficient development of the NCR and counter magnet area.

To do other things incidential or conducive to attainment of above objects and to carry on convenient business.

32. Generally to do all such other things as may be deemed incidental or conducive to the attainment of the objects or any of them.

To undertake, promote activity for growth of National Capital Region.

The other objects for hich the company is established are:

32.To undertake, carry out promote and sponsor or assist any activity or programme for the promotion, development and growth of National Capital Region and counter magnet area and for discharging social and moral

And it is hereby declared that:-

- (a) the terms 'India' when used in this clause unless repugnant to the context, shall include all territories from time to time comprised in the Union of India.
- (b) the terms "National Capital Region, Sub-region, National Capital Region Plan, Sub-Regional Plan, Project Plan, Functional Plan, National Capital Region Planning Board Counter Magnet area, and participating States, ____ Ferritory "when used in this Memorandum shall have the same meaning as assigned to in the National Capital Region Planning Board Act, 1985 (No. 2 of 1985), National Capital Region Planning Board Regulations 1986, as the case may be.
- (c) the objects specified in preceding Clauses shall be regarded as independent objects and shall be construed independently of the other clauses and none of the object mentioned in any clause shall be deemed to be merely subsidiary to the objects in any other clause (except where otherwise expressed in such clause).
- IV. The liability of the members is limited.
- V. The authorised share capital of the company is Rs. 1000,00,000 (Rupees one thousand crores) divided into 1,00,00,000 (one crore) equity shares of Rs. 1000/- (Rupees one thousand) each.

/ National Capital

Lianility of Members

Share Capital

Comments on Haryana Sub-regional Plan - 2001

Chapter 3 8 : Economic Profile

The chapter on "Economic Profile" analises the economy of the Sub-region mainly based on changes which have taken place in the past in the employment structure of the rural and urban sub-components of the sub-region. In order to have indepth knowledge of the economy in the sub-region it should include following aspects in detail:

- 1. Sub-regional resource analysis.
- 2. Inter-sectoral linkages
- 3. Status of development of industrial and trade and commerce sectors, both in terms of quantitative qualitative (number of establishments, employment etc.) and also spatial (Area in the Master Plan, area developed and occupied, vacant area etc.) in the DMA and towns of the NCR.
- 4. Deficiencies in infrastructure and other problems.
- 5. Various on going programmes and important projects of the State

 Government in the rural and urban sectors (with emphasis on industrial development).

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- 6. Various programmes and the steps which should be undertaken to achieve induced development in the priority towns.
- 7. Informal sector activities status and proposed programmes.

Chapter - 9 : Transport

Our comments on the transport sector proposals in Haryana Sub-regional Plan are as below:

- 1. All Sub-regional centres are to be provided with the transport terminals and bus depots, all the service centres with bus terminals and the basic villages with bus stands. As provision of land for these facilities and proper locations will have to be made in the development plans for each of these settlements, these proposals should be made in the Sub-regional plan.
- 2. Terminal Facilities:

All the existing terminals are to be studies in respect of degree of adequacy with respect to existing traffic and transport facifities and the facilities needed for the horizon year of 2001. Augmentation of the terminal facilities (wherever needed) should be included in the Sub-regional plan.

LOCALIST SECTION OF THE CASE

- Traffic characteristics on the existing State
 Highway and MDRs should be studied. On the
 basis of traffic projections in future an
 augmentation programme of these roads should
 be spett out.
- 4. The name of different national highways, state highways and the MDRs should be mentioned in the map showing the hierarchy of all the roads linking various category of the settlements of the Sub-region in the transport sector plan.
- 5. All the missing links such as bypasses, road bridges, bridges over canals, fly-overs etc. and their improvement which is needed to cater to the traffic in future in different traffic corridors should be identified in the plan.
- 6. Additional bus and rail terminals to enter to the newly developed areas need to be mentioned in the text and shown in the map.
- 7. Faridabad-NOIDA-Ghariabad expressival has been shown in the map to meet the NH-2 in the south of the meeting point of the inner grid with NH-2. The resting point of the inner grid to be co-incided for providing a continuous link among DMA towns and priority towns of Haryana and U.P.

to Tapru?

- 8. The alignment of Regional Rail bypass between Provided Marthup Sohna and Dharuhera is missing in the map.
 - Additional rail links have been proposed between
 - i) Rohtak Hansi,
 - ii) Gurgaon-Sohna-Nuh-Ferozpur-Jhirka-Alwar iļi) Faridabad-Ghaziabad. =

- These proposals need proper basis i.e. traffic studies in these corridors and the traffic data justifying these links. Tentative proposals should be shown in the map also.
- The proposals made in the summary and the 10. main text do not tally such as (i) section in NCR of the newly proposed falling National Highway linking Kotputli and Ludhiana has not been shown in the transport map. It needs to be shown.

Chapter - 10 : Telecommunication

the demond of There are no comments except be worked art corrections in the text of the chapter molusioned below:

p.7. and the Para 10.3: Objectives:

he conserved Under long term proposals: Proposal (ii) should and of granter be corrected as below. (The underlined portions the ont land need to be added.)

on-the barin

of senou accopatable Jronnie .

"Replacement of all <u>life</u> expired exchanges and related accessories"

Para 10.5 : should read as below:

adequate telecom facilities.

Table 10.1

Rohtak - Capacity 7500 + 64 for STD + PCO.

Chapter - 15 : Rural Development

An analysis of the rural settlement system to order them in terms of size, amenities and facilities available, functional hierarchy, spatial patterns and development potential should be included in order to assess and plan the future settlement patterns/system, and all the other inter-related infrastructural network and linkages.

Chapter - 16 : Sub-regional Landuse

Data and information pertains to 1986-87
 which has been reproduced from Regional Plan
 2001. No updation and elaboration has been
 made. Since data for 1991 is also available

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- now, this should be taken as base for the proposals in the Sub-regional Plan.
- 2. Issues relating to landuse planning of Haryana Sub-region such as flood prone area, degraded land, salinity, drainage, forest cover, land reclamation etc. need to be clearly brought out.
- 3. Land requirement for Urban development in Priority Towns has been taken from Regional Plan-2001 NCR. The Sub-regional Plan should attempt to calculate the land requirement of the lower level settlements i.e. Sub-regional centres and Service centres also.
- 4. Land identification for location of abnoxious, hazardous and large industries required to be added in the Chapter.
- regional level such as ridge, forests, historical monuments, recreational areas such as Sultanpur Bird Sanctury, Badkal, Surajpur Lake, tourist complex, regional parks and fair grounds of Sub regional importance need to be listed and shown on the proposed landuse Plan 2001.
- 6. Green buffer of 30 m width has been proposed along the major district roads in the report.

 It needs to be shown on the map showing the

proposed Sub-regional landuse Plan - 2001 also.

7. The proposed landuse map should be carefully checked and should be prepared on larger scale for better elegibility e.g. the urbanisable area in some towns has not been indicated.

conservation of conservations

Chapter - 17 : Environment and Eco Development

Areas which remain a source of environmental pollution for a major part of the year should be identified with reasons and remedies.

Chapter - 18 : Priority Areas for Development

(So far it rrelates to urban infrastructural services)

Water supply and sewerage should be planned together in all towns with more than 75 mm average annual rainfall.

Chapter - 20 : Counter Magnet Towns

This chapter should not form part of the Sub-regional Plan - 2001.

Chapter - 21 : Statutory Controls

Punjab Land Preservation Act 1900 applicable to Haryana has to be included.

Landuse controls as stipulated in the Regional PLan-2001 for NCR have to be elaborated and specified areawise in the Sub-regional Plan.

Chapter - 22 : Action Plan for 8th Plan

Investment Plan should not be included in the Sub-regional Plan. Rather, action plan should specify and elaborate policies and programmes of the Regional Plan applicable to the different areas in the Sub-region. These programmes may have to be phased on the basis of order of priority for development.

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DETAILED NOTE ON PROPOSED UTILISATION OF FUNDS DURING 1993-94 BY THE NCR PLANNING BOARD

- 1. The NCR Planning Board has drawn up a programme for development of NCR with a total investment of Rs. 2840 crores in the 8th Five Year Plan, out of which Rs. 1513 crores is proposed for the State Sector and Rs. 1327 crores for the Central Sector. This note relates to the proposed investments for the State Sector.
- An allocation of Rs. 200 crores has been made by the 2. facilitate implementation Government of India for of investment programme for the State Sector. Together with internal resources likely to be generated by the Board amounting to crores, the total funds available with the Board for NCR Development in the 8th Plan (1992-97) would be about R. 250 crore. Of this, Rs. 20 crore would be required the first year of the plan (1992-93) and Rs. 230 crores altogether in the remaining 4 years (1993-97). Of this Rs. 230 crore, barring Rs. 10 crore or so which is required for spill over schemes, the bulk will be required for development of 8 satellite (including two DMA towns) 5 Countermagnet Areas and sub-regional centres as per Regional Plan priorities.

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The Regional Plan for NCR envisages deflection lakh population from Delhi Union Territory during 1990-2000 of which a deflection of &. 10 lakh is to be provided for during the 8th Plan period itselt. As per the overall strategy approved by the Planning, Board at its 15th meeting held on 14.09.92, this population would have to be accommodated mainly in the following 10 priority settlement areas through the development of self-contained, integrated townships along-side the . . . existing towns (See Annexure-I). order to certain rapid development of these new townships so as to enable them to absorb an additional population of 10 lakh by 1996-97 immediate steps are necessary to acquire land in bulk and develop the requisite physical services consisting of water supply, sanitation and electricity. This calls for a large-scale investment of funds for development of land banks & infrastructure services which are a pre-requisite for the development of core economic activities along residential, medical, eductional, commercial and recreational facilities in the proposed new townships.

Keeping all these considerations in view, the annual break-up of the total central budgetory allocation of Rs. 200 crore to the board for 1992-97 is proposed to be as under -

^	and makes a		mani)	10 crore (Allready allocated)
	1992-93			
	1993-94		Rs .	
			Rs .	50 crore
	/3010To		Rs .	45 crore
	19 95- 96		Rs .	45 crore
	1996-97		NJ •	a as an insent to ex
		Total	Rs.	200 crore

II. Strategies and Financing Mechanisms for Utilisation of the Eighth Five Year Plan.

As part of the aforesaid strategy for development of townships, the NCR Planning Board in its 15th meeting held on September 14, 1992 has desired to set up a subsidiary institution called NCR Development Finance Corporation. It was decided that this Central Plan provision support of Rs. 200 crore for NCR Planning Board should be the equity base on the strength of which the Corporation could raise additional resources through matching equily support of member State Governments/Delhi U.T and major fiancial institutions in the National Housing Sector besides tapping additional funds to the extent necessary in the capital market. so as to raise a total investment corpus of about Rs. 1000 crore for State Sector investments NCR. Steps have accordingly been initiated for provide for suitable enabling provisions in the NCR Planning Board Act, 1985 and also to draw up the constitions and NCRDFC so as to complete the necessary legal and other formalities by 31.03.93.

Accordingly, it is proposed to utilise the Rs. 50 crore to be provided in the Annual Plan budget 1993-94 as equity subscription to the NCRDFC in order to enable it begin its financial and lending operations, in right earnest, in the next financial & lending operations, in right earnet, in the financial year itself. It is operations, in right earnet, in the financial year itself. It is expected that with the State Governments etc. contributing collective equity support of Rs. 50 crore, the total equity base of the Corporation would be raised to Rs. 100 crore in the course of the first year

(1993-94) itself and that the Corporation would in turn be able to raise additional sum of \mathbb{R} . 275 crore by way of market borrowings. raise meeting the priority investments to be made in 1993-94 for the for meeting the priority investments to be made in 1993-94 for the accelerated development of 10 new townships of NCR (as well as 33 accelerated development of 10 new townships of NCR (as well as 33 sub-regional centres 5 counter magent areas).

To sum up therefore, the NCR Investment plan for the State Sector in 1993-94 involves raising as much as R. 375 crore by way of Central Budgetory support of R. 50 crore matching equity subscription for purposes of financing the assemby and development of land in the for purposes as per the respective master plans and physical said new twonships as per the respective master plans and physical financial schemes which have already been prepared or are in stages of preparation and can be completed well in time for implementation in 1993-94 itself.

It may be borne in mind that the process of land acquisition usually gets delayed for want of funds. In the meantime, the land concerned gets diverted for development of unauthorised colonies which leads to distortions in the Master Plan and deprives the respective development authorities of much needed revenues. Further, the amendment to the Land Acquisition Act, 1984 call for payment of 80% of the assessed land value in advance to the land acquisition authorities simultaneously with the issue of notification for land acquisition. The goal of developing the new township completion of acquisition process which in turn depend on the availability of the requisite seed money. It is, therefore, proposed that the NCR Planning Board should assistthe participating states in constituting and developing the required land banks by resources of Rs. 375 crore in 1993-94 and each of the 3 succeeding years of the VIII Plan. In this way, the total investment outlay of $\ensuremath{\mathtt{Rs.}}$ 1513 corre approved for the State sector by the NCR Planning Board for the VIII Plan period, 1992-97 is proposed to be

The enclosed table (Annexure-II) gives the break up of the investment to be made during 1993-94 on land acquisition and land development (sub-region wise) investment in counter magnet areas and sub-regional centres as also other incidential expenditures, respectively.

Supplementary

AGENDA "ITEM NO 3: Audio -visual presentation of investment programme for both Contal and State Sectors of a town H and issues arising thereof.

Subject : 8th Plan Investment Programme - State Sector Outer 2 Taking up of portions of Inner tho Mand was Orids ... as implementation thereof. officient.

As part of the programme to provide an transport network in the entire NCR, Rogional Plan-2001 for NCR has provided for upgrading of the road links between various DMA/Priority Towns through a notwork of State highways called the Inner Orid and Outer Orld. order to give a concrete shape to these proposals, detailed Board has commissioned a Technocrats Private In engineering Planning NCR and A detailed project report (DPR) Consultants and feasibility accordingly been prepared by the Consultants with Intercontinental assistance of the State Governments of Baryana According to the project report, in the first phase approximately 550 kms. /of State/district & other roads (along with the various town by-paasos Uttar Pradesh. other roads (arous with the various abunded and situated engroute) would have to be upgraded and constructed at an estimated cost of Rs. 471 erore. A proposal in this regard has accordingly been incorporated in the VIII Plan investment programme now before the Board.

- meantime, a meeting has been held Socrotory, Ministry of Wrban Davolopment, Mirmin Bhavan, New Delhi to discuss certain urgent aspects of the said investment programme in the roads sector. this meeting, which was attended by the representatives of NCR Planning Board, MosT and the State Hovernments of Haryana and Uttar Pradesh, it was agreed that for of Haryana and Uttar Pradesh, it was agreed that for speedy implementation of the NCR Transport Plan it would be worthwhile if certain viable segments of the would be worthwhile if certain viable segments of the aforesaid. Inner Grid and Outer Grid forming part of the aforesaid. The could have be taken up immediately on a B.O.T. basis by the respective State Governments. These stretches have been identified as follows:
 - Foridabad-Gurgaon Section (MDR 137) about 27 kms, in Haryana Sub-region.
 - By-passes at Necrut and Hapur measuring 14.25 7 kms., respectively, in U.P. Sub-region.

Supplementary

AGENDA TITEM NO 3: Audio -visual presentation of investment programme for both Coental and State Sectors and issues arising thereof.

Subject: 8th Plan Investment Programme - State Sector - Taking up of portions of Inner and Outer Grids as Pilot Projects for the implementation thereof.

As part of the programme to provide an efficient transport network in the entire NCR, Regional Plan-2001 for NCR has provided for upgrading of the road links between various DMA/Priority Towns through a network of State highways called the Inner Grid and Outer Grid. In order to give a concrete shape to those proposals, NCR Planning Board has commissioned a detailed feasibility and engineering study by M/s. Intercontinental Consultants and Technocrats Private Ltd. (ICT). A detailed project report (DPR) has accordingly been prepared by the Consultants with the assistance of the State Governments of Haryana and Uttar Pradesh. According to the project report, in the first phase approximately 550 kms. of State/district & other roads (along with the various town by-passes situated en-route) would have to be upgraded and constructed at an estimated cost of Rs.471 erore. A proposal in this regard has accordingly been incorporated in the VIII Plan investment programme now before the Board.

- 2. In the meantime, a meeting has been held by Secretary, Ministry of Urban Development, Nirman Bhavan, New Delhi to discuss certain urgent aspects of the said investment programme in the roads sector. At this meeting, which was attended by the representatives of NCR Planning Board, MOST and the State Governments of Haryana and Uttar Pradesh, it was agreed that for speedy implementation of the NCR Transport Plan it would be worthwhile if certain viable segments of the Inner Grid and Outer Grid forming part of the aforesaid. DPR could also be taken up immediately on a B.O.T. basis by the respective State Governments. These stretches have been identified as follows:
- a) Faridabad-Gurgaon Section (MDR 137) measuring about 27 kms, in Haryana Sub-region.
- b) By-passes at Mecrut and Hapur measuring 14.25 and 7 kms., respectively, in U.P. Sub-region.

The salient features of these 2 pllot projects are as follows:

- (a) Gurgaon Faridabad Section (Inner Orid)
- (i) The present road link between Gurgaen and Faridabad is an amalgam consisting of a number of different part-lengths of other roads. Hence a direct corridor of 27 km. length has now been designed for this segment, out of which 11 kms. will be a completely new road and the existing corridor will be upgraded and utilised for the remaining length. This would require acquisition of approximately 71.6 hectares of land at a cost of about Rs.10.58 crore.
- (ii) The total cost of the project is estimated to be Rs.28.93 crore which includes land acquisition, road works and project works both for the new route as well as improvement and strengthening of the exiting stretch and bringing the entire, road to the requisite two-lane standard.
- (iii) The internal rate of return for this road segment as worked out in the DPR comes to approximately . .26.20%.

Incidentally, in the said meeting held by the Secretary (UD), it was stated by the representatives of the Haryana Government that because of the shifting of stone crushers to a site outside Dolhi, boundary, the traffic; volume between Faridabad and Gurgaon had substantially increased. Hence this segment would in any case require an exclusive road corridor to cater to the heavy traffic between Faridabad and Gurgaon.

- (b) Bypasses at Meerut and Hapur measuring 14.25 and 7 kms. of U.P. Sub-region of NCR (Outer Grid).
- The DPR has suggested two bypasses the first of which connects Bhagpath - Meerut Road with Meerut distance covers 13 and - Hapur Road Out of this, about 8 1/2 approximately 21 kms. kms. forms a part of the existing State Highway No.24, while approximately 14.15 kms. is along a village road which is required to be widened and brought to the level of a standard 2-lane State Highway. This bypass would relieve the congestion caused in the centre of Meerut by diverting the traffic coming from Bhagpath which is destined for The cost of this portion is estimated to be Rs.30 crores approximately.

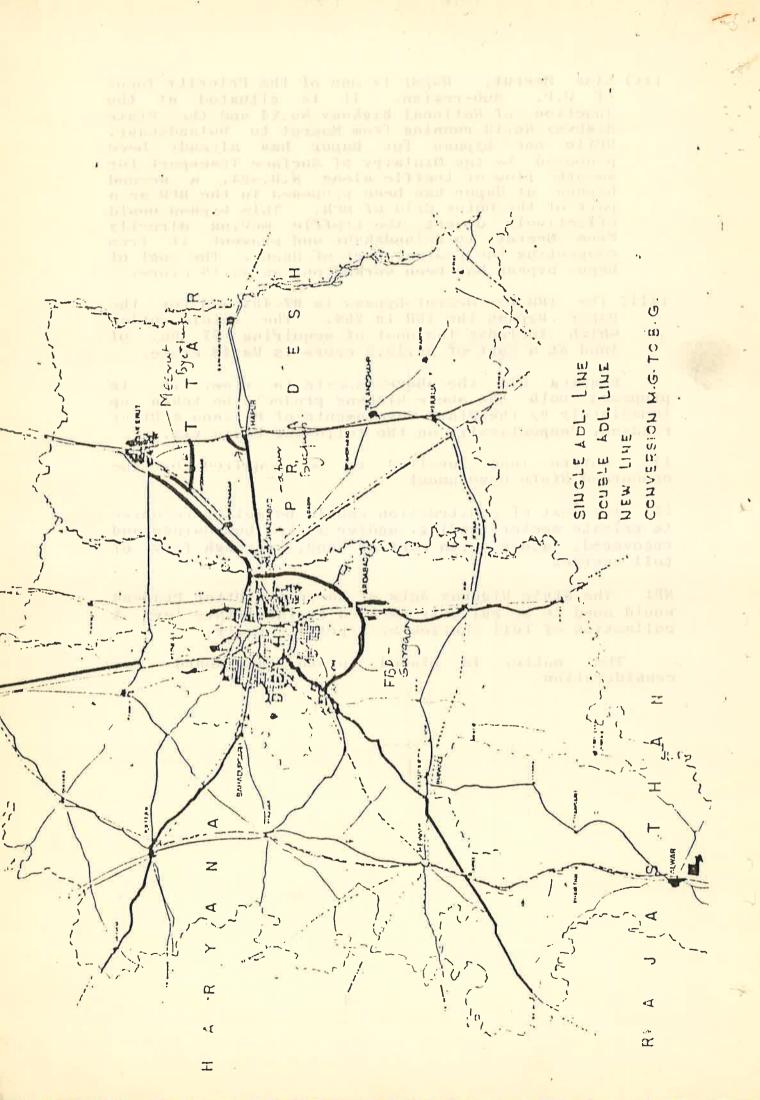
- (ii) Like Meerut, Hapur is one of the Priority Towns of U.P. Sub-region. It is situated at the junction of National Highway No.24 and the State Highway No.18 running from Meerut to Bulandshahr. While one bypass for Hapur has already been proposed by the Ministry of Surface Transport for smooth flow of traffic along N.H.-24, a second bypass at Hapur has been proposed in the DPR as a part of the Outer Orld of NCR. This bypass would effectively divert the traffic moving directly from Meerut to Bulandshahr and prevent it from congesting the Central part of Hapur. The cost of Hapur bypass has been worked out as Rs.19 crore.
- (iii) The IRR for Meerut Bypass is 87.42% and for the Hapur Bypass the IRR is 25%. The total outlay which includes the cost of acquiring 67 ha. of land at a cost of Rs.15.5 crore is Rs.49 crore.

Reeping all the above aspects in view, it is proposed both the above highway projects be taken up immediately by the State Governments of Haryana & Uttar Pradesh, respectively, on the following basis viz.:

- i) Entire land involved to be acquired by the concerned State Government
- ii) The cost of construction should be met by recourse to private sector funding, and/or market borrowings and recovered, along with cost of land, through levy of toll charges.

NB: The State Highway Acts of Haryana & Uttar Pradesh would need to be suitably amended to facilitate levy & collection of toll charges by a private party.

The matter is placed before the Board for consideration.



SUPPLEMENTARY NOTES TO AGENDA ITEM NO.

"NCR Development Corporation Constitution and modalities" for the 16th meeting of the NCR Planning Board to be held on 28.6.1993. -----

Subsequent to the circulation of Agenda notes for the 16th meeting of the NCR Planning Board which is now scheduled to be held on 28.6.93, certain important developments have taken place which have a bearing on the formation of NCRDFC as a subsidiary company of the Board. These are narrated briefly as under:-

Urban Development Views

A. Ministry of (a) The Ministry of Urban Development have informed the Board that accordance with the advice Ministry of Law as obtained by them, the Board is not statutorily empowered to float a subsidiary company to carry out the functions specified in Section 7 of the Act. The Ministry have accordingly advised as follows :

> (i) A suitable enabling provision would have to be specifically made by means of an amendment to the NCR Planning Board Act, 1985 instead of the NCR Planning Board Rules. ,

ii) In case the proposed statutory amendment takes time to fructify, a separate joint stock company with equity subscription from NCRPB, concerned State Govts., financial institutions and private sector enterprises may be floated as an interim measure, While this joint sector company would not be a subsidiary of the NCR Planning Board, its Board of Management could be so structured as to ensure that it functions within the framework of the NCR Plan. In other words, the operations of the proposed company could be harmonised with the Board's basic objectives & strategies by providing for a common command structure for both the Company and the Board.

iii) The overall ownership pattern/equity structure of the interim joint-sector company could be drawn up on the lines of the company set up for the urban transport projects in Hyderabad and other States.

B. Action taken by the Board.

(a)

In the meantime, the legal position has been examined internally by the Board in consultation with Solicitor General of India and the main points at issue, along with the advice of the Solicitor General of India thereon are summarised as below:

Points referred to the Solicitor General

Advice tendered by Solicitor General

1(i) Whether the Board is competent to float/promote a Company under the Indian Companies Act, 1956. without any amendment of the NCR Planning Board Act, 1985.

It would be a safer course to have the Act amended so as to include a specific power to promote subsidiary or other companies for the purpose of investing funds of the Board and for raising funds for financing and promoting development projects contemplated under the NCR PLanning Board Act, 1985.

2(ii) Whether under the existing provisions of the NCR Planning Board Act, the Board is competent to raise funds by borrowing from financial institutions commercial banks and the general public in the shape of shares, debentures, fixed deposits receipts, loans and other money market instruments.

Under the existing statutory provisions vide section 7 (e) of the Act, the Board itself has the power to raise funds by borrowing. However, raising of funds through shares and debentures would not be appropriate as far as the Board is concerned.

3(iii) Whether fresh resolutions are required to be passed by State Legislatures before amendments to the NCR Planning Board Act are carried out by Parliament so as to authorise the Board to promote subsidiaries or other com- be panies for the purpose of investing funds of the Board and raising funds for financing and promoting development projects as per the newly approved strategies of the Board.

The subject matter of the proposed amendments falls squarely within the matters covered by the resolutions of the State Legislatures and therefore, the Act can be amended by Parliament& Parliament alone without any further reference to the State Legislatures.

(b)

Simultaneously action has been taken by the Board to commission an expert study by a firm of consultants on the financial viability of the proposed company and other related aspects. Their report is likely to be received by 30th June, 1993.

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In view of the advice of the Solicitor General, the road is now clear for Govt. of India to facilitate the immediate floating of the NCRDFC as a subsidiary company of NCR Planning Board, through the incorporation of the proposed amendments in the NCR Planning Board Act, 1985. In fact, as Parliament will not be in session till the third

week of July, it may be possible for the said amendment to be brought into force through a Presidential Ordinance. This line of action will be pursued with MOUD with a view to setting up the NCRDFC on the proposed lines at the earliest.

It follows, therefore that the need for setting up a separate joint sector company by way of a stop-gap measure on the lines suggested by MOUD would no longer arise.

As regards the option of direct market borrowings which is legally open to the NCR Planning Board in terms of the Solicitor General's afore-cited opinion, the expert study cited at B(b) above is evaluating the same from the point of view of financial viability, cost efectiveness and overall administrative convenience vis-a-vis, the floating of a subsidiary company. However, as this option could be adopted by recourse to a simple amendment to the NCR Planning Rules, it is proposed to have immediate recourse to the same, if need be, in the light of the forthcoming expert study report. Board may kindly approve.

"Budget proposals for the year 1992-93 and 1993-94 under Non-Plan (Revenue) and Plan (Capital) Expenditure" for the 16th meeting of the NCR Planning Board scheduled to be held on 28th June, 1993.

a) Budget proposals under Non-Plan (Revenue)

The projections made in the revised budget estimates 1992-93 were as under:-

Gross Expenditure

Rs.46 lakhs

Grant from Ministry of Urban Development

Rs.42 lakhs

Internal resources

Rs. 4 lakhs

Grant received from the Ministry of Urban
Development was Rs.42 lakhs and the same was fully
utilised. As regards internal resources, the
actual receipt was Rs.3.34 lakhs out of which
Rs.1.80 lakhs has been carried forward to the current
financial year i.e. 1993-94.

b) Budget proposal under Plan (Capital)

The projections made in the revised budget estimate 1992-93 were as under:-

Gross Expenditure

Rs. 26.35 crores

Grant from the Ministry

Rs.16.35 "

Internal resources

Rs.10.00

The grant received from the Ministry was Rs.10 crores against the demand of Rs.16.35 crores. The entire grant received from the Ministry was fully utilised. As regards internal resources, the actual receipt was Rs.10.70 crores out of which Rs.0.08 crore has spent on capital expenditure. The remaining Rs.10.62 crore has been carried forward to the current financial year i.e. 1993-94 out of which Rs.5.60 cr.has already been spent im the current quarter on various projects.

The Budget estimates for the year 1993-94 as per Annual Plan were proposed as under:-

Gross Expenditure

Rs.375 crores

Budgetary supcort from the Ministry

Rs. 50 crores

Matching contribution by the three participating Govts. and the Govt. of NCT

Rs. 50 crores

Internal resources

Combiner St.

Rs. 12 crores

Extra budgetary rescurces to be raised through the proposed NCRDFC.

Rs. 263 crores

The Ministry of Urban Development have now informed that the budgetary support during 1993-94 by the Central Govt. would be Rs.20 crores only. If this is not immediately increased to Rs.50 crores as proposed, the entire investment programme for the State Sector would have to be reduced proportionately to the level of Rs.200 crores for 1993-94.

Central Government may therefore be specifically urged to raise the budgetary support to the level of Rs.50 crore as projected in the Budget Estimates.

Minutes of the 16th meeting of the National Capital Region Planning Board held at 10.30 A.M. on 28.6.1993 at Parliament House Annexe, New Delhi.

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The list of the members and invitees present is annexed.

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- 2. In her opening speech, Chairperson, NCR Planning Board, Smt. Sheila Kaul, while welcoming her fellow-members and other participants, recalled the momentous decisions taken at the last meeting of the Board, in the august presence of the Prime Minister, which were designed to re-orient basic development strategies, on the one hand, and essay bold and innovative approaches to meeting the concomitant investment resources gap, on the other. She also called to mind how, in chartering this course of action, the various principles enshrined in both the new, liberalised economic regime being ushered in by the Govt. of India and the National Housing Policy recently adopted by Parliament, had been given pride of place, and a judicious mix of enterpreneurship and resources drawn both from the public and private sectors was sought to be harnessed, for the first time, in the race to achieve the Regional Plan's ambitious goals and targets by the year 2001 Chairperson also announced that in pursuance of this overall game-plan, the investment programme for NCR had been duly reformulated and the detailed implications modalities of implementation worked out in the light of the new strategies and financing mechanisms approved by the NCR Planning Board. Accordingly, the size of the Board's 8th Plan Investment Programme had now been pegged at Rs.3813 crore, out of which Rs. 1846 crore would be the Central component while Rs. 1967 crore fell in the State Sector. While the stipulated outlays in the Central Sector would need to be provided by the concerned Ministries such as Surface Transport, Railways, Telecommunications and Power, as also the Government of NCT, Delhi, with each drawing up its own sectoral programme, or Special Component Plan, for NCR, the State Sector component would necessarily have to be the shared responsibility of NCR Planning Board, Government of NCT, Delhi and the five State Govts, involved.
- 3. Chairperson also referred to the substantial progress since made in finalising the draft sub-regional plans for Haryana, Rajasthan and Govt. of NCT, Delhi which, she expected, would be ready for the formal seal of approval of the Board within the next few months. In the meantime, preparatory action for the first statutory, quinquennial mid-term review of the NCR Development Plan (which was due in 1994) had already been initiated.
- 4. Referring to the most pressing problem now being faced by the NCR Planning Board viz., that of supplementing its

the NCR Planning Board viz., that of supplementing its limited budgetary resources in order to fund the shared component of the cited Eighth Plan investment programme, amounting Rs. 1260 crore in the State Sector. Chairperson stated that constitution and functions of the NCRDFC, the all-important financing company proposed to be set up by the Board, had since been drawn up. Furthermore the State Governments of Rajasthan and Uttar Pradesh had already agreed to contribute towards its equity capital while Haryana was examining the possibility of doing so through its State-level agency i.e. Haryana Urban Development Authority (HUDA). The Govt. of NCT, Delhi had also given the proposal its unqualified moral support which, she hoped, would be accompanied by substantial financial support on the recommended lines. In the meantime, Ministry of Development had accepted the need to Development had accepted the need to effect a suitable enabling amendment to the NCR Planning Board Act, 1985. Keeping all these aspects in view, and considering that less than 4 years were left for completion of period, Chairperson urged all present to the 8th Plan give foremost priority to making National Capital Region Development Finance Corporation a concrete reality in the next 3 months and help it to realise its immediate goal of resources of the order of Rs. 375 crore in the financial year itself.

5. In the absence of Shri Bhajan Lal, Chief Minister of Haryana, his printed speech was circulated at the meeting and taken as read. Among the important points covered in the speech was the urgency for tackling the problems of rapidly increasing population in Delhi such as traffic congestion, proliferation of slums and severe shortages of drinking water every summer. In his view, the only way in which this could be done was to replicate the superior urban infrastructure and facilities available at Delhi elsewhere in NCR. In this connection, Chief Minister, expressed his disappointment at the fact that there was still no firm commitment on the part of the concerned Central Ministries, regarding the execution of several important projects in the Central Sector such as the Regional Rail Bypass and the 3 Expressways, strengthening of regional rail corridors as also the provision of adequate supply of power throughout NCR. On the other hand, Haryana already upgraded the industrial infrastructure in Faridabad and Gurgaon and was planning a marketing complex for vegetables and fruits at Kundli which would cater not only to the farmers of his State, but those of Himachal Pradesh, Punjab and Jammu & Kashmir as well. development works in Bahadurgarh were also being expedited.

^{6.} In view of the daily influx of thousands of commuters from nearby towns to Delhi, Chief Minister, Haryana, stressed the need for a satisfactory road transport system

for NCR in which Harayana Roadways could play an efficient role in tandem with Delhi Transport Corporation. the proposed IMMRTS in Delhi be extended desired that the DMA towns. Apart from the Regional Rail Bypass and additional radial railway lines like that proposed Delhi-Palwal sector, he urged that daily commuter rail services should be started in the periphery of this connection, he mentioned having moved Ministry Railways to connect (a) Gurgaon to Nuh, Ferozepur Zhirkha and Alwar: (b) Rohtak to Hissar, and requested that these schemes be implemented immediately.

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On the energy front, Chief Minister, Haryana, mentioned that although a 210 MW power generating unit would be installed at Panipat during the 8th Plan, as much as 400 MW of additional generating capacity would be required out of the central electricity pool for Northern Region to meet the increasing demand of Haryana Sub-region and realise the objectives of the NCR Development Plan. Serious efforts should also be made, he urged, to shift Government offices out of Delhi immediately and into those DMA/Priority Towns of NCR, where developed sites and all other facilities were readily available. He also desired that the Inland Container Depot for Palwal be established as soon as possible.

7. Referring to the centralisation of foodgrains trade in Delhi, Chief Minister, Haryana pointed out how, absence of any sales/purchase tax in Delhi, the State Haryana was suffering a serious loss of revenues. State therefore wanted that the commodity tax structure in Delhi be made more compatible with NCR Plan objectives. From the same standpoint, he desired that the consignment tax should also tabled in Parliament without further delay. Touching on the Board decision to set up a financing company viz. NCR Development Finance Corporation, Chief Minister, Haryana referred to the existing provisions of the NCR Planning Board Act, 1985 which provided for a fund through which the Board could render financial assistance member States. He therefore wondered why NCR Planning Board itself could not secure institutional loan finance concessional rates and step up its assistance to HUDA. Housing Board and various local bodies charged implementation of the VIII Plan investment projects Haryana Sub-region. Chief Minister, Haryana, also stated that it would be difficult for HUDA to make as much Rs.64.5 crore available in the 8th Plan as its share of equity of the proposed company.

Shri Ram Das Sonkar, Adviser to the Governor of U.P, in his speech, mentioned that the State Government was keen to harmonise the goals and policies of NCR with local needs and priorities in the U.P. Sub-region. This was reflected in the Sub-regional Plan for U.P. which had already been approved by the NCR Planning Board and, as such, Govt. of

Pradesh would be making sustained efforts to develop Uttar the Sub-region in accordance with its provisions. He, however, pointed out that one of the main causes of heavy Delhi was the over-centralisation of in-migration at economic activities in the city, due to its lower commodity tax rates and higher infrastructure subsidies and plan expenditures per capita. He therefore called implementation of a time-bound programme for the dispersal of economic activities in the entire region. facilitate this process, he stressed the need for the various Central Ministries involved to allocate requisite funds in the shape of a separate 'Special Component Plan' include the budgetary grants required should which available sites for Govt. offices/PSUs in purchase DMA/Priority Towns. He pointed out, in this connection, that in Meerut a large institutional arrea which had been developed, at considerable expense, continued to remain under-utilised due to non-implementation, by the Central Government, of its own decisions regarding shifting of PSUs from Delhi. Further, Shri Sonkar suggested identifying 2 towns in Uttar Pradesh as counter-magnet areas for more towns in Uttar Pradesh as counter-magnet areas for which he sought an extra Rs.4.10 crore by way of financial assistance from NCR Planning Board.

> In the main, however, Shri Ram Das Sonkar, desired that funds be allocated by Central Ministries for sufficient the various intra-regional rail links and the frequency of commuter services in order to improving increasing provide an effective counter-magnet to Delhi in the various DMA/Priority Towns. Without all these measures, taken together, and the restructuring of the commodity tax regime he felt that it would not be possible to achieve in Delhi, the overall objectives of the NCR Plan. Finally, in the matter of funding the State Sector programme, Advisor, Government of Uttar Pradesh, while conceding the need for the NCR Planning Board to set up a financing company which could borrow from other financial institutions besides raising equity capital from the Centre, Governments of member-States and NCT-Delhi, made a plea for waiving the provision calling for 50% matching contribution in the case of Uttar Pradesh, in view of U.P. Govt's, commitments to town development outside NCR. He also requested that financial assistance by NCR Planning Board be made available to Uttar Pradesh in the shape of seed money provided on liberal repayment terms. For the rest, he envisaged drawing upon the resources of both the private and cooperative sectors for developing the housing stock, commercial complexes and manufacturing activities in U.P. Sub-region.

/O. A detailed discussion then ensued on each item of the agenda, in which the following points emerged and decisions were taken.

AGENDA ITEM NO.1

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CONFIRMATION OF THE MINUTES OF THE 15TH MEETING OF THE NCR PLANNING BOARD HELD ON 14.9.92.

The Chairman, Railway Board, suggested that Sub-item no.7 on page 12 of the proceedings may not have been correctly recorded as at the moment the Ministry of Railways had no plans to electrify the Muradnagar-Meerut line. Member Secretary, NCR Planning Board, explained that proceedings were based on the actual inter-action which took place on this issue between Chairperson and Minister of (Railways) as well as the then Chairman, Railway, who had since retired. Furthermore, no formal State Board, objections had been filed to date in this regard though the proceedings had been recorded and sent Railway Ministry during the incumbency of the former Chairman, Railway Board. Chairperson, while noting that the said project had not been included in the VIII Plan of Railways Ministry, added that it was still open Railway Board to take up the said scheme as part VIII Plan programme in the light of the relevant overall proceedings of the last meeting.

Subject to these observations, the minutes of the 15th meeting of the NCR Planning Board were confirmed.

for AGENDA ITEM NO.2 REVIEW OF THE ACTION TAKEN ON DECISION OF THE NCR PLANNING BOARD MEETING HELD ON 14.9.92.

time It was explained by the Member Secretary, NCR Planning Board that the items for review were basically divided into eve 3 categories. Category (a) covered all these items on which the NCR Planning Board had to take follow-up action, while dealt with the matters to be pursued by the various Central Ministries and category (c) involved the steps to be taken by Government of NCT-Delhi.

It was decided, at the outset, that the first 2 items of review which related to the setting up of NCRDFC, could as well be clubbed together and taken up for discussion part of the related Agenda Item No.4. As far as the third item was concerned, Member Secretary informed the meeting that the preparation of 3 detailed project reports had since heen sponsored by NCR Planning Board, covering one new township each in the Sub-regions of Uttar Pradesh, and Rajasthan viz. those of Hapur, Panipat and Alwar, respectively. The detailed terms of reference drawn up for these studies had since been sent to the State Governments or their implementing agencies to assist them in carrying ons out similar studies for the rest of the proposed new townships. M.S. also indicated that according to the broad time-table approved by the Planning Committee of the Board, in March, 1993, all 10 project reports were expected to be completed by November 1993.

- DET TO REPORTED OUT THE HOLTERS OFFICE 3 Regarding the meeting to be taken by the Prime Minister with concerned Central Minister and Lt. Governor, Delhi, to sort out issues involved in the formulation and implementation of the Special Component Plans for the Central Sector/NCT-Delhi, Member Secretary explained that this meeting which was to be held on 3.6.93, had to postponed at the last moment as the P.M. was indisposed. Happily, PMO had indicated that the meeting would rescheduled shortly. PMO had also been informed that, in such event, an Extraordinary Meeting of the NCR Planning Board would be convened, as soon as possible thereafter, to enable Prime Minister to interact, as planned, with the Chief Minister, Haryana, and other senior officials member-States, with a view to firming up the implementation programme in the State Sector as well.
- 4. Coming to Category (b), Member Secretary stated that while the Central Ministries had already made substantial commitments in respect of the proposed investment programme, there were still several gaps in their VIII Plan allocations to be taken care of and various important policy issues to be sorted out before the requisite sectoral investment programmes could be finalised and consolidated in the shape of separate sub-component plans for each Ministry. The Board decided that these aspects could be discussed at length under Agenda Item (4).
- M.S. referred 5. With respect to sub-item 3, discussions that were held in the meetings of the Steering Committees for Rajasthan and Haryana, respectively, regarding the various implications of the notification dated 7.5.92 of the Ministry of Environment and Forests, stated that in pursuance thereof, the matter had further examined and a letter written to Secretary (Environment) requesting him to confirm that, keeping it in that Regional Plan-2001 had actually been approved as 1989, all projects taken January back as implementation of its various policies and priorities would have to be treated as on-going projects and, therefore, exempt from the purview of the said notification. Adviser to the Governor of Rajasthan, Shri L.N. Gupta, brought it to the notice of the Board that the said notification, virtually prescribed that no industrial activity should take place, power transmission line be laid or road constructed in the districts of Alwar and Gurgaon, without clearance of Miistry of Environment and Forests, had force without considering any the into brought modifications suggested thereto by Government of Rajasthan. However, in August 1993, the Rajasthan Government a letter from the Ministry of Environment received indicating that the matter was under reconsideration. stated that while such sweeping environmental Gupta restrictions were understandable if applied to a wild

sanctuary like Sariska, it would be counter-productive extend them across the board to whole districts of NCR, MOE had sought to do, without taking into account the vital development projects and programmes embodied in Plan-2001. Echoing this point of view, Chief Secretary, Ojha, mentioned that because Haryana, Shri B.S. overall urgency and importance, the matter had also taken up by Haryana State in the Northern Zonal Council. added that apart from the notification of May 7, 1992 which applied only to districts of Alwar and Gurgaon, since issued another notification on similar lines covered the entire country. According to Chief Secretary, Haryana, not only those projects provided in the Regional Plan but all development activities taken up in accordance with Master Plans which had already been brought into force consultation with the Ministry of Urban Development, should be exempt from prior clearance of MOE. Secretary, NCR Planning Board, pointed out that offending notification itself provided for exemption respect of on-going projects and stated that, in his all projects taken up in implementation of the provisions of the NCR Development Plan, which predated the MOE notification of 7.5.92 by over 4 years, would qualify as 'on-going' in terms of the said notification. Accordingly, action had already been taken by him to bring this aspect to the personal attention of Secretary, MOE and confirmation thereof.

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- 6. Keeping in view the overall urgency and importance of the issues involved, it was suggested that the matter may also be taken up immediately by Chairperson with the Miniser for Environment, Shri Kamal Nath, and that, if need be, these issues could also be placed before the Prime Minister, for his intervention, at the proposed inter-ministerial meeting to be taken by him on NCR.
- With the specific permission of the Chair, the Joint Secretary (H), Dr. P.S.A. Sundaram, dilated on two of the pending items concerning Ministry of Urban Development. explained that the revamping and strengthening of the Planning Board was linked with the setting up of National Capital Region Development Finance Corporation and would therefore be taken care of by MOUD, in conjunction with the in due course. On the policy of shifting of the Government/PSU offices, he referred to the Cabinet decision of 30 years standing, restricting the number of new offices Government as well as PSUs, coming up in Delhi. Cabinet had also set up an inter-departmental committee the Secretary, Ministry of Urban Development, consider all requests for relaxation of these restrictions refer such cases to the Cabinet Committee Accommodation (CCA) for final decision. Due to the contrary taken the respective Ministries however, relaxation was conceded in many cases where

committee had rejected the requests for location in Delhi. As of now, Ministry of Urban Development was pressing the various Central Ministries to shift about 13 Government offices in addition to the 25 public sector undertakings which had been identified by the Cabinet Secretary as needing to relocate outside Delhi, but the progress so far the concerned Ministries. He therefore stressed the fact Ministries no determined offort could be made to construct the requisite office spaces and residential accommodations where sites were readily available for such purposes.

- The Chief Secretary, Haryana, stated that although a lot of money had been spent on providing the requisite urban infrastructure at Faridabad and Gurgaon, the response from Central Govt. departments/PSUs had so far been miniscule. He felt that unless sustained pressure was put by the respective Ministries on the concerned PSUs and Govt. rapidly growing ring towns, the plans for decongesting Delhi were not likely to make much headway.
 - Endorsing these views, Member Secretary, NCR Planning Board, pointed out that out of the original list of 27 PSUs prepared in 1986, 2 had been dropped and no tangible progress had been achieved in respect of the remaining With regard to the cited 13 Govt. Offices, appeared to be a little better in that in certain situation definite time-limits had also been fixed for shifting. the whole however, M.S. apprehended that unless a concrete time-bound programme was drawn up for the purpose monitored at the highest and level, the strategy developing 10 new townships would suffer a set-back. it was no doubt very important for private industry and trade also to move out of Delhi, the shifting of Government While Offices, he felt, would exercise a powerful symbolic effect and send the right signals to all concerned.
 - Rajasthan, said that implementation of said decisions of the Cabinet Secretary (and related Regional Plan provisions) had been pending for over 7 years and that unless a more achieved.
 - // The Adviser to the Governor of Madhya Pradesh, Shri Ajit Singh, suggested that the choice of alternative locations should not be limited to the neighbouring towns within NCR but also to the counter-magnet areas like Gwalior which were undergoing a process of planned development as part of the Regional Plan policy.
 - 12 Keeping all these aspects in view, MS proposed that all

charged by Molib. He therefore arrest blue Oblet the identified PUS/ Govt. Offices be asked to purchase their land requirements out of the sites already available in the DMA towns of Faridabad, Ghaziabad and Gurgaon, Priority like Meerut and also in counter-magnet areas like Gwalior, if any, within a year or so, while making budgetary provision for the construction of their offices as well as requisite residential units in these towns over the next two years. Noting that the provisions of Regional Plan stipulated that all Govt. and other public sector clearly not performing specific protocol, liaison offices ministerial functions should vacate their premises in Delhi. either wholly or in part, it was agreed to move India to set up a high-level official committee to review all these pending cases, in the light of stipulated criteria, with the assistance of NCR Planning Board, if need be; (b) draw up and monitor an overall timebound implementation programme for the requisite relocation process, keeping in view the time limits proposed by Member Secretary, as aforesaid, for the acquisition of alternative built-up spaces preferably within the NCR or other countermagnet areas provided in Regional Plan - 2001.

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While on the subject, Member Secretary stated that, in general, Central Ministries would be requested to ensure that while deciding the location of major industrial or commercial projects (or any other public sector activities) planned for the northern region, identified countermagnet areas beyond outside NCR such as Gwalior, Bareilly, Kota, Hissar and Patiala, may also be given due priority in view of the financial asistance being provided by NCR Planning Board for their development as major urban centres in their own respective regional settings.

My. Coming to the items of review in Section (C), MS mentioned that the draft subregional plan for Delhi had been prepared and circulated to all departments of the Government of NCT Delhi. After the Government of NCT cleared the same, it would be processed and placed before the NCR Planning Board for final approval. In the meantime, the draft subregional plans for Haryana and Rajasthan were also being finalised and efforts would be made to place them before the Board at the next meeting.

Member Secretary also indicated that the requisite timebound programme for identifying and shifting the various industrial and trading activities to be decentralised and dispersed from Delhi would be incorporated in the draft subregional plan for Delhi. Thereafter a detailed functional plan to give effect to the same could be drawn up by Govt. of NCT - Delhi with the assistance of its NCR Coordination Cell. In this connection MS, NCR Planning Board, mentioned that the NCR Coordination Cell, like its counterparts in other sub-regions and also in DDA, would be wholly paid for

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by the NCR Planning Board and that the creation and filling up of the requisite posts on this basis had recently been cleared by MOUD. He therefore urged the Chief Secretary, Government of NCT, Delhi to see that the Cell as made functional at the earliest.

AGENDA ITEM NO. 3: AUDIO-VISUAL PRESENTATION OF THE INVESTMENT PROGRAMME FOR BOTH CENTRAL AND STATE SECTORS - AND ISSUES ARISING THEREOF.

In the first instance, a detailed audio-visual presentation was made in respect of the VIII Plan Investment proposals for the Central Sector, as duly updated and revised in the light of the new strategies and financing mechanisms approved in the 15th meeting of the Board. was explained, at the outset, that the aggregate outlay, which had increased from Rs. 1327 to Rs. 1846 crore, covered all projects for which requisite financial provision would need to be made by the various Central Ministries, creation of the requsite urban infrastruture both in and the NCR as a whole. It was also seen that while there were firm commitments for an expenditure of Rs. 1148 the Central Sector, certain additional financial provisions were to be made by the Ministries of Transport, Railways & Home Affairs, respectively, Surface

A summary of the investment proposals and relevant policy options placed before the Board, in respect of each of the concerned Ministries, is as under:

i) Ministry of Surface Transport

To initiate feasibility studies in respect of Delhi-Ghaziabad-Meerut and Sonipat-Panipat Expresways, on lines similar to the proposed ADB-sponsored study for the F.N.G. Expressway, and provide for funds to the extent of Rs. 125 crore for land acquisition for all said 3 NCR expressways during VIII Plan period. Each of these 3 projects to be constructed on 'BOT' basis and completed in all respects by 2001 AD.

ii) Ministry of Railways

To provide funds to the extent of

(a) Rs. 60 crore for the construction of Rewari - Bhiwadi stretch of the Regional Rail Bypass for NCR; and (b) Rs. 294 crore for augmentation and electrification of Muradnagar-Meerrut, Delhi-Khurja, and Delhi-Palwal railway lines.

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wadi 294 garThe remaining stretches of the Regional Rail Bypass viz Khurja-Palwal, Palwal-Rewari and Rewari-Rohtak, to be postponed.

iii) Ministry of Communications/M.N.T.N.L.

To recast the VIII Plan targets to conform to the population redistribution pattern envisaged for NCR as a whole and, accordingly, divert about 1.35 lakh connection earmarked for Delhi to the various DMA/Priority Towns in the National Captial Region to take care of the induced demand envisaged for them in RP-2001.

iv) Ministry of Power

To allocate the pro-rata deficit of 780 MW of power exclusively for supply to DMA and Priority Towns in NCR from out of the Central reserve or, alternatively, provide additional generation capacity at a cost of Rs. 3250 crore to meet their full energy requirements as per Regional Plan-2001 requirements.

v) <u>Ministry of Urban Development</u>

- (a) To revise the Delhi Master Plan so as to bring its higher, planned population target for 2001 AD, Viz., 128 lakhs, into line with the assigned population for Delhi in Regional Plan-2001, viz., 112 lakh.
- (b) To prepare and monitor an action programme for shifting of the Govt. offices within a definite time/frame, with the cooperation of various Central Ministries.
- (c) To facilitate setting up of National Capital Region Development Finance Corporation and allocate Rs. 50 crore per annum from 1993-94 onwards during the 8th Plan period.
- (d) To set up an unified Transport Authority for NCR and provide for full integration of the Delhi MRTS with the transport network planned for DMA as a whole.

vi) Government of National Capital Territory-Delhi

- (a) To raise all its sales tax rates to the prescribed floor levels in NCR.
- (b) To raise the Central Sales tax from 2% to 4%
- (c) To raise the Road Tax and Goods Tax so as to bring the effective combined burden of tax on goods vehicles up to the floor level obtaining in the rest of NCR.

(d) To raise power tariffs to the floor-level obtaining in rest of NCR and adopt more stringent measures on par with those of neighbouring States so as to make penal provisions for theft and misuse, a more effective deterrent than at present.

vii) Ministry of Water Resources

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To finalise the water-sharing agreement between Delhi and neighbouring States and expedite the construction of Tehri, Kishau and Renuka Dams as well as the coresponding conveyance systems so as to meet Delhi's full requirements by way of raw water as per Regional Plan provisions.

viii) To make an additional budget allocation of Rs. 219 crore to provide for Delhi's share of cost of Tehri, Renuka and Kishau dams and conveyance systems in VIII Plan period.

The following discussions took place on these various proposals. i) The Secretary, Ministry of Surface Transport Shri S.P. Bagla, stated that it would be difficult for 'OST to provide additional funds to the tune of Rs. 125 crore for the 3 Expressways, considering that while the Planning Commission had allocated only Rs. 560 crore for the current year, the on-going works alone called for an outlay of Rs. 1060 crore. However, in case the Central Road Fund was augmented, as per the proposals now before Government in MOF, part funding of the proposed land acquisition component could be considered by MOST in the years 93-94 and 94-95, respectively.

Special Secretary (Power), Sh. V.K. Shunglu, pointed out that in the absence of a separate grid identity for NCR it would be difficult for the Centre to ensure that additional power earmarked exclusively for NCR was actually made available to the targetted consumer population. such, an important precondition would be the creation of a fulfledged power transmission and distribution network for as a whole. In this context, Sh. Shunglu offered to provide the details of the various works which the State Governments would have to carry out in their respective subregions of NCR in order to adequately strengthen their power transmission & distribution systems. On the specific question of allocating additional power for NCR towns, Sh. Shunglu explained the present unallocated capacity was fully committed as far the Central Sector of Northern Grid was concerned. He, however, indicated that about 400 MW of additional reserve capacity to be created for the Northern Region in VIII Plan period could be made available exclusively to meet the projected peak load deficits in NC

towns outside Delhi. As such, an additional investment of Rs. 3250 crore in this regard would not be called for.

- Member Secretary, NCR Planning Board, responded that the actual power deficit for NCR towns was likely to be less than 780 MW which was, at best, an adhoc figure based on the pro-rata demand worked out for each sub-region
- (\s) Observing that the dedicated allocation of an additional 400 MW in the Central Sector would substantially meet the projected requirements of NCR (excluding Delhi), the Board welcomed this offer of Spl. Secretarry, Power. It T&D networks should be strengthenend immediately in order to ensure that this additional load of 400 MW would be fully utilised to meet the projected energy deficits of the designated towns within NCR.
- (V) Chairman Railway Board, confirmed the that as part of their uniguage policy; the conversion of the Mathura-Rewari line from metre guage to broad guage, as also the broadguaging of the metre guage Rewari-Hissar line, would be completed very soon. Both these projects, which were being undertaken as part of Railways's VIII Plan programme, at a cost of Rs. 320 crore, would provide an effective Delhi bypass for all long-distance rail-traffic on the North-South corridor. Accordingly, the scope of the Regional Rail Bypass Project for MCR, could be restricted only to the Rewnri-Bhiwadi section, as now proposed, in the run-up to 2001 AD. As far as the rost of NCR Planning Board's rail proposals were concerned, he felt that the augmentation of the intra-regional rail corridors and introduction of fast electric trains between Delhi, on the one hand, and Meerut, Khurja and Palwal, on the other, would need to be based on a more detailed study and related to the traffic demand and other relevant parameters. The Member Secretary, NCR Planning Board, intimated that these Regional Plan proposals were themselves based on a study of transport requirements of on a study of transport requirements of various NCR towns in the light of the regional development priorities. He also pointed out that these rail - links were more of an inter-city or intra-regional character, as opposed to the essentially sub-urban rail spurs, comprising the DMA transport network (which were proposed to be fully integrated with the Delhi-MRTS). In fact, the common experience was that in the absence of adequate infrastructure to cater to such intra-regional trafffic, these short-distance passengers within NCR were often compelled to encroach on the facilities provided by the for other inter-city travellers on the same which was not fair to either class of clientele. corridor, Member Secretary also suggested that in case the existing Plan provision for the Railways Ministry did not suffice, an additional allocation could be made to cover the cost of the land acquisition component only. Once the requisite project land had been acquired, these schemes, which were

viable in themselves, could be financed through loan assistance from ADB or similar other international agencies on soft terms, as proposed in the case of the 3 NCR expressways. Keeping in view the fact that the Northern Railways had already embarked on a detailed study of the emerging traffic patterns in and around NCR, it was agreed that the feasibility of these 3 rail augmentation projects could be examined by the Railway Ministry, in greater detail, as an adjunct to the said on-going study.

Ministry of Communications

Secretary, Communications, Sh. H.P. Wagle, informed the Board that even with the implementation of their present 8th Plan proposals, which provided for 11.4 lakh additional lines for Delhi and another 2.89 lakhs for all other in NCR, the projected demand would not be completely met in in that there would still be a waiting period of Delhi least two years at the end of VIII Plan. According to him therefore, it would not be desirable to divert any of the additional lines already earmarked for Delhi as proposed by the NCR Planning Board. The Minister for State for Urban Development pointed out that the immediate objective was discourage people from settling down in Delhi by providing them better telephone facilities in the various Priority Towns. It was therefore very important to ensure that they got their telephones within 10 to 15 days applying in all these towns even at the cost of keeping the Delhi subscriber waiting. Member Secretary, NCRPB, expressed the view that if the planned population deflection of 20 lakh people was to be achived, the right signals must be sent at this juncture itself, so that people could begin to make their investment decisions in favour of decentralisation and dispersal without any further Summing up the proposal, Secy. (UD) explained that delay. я matter of overall strategy it would be sufficient i f Ministry of Communications ensured that by 1997, were made available on demand, commensurate with respective assigned populations, in all the Priority DMA lowns, as per the provisions of Regional Plan-2001, while at the same time keeping the demand-supply time-gap in Delhi at around 2 years, as already envisaged.

- The Lt. Governor of Delhi, Sh. P.K. Dave, while expressing his appreciation of the various proposals made in the presentation, stressed the following aspects:
- i) The peripheral areas in NCT were developing fast, leading to still greater congestion in Delhi and a corresponding shortage of such essential civic services as transportation, supply of power, water etc. As yet, however, there were no signs of any concerted effort which would prompt speedy de-congestion and demagnetisation of Delhi as per the core objectives of the NCR Plan. Govt. of NCT, in its part, had been pressing hard for the proposed reform of

the tax structure which would give a decisive thrust towards decentralisation of wholesale markets and trade, but if these proposals were not implemented expeditiously i.e. when NCT was under the direct administration of the President, it would be even more difficult to do so once the popular Government takes over.

- ii) The assigned population of Delhi, as provided in the Regional Plan 2001, viz. 112 lakhs seemed to be unduly optimistic considering that the overall population of NCT had already reached 103 lakh.
- iii) Simultaneous action needs to be taken for rapid development of the various counter-magnet areas within NCR with due provision being made for attracting investments in trade and industry therein.
- iv) Delhi needs to be made less dependent on the Northern Grid for meeting its essential power needs. Meanwhile, the power tariffs in Delhi would hopefully be rationalised to help bring about greater parity between demand and supply.
- v) The deficit in respect of Delhi's water supply has substantially increased and the rise in infection caused by the inadequacy of treated water has reached a frightening level. A number of high-level inter-state meetings have been held to help solve the problems but agreement on the sharing of Yamuna waters is yet to be reached. Further, the Kishau Dam project is still at a preliminary stage, while there is no clear prospect of the Tehri Dam being completed before the end of the century.
 - vi) A regional development bank may be thought of to give financial and technical assistance to all industrial and trading units seeking to expand or relocate outside Delhi as part of the strategy for decentralisation and dispersal of economic activitises in NCR. As in the case of the proposed NCRDFC, this development bank could be set up with equity participation of both Govt. of NCTD and the member-States.
- vii) While the proposed IMMRTS for Delhi ought to be integrated with the transport network proposed for DMA, its implementation should not be delayed pending any further studies that such integration might call for.
- Following these discussions, the detailed audio-visual programme prepared on the revised investment proposals for the 8th Plan in the State Sector, was also presented to the Board. The various proposals in this section broadly covered (a) the development of 10 new townships as well as 34 sub-regional centres and 5 counter-magnet areas, as a shared responsibility f the Centre, member-States and NCT-Delhi; (b) strengthening of the power supply transmission and distribution systems together with widening and

streamlining of the required state highway grids connecting various towns in DMA/NCR, which was to be provided by the respective State Governments; and (c) institutional strengthening of NCR Planning Board. and its various field units in addition to the setting up of its proposed financing company.

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- H. The salient features of this revised State Sector programme, involving on aggregate outlay of Rs. 1967 crore, and the various policy & operational pre-requisites for the due performance thereof, as amplified by MS, were seen to be as under:
 - (i) Ministry of Urban Development to budget for and release Rs. 200 crore to NCR Planning Board @ Rs. 50 crore per annum for the current year as well as each of the 3 remaining years of VIII Plan.
- (ii) The said Rs.200 crore to be matched by the participating States and NCT Delhi as per the following specific shares:

S1. No.	State	Proposed equity contribution (Rs. Cr.)
uman unded and	won polhi	50
2. In admirate	U.P.	67.5
1 alexandra (1	Haryana	64.5
4.	Rajasthan	18

- (iii) The entire capital of Rs. 400 crore to be subscribed as equity capital of the NCR Development Finance Corporation, through which additional funds are to be raised of the order of Rs. 860 crore to implement the sub-component investment programme of Rs. 1260 crore envisaged for development of new integrated townships, subregional centres and counter-magnet areas.
- (iv) Out of said investment programme of Rs. 1260 cr., U.P. to receive financial assistance of Rs. 563 crore as against its total contribution of Rs. 67.5 crore, Haryana to obtain Rs. 520 crore as against an input of Rs. 64.5 crore while Rajasthan would get Rs. 137 crore in return for its investment of Rs. 18 crore.
 - (v) The participating State Governments and/ortheir implementing agencies to ensure the following:

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 - (v) The partic pating State Governments and/ortheir implementing agencies to ensure the following:

- a) Formulation of an outline development plan for each new integrated township in conformity with relevant Master Plan (if any) and the prescribed Regional Land-Use Plan.
 - (b) Creation of a sub-regional development authority to oversee & coordinate implementation of the Sub-regional plan.
- (c) Preparation of a project report and investment programme for each new township.
- (d) Setting up of a joint stock company/development corporation/local development authority to develop and manage each new township.
- (e) Preparation of a detailed project report and investment programme for each of the identified sub-regional centres.
- (f) Provisioning of requisite funds in the State's VIII Plan for funding the schemes forming part of the Regional Roads and Power Strengthening (Transmission and Distribution) investment programmes.
- (vi) Planning Commission, participating State Govts as well as GNCT-Delhi to see that their respective Plan allocations and/or other dedicated sources of funds are raised to the level of their proposed shares in the aggregate matching contribution of Rs. 200 Crore.
- (vii) UP and Haryana Governments to immediately take up the following highly viable road sections forming part of proposed regional road network viz.
 - (a) Faridabad Gurgaon
- (b) Meerut Hapur (including 2 bypasses)

as pilot projects on a 'BOT' basis, after suitably amending thei respective State Highways Acts to facilitate private sector involvement in the construction & management of such roadways as well as recovery of costs through collection of tolls.

- (viii) Participating States to also take up construction of the various identified, financially-viable bypasses forming part of the proposed Inner Grid and Outer Grid of NCR bypasses, through involvement of the private Sector on 'BOT' basis.
- (ix) Both participating States and GNCT-Delhi to prepare detailed Sub-component Plans for the respective NCR areas in the 8th Plan and corresponding Annual Plans with sector-wise break-up.

%) In response to a query raised by the Adviser to DESCRIPTION OF STREET Governor, Rajasthan, Member Secretary explained that addition to the State Plan provision for meeting its sh of the overall matching contribution of Rs. 200 crc specific plan allocations would have to be made for other projects included in the State sector investment programme relating to the areas of road transport and potransmission, respectively. Adviser, Rajasthan, respon that no such allocations for these projects had been made the Rajasthan VIII Plan and as such, he was doubtful if adjustments could be made in this regard considering t the Rajasthan VIII Plan had already been finalised approved. He also indicated that Rajasthan Government already informed the Planning Commission that adjustments would not be possible at this stage. Adviser, Planning Commission, Dr. D.N. Basu, whe confirming that no specific provision had been made development of the State Highways and Power Transmission Distribution Systems in the VIII Plan for Rajasthan, sta that as far as the Planning Commission was concerned, requisite adjustments could be made at the time finalisation of the Annual Plans for the succeeding years the VIII Plan.

The Member Secretary, NCR Planning Board, indicathat as in the case of Central Ministries, the Stagovernments would also need to interact with Plann: Commission and ask for additional allocations to meet a specific requirements of the NCR development programme, need be.

(1) Concluding the discussions on this topic, Chairpers stated that all options should be explored and that the should be greater inter-action between the Sta Governmenta, on the one hand, and NCRPB and Planni Commission, on the other, to try to sort out these fundiproblems, as soon as possible.

The detailed investment proposals and concomitate follow-up action programme covering both Central and State Sectors, as projected in the respective audio-visus presentations were approved, subject to the relevations observations, modifications and suggestions recorded in taminutes vide above.

AGENDA ITEM NO.4: NCR DEVELOPMENT AND FINANCORPORATION - CONSTITUTION A
MODALITIES.

Member Secretary, NCR Planning Board, explained that view of advice of Ministry of Law as well as the Solicit General of India, the mest appropriate course of acti would be to amend the NCR Planning Board Act, 1985; so as

provide for floating of N.C.R.D.F.C as a joint stock company and investing its funds in the development of NCR. In the meamtime, in order to fully establish the financial viability of the proposed company vis-a-vis various other options open to the Board for raising the requisite private consultants whose report was expected shortly. It resolutions passed by the three State Legislatures prior to competent to amend the latter on the contemplated lines. Accordingly, it should be possible for GOI to pave the way for the birth of NCRDFC within next 3 months.

- 9. Chief Secretary (Haryana) hastened to clarify Haryana still had certain reservations with regard to equity participation by Haryana Government in the proposed corporation. According to him, the Haryana State VIII Plan did not make any provision for urban development while HUDA, which was the designated State agency for development of the urban infrastructure, would not be in a position to spare nelse us the stipulated Rs. 64.5 erore for investment in NCRDFC Member Secretary pointed out that the setting up of NCRDFC with the help of a matching contribution from State Governments was an integral part of the new strategy adopted in the last meeting of the Board. Further, today, NCR Planning Board was providing funds to HUDA various development projects in NCR on a 'matching - clause' basis and a guarantee by the State Government. These loans were being repaid along with interest due as per the agreements executed for the purpose. The main difference, in terms of the newly-approved strategy, would be that hereafter the aggregate financial assistance of NCR Planning Board would be substantially increased with the help of additional funds drawn from various financial institutions and also the capital market, both at home and abroad. institutions Accordingly, the so-called matching funds requirement from Haryana and other participating States had now substantially reduced. In this way, Haryana would be eligible for aggregate financial assistance of more than Rs. 500 crore for investment in NCR in return for the stipulated contribution of Rs. 64.5 crore (as had already been highlighted both in the audio-visual presentation and the agenda note on the item now under consideration).
- 3 Member Secretary, NCR Planning Board, added that provision of this Rs. 64.5 crore by way of Haryana's share of the overall matching contribution ought not to be too difficult for HUDA considering that its own VIII Plan development programme provided for as much as Rs. 300 crore to be invested in NCR.

Shri. R.S. Mathur, Principal Secretary, Housing Deptt. intervened at this stage to indicate that UP Govt., on its part, would be prepared to commit its share of the requisite

matching contirbution of Rs. 200 crore provided the various Central Ministries, in turn, firmed up their own financial commitments and drew up the requisite Sub-component plans for implementation of the proposed investment programme in the Central Sector.

In order to set at rest all doubts and questions relating to the equity stucture of NCRDFC and other aspects of its overall constitution and manner of functioning, it was decided, that both Haryana and U.P. Governments would furnish their detailed observations in this regard to the Board, after which a spearate high-level official meeting would be held at Delhi within a month, to resolve all pending issues. The Chief Secretary of Haryana agreed to participate in the proposed meeting.

6. Subject to the above, the proposals contained in the agenda note were approved.

AGENDA ITEM NO.5

: MID TERM REVIEW OF THE REGIONAL PLAN-2001.

It was intimated by the Member Secretary, NCR Planning Board, that a number of task forces had been constituted and studies commissioned as part of a comprehensive statutory review of Regional Plan-2001 for NCR which was due in 1994. These studies and related consultations would help identify all the provisions requiring mid-course correction and also the various long-term directional changes in the Plan and its policies which would need to be made within an extended time-perspective of 2011 A.D.

2. In this context, Vice-Chairman, Delhi Development Authority, Shri S.P. Jakhanwal, referred to the glaring disparity in the population of Delhi as projected for year 2001 A.D. by DDA, in their revised Master Plan Delhi, vis-a-vis the corresponding assigned population of Delhi, as approved by the NCR Planning Board, in Regional Plan-2001. He suggested that this issue be studied as part of the on-going mid-term review exercise. Member Secretary mentioned that he had already set up a task force under the internationally-known demographer, Prof. Ashish Bose, look into the entire spectrum of population growth demographic dynamics in NCR in the light of the relevant reports and findings of the 1991 census and perspectives and other requirements of the mid-term review. In view of the over-riding importance and urgency for resolving this issue once and for all, M.S. offered see that the Task Force furnished its expert advice in matter in an interim report which was due very shortly, after which the matter would be placed before the Board for appropriate decision.

AGENDA ITEM NO.6 :

IMMRTS DELHI - NEED FOR INTEGRATION WITH REGIONAL PLAN PERSPECTIVES AND PRIORITIES.

Member Secretary informed the Board that a meeting been taken recently by Secretary (UD), in which accepted that the detailed implementation proposals prepared on the basis of the RITES plan for IMMRTS - Delhi should be taken up conjunction with the complementary proposals pertaining to DMA/NCR, as a whole, and fully integrated with the latter. He mentioned in this connection that in addition to the augmentation of tracks and intensification of intra-regional, electrified rail services forming part of the Central investment programme for VIII Plan period, there were several other vital rail links to be provided commuter services to be strengthened within the DMA, which a separate report had recently been prepared by RITES for the NCR Planning Board. It was accordingly proposed that certain additional schemes costing Rs.956 crore aggregate should also be taken up and completed by 2001 A.D. along with other concomitant proposals for fully integrating the road as well as rail services within DMA, as outlined in the concept plan annexed to the agenda note. In this not only would the objectives of decentralisation dispersal enshrined in the NCR Development Plan effectively advanced but additional feeder services would be provided which, in turn, would make the IMMRTS - Delhi more cost - effective by substantially increasing its ridership.

- Member Secretary also pointed out that once the Delhi -Avoiding Lines forming part of the Railways VIII Plan uniguage programme were completed, a considerable amount of goods traffic now coming into Delhi could be diverted, thereby freeing much-needed capacity on the Ring Rail Spurs for more intensive commuter-use as a part of IMMRTS - Delhi. While the precise scope and time-frame these developments were the subject of detailed study being conducted by the Northern Railway, it was evident that with adequate preparation, and the cooperation of the Railways, the 140 Km. of rail surface corridor forming the bulk the IMMRTS could be effectively commissioned, considerably lower cost, by 1996-97 itself.
- 3. To help make all this possible, and also develop a more uniform and efficient system of road transport within NCR, Member Secretary highlighted the importance of setting up an Unified Transport Authority (UTA) for the National Capital Region (as approved by the Board vide item 3 of the agenda). It was only the UTA, he pointed out, which could work out a comprehensive regional transportation plan and ensure that all investments in this sector were duly prioritised and all resources utilised for optimum benefit.

The Chairman, Railway Board, reconfirmed that under their on-going unigauge programme, the Indian Railways would be able to commission the much-needed Delhi-Avoiding Line very shortly. He mentioned that while Delhi-Rewari section had already been completed, the Rewari-Alwar section, as well as Bhatinda - Rewari - Alwar section running via Hissar and Bhiwani, would be completed the following year; so also the broad-guage line between Alwar and Mathura. Thus, by June, 94 itself, the Railways would be in a position to move the entire food-grains traffic from Haryana and Punjab to the South and West of the country without touching Delhi.

In the light of these discussions, the proposals contained in the agenda note and accompanying concept plan were approved.

AGENDA ITEM NO.7 : BUDGET PROPOSALS FOR 1993-94

Member Secretary, NCRPB, pointed out that, for current year, the Ministry had only earmarked Rs. 20 crore for the NCR Planning Board as against the minimum amount of Rs.50 crore required by the Board, as per its comprehensive investment proposals which had been approved under agenda item (3) above. JS(H) UD, Dr. PSA Sundaram, indicated that the additional allocation of Rs. 30 erore would need to be made by the Planning Commission, in this regard. Planning Commission, Dr. D.N. Basu, countered that Adviser, a total allocation of Rs.293 crore had already been made for the Annual Plan of MOUD (1993-94) subject to certain guidelines, and that it was thus left to the discretion of the Ministry itself to meet the minimum requirements of NCR Planning Board through a process of internal re-allocation between its various competing Plan schemes. Dr. Sundaram mentioned that the guidelines of the Planning Commission gave priority to Nehru Rozgar Yojana and Municipal Water Supply Schemes which pre-empted the major portion of the said Plan allocation of Rs.293 crore. Unless the required sum of Rs.50 crore were exclusively earmarked for NCR Planning Board in the Annual Plan allocations made by Planning Commission itself, it would be difficult for MOUD step up the budgetary support of RS.20 crore requisite level of Rs.50 crore.

O Drawing attention to the fact that only an uniform annual allotment of Rs.50 crore over the next 4 years would ensure a rapid but more balanced and orderly development of NCR, M.S. pleaded for an immediate review of the said budgetory provision for NCR Planning Board, jointly by Planning Commission and MOUD.

SIN response to a query from Shri M.P. Gupta, AS(E), Member Secretary explained that the land bank development programmes prepared and furnished by member States for NCR

far exceeded the investment outlay of Rs.375 crore projected by the NCR Planning Board for the State Sector in the current financial year.

Keeping all these aspects in view, the Board approved the budget proposals for 1993-94.

AGENDA ITEM NO.8 : ANNUAL ACCOUNTS - ADOPTION THEREOF.

The audited statement of accounts, as received from CAG, was adopted.

AGENDA ITEM NO.9 : ANY OTHER ITEM

Vice-Chairman, Delhi Development Authority, pointed out that though the DDA extension areas of Narela. Rohini and Dwarka were already located on the trunk railway routes they were not connected with the local transport system. If these links could also be provided on priority it would help in the rapid growth of the said sub-cities.

- Chief Secretary, Haryana, enquired about the proposed railway connection between Palwal and Rewari. Member Secretary clarified that it being established that the Railways would be providing a separate Delhi-Avoiding Line through its unigauge policy, the completion of Regional Rail By-pass, of which the said Palwal-Rewari line formed an important link, would have to be postponed vide the revised investment proposals already approved under item 3 of the agenda. Meanwhile, Rewari itself would become a very important junction on the said Delhi Avoiding Line. M.S. added that in view of the postponement of the Regional Rail By-pass project it was expected that the augmentation and electrification of the radial rail corridor from Delhi to Palwal (as also those of Delhi-Khurja and Modinagar-Meerut) would also be taken up and completed by 2001 A.D., as per the investment programme approved by the NCR Planning Board in the Central Sector.
 - by Shri Ajit Singh, Advisor to the Governor of MP, Chairperson indicated that a serarate paper on the status of countermagnet areas and the policies evolved for helping them meet their special needs and requirements in the light of the Regional Plan provisions, would be prepared and circulated for discussion in the next meeting of the NCR Planning Board.

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

Points of Action on the decisions taken in the 16th meeting of the National Capital Region Planning Board held on 28.6.1993.

Ministry of Urban Development :

- 1. To take steps to amend NCR Planning Board Act, 1985 so as to facilitate the floating of NCR Development & Finance Corporation within 3 months (i.e. by Sept, 1993).
- 2. To revise the Delhi Master Plan so as to bring its planned population target for 2001 A.D., viz. 128 lakhs, in line with the assigned population for Delhi in Regional Plan 2001 i.e. 112 lakhs.
 - 3. To prepare and monitor an action programme for shifting of the Government offices within a definite time-frame, with the co-operation of various Central Ministries.
- 4. To provide requisite budgetary support of at-least Rs. 50 crore per annum commencing 1993-94 to NCR Planning Board, for which an immediate review of MOUD budgetary allocations for the current year may be made jointly with the Planning Commission, if need be.
 - 5. To set up an Unified Transport Authority for NCR and provide for full integration of Delhi MRTS with the transport network approved for D.M.A. / NCR as a whole.
- 6. To provide an additional budget allocation of Rs. 219 crore towards GNCT-Delhi's share of cost for Tehri, Kishau and Renuka Dams and Convenyance systems, in the VIII Plan period.

Ministry of Surface Transpoort :

- 1. To sponsor feasibility studies in respect of Delhi-Ghaziabad-Meerut and Sonepat-Panipat Expressways on the lines similar to the proposed study for F-N-G Expressways.
- 2. To provide for funds to the extent of Rs. 125 erore for land acquisition of all the three Expressways (i.e. Faridabad NOIDA Ghaziabad; Delhi-Ghaziabad-Meerut and the Sonepat-Panipat Expressway) and, to utilise the C.R.F. to the extent necessary for the purpose, with the concurrence of the Ministry of Finance.

Ministry of Railways:

- 1. To allocate an amount of Rs. 60 crore for the construction of Rewari-Bhiwadi, B.G. Rail Link & complete and commission the project within VIII Plan period.
- 2.(a) To allocate requisite funds for the augmentaton and electrification for Muradnagar-Meerut, Delhi-Khurja and Delhi-Palwal railway lines, in a phased manner, over the VIII Plan period.
- 2.(b) To move Northern Railway to carry out a separate feasibility study of these 3 rail augmentation projects, if need be,, as an adjunct to NR's ongoing, study review of rail traffic in NCR and beyond.

Ministry of Communications :

To ensure that by 1996-97, telephones are available on demand, commensurate with the assigned populations of the Priority and DMA Towns as per the provisions of the Regional Plan - 2001 while at the same time keeping the demand - supply time gap in Delhi at around 2 years.

Ministry of Power :

- 1. To make available 400 MW of additional power exclusively for the DMA and Priority Towns of NCR out of the reserve capacity to be created for the Northern region in VIII Plan.
 - 2. To provide details of the various concomitant works which the State Governments would need to carry out to adequately strengthen the power transmission and distribution systems in their respective sub-regions of NCR.

Ministry of Finance:

To augment the Central Road Fund so as to facilitate release of adequate revenues thereof to finance the land component of the 3 approved NCR Expressway schemes.

Ministry of Water Resources :

1. To finalise the draft water-sharing agreements between Delhi and neighbouring States.

2. To expedite the construction of Tehri, Kishau and Renuka Dams as well as the corresponding conveyance systems in order to meet Delhi's full requirements by way of raw water as per Regional Plan provisions.

All Central Ministries/Planning Commission :

- 1. To finalise the requisite sectoral sub-component plans for development of NCR in the light of the revised VIII Plan investment programme approved by the Board.
- 2. To see that specific budgetary provisions are made as per the requirements of the respective sub-component plans of Central Ministries as well as NCR Planning Board investment programme for the State Sector.
- 3. To ensure that specific budget provisions are made by the identified Government Departments/PSUs to purchase available sites in DMA/Priority and counter-magnet areas within one year and assemble the alternative office and staff housing spaces required so as to complete the process of shifting out of Delhi with in the next 2 years.

NCR Planning Board:

- 1. To finalise a detailed note to the Government of India on the financial viability of the proposed financing company for the purpose of obtaining Cabinet approval for the requisite amendment to the NCR Planning Board Act.
 - 2. To move the Government of India to set up a high-level official committee for dispersal of Government and other public sector offices, whose terms of reference will specifically include:
 - a) the review of all pending cases in the light of the criteria prescribed in Regional Plan 2001, with the assistance of the NCR Planning Board, if need be;
 - b) to draw up and monitor an overall time-bound programme providing for the shifting, within the next 1 to 2 years, of all identified units through a process of acquisition of alternative sites and or built-up spaces within DMA/Priority Towns (and other counter-magnet areas) where land is immediately available.

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- 3. To request all Central Ministries to give due priority to the identified counter-magnet areas falling outside NCR i.e. Gwalior, Bareilly, Kota, Hissar and Patiala, while deciding the location of major industrial/commercial projects or any public sector activities planned for the Northern Region.
- 4. To prepare a status paper on the development of the Counter Magnet areas for discussion at the next NCR Planning Board Meeting.
- 5. To refer the issue of the divergent population projections made for Delhi as between the relevant provisions of MDP-2001 and Regional Plan 2001, for expert advice, as part of the on-going mid-term review of Regional Plan 2001.
- 6. To convene a high-level, official meeting at Delhi within a month to resolve all pending issues, relating to the constitution and functioning of the proposed NCRDFC.

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Government of NCT-Delhi

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- To finalise the draft Sub-regional Plan proposed for Delhi, duly incorporating the requisite time-bound programme for identifying and shifting the various industrial and trading activities to be decentralised and dispersed from Delhi.
- 2. To make its NCR Coordination Cell duly functional by filling up the requisite posts recently cleared by the MOUD.
- To raise sales tax rates on the remaining identified commodities to the prescribed minimum floor levels in NCR.
- 4. To raise its central sales tax sale from 2 to 4 per cent.
- 5. To raise the road tax and goods tax levies so as to bring the effective combined burden of tax on goods vehicles up to the floor-level obtaining in the rest of NCR.
- 6. To raise power tariffs to the floor level obtaining the rest of NCR and adopt more stringent measures on par with those of neighbouring States so as to make the penal provisions for theft and misuse a more effective deterrent than at present.
- 7. To provide for an equity contribution of Rs. 50 crore for the NCRDFC during the VIII Plan period.

8. To prepare a detailed feasibility report and financial plan for the integration of RITES' IMMRTS-Delhi proposal with the transport network required for the DMA as a whole, as per approved concept plan of NCR Planning Board.

All State Governments:

- 1. To propare an outline development plan for each of the identified new townships and formulate a detailed project report for the development with the time-frame of the same initiated in the 29th meeting of the Planning Committee held on 20.3.1993.
- 2. To strengthen the power transmission and distribution systems in the respective sub-regions in order to ensure availability of full energy requirements of Priority/DMA towns (inclusive of their allocated shares of the 400 MW of additional power to be supplied by Centre exclusively for NCR).
- 3. To create a Sub-regional Development Authority to oversee implementation of the Sub-regional Plan.
- 4. To set up joint-stock company/development corporation/local development authority to develop and manage each new township.
- 5. To prepare a detailed project report and investment programme for each of the identified sub-regional centres.
- 6. To make requisite provision in their respective VIII Plans/Annual Plans for funding regional roads forming part of th Inner Grid & Outer Grid and strengthening of the Sub-regional power transmissions and distribution systems.
- 7. To take up the construction and management of viable, identified regional road sections and by-passes in NCR, as pilot projects, on 'B.O.T.' basis, after suitably amending their respective State Highway Acts to facilitiate private sector investments in the construction and management of such roadways as well as recovery of cost through collection of tolls.

All State Governments and Government of NCT-Delhi

8. To see that their respective plan allocations and/or other dedicated funding resources are raised to the level of their proposed shares in the aggregate matching contribution of Rs. 200 erore to be provided for NCR Planning Board.

- To each prepare a NCR sub-component plan as part of their 8th Plan and corresponding Annuals Plans.
- inter-act with the Planning Commission and obtain additional allocations to meet the specific requirements of the NCR development programmes, as and where necessary.

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- 1. To provide for Rs. 64.5 crore as its share of equity contribution in the NCRDFC for the VIII Plan period.
- To take up the construction of the Faridabad-Gurgaen Regional Road Project (Inner Grid) on a priority basis. Performance of the property of their allocated

Government of Uttar Pradesh

- 1. To provide for Rs. 67.5 crore as its share of equity contribution in the NCRDFC for the VIII Plan period.
- 2. To take up the construction of the identified by passes at Meerut and Hapur respectively, forming part of the NCR Regional Road Project (Outer Grid), on a priority basis.

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To provide for Rs. 18 crore as its share of equity contribution to the NCRDFC for the VIII Plan period.

List of Members/Invitees present it the 16th meeting of NURPE held on do. 6. Yo

1 - Members/Coopted Members

Smt. Sheila Kaul 1. . Minister for Urban Development New Delhi.

Personal Manager Member. Shri P.K. Dave. 22. Lt. Governor, Boyt, of National Toller Capital Territory, Delhi Dudum 19 1000

Shri Ram Das Sonkar 3. Adviser to the Governor of U.F. Lucknow.

Member

Shri Ajit Singh, 4 . Adviser to the Governor of M.P. Bhopal.

Coopted Hember

Sh. L.N. Gupta Adviser to the Governor of Rajasthan. Jaipur. 5.

Member?

Shri A.N. Shukla 6. Chairman, Railway Board, Allon guille New Delhi.

woopted Member

Shri B.S. Ojha 7. Chief Secretary, Harvana, Chandigarh.

Movinb on a

Shri S.F. Bagla 8 Secretgary, Min. of Surface Transport. New Delhi.

Coopted Member

Shri K.J. Reddy 9 . Secretary, Min. of Urban Development. New Delhi.

Hamber

Shri R.K. Takkar, 10. Chief Secretary. Govt. of National Capital Territory of Delhi. Delhi. Momber

Shri S.P. Jakhanwal, 11. Vice Chairman. Delhi Development Authority. New Delhi.

Coopted Member

Shri R.S. Mathur 12. Principal Secretary. Govt. of Uttar Fradesh. Lucknow

Member

Coopted Membe

13. SHri D.N. Basu
Adviser (HUD) & (WS)
Flanning Commission
Govt. of India, New Delhi

Member

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14. Shri D.S. Meshram
Chief Planner,
T.C.P.O. I.P. Estate,
New Delhi.

Member Secre

15. Sh. Cecil Noronha Member Secretary, NCR Planning Board New Delhi.

II - Standing Invitees

- 1. Shri. P.K. Thungon, MOS, UD and Water Resources
- 2. Dr. P.S.A. Sundaram JS(H), MOUD.

III - Special Invitees appuning and a special

- 1. Shri H.F. Wagle
 Chairman,
 Telecom.
 Ministry of Communications,
 New Delhi.
- 2. Shri Raj Kumar Member (Engg.), Railway Board, New Delhi.
- 3. Shri V.K. Shunglu
 Special Secretary,
 Ministry of Power,
 New Delhi.
- 4. Shri M.F. Gupta
 Additional Secretary (Expenditure),
 Ministry of Finance,
 Government of India,
 North Block, New Delhi.
- 5. Shri L.C. Jain, Adviser (Planning), Railway Board, New Delhi.
- 6. Shri P.V. Jayakrishan.
 Special Commissioner (WATER).
 Delhi Water Supply and Sewage Undertaking.
 Municipal Corporation of Delhi.
 New Delhi.

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- 7. Shri R.D. Kapur,
 Secretary (Finance & Planning),
 Govt. of NCT Delhi,
 Delhi.
- 8. Shri Jagdish Sagar, Secretary (L&B), Govt.of NCT-Delhi I.P. Estate, New Delhi.
- 9. Shri Ashok Pradhan. Secretary/Commissioner (Transport), Govt. of NCT-Delhi, Delhi.
- 10. Shri Dhanendra kumar, Principal Secretary to Chief Minister of Haryana, Government of Haryana, Chandigarh.

- Secretary, LSG & Urban Improvement, Govt. of NCT-Delhi, Delhi.
- 12. Shri Virendra Singh, Commissioner, Municipal Corporation of Delhi, Town Hall, Delhi.
- 13. Shri Grish Sharma, Joint Secretary & Financial Adviser, Deptt. of Expenditure.
- 14. Shri B.S. Minhas,
 Secretary, (LSG)
 Government of Rajasthan,
 Jaipur.
- 15. Shri Baleshwar Rai. Administrator.

 New Delhi Municipal Committee.
- 16. Sh. Fradeep Kumar, Secretary, Town & Country Flanning & Urban Estate, Government of Haryana, Chandigarh.
- 17. Shri Bhaskar Chatterjee, Director, Town & Country Planning & Urban Estate, Government of Haryana, Chandigarh.
- 18. Shri J.C. Gambhir,
 Commissioner (Planning),
 Delhi Development Authority,
 I.P. Estate, New Delhi.
- 19. Shri B.D. Gulati,
 Chief Coordinator Planner,
 NCR Planning Cell,
 Governmet of Haryana,
 Kothi No. 1095, Sector 4,
 Gurgaon.
- 20. Shri P.K. Wahi,
 Executive Director (MTP),
 Railway Board, Rail Bhawan,
 New Delhi.
- 21. Shri S.B. Roy, Director (Planning). Railway Board, New Delhi.
- 22. Shri. R.S. Gattani. Director. Town & Country Planning Deptt., Govt. of Madhya Pradesh. Bhopal.

- 23. Shri Y. Suresh. Director (Corporate Flanning).
 Housing & Urban Development Corporation.
 HUDCO House.
 Lodhi Road. New Delhi.
- 24. Sh. B.L. Mehra,
 Chief Town Flanner,
 NCR Flanning Cell,
 Town & Country Flanning Deptt.,
 boyt. of Rajasthan,
 J.L. Nehru Marg, Jaipur.
- 25. Shri. K.K. Lall. Senior Town Planner, Town & Country Planning Deptt., Govt. of Punjab, Patiala.
- 26. Shri M.P. Aneja.

 Senior Planner.

 Town & Country Planning Deptt..

 Govt. of U.F., Lucknow.
- 27. Shri N.S. Jain, Superintending Engineer (R/ Planning, Ministry of Surrace Transport, Transport Bhawan, New Delhi.
- 28. Shri S.C. Jauhari. Jt. Director & Chief Executive. SADA (Counter Magnet). Government of Madhva Fradesh. Gwalior.
- 29. Ms. Bindu Jeswani.

 Regional Chief (NCR). HUDUU.

 Regional Office Elda..

 Centre. Sarai kalle khan.

 East Nizamuddin.

 New Delhi.
- 30. Shri S.N. Mishra.

 Intormation Ufficer.

 Ministry of Urban Development.

 New Delhi.

OMESH SAIGAL, LA.S. Momber-Secretary Tel.: 4642285 Fax No.:

NATIONAL CAPITAL REGION PLANNING BOARD 1st Floor, Zone-IV India Habitat Centre Lodhi Road, New Delhi-110 003 गहरी विकास मंत्रालय Ministry of Urban Development)

D.O. No. K-14011/75-DD/92-Part-II-NCRPB

19.10.94

CORRIGENDUM

Sub: Minutes of the 16th meeting of the NCR Planning Board held on 28.6.93.

As per decision of the 17th Board Meeting held on sir. 21.3.94, Chief Secretary, Haryana, has sent suggestions for amendments to the minutes of the 16th Board Meeting with respect to Agenda Items Nos. 3 & 4. The Board has examined the suggestions and the minutes of the 16th meeting have been modified as under:-

Agenda Item No. 3 : AUDIO VISUAL PRESENTATION FOR BOTH CENTRAL AND STATE SECTORS 1. AND ISSUES ARISING THEREOF

Page 18, Paragraph xiii, may be replaced and read as under:

"While commending the proposals in concept form, Secretary, Haryana, regretted that due possible for resource constraints, it would not be either Haryana Government or HUDA to provide budgetary support of Rs. 64 crore towards the setting up of the proposed Corporation in order to finance the proposed investment programme."

Agenda Item No. 4: NCR DEVELOPMENT AND FINANCE CORPORATION - CONSTITUTION AND 2. MODALITIES

Paragraph 6, may be replaced and read as Page 20, 'under:

Principal Chief Secretary, Haryana and "The Housing, Uttar Pradesh suggested Secretary,

discussion on this item may be deferred and no decision should be taken in this meeting as it involves policy issues which need to be discussed at the level of the State Government. The Chairperson agreed to it."

All State Governments

Page 28, Paragraph No. 3, 4 and 6 have been deleted.

Government of Haryana

Page 29, Paragraph No. 1 has been deleted.

The modified page Nos. 18, 20, 28 and 29 are enclosed for ready reference.

Yours sincerely,

Hazal

(OMESH SAIGAL)

Encl: As Stated above.

8. To prepare a detailed feasibility report and financing plan for the integration of RITES' IMMRTS-Delhi proposal with the transport network required for the DMA as a whole, as per approved concept plan of NCR planning Board.

All State Governments:

- To prepare an outline development plan for each of the identified new townships and formulate a detailed project report for the development with the time-frame of the same initiated in the 29th meeting of the planning Committee held on 20.3.1993.
- 2. To strengthen the power transmission and distribution systems in the respective sub-regions in order to ensure availability of full energy requirements of priority/DMA towns (inclusive of their allocated shares of the 400 MW of additional power to be supplied by Centre exclusively for NCR).
- 4. To prepare a detailed project report and investment programme for each of the identified sub-regional centres.
- 5. To take up the construction and management of viable, identified regional road sections and by-passes in NCR, as pilot projects, on 'B.O.T.' basis, after suitably amending their respective State Highway Acts to facilitating private sector investments in the construction and management of such roadways as well as recovery of cost through collection of tolls.

All State Governments and Government of NCT-Delhi

- 6. To see that their respective plan allocations and/or other dedicated funding resources are raised to the level of their proposed shares in the aggregate matching contribution of Rs.200 crore to be provided for NCR Planning Board.
- 7. To each prepare a NCR sub-component plan as part of their 8th Plan and corresponding Annual Plans.
- 8. To interact with the Planning Commission and obtain additional allocations to meet the specific requirements of the NCR development programmes, as and where necessary.

- Government of Haryana

 1. A decision on NCRDFC and share of equity contribution in NCRDFC be postponed pending further discussions.
 - To take up the construction of the identified by-passes at Meerut and Hapur respectively, forming part of the NCR Regional Road Project (Outer Grid), on a priority basis. in to state Government at

To propert an outline development plan for each of the Government of Uttar Pradesh

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- To take up the construction of the identified by passes at Meerut and Hapur respectively, forming part of the NCR Regional Road Project (Outer Grid), on a priority NCR Regional Road Project (Cass) basis.

Government of Rajasthan

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