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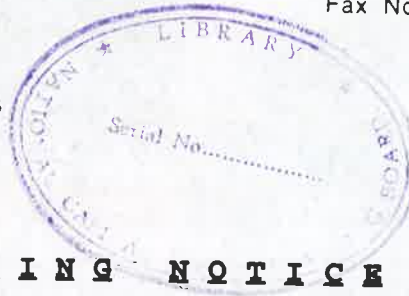
राष्ट्रीय राजधानी क्षेत्र योजना बोर्ड
**NATIONAL CAPITAL REGION
PLANNING BOARD**

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शहरी कार्य एवं रोजगार मंत्रालय
Ministry of Urban Affairs & Employment
Fax No. : 4642163

No.K-14011/14/96-PMC/NCRPB

Dated : 23.8.97



M E E T I N G N O T I C E

**Sub : Special Meeting of the National Capital Region
Planning Board, New Delhi to be held at 11.00 AM on
1st September, 1997 at South Block. Parliament House Annex**

A special meeting of the National Capital Region Planning Board has been fixed at 11.00 AM on ~~1st~~ September 1997 at ~~South Block~~ PHA Block, New Delhi. This meeting will be chaired by the Hon'ble Prime Minister.

The agenda notes are enclosed.

You are requested to make it convenient to attend the meeting and confirm your participation by FAX.

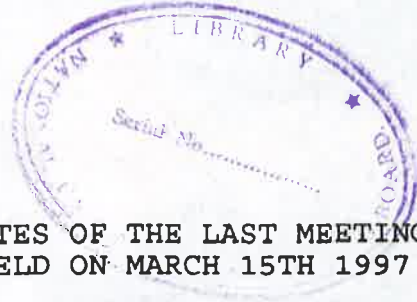
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NCR PLANNING BOARD

SUB : SPECIAL MEETING OF THE NCR PLANNING BOARD TO BE HELD UNDER THE CHAIRMANSHIP OF THE HON'BLE PRIME MINISTER ON 1ST SEPTEMBER 1997 AT SOUTH BLOCK.

AGENDA



- AGENDA 1. CONFIRMATION OF MINUTES OF THE LAST MEETING OF THE NCR PLANNING BOARD HELD ON MARCH 15TH 1997.
- AGENDA 2. PRESENTATION ON THE ACTIVITIES AND PROGRAMME OF THE NCR PLANNING BOARD BY THE MEMBER SECRETARY.
- AGENDA 3. DISCUSSION ON "THE SPECIAL NOTE ON THE ACTIVITIES AND PROGRAMMES OF THE NATIONAL CAPITAL REGION --- RECOMMENDATIONS FOR IMPLEMENTATION BY CENTRAL GOVERNMENT, MINISTRIES, DEPARTMENTS, STATE GOVTS. AND THEIR IMPLEMENTING AGENCIES".
(ENCLOSED)
- AGENDA 4. ANY OTHER ITEM WITH THE PERMISSION OF THE CHAIR.

NATIONAL CAPITAL REGION PLANNING BOARD

SPECIAL NOTE ON THE ACTIVITIES AND PROGRAMMES OF THE NATIONAL CAPITAL REGION ----- RECOMMENDATIONS FOR IMPLEMENTATION BY CENTRAL GOVT., MINISTRIES, DEPARTMENTS, STATE GOVTS. AND THEIR IMPLEMENTING AGENCIES.

INTRODUCTION

The core objectives of the Regional Plan - 2001 for NCR, which was notified in January 1989, are :-

- a) To reduce the pressure of population in Delhi and contain its growth within a manageable population size of 112 lakhs by 2001 AD., by deflecting 2 million people to the NCR outside Delhi.
- b) To achieve a balanced and harmonised development of the entire NCR.

These objectives are sought to be achieved through the following inter-related policy measures :

- (1) Decentralisation and dispersal of economic activities including shifting of industries, wholesale markets and offices of public sector undertakings and govt. departments out of Delhi.
- (2) Development of integrated townships alongside existing Priority/DMA Towns alongwith economic infrastructure in the form of industries, wholesale trade and location of shops & office complexes for large-scale employment generation and physical & social infrastructure at par with Delhi to accommodate and support the population deflected from Delhi.
- (3) Development of regional-level infrastructure in the transport sector (covering both rail & road systems), power, telecommunications, water & sewerage and town level services.

I. REVIEW OF ACTIVITIES IN THE SEVENTH PLAN :

For the Seventh Plan, the NCR Planning Board had approved an investment programme for about Rs.1470 crores covering Rs. 760 cr. in the Central sectors and Rs. 710 cr. in the State sectors. For the Joint sector development programmes to be taken up under the State sector, the NCRPB was required to contribute Rs. 355 cr. alongwith an equal contribution coming from the participating states. However, the Board was allocated a meagre Rs. 35 crores, only against which also the actual release was limited to Rs. 29.67 crores. With these limited finances the Board could only advance Rs. 33.56 cr. as loan (including Board's internal accruals) to the states mostly for land acquisition and development in selected towns. Not much could be achieved through the other central ministries, as the plan had been approved only towards the fag end of the 7th plan in 1989.

Subsequently during the 2 Annual Plans i.e. 1990-91 & 1991-92, against the actual release of Rs.10 & Rs.12.25 cr. (total Rs. 22.25 crs.) made respectively to the Board, loans of Rs. 33.16 cr. were given to finance development projects in participating states.

II. REVIEW OF ACTIVITIES IN THE EIGHTH PLAN

For the Eighth Plan, an investment programme for Rs. 4342 crores consisting of Rs. 2375 crore in the Central Sector and Rs. 1967 crores in the State Sector was approved.

FISCAL PERFORMANCE - CENTRAL SECTOR

NCR Planning Board drew up programmes to be taken up by the Central Ministries during the 8th Plan through a separate sub-component plan for NCR ; however, no such sub-component plans were prepared except in Telecom sector.

- (a) Ministry of Surface Transport : Widening and upgradation of the 5 National Highways (1,2,8,10 & 24) and land acquisition for the 3 Expressways proposed to be constructed on BOT basis. No sub-component plan for NCR was included by MOST in their 8th Plan. Only the National Highway improvement was taken up as a part of their normal National Highway programme. The MOST refused to take up the financing of land acquisition for Expressways since these had not been declared as National Highways/Expressways.
- (b) Ministry of Railways : They were expected to take up the construction of Rewari-Bhiwadi BG line (a part of the regional rail by-pass), strengthening of regional radial rail corridors for commuter traffic and gauge conversion of Delhi-Alwar line. No separate sub-component plan for NCR was prepared. Only gauge conversion of Delhi-Alwar line was taken up as a part of National gauge conversion programme. For other works, no action was taken on the plea that these were not financially viable. The NCR Planning Board was asked to arrange funds over and above Railway's plan budget, with no dividend liability and to commit to bear the operational losses, in case these programmes were to be implemented by the Railways for the Board.
- (c) Telecommunication : The Telecom department made full provision of Rs. 779 crores in their own 8th plan and effectively executed the required works +resulting in considerable reduction in the waiting list in most of the towns. However, the NCRPB proposal to provide local call facilities within the DMA and have a uniform STD Code (011) for all DMA towns remained under consideration of the Ministry of Communications.

FISCAL PERFORMANCE - STATE SECTOR

The State sector programmes consisted of :

- Joint Sector programmes to be taken up by the Board and the states, sharing the total cost of Rs. 1265 crores on a matching basis; this required a release of Rs. 600 cr. or so by Central government and
- Exclusive state programmes consisting of augmentation / improvement of state roads and Power Transmission & Distribution to be fully funded by the states.

For the joint sector programmes, out of the 8th plan allocation of Rs. 200 cr. to the NCR Planning Board, the actual release was limited to Rs. 135 crores only. Considering this and also as the States were finding it difficult to provide for 50% of the project cost, the Board reviewed the position and took the following decisions in March 1995:

- a) for funding the joint sector projects, the State should come up with a basket of projects (both remunerative and non-remunerative) and provide 25% of the project cost interest free, while the rest could be made available as loan assistance by the Board through its own resources and market borrowings and accordingly improve the viability of these projects.
- b) A line of credit was arranged through HUDCO for funding the NCR Projects.

With the above arrangements, during the 8th plan, the Board was able to approve schemes of about Rs. 1267 crores and disburse loan of about Rs. 295 crores, out of the budgetary sources, internal accruals, contributions from NCT-Delhi and line of credit from HUDCO. The carry over requirement of funds on these schemes is Rs. 350 Cr. In addition, the funds required to finance the projects in pipeline are of the order of Rs. 250 cr.

PHYSICAL PERFORMANCE

Upto the end of 8th Plan, a total of 98 schemes have been sanctioned with an overall cost of about Rs.1400 crores, out of which the 54 have already been completed and 44 are on going. Through these schemes, it is envisaged to develop:

- a) Industrial areas : 2400 ha. to provide about 10,000 industrial plots/sheds and result in generating an employment of about 1.5 lakh in the formal sector and 3.82 lakhs in the informal sector.
- b) Commercial areas : 121.3 ha. with 17,000 shops, to generate 17,000 jobs in the formal sector & 45,000 jobs in the informal sector.
- c) Residential areas: 4530 ha. to provide app. 1 lakh plots and flats to accommodate at least 5-7 lakhs population.
- d) Transport : In addition to road over bridges and tunnels, the Board has also financed the development of transport terminals at Panipat, Alwar, Meerut, Ghaziabad, Khurja and Bulandshahr.

PLANNING ACTIVITIES

The NCR Planning Board has finalised and approved the Sub-regional Plans for UP and Rajasthan, while those for Haryana and NCT Delhi are in the process of finalisation. The Board has also prepared and approved Functional Plans for transportation, power and tele-communications. Functional Plans in respect of water supply, drainage and sewerage and those for industries are under finalisation. As an important step towards implementation of the Regional infrastructural projects, Rs.750 crores FNG expressway is being taken up on a BOOT basis with the active participation of the State Governments of Haryana and Uttar Pradesh and global tenders for the same have been invited.

DECENTRALISATION AND DISPERSAL OF ACTIVITIES - PROGRESS OF

The Regional Plan had proposed the dispersal of Government and PSU offices, wholesale trade and commerce and industries from Delhi into the NCR.

- 13 Government offices and 24 PSUs were identified for shifting outside Delhi by the committee under the Cabinet Secretary. However, only 4 PSU offices have so far shifted.
- No progress has been made towards shifting of wholesale trade and commerce, rather a large commercial complex with 12 five star hotels, a shopping mall etc. is planned in Vasant Kunj area of South Delhi.
- Under the order of the Supreme Court to implement the Delhi Master Plan, 1400 large, medium, noxious and hazardous industries were closed down in Delhi and supposed to be shifted outside into the NCR and beyond. 39,000 non-conforming industries for which also the closure order was issued by the Supreme Court, are being relocated in 1300 acres of new industrial areas proposed to be developed within Delhi at Bawana.

PROBLEMS IDENTIFIED

- a) Dispersal of activities. The existing imbalance in the fiscal structure i.e. lower tax rates higher wages and better linkages in Delhi, affect adversely the efforts for dispersal of economic activities from it to the NCR towns, rather encourages concentration of activities in Delhi. As a result of the non-shifting of activities, 4000 acres of land acquired by Meerut Development Authority and 7000 built-up houses and 1 lakh sq. mts. of built-up office space at Ghaziabad are lying unutilised and the respective development authorities are languishing under the financial burden on their account.
- b) Provision of services at the regional level : The Central and State level agencies responsible for providing most of the services like power, tele-com, post, water management etc., consider a State as a single unit (area) for operating their services and also fixing the tariffs. NCR, which is an inter-state region is not considered a single unit for providing same level of services and uniform tariff pattern. This has resulted in a differential level of services within NCT Delhi and outside in the NCR.

- c) Formulation and Prioritisation of Development Projects : Since the NCR Planning Board is not vested with the requisite powers for implementing development projects in the Region, it is wholly dependent on the Member States and their Area Development Authorities both for the formulation of the development projects, determining their priority, as well as earmarking funds for their implementation.
- d) Shortage of budgetary support and non incorporation of sub component plan by most of the Central Ministries and States in their Five Year Plan/Annual Plans.

ORIENTATIONAL AND OVERVIEWAL OF ACTIVITIES - PROGRESS OF

The Regional Plan had proposed the dispersal of Government and PSU offices, wholesale trade and commerce and industries from Delhi into the NCR.

1. Government offices and 24 PSUs were identified for shifting outside Delhi by the committee under the Cabinet Secretary. However, only 4 PSU offices have so far shifted.

2. No progress has been made towards shifting of wholesale trade and commerce either a large commercial complex with 12 floors and a shopping mall or is planned in Vasant Kunj area of South Delhi.

3. Under the main of the Supreme Court to implement the Delhi Master Plan 1985, industries and business activities were closed down in Delhi and advised to be shifted outside the NCR and beyond 5000 non-conforming industries for which also the closing order was issued by the Supreme Court, are being relocated in 100 acres of new industrial areas proposed to be developed within Delhi in Gurgaon.

RESULTS AND RECOMMENDATIONS

Dispersal of activities : The existing imbalance in the fiscal structure for direct tax rates higher wages and better linkage in Delhi affect adversely the efforts for dispersal of economic activities from it to the NCR. To counter this imbalance, concentration of activities in Delhi. As a result of the non-shifting of industries, 4500 acres of land acquired by National Development Authority and 7000 acres of houses and 1 lakh sq. m. of built-up office space is identified for being utilised and the respective development authorities are languishing under the financial burden of their account.

6) Provision of services at the regional level : The Central and State level agencies responsible for providing most of the services like power, water supply, waste management etc., remain at a single point (Delhi) for operating their services and also fixing the tariffs. As a result, an over-concentration of services is witnessed in Delhi and the provision of services at the regional level is not adequate. This has resulted in a differential level of services within NCT of Delhi and outside in the NCR.

III. STRATEGIES FOR THE FUTURE

The decade - long experience of the implementation of the development programmes in the NCR indicate that the land use controls exercised under the Regional Plan-2001 (and also through the respective Master Plans of the various towns in the NCR) are required to be complemented by a clearly defined fiscal policy for locating / re-locating various development inputs such as setting up industrial estates, wholesale trade and commercial centres and offices of public sector undertakings and Central Government Deptt. which have the potential of very high rate of employment generation.

In view of the above, it is necessary that a more cohesive policy structure both for the land use planning as well as the economic planning, may have to be evolved for the NCR if the Regional Plan strategy of deflection of 2 million population and dispersal of economic activities is to be implemented in the limited time perspective. For this the Board has identified the following policy initiatives :

A) COMMON ECONOMIC ZONE

We may consider treating NCR as a **Common Economic Zone** wherein the financial services, fiscal & tariff structure and all other economic policies could be uniformly applied and atleast these types of disparities are reduced to the minimum to facilitate balanced growth of the region. Some of the specific areas which could be considered for this purpose are :

1. Harmonising the Fiscal structure in the entire National Capital Region by :
 - i) Rationalising the Central and State Sales Tax to provide for uniform rate of taxation in the entire NCR and removing all inter-state tax barriers.
 - ii) Financial services: Commercial banks in the NCR should provide the same level of services as available in Delhi, more specifically in respect of the following :
 - a) all NCR Banks should participate in Delhi Clearing house,
 - b) all bank branches in NCR be computerised and inter-connected by a network for smooth and expeditious completion of all financial transactions and operating of A.T.Ms,
 - c) branches of banks in DMA and Priority Towns be authorised to deal in foreign exchange,
 - d) provide letter of credit facilities to customers.
2. Enlarging the scope of Delhi-based Authorities/Corporations to include the entire NCR in their area of operation and to take up joint ventures with their corresponding authorities of the participating states operating in the NCR. A few of these authorities which could be considered are DDA, DSIDC, DFC, DTC, MTNL, etc.
3. Setting up of a Regional Commercial Centre within Delhi so as to provide front office facilities to industries setting up their plants in the region.

4. Uniformity in Power and Water Tariffs through out NCR.
5. Evolving new and bold measures for generation of resources including involvement of private sector both in the development of infrastructure in towns and at the regional and functional level.

(B) REGIONAL COUNCIL

Since one of the principal objectives of the Regional Plan is the deflection of population and economic activities, a sizeable public participation in the development programmes is a pre-requisite for the success of these programmes. In order to involve the public at large in the implementation process and to achieve a higher level of transparency in the programmes, it is proposed that a **Regional Council** under the Chairmanship of the Prime Minister with Members of Parliament and Members of the Legislative Assemblies representing the constituencies of the NCR, along with the existing Board Members, may be constituted. In this Council, the major economic and policy matters related to the NCR could be resolved and a consensus decisions taken wherever necessary. This Council could be set up by a resolution of NCR Planning Board.

IV. DEVELOPMENT OF NEW TOWNSHIPS

The Regional Plan envisages deflection of 20 lakh population from NCT-Delhi to the Priority Towns/ complexes and DMA towns through a process of induced development of self-contained integrated townships alongside these towns i.e. the DMA towns of Ghaziabad, Noida, Faridabad, Gurgaon, Bahadurgarh & Kundli; the Priority towns of Meerut, Hapur, Bulandshahr-Khurja complex, Panipat, Rohtak, Palwal, Rewari-Dharuhera - Bhiwadi Complex and Alwar.

The strategies suggested in order to achieve the above objectives are :

- i) The new townships should be centred around core economic activities such as large/medium industries, large commercial complexes like ICD and whole-sale market yards and office complexes, to be relocated out of Delhi as part of the over-all dispersal strategy, or else as new green-field projects of the State/Central Government.
- ii) Higher-order social facilities of national or regional importance such as educational/medical/engineering institutions, universities, hospitals, sports complexes, tourists centres and industrial estates may also be among the specific activities to be promoted in these townships.
- iii) Major infrastructure works such as expressways, improved/ augmented national highways, Regional rapid transit system, for swift and unhindered commutor movement, effective telecommunications and uninterrupted power supply facilities, should be dovetailed with the development activities in these townships.

The urgency to take immediate steps to implement the above to develop these townships, further arises out of the orders of the Hon'ble Supreme Court, to implement the provisions of the Delhi Master Plan and Regional Plan, whereby a large number of industries not permitted in Delhi, are to be closed down and dispersed over the NCR. In order to facilitate such a shifting and relocation of industries, development of adequate infrastructure to support these industries in the NCR is required on top priority basis. Active co-operation of the private sector, mainly the industrial entrepreneurs is contemplated in the fiscal plan to supplement the efforts by the States.

As per the fiscal plan, during the 9th Plan it is proposed to invest Rs. 4600 crores through the public sector for town level infrastructure development, while the private sector is proposed to invest Rs. 12000 Crores on housing, Industry, Trade and Commerce, internal physical & Social infrastructure in the Townships.

V. DEVELOPMENT OF REGIONAL INFRASTRUCTURE

A) TRANSPORTATION :

The transport network consisting of the five National Highways and 7 radial rail corridors converge on to Delhi and the entire traffic including that not destined to Delhi passes through it. The rail-based commuter service having not been optimally developed, the entire commuter load (98.5%) is borne by road-based transport. This has resulted in tremendous congestion on the existing limited road network of Delhi, specially the ring road where already the traffic demands need doubling of the existing 6 lanes in certain stretches and increasing pollution levels to make Delhi one of the 4 most polluted cities of the World.

Keeping these factors in view the NCR Planning Board has prepared a Functional Plan for Transport Sector with the following objectives :

- i) a coordinated development of regional road and rail transport network
- ii) to shift the modal share in favour of railways to the extent of atleast 50%, to ensure clean, safe and economic traffic.
- iii) to by-pass all the road and rail traffic not destined to Delhi.

For achieving the above objectives, the Functional Plan envisages the following road and rail infrastructure projects in NCR.

Road Sector:

1. *Upgradation (4-laning) of the 5 National Highways in NCR -being undertaken by Ministry of Surface Transport (MOST)*

2. *Construction of 4 Expressways with a total length of 386 kms.*

This project should be taken up as a joint project by MOST and the states, both sharing the land acquisition cost on a 50%-50% basis and construction by private sector on BOOT basis. MOST has consistently been refusing to declare these expressways as National Highways and accordingly to invest in the land acquisition of these expressways.

3. *Widening (4-laning) of State Roads*

The Regional Plan and the Functional Plans have suggested the widening of

* Inner Grid Road (Rohtak-Sonepat-Murthal-Baghat-Meerut and Jhajjar-Gurgaon-Faridabad)

* Outer Grid Road (Meerut-Hapur-Bulandshahr-Palwal-Rewari- Rohtak-Gohana-Panipat)

Keeping in view the meagre resources of the state governments, NCRPB has forwarded a project proposal to World Bank through MOST for financial assistance.

4. Perimeter Expressway in Delhi

Government of Delhi has already initiated feasibility study for this expressway.

5. Elevated Expressway on the existing ring road in Delhi

Government of Delhi has been requested to conduct the feasibility study for an elevated expressway on the ring road.

Actions required to be taken by Ministry of Surface Transport :

1. Declaration of Expressways in NCR as National Expressways :

- * MOST may be directed to declare NCR Expressways as National Expressways and provide Rs. 350 Cr. in their budget towards land acquisition for these expressways.
- * MOST may initiate Feasibility studies in respect of the expressways in NCR on the same lines as that of study conducted for Faridabad-Noida-Ghaziabad Expressway by MOST.

2. The proposal for financial assistance for the inner and outer grid roads submitted to the World Bank may be followed up and the release of funds may be got expedited.

Rail Sector

Regional Rapid Transit System

The functional Plan has evolved a Regional Rapid Transit System for effective and efficient movement of commuters between NCR towns and Delhi and vice-versa and provide effective by-pass for the through trains (specially goods trains), to decongest the Delhi's rail network.

The first phase of the RRTS envisages the development of portions of perimeter rail corridor, some additional tracks along the radial corridors, electrification and upgradation of some existing tracks and development of new terminals in NCR at a total cost of approx. Rs. 1400 cr. These regional proposals have to be complemented by an augmentation of the existing rail infrastructure within Delhi at a cost of Rs. 690 cr. Thus, for a total cost of approx. Rs. 2100 cr., most of the NCR towns like Meerut, Hapur, Khurja, Palwal, Rewari, Alwar, Rohtak, Panipat, Ghaziabad, Faridabad, Gurgaon, Bahadurgarh and Sonapat will have effective commuter rail links with Delhi Metropolis. Simultaneously, a 15 minute frequency commuter service could be made available in Delhi, along the existing Delhi Rail Network.

In a recent meeting with the Railway Board, the feasibility of utilising land as a resource for financing these rail projects was considered. For this purpose allowing Railways a higher FAR for development of their properties was also thought-off and committees for identification of such Railway property which can be commercially exploited have been set up. Simultaneously, another committee under the Chairmanship of Secretary, UD is proposed to be set up to work out the modalities of allowing higher FAR and land use for all exploitable land (owned by Railways and other authorities).

Actions to be taken :

- i) Both these committees are now required to firm up their views urgently and raise resources for implementing these projects.
- ii) The sharing formula for the resources generated through land may be worked out.

B) COMMUNICATION

D) TELECOMMUNICATION :

Functional Plan for Telecommunications for the NCR aims at providing an efficient telecom network in the entire NCR with uniform level of services throughout the region. To meet this objective the Functional Plan of has made the following main recommendations :

- i) Provision of telephones on demand in the entire NCR. This would entail wiping out the waiting list and provide for entire projected future demand. As on 1.4.96 the waiting list in the NCR was of other order of 80,000 (i.e 17.6% of the operating 4.5 lakh connections) as compared to only 9000 (i.e. 0.8% of the operating more than 11.5 lakh connections) in Delhi.
 - a) During the first phase (1997-2001), 4 lakhs 13 thousand new telephone connections are required to provided in the DMA and priority towns at the cost of Rs.1941.59 cr. Out of this Rs.1300 cr. shall be from DOT budget and Rs. 641.59 cr. through private participation.
 - b) During the second phase (2001-2005). 4 lakhs 59 thousand new telephone connections are to be provided at the cost of Rs.2159.53 cr. through private participation.
- ii) Local Call facility among among the NCR Towns at par with Delhi and provision of a Single STD code of 011 for the entire NCR. This not only would greatly faciilitate the communication between the subscribers throughout the Region and with the entire country, it would provide a cohesiveness to the entire Region.
- iii) Jurisdiction of MTNL would have to enlarged to include the entire statutory region i.e NCR .In the first phase (upto 2001 AD) it is proposed to cover the DMA with the above facilities,which should be extended to the entire Region by 2005 A.D

II) POSTS :

During the first phase (1997-2001) single pin code (110----) should be extended to all DMA towns and single postal circle for NCR should be created. During second phase (2001-2005) this facility should be extended to whole of NCR.

C) POWER

Power is key infrastructure required for the economic development of a region/state. However, in NCR there exists large imbalances in terms of availability of Power and its tariff between Delhi and NCR areas. Comparing to the energy requirements, Delhi has only a marginal shortage of 8.8%, while the participating states of Rajasthan, Haryana and Uttar Pradesh face much larger shortages of 43.5%, 33.2% and 13.9% respectively. Accordingly, the Functional Plan for power has emphasised the following developmental strategies :

1. NCR Towns should have their own gas based captive power generating stations to supply atleast 50 to 60% of their power demand (945 MW). This power generation capacity to be taken up through the private sector
2. Adequate improvement in the transmission and distribution system to be made to effectively to distribute the power generated in the NCR towns.
3. The supply system to have completely "Automatic Supervisory Control and Data Acquisition system (SCADA)" for reliable power supply and to facilitate immediate transfer of power from place to place in the event of breakdown. Simultaneously the system may have an slanting facility for each of the towns so that in the event power failure in the grid, uninterrupted supply to the towns continues through the captive power plants.

The Functional Plan has envisaged an investment of Rs. 3600 Cr. (Rs. 3000/-Cr. for power generation and Rs. 600 Cr. for Transmission and Distribution).

After detailed discussion on the issues with Secretary, Power the following decisions were taken:

- 1) The Central Electricity Authority (CEA) shall carry out preparation of a short, medium and long-term plan for estimating the power demands, sources of generation of power and transmission and distribution system for NCR. The plan will also suggest the alternative fuels for power generation among gas, coal, naphtha, furnace oil etc. The CEA will also evolve the modalities of creating a sub region (NCR) within the northern region for supply of power.
- 2) A Committee shall be set-up under the Chairmanship of Shri J S Vasudevan, Joint Secretary, M/o Power with representatives from NCR States, CEA and NCR Planning Board to work out the modalities (terms of reference etc.) for conducting techno-economic feasibility studies (pilot studies) through consultancy agencies in the towns of Manesar in Haryana, Bhiwadi in Rajasthan and Ghaziabad in U.P. for setting up of captive power generation plants including transmission and distribution (licensing cum generation arrangement) in these towns. The Committee will also evolve guidelines of sharing of power between NCR sub-region and rest of the portions of States.

D) WATER

The requirements of water for the region has been estimated at 7415 mld comprising 6312 mld for urban and 903 mld for rural by 2001.

An inter-state agreement amongst the Chief Ministers of States of Uttar Pradesh, Haryana, Himachal Pradesh, Rajasthan and Delhi for sharing the water of river Yamuna had been signed on 12.05.94. according to which NCT of Delhi has been allocated 0.724 BCM to meet its drinking water needs. This will enable DSW & SDU to draw about 1092 MGD of raw water on completion of storage dams - "Renuka" in Himachal Pradesh on river Giri and "Kishau" on river Tons in Uttar Pradesh. Pending construction of these storage dams, seasonal allocation of flow of river Yamuna has also been made and a definite share has been allocated for Delhi as per clause 7.1 of the accord.

Accordingly, the Draft Functional Plan for water supply has proposed the following development proposals:

1. To provide water supply/drainage infrastructure throughout the region at levels comparable with Delhi and for it to upgrade the existing water supply systems in DMA and Priority Towns.
2. Strengthening the institutional and financial arrangements to provide water to the entire Region in a co-ordinated manner so that regional water supply schemes can be taken up in the most cost effective manner and any duplication of systems occurring on account of a uncoordinated system can be avoided. For this, the constitution of a Regional level water supply & drainage authority may be considered.

Function Plan also suggests the following short term and long term measures to solve the water problem of Delhi as well as total NCR:

Short Term Measures

- i) Construction of an independent carrier channel for augmentation of Delhi water supply from Munak Headworks to Haiderpur treatment plant can increase the availability of water at this site to about 0.43 MAF (592 CS or 318 MGD) as against the present availability of 0.27 MAF (372 CS or 200 MGD) by saving of avoidable conveyance losses besides checking unauthorised tapping enroute. The scheme costing about 100 crores could be straight away taken up for implementation.
- ii) As an immediate short terms measure, the gap between the availability and requirement of potable water in NCT of Delhi can be narrowed down by exchanging of 100 MGD of properly treated affluent (186 cusses or 0.135 MAF/day) from Okhla sewage treatment plant with raw water in the ratio of 1:5. This raw water could be made available by Haryana Govt. at Haiderportreatment plant and the treated effluent water utilised for irrigation purposes in Gurgaon canal area by them.
- iii) Storage of rain water and excess flow of Yamuna water during monsoon season also help to supplement the raw water requirement for new water treatment plant.

Long Term Measures

Construction of storage dams on tributaries of river Ganga, Yamuna viz. Lakwar Vyasi Dam, Kishau Dam, Tehari Dam, Kotli Bhel Dam in Uttar Pradesh and Renuka Dam in Himachal Pradesh. Brief detail are as under:

i) Kishau Dam:

The proposal is for construction of a dam across river Tons, which is a tributary of river Yamuna at Samberkhera, about 45 Kms u/s of Dakapather. The project envisages construction of 23.6 m concrete Gravity dam. Besides generation of power and bringing additional areas under irrigation it will provide 370 MGD(689 cs) towards domestic requirements Delhi.

ii) Renuka Dam:

A multipurpose scheme on river Giri, envisages construction of 186 meter high earth cum rock fill dam. Storage in the dam will be available to supplement the drinking water supply to Delhi to the extent of 275 MGD (512 cs).

iii) Tehri Dam:

Uttar Pradesh has agreed to supply 500 cs of water from Ganga to Delhi. 200 cs are being supplied from Ramganga project for existing Bhagirathi plant. Balance 300 cs is to be supplied from the proposed Tehri Dam which is a multipurpose project envisaging construction of 245.5 m height rock fill dam across river Bhagirathi 160 MGD (300cs) is expected to be available for Delhi. This project is under construction and likely to be completed during the 9th Plan period. Raw water will made available through Upper Ganga Canal near Muradnagar. It proposed a 140 MGD Plan in Shahdara to use this water.

Financial Requirement for NCR

Based on the above consideration the requirement of funds for development of water infrastructure in NCT of Delhi and participating states of Haryana sub-region, U.P. sub-region and Rajasthan sub-region has envisaged an investment of Rs. 6130 in the Draft Functional Plan for NCR.

Action required to be taken by the Ministry of Water Resources :

As water is the prime determinant for the carrying capacity and sustainability of any metropolitan region, the Ministry may indicate the latest status of the above mentioned upstream Himalyan reservoirs and the likely time schedule within which they could be completed so that other down the line works falling in NCR could be planned.

VI. FISCAL PLAN FOR NCR

The Fiscal plan has envisaged an outlay of app. 28,000 crores for the Ninth Plan, out of which Rs.16,000 crores (60 %) are to be invested by the private sector, while the public sector agencies consisting of the various Central Ministries, the State Governments and the NCR Planning Board would make an investment of about 12,000 crores. The private sector would mostly invest on housing, development of industry, trade and commerce, land acquisition and internal development. The public sector on the other hand would have to provide the regional infrastructure in the form of highways and expressways, regional rapid transit system, telecom, power and other town level infrastructure. However, in order to induce the private sector to make this level of investment, the same will have to be preceded by the public sector investment to act as a facilitator and catalyst. The details of the sectorwise investment requirements and the means to raise resources to meet the same are detailed out in the appended fiscal plan. In order to meet the central sector requirements, the central ministries would have to provide for NCR sub-components in their Ninth Plan to the extent of Rs. 2916 cr.

The joint sector programmes envisaged in the fiscal plan are of the order of 6,300 cr. during the Ninth Plan, both for the development of infrastructure as well as townships. These have to be funded in the following manner by the NCRPB and the participating states of Haryana, Rajasthan, Uttar Pradesh and Delhi.

1) a) Budgetary support to the NCRPB	Rs.800 cr.	
b) Contribution by NCT Delhi	Rs.150 cr.	Rs.1230 cr.
c) Internal Accruals of NCRPB	Rs.280 cr.	
2) Borrowings:		
a) Capital Market(Bonds)	Rs.1785 cr.	
b) Institutions	Rs.1785 cr.	Rs.3570 cr.

Sub total	Rs.4800 cr.	
3) Allocation by Haryana, Rajasthan & Uttar Pradesh	Rs.1500 cr.	

Total	Rs.6300 cr.	

To meet the above requirements, the proposed Budgetry Sources to the NCRP Board are:

Item (a) out of the Center Govt's IX Plan allocations	Rs.800 Crs
Item (b) out of the IX Plan allocations of the GNCT Delhi	<u>Rs 150 Crs</u>
	<u>Rs 950 Crs</u>

The Ministry of UA & E has indicated that the Central allocation for the IX Plan for NCRPB is likely to be Rs 400 Crs.. i.e. 15% of the total financial requirement. However for the current year i.e. 1997-98 the grant intimated is only Rs. 45 Crs.

The rest of the resources to the extent of Rs. 3850 Crs are supposed to be generated as **Internal & Extra Budgetary Resources (I & EBR)**

The Planning Commission has accordingly approved an I&EBR of Rs.624 crores for the year 1997-98 to be mobilised from capital market (taxable and tax-free bonds) and borrowing (at concessional interest rate under priority sector and at normal rate) from financial institutions.

For the state sector projects which are to be exclusively funded by the States, like the transmission and distribution of power, regional roads (Inner and Outer Grids) etc.; the funds are required to be provided in the respective State Plan budgets, over and above the requisite provision for joint financing as indicated above as the NCR sub-component

In the light of the above, the following POLICY DECISIONS are required to facilitate the mobilisation of requisite resources:

(1) The Central Ministries and NCR States should structure separate NCR SUB COMPONENT PLANS and make adequate budgetary provisions as indicated below in their 9th plan, and the same should be ensured by the Planning Commission :

M/of Surface Transport	Rs. 601 cr
M/of Railways	Rs.1015 cr
M/of Communications	Rs.1300 cr
	<u>Rs.2916 cr</u>
Haryana	Rs.1468 cr.
Rajasthan	Rs. 206 cr.
U.P.	Rs.1441 cr.
NCT-Delhi	Rs.1060 cr.
	<u>Rs.4175 cr.</u>

(2) The following further actions are required to be taken by the concerned Central Ministries:

Ministry of Urban Affairs & Employment and Planning Commission

In view of the drastic reduction in the proposed 9th plan allocation of the Ministry of UA&E (from the required Rs.11,800 crores to Rs.2000 crores), the Ninth Plan Budgetary allocation of Rs.800 crores suggested in the NCR fiscal plan is also likely to be reduced to Rs.250 crores. Since this reduction is going to seriously affect the implementation of the projects in the NCR, the Planning Commission may be requested to suitably enhance the Ninth Plan allocation of the Ministry to enable it to provide requisite allocation of Rs.800 crores for the Ninth Plan and Rs.160 crores for the current year.

Ministry of Finance

Necessary administrative clearances be given to enable the Board to utilise the sanctioned IEER by:

- for housing, industrial estates etc.

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VII. FISCAL REQUIREMENTS

The Fiscal Plan for the NCR has proposed a total investment of approximately Rs.28,400 crores during the Ninth Plan on the NCR projects. However, out of this amount, a large investment of about Rs.16,500 crores on projects for township development and core infrastructure to be taken up on BOOT basis have been assigned to the private sector, while the public sector consisting of the State Governments, the Central Ministries and the NCR Planning Board are required to invest about Rs.11,900 crores as under :

State Governments (for their exclusive projects and joint projects with the NCRP Board)

1.	Haryana	Rs.1468 crores
2.	Uttar Pradesh	Rs.1441 crores
3.	Rajasthan	Rs. 206 crores
4.	Delhi	Rs.1060 crores *
	Total	-----
		Rs.4175 crores

* This includes Rs.150 crores as Delhi's contributions to the NCR Planning Board.

Central Ministries

Ministries of Surface Transport	Rs. 601 crores
Ministry of Communications	Rs.1300 crores
Ministry of Railways	Rs 1015 crores **

Total	Rs.2916 crores

** Major financial requirements of the Ministry of Railways (appx. Rs.1015 crores) are proposed to be met out of the development of Railway Property. A part of the surplus so generated is proposed to finance the regional railway projects.

NCRPB

Budgetary support to through MOU(A&E)	Rs.800 crores
Internal extra budgetary resources to be generated by the NCR Planning Board through bonds, loans from F.I's and internal accruals of the Board.	Rs.4000 crores

	Rs.4800 crores

Total investment requirement Rs.11891 crores

Resources for above investment

Budgetary support for Central Govt.
(M.O.S.T., MOC, NCRPB) Rs.2701 crores

Budgetary support for Participating
States (UP, Haryana, Rajasthan & Delhi) Rs.4175 crores

Total Budgetary (Centre & State)
support required for the IX Plan Rs.6876 crores

Resources to be raised through
commercial use of railway property Rs.1015 crores

IEBR of NCRPB Rs.4000 crores

Total extra budgetary resources Rs.5015 crores

Total Public sector resources Rs.11891 crores

Total Private Sector resources Rs.16500 crores

Rs.28391 crores

Say Rs 28400 Crores

Our discussions with the various departments/state govts. have disclosed extreme reluctance on their part to allocate resources of this order for implementation of our plan. So we need to evolve new and bold initiatives for resource generation including using land as a resource and involvement of private sector both in development of infrastructure in the townships and at the regional level.

VIII. INNOVATIVE METHODS FOR RAISING ADDITIONAL RESOURCES:

In addition to the above, the board has also been suggesting following other modes for raising additional resources to meet the uncovered gaps for funding the Regional infrastructure :

a) Using land as a resource :

The optimum and economic use of land - the most valuable asset in and around any Metropolitan area to generate surplus revenue for :

(i) Supplementing the resources required to fund general infrastructure in the region. It has been estimated that proper commercial utilisation of about 100 acres of premium land in South Delhi can generate not only a surplus of Rs. 1000 cr. for funding the regional infrastructure but in addition make about 10000 houses available in DMA town of Ghaziabad for the Govt. servants along with dedicated free commuter bus service to and from their place of work.

(ii) Project specific commercial use of land to improve the FIRR of an otherwise financially enviable infrastructure project. As in the case of F-N-G Expressway, to improve the financial returns of the project from 11.5% to atleast 16%, it has been proposed to provide a specific area upto 80 Hec. (200 acres) at Ghaziabad for commercial exploitation by the B.O.O.T operator and the surpluses generated therefrom could be utilised to indirectly subsidise the capital cost of the Expressway project to the extent of about 26%.

iii) Recycling of land and buildings belonging to the various PSU'S and Govt. departments in Delhi which can be used for more remunerative use and the extra resources so generated can be used to fund their shifting to their new locations.

b) Using development control regulations :

The economic value of land depends upon its permissible landuse and the FAR, both of which are regulated through the Master Plan Zoning control regulations by the concerned development authority. This authority taking into cognisance of the existing capacity & the possible enhanced capacity of the infrastructure can allow a higher FAR and/or a more lucrative landuse which can be sold or traded off to generate substantial additional resources not only to meet the cost of improvement of local infrastructure but also fund the higher level Regional and town level infrastructure.

c) Using the value addition to land prices.

The high level of development achieved by any town/ area as an effect of the laying of regional infrastructure, results in an exponential increase in the land values over and above the land cost in that area. It is proposed therefore that a small portion these increased land value may be set apart to part - finance the regional infrastructure. For the new township development covering an overall area of 20,000 hectares, an average "charge" of Rs. 100/- per sq metre of the saleable area (which is hardly 5% of the avg. selling price of Rs. 2000/- per sq. mt.) can yield about Rs. 1000 crores.

Ministry of Urban Affairs & Employment

- (i) Necessary clearances may be granted for commercial development of 100 acres of land in Delhi for generating resources for funding NCR programmes.
- (ii) To initiate action in formulating necessary guidelines and laydown the principles for allowing additional FAR and a suitable landuse for commercially viable development and workout a formula for use of the surpluses so generated for funding Regional infrastructure.

IX. CONCLUSIONS

A) Setting-up of

i) Common Economic Zone and

ii) Regional Council for NCR

B) Measures for dispersal of activities

- 1) The PSU's / Govt. offices identified for shifting be given a dead line to procure office space in the NCR outside Delhi and shift. They may be allowed to generate resources by recycling their existing lands and buildings in Delhi, and use the same to finance their relocation in NCR.
- 2) No new PSU / Govt. office be allowed to be established henceforth in Delhi and rather be located outside Delhi in the NCR. No expansion (in terms of staff) be allowed in the existing PSUs in Delhi, for which they should acquire office space outside Delhi.
- 3) To meet the new/additional demand for Govt. housing and office accommodation in Delhi, the existing 7,000 built-up houses and 1 lakh sq. mts. of built-up office space at Ghaziabad may first be utilised fully and all additional new accommodation including office space, be created in the DMA and Priority towns outside Delhi.
- 4) For expanding wholesale business, new markets should be created outside Delhi only in the NCR, and no expansion there of or creation of new/alternate market permitted in Delhi.

C) Actions required to be taken by various Ministries and States

The Central Ministries and NCR States should structure separate NCR SUB COMPONENT PLANS and make adequate budgetary provisions as indicated below in their 9th plan, and the same should be ensured by the Planning Commission :

M/of Surface Transport	Rs. 601 cr
M/of Railways	Rs. 1015 cr *
M/of Communications	Rs. 1300 cr
	<u>Rs. 2916 cr</u>

* May be excluded if the proposal to use railway land as resource is accepted and the regional rail projects can be funded therefrom.

Haryana	Rs. 1468 cr.
Rajasthan	Rs. 206 cr.
U.P.	Rs. 1441 cr.
NCT-Delhi	<u>Rs. 1060 cr.</u>
	<u>Rs. 4175 cr.</u>

1) Ministry of Urban Affairs & Employment and Planning Commission

- (i) In view of the drastic reduction in the proposed 9th plan allocation of the Ministry (from the required Rs.11,800 crores to Rs.2000 crores), the Ninth Plan Budgetary allocation of Rs.800 crores suggested in the NCR fiscal plan is also likely to be reduced to Rs.250 crores. Since this reduction is going to seriously affect the implementation of the projects in the NCR, the Planning Commission may be requested to suitably enhance the Ninth Plan allocation of the Ministry to enable it to provide requisite allocation of Rs.800 crores for the Ninth Plan and Rs.160 crores for the current year.

2) Ministry of Urban Affairs & Employment

- (i) Necessary clearances may be granted for commercial development of land in Delhi for generating resources for funding NCR programmes.
- (ii) Initiate action for formulating necessary guidelines and laydown the principles for allowing additional FAR and a suitable land use for commercially viable development and workout a formula for use of the surpluses so generated for funding Regional infrastructure.

3) Ministry of Finance

Necessary administrative clearances be given to enable the Board to utilise the sanctioned IEBR by:

- (i) Bringing in the necessary amendments to the Income Tax Act to allow the Board to raise Tax Free Bonds, for which an allocation of Rs. 85 crores has already been made by the Finance Ministry in consultation with the Planning Commission.
- (ii) To declare the development of infrastructure in the NCR as priority sector development and direct the financial institutions like the LIC, GIC, UTI, Commercial banks etc. to provide necessary funds to the Board at concessional rates of interest as is already being done for housing Industrial Estates etc.

4) Ministry of Surface Transport :

1. Declaration of Expressways in NCR as National Expressways :

- * MOST may be directed to declare NCR Expressways as National Expressways and provide Rs. 350 Cr. in their budget towards land acquisition for these expressways.
- * To start with MOST may initiate Feasibility studies in respect of the expressways in NCR on the same lines as that of study conducted for Faridabad-Noida-Ghaziabad Expressway by MOST.

2. The proposal for financial assistance for the inner and outer grid roads sent to the World Bank may be followed up and the release of funds may be got expedited.

5) Committee of Ministries of Railways and UD

- a) The Committees formulated after meeting with the Chairman of Railway Board may firm up their views on identification of commercially exploitable land, plan for its most remunerative use within the final land use and FAR being prescribed for these areas. Accordingly, the process for the development of these areas and raising resources may be initiated and simultaneously action be taken to start the implementation of Regional Rapid transit system.
- b) The Committee should finalise the formula for sharing of the so generated resources.

6) Ministry of Communication :

- a) Deptt. of Telecom. (D.O.T.) :
 - i. To provide local call facilities and single STD code for the NCR towns at par with Delhi. In the first phase these facilities may be extended to the DMA town and subsequently be extended to the entire NCR during the next phase.
 - ii. The jurisdiction of MTNL may be enlarged to include the entire statutory of National Capital Region.
 - iii. Requisite number of telephones be provided in the NCR towns to make telephones available on demand without any waiting list therein.
- b) Deptt. of Posts :

A single pin code facilities i.e. 1100---- be provided to all the DMA towns in the first phase which may be extended to the entire NCR in the second phase. For this a single postal circle may be created for the entire NCR.

7) Ministry of Power

- i) To prepare short, medium and long term plans for estimating power transmission and distribution system for the NCR and sources of generation of power with alternate fuels like gas, coal, Naphtha and furnace oil etc.
- ii) Modalities for creating a sub-region (NCR) within the North region for power supply may be worked out.
- iii) Techno-economic feasibilities studies for pilot projects for power generation at Manesar in Haryana, Bhiwadi in Rajasthan and Ghaziabad in UP including transmission and distribution can be commissioned and got completed as early as possible.

**MINUTES OF THE 21ST MEETING OF THE NCR PLANNING BOARD HELD
AT 12:00 NOON ON 15TH MARCH, 1997 IN SCIENCE CENTRE, NEW DELHI**

The list of participants is annexed.

1. Welcoming the members to the meeting, the Member Secretary informed about the inability of the Prime Minister to attend the meeting, and requested the members to agree to request the Minister of State for U.A. & E., Dr. U. Venkateswarlu to chair the meeting. This suggestion was unanimously accepted.
2. Welcoming the Chief Ministers, Lt. Governor and other members and officers, the Minister of State, Dr. U. Venkateswarlu apologised for having had to postpone the earlier meeting and the delay in holding the same. The Chairman explained that in the meeting being held later in the afternoon, the strategy for mobilisation of resources for the NCR to meet the Ninth Plan Investment requirement approved in the 20th meeting of the Board would be discussed and the same would well blend with the on-going process of finalisation of the Ninth Plan at the National Level. He further emphasised the need for evolving an operational mechanism for co-ordinated development and management of regional infrastructure like transport, water supply, drainage, power etc. through unified co-ordinating bodies. To begin with, the scope of some of the Delhi based authorities like DDA, DSIDC, DTC etc. could be enlarged to be able to collaborate with their counter parts in the participating States for undertaking joint sector projects. Similarly, the allotment of residential, commercial, industrial and group housing sites could be taken up jointly on a regional basis in Delhi and NCR towns, through common advertisement.
3. The Minister of state further suggested that for the Govt. servants based in Delhi, housing colonies may be developed in the NCR towns and the expensive land in Delhi should be used for more remunerative purposes and the surplus so generated should be used for development of infrastructure within and outside Delhi. Expressing his happiness over the recent approval of the MRTS proposal for Delhi, the MOS hoped that the regional transport network will ultimately be dovetailed to Delhi's transport network. Explaining the decisions taken in the railway co-ordination Committee meeting held under the Chairmanship of the Chairman Railway Board and the subsequent meeting taken by the Railway Minister, it was intimated that the study on Rail Perimeter Corridor was at an advanced stage and a short term plan was being evolved which could provide commuter services within Delhi within the next two to three years.
4. The Minister of State complimented the States for the co-operation extended by them in the implementation of the Supreme Court order regarding the shifting of industries through the Single Window and hoped that similar co-operation would be available in other fields also. He made special reference to the Supreme Court order regarding re-settlement of Jhuggis from Delhi into the NCR towns in certain identified locations. He further asked the States to prepare an Action Plan in

respect of the various proposals contained in the Ninth Plan Investment Programme and the Functional Plans already approved specially in power sector to take up these power generation projects in the private sector.

5. Concluding his speech, the Chairman appreciated the sincere efforts being made by the states to achieve the goals and objectives of the regional plan.
6. Shri Sahib Singh Verma, Chief Minister of Delhi expressed his grave concern at the pressure being exerted on Delhi's services i.e. transportation, shelter, power, water etc. and environmental pollution caused by the ever increasing population, specially due to in-migration. He expressed his anguish over the slow progress in the implementation of the NCR Plan. He further requested additional allocation of funds for GNCT Delhi on the lines of the Union Territories. The C.M suggested the development of new townships all over the NCR to help in de-congestion of Delhi. He further suggested that if there was a resource constraint with the states for this purpose, acquired land may be provided to the private companies for development of such new townships. He particularly mentioned about the growing slums and the need for regularisation of unauthorised colonies and requested the Central Govt. to finalise the guidelines as early as possible. Emphasising the need for a time bound programme for the implementation of the NCR Plan, the Chief Minister said that the only hope for the survival of Delhi was through the development of the NCR, for which various departments responsible for undertaking the infrastructural development should be given a time bound programme and in case there is a shortage of funds for some of the components, these may be handed over to the private sector.
7. Shri Bansi Lal, Chief Minister of Haryana, while requesting that his written speech should be treated as having been read expressed, his anguish over the non implementation of the NCR Plan, for which he had been attending various meetings for last 28 years. He felt surprised over the continuation of DDA under the Central Govt. and suggested that the same should be handed to the Govt. of NCT Delhi as early as possible. He impressed upon the Govt. of India to give sufficient funds to the states as subsidy/grant for the development of NCR and not in the form of loans. He suggested the construction of a bypass about 40 to 50 kms. away from Delhi so as to de-congest the existing highways within Delhi area, by diverting the through traffic not destined for Delhi. The printed speech of Chief Minister, Haryana is appended as annexure to these minutes.
8. The Urban Development Minister, Rajasthan, Shri Bhanwar Lal Sharma suggested that in the meeting of the NCR we should try to find solution to the problems of Delhi which have been placed before the Board by the Chief Minister of GNCT-Delhi. With regards to the Rajasthan sub-region, the Minister requested for the expeditious implementation of the regional plan projects like the broadguaging of railway lines, widening of National Highways, construction of Bhiwadi- Rewari-Palwal- Khurja broadguage rail bypass and the construction of new rail line between Harsal, Mandawar, Behror and Narnaul. He further suggested the widening of Alwar-Ramgarh-Sohna-Gurgaon highway without which it will not be possible to attract the deflected population to these areas. Dwelling upon the need for co-ordination with Haryana, he requested the Chief Minister of Haryana to

allow the Rajasthan Govt. to construct a road link between Bhiwadi and the National Highway - 8 and get the problem of common sewerage between Bhiwadi and Dharuhera sorted out as early as possible. The Chief Minister, Haryana, Shri Bansi Lal intervened to suggest that both the matters could be resolved in a joint/bilateral meeting.

9. Shri Bhanwar Lal Sharma further pointed out that keeping in view the over all priorities of the State, it was very difficult for them to spare sufficient funds for the development of this area and whatever meagre amount was being made available by the NCR Planning Board, was also in the form of a loan. He requested that few of the loans should be provided interest free and the interest on earlier loans, which had risen to Rs.42 crores, should also be waived off,. He further requested that the change of land use required in Rajasthan sub-region should be freely permitted as the same is actually needed to accommodate the industries shifting from Delhi. He thanked the Chief Minister of Haryana for having agreed to sort out the problems of road and sewerage at Bhiwadi.
10. Shri Bansi Lal, Chief Minister, Haryana asked the Member Secretary information regarding the decision of inclusion of additional areas of Haryana in the NCR. It was explained by the Member Secretary that the matter would be considered at the time of review of the Regional Plan.
11. The advisor to the Governor of U.P., Sh.B.N.Swaroop, also emphasised the need for the Govt. of India to provide liberal financial assistance in the form of grants or subsidy rather than loans to the States. This, he said, will help in the expeditious implementation of the projects. He, while complementing the Chairman for the announcement that some of the railways programmes would be implemented within 2 to 3 years, suggested that target for their implementation should be fixed. He requested that in view of the U.P. Govt. taking up the Tronica City near Loni on a priority basis, the development works in the surrounding areas in Delhi should also be expedited. He further suggested the creating of a few satellite Airports around Delhi and improving the connecting roads as is being done in the case of a new Airport planned for Greater NOIDA. The advisor further pointed out that in order to assist the NCR Planning Board in implementing the decentralisation policy, about 4000 acres of land at Meerut had been acquired to accommodate Govt. offices to be shifted form Delhi, which is still under utilised and as such immediate steps should be taken to implement the decision of shifting of activities from Delhi. In this very area, if necessary, sites for hotels can also be provided. Referring to the power sector development, the advisor pointed out that their plant load factor has substantially increased due to intensive monitoring being undertaken by the U.P. Govt.
12. The Lt. Governor of Delhi made the following observations:
 - a) All cities in the NCR should adopt WHO sponsored "Healthy City Programmes" for which details are available with the Union Health Ministry. Unless all cities of NCR participate in this effort, NCT Delhi cannot become a healthy city in isolation.

- b) Water scarcity is looming large in the entire NCR. Hence water conservation practices including use of sprinkler and drip irrigation systems in upstream States is vital to conserve more water for urban use.
- c) For the movement of passenger public transport vehicles (Buses and Mini buses) within NCR, no route sharing should be necessary and vehicles registered in NCR States should be able to ply freely in the NCR without any interstate transport agreements.
- d) Of all the solid waste being collected every day in Delhi, 80% is of organic nature. This can be converted by a microbial conversion technology, already being successfully implemented by the M/s Excel Industries, Bombay and others, into high grade organic manure. The same technology can be used profitably in other NCR Cities for solving the problem of urban solid waste disposal.
13. Shri Bansi Lal, Chief Minister, Haryana intervened and pointed out that their case for approval of 400 mw gas based power plant at Faridabad had been pending with the Govt. of India for quite sometime and should be expedited, so that the work on the project can be started immediately as the investment made by Haryana in acquiring land worth Rs.11 crores is lying unutilised for a long time.
14. The Chairman responding to the points made by the Chief Ministers, Lt. Governor, Advisor to Governor etc. made the following observations:
- a) In view of the massive growth of Delhi from 62 lacs in 1981 to 94.2 lacs in 1991 and now to 124 to 130 lacs in 1997, the problems of Delhi had grown beyond proportions and can only be solved through NCR. He called upon all the participating States to comprehend the situation in a co-ordinated manner to find effective measures to arrest the migration of the population and the further perpetuation of congestion in Delhi. Sharing the anxiety of Chief Minister, Delhi regarding the slow process of implementation of the NCR Plan, the Chairman emphasised on the joint role required to be played both by the Central Ministries and the State Govts. in implementation of the regional development programmes.
- b) Regarding the transfer of DDA to GNCT Delhi, it was pointed out that this authority had been created through an act of Parliament in 1957 and has been playing an important role in the development of Delhi since 1962. Since the Lt. Governor of GNCT is also the Chairman of DDA, he has all the knowledge of the functioning of the Authority and can co-ordinate all its activities. Shri Bansi Lal, intervened to pointed out that over the last 20 years a number of acts and even the constitution have been amended and it was high time to introduce necessary legislative amendment to allow greater participation of Delhi's elected representatives in the functioning of DDA also. In fact all earlier Punjab acts in respect of the functions of Deputy Commissioners, the DIG Police, Municipal Administration etc.,

were applicable to Delhi and even the bench of the Punjab High Court used to sit in Delhi, but in view of the changing requirement, we have already amended most of those acts. In fact similar changes should be brought about in other acts also to keep pace with the changing times. Chairman pointed out that the similar question had been raised in the Parliament and he had suggested that this issue being very complex in nature, needs to be debated in greater details before any final conclusion can be reached.

- c) Regarding giving of grants to the States in place of loans, the Chairman pointed out that whatever little money is given by the NCR, is meant to start the seeding process and the state agencies should revolve it to multiply the funds through land development. In fact, for the generation of resources only, the Prime Minister at the last meeting had set up the group of the finance ministers which would be discussing this issue specifically later in the afternoon.

15. The Minister for Power, Dr. S. Venugopalachari intimated that with the assistance of the Chief Ministers of Delhi and Haryana a common action plan for power had been formulated and submitted to all the States and in pursuance of the same, the Centre and States were considering the formulation of the State Electricity Regulatory Commissions and Central Regulatory Commissions which would go into the question of tariff, private sector participation, power transmission and distribution and the role of the Central agencies, improvement of Electricity Board structure and their financial health. The matter regarding captive generation had already been discussed a couple of time with the Prime Minister and the Chief Ministers and it is hoped that in the Ninth Plan we will give more emphasis on hydropower projects in view of the fact that out of 1,00,000 mw generating capacity available in the country, we are utilising only 23000 mw. It was pointed out that for the Ninth plan a target of 6000 mw is proposed to be achieved as per the north-eastern power profile. In fact all Chief Ministers are monitoring the progress and the Central Govt. intends delegating more and more powers to the States. Regarding the thermal power Station at Faridabad, it was intimated that since the project has already been approved by the Prime Minister, the same is being put up to the Cabinet Committee within the next 15 days.

16. The Chief Minister, Haryana requested the Minister to ensure that full power demand for the NCR is met. The Minister of State for power promised to get the matter examined. The Chief Secretary, Haryana pointed out that the outlays of 1052 crores suggested for the power sector in the NCR Plan was quite large, which they would not be able to meet purely out of their own plan and as such he requested the Govt. of India to meet the additional power requirements in this area out of its own generation.

17. Shri Omesh Saigal, Member Secretary, NCR Planning Board explained the agenda items and the following decisions were taken on them after detailed deliberations:

17.1 Agenda Item No.1. CONFIRMATION OF THE MINUTES OF THE 20TH MEETING OF THE NCR PLANNING BOARD HELD ON 19.8.96

Noting that no comments had been received in respect of the minutes of the 20th meeting of the NCR Planning Board held on 19.8.96, the minutes were confirmed.

17.2 Agenda Item No.2 REVIEW OF THE ACTIONS TAKEN ON THE DECISIONS OF THE 20TH MEETING OF THE NCR PLANNING BOARD.

The members were apprised of the action taken on the various decisions of the 20th meeting of the Board held on 19.8.96. It was pointed out by the Member Secretary that subsequent to the Board meeting he had detailed discussions regarding the implementation of the RRTS in the Co-ordination Committee meeting held under the Chairmanship of the CRB, which was followed by another meeting chaired by the Railway Minister. It was also informed that as a result of the persuasion of the Ministry, the Planning Commission had allotted an IEBR of Rs.624 crores for the year 1997-98, which inter-alia would be able to provide substantial resources for the development of the region. It was pointed out by the Member Secretary that through the joint efforts of the participating States, their implementing agencies and the NCR Planning Board, the development activities have really picked up during the last one or two years as is evident from the large number of projects costing more than rupees eleven hundred crores having been approved. There was considerable step up in the loan disbursements. The Board was informed that the Project Development Fund, approved in its 19th meeting has since been created. The Board agreed with the suggestion that apart from utilising this fund for preparation of Regional Plans, Functional plans, etc. and for project appraisal and development, it could also be used for meeting expenditure on certain other items. It was approved that since the IHC building in which the Board office is presently housed was not purchased out of non-plan funds, the recurring expenditure on its maintenance, including items like taxes etc., could be met out of this project development fund. The Member Secretary further requested the State Govts. to take practical measures to implement the Functional Plan on Power which had been approved in the last Board Meeting, specially in respect of the captive power generation where most of the action has to be taken by the States and resource provided by the private sector.

17.3 Agenda Item No.3 APPROVAL OF FUNCTIONAL PLAN FOR TELECOMMUNICATION SECTOR IN NCR.

The Member Secretary broadly explained the Functional Plan on Telecommunication and brought out its three most important components viz. the provision of local call facility within the DMA in the first phase to be extended ultimately to the entire NCR; secondly, the making of telephone facilities available on demand in the NCR towns; and thirdly the allotment of land on cost to cost basis by the State Urban Development Authorities like HUDA etc. to the Telecom Department for establishing new exchange buildings and the necessary infrastructure.

Reacting to the suggestions, the representative of the Telecommunication Ministry indicated that they had divided their secondary switching area and tariff regions on the basis of political boundaries i.e. the States. As such if any changes are done in the same, in this particular case of NCR, similar demands would start coming from all over the country. Dr. U. Venkateswarlu, Minister of State, U.A. & E., explained that NCR was a totally different concept as it had been created under an Act of Parliament and cannot be compared with other areas. As such a totally different approach is required for implementation of the NCR projects, since they are all national importance and need special treatment. The advisor of Governor U.P. also emphasised the need for co-ordinated telecom network which would form the basis of the overall development in the region. It was explained by the representative of the telecommunication ministry that a meeting was been taken by the Secretary, where they will try to sort out most of the issues. With these remarks the Functional Plan on Telecommunication was adopted.

17.4 Agenda Item No.4 ISSUES ARISING OUT OF THE 40TH AND 41ST MEETING OF THE PLANNING COMMITTEE.

The Member Secretary explained the various decisions/recommendations of the two meeting (40th & 41st) of the Planning Committee, specially in respect of the cases for the change of land use in Delhi as well as in U.P. The recommendations were adopted and approved by the Board.

17.5 Agenda Item No.5 SHIFTING OF INDUSTRIES FROM DELHI TO NCR.

The Member Secretary explained the initiative being taken by the various constituents of the single window and the unified agency in assisting the shifting of industries. The Advisor to Governor U.P. requested that the land use change should be liberally allowed. The Minister for Urban Development, Rajasthan suggested that the powers of the change of land use should be given to the Planning Committee so that the cases can be dealt with expeditiously because normally the Board meetings are held after about 6 months. The Chairman agreed to examine this issue.

The Chief Minister of Haryana emphasised that all the shifting industries from Delhi would require special infrastructure in the form of power, roads, water, sewerage disposal etc. at their new locations in the States, for which additional funds should be allotted to the States.

17.6 Agenda Item No.6 APPROVAL OF REVISED BUDGET ESTIMATES FOR 1996-97 UNDER NON-PLAN (REVENUE) AND PLAN (CAPITAL) AND BUDGET ESTIMATES FOR 1997-98.

The items were noted by the Board.

**17.7 Agenda Item No.7. PRESENTATION OF AUDITED ACCOUNTS OF NCR
NCR PLANNING BOARD FOR THE YEAR 1995-96.**

The contents of the audited accounts were noted.

17.8 Agenda Item No.8 ANNUAL PLAN FOR THE YEAR 1997-98.

The Member Secretary explained the various sub-components of the Annual Plan for the NCR and emphasised the need for the states and the Central Ministries to make corresponding provisions in their annual plans . The representative of the Ministry of Railways pointed out that the provision of Rs.122 crores made as the railways sub components for the tracks improvement etc. can only be possible if the amount is provided over and above the Plan provision without dividend liability. He further said that it may not be possible for the railways to undertake the projects on the CIDCO approach of sharing of costs. It was pointed out by the Member Secretary, Shri Omesh Saigal that in the meeting with the Railway Minister it had been agreed to follow the CIDCO pattern. The representative of the railways said that this matter could be further discussed in detail in the next meeting of the Co-ordination Committee under the Chairman Railway Board wherein the actual cost would be known after the RITES had completed their study, being undertaken for the NCR Planning Board. It was emphasised by Shri N.P.Singh, Secretary Urban Development that the only way to facilitate dispersal of economic activities and population from Delhi was to implement the regional transport network i.e. the RRTS. He further intimated that the CIDCO pattern according to which 2/3 of the participation used to be from the State Govt. and 1/3 from the Ministry of Railways, had already undergone a change and now the sharing is being done on a 50:50 basis. In fact, it was the primary responsibility of the Railways to undertake the work and it would be very difficult for the States to shell out even the 50% contribution. As such unless railways decide to put in the suggested 1/3 of the funds, the NCR Plan will remain a non starter. It was pointed out by the Chief Minister, Delhi that in Calcutta the entire amount was borne by the Ministry of Railways and as such even in the case of Delhi the Ministry of Railways should spend entire amount out of their own resources. The Chief Minister of Haryana Shri Bansi Lal re-iterated this suggestion of Delhi Govt. It was decide that the Co-ordination Committee chaired by the Chairman Railway Board with the four Chief Secretaries as its members, would go into the matter in detail and decide the funding of the programme.

**17.9 Agenda Item No. 9. REVIEW OF MONITORING OF PHYSICAL
PROGRESS OF SCHEMES AND PROJECTS FOR
WHICH LOAN ASSISTANCE IS BEING PROVIDED
BY THE NCR PLANNING BOARD.**

The progress of the schemes was reviewed.

**17.10 Agenda Item No.10. RECRUITMENT RULES AND ASSESSMENT SCHEME
FOR NCR PLANNING BOARD EMPLOYEES.**

The proposal was approved.

17.11 Supplementary Agenda Item No.1. FISCAL PLAN FOR THE NATIONAL CAPITAL REGION.

The contents of the Fiscal Plan were accepted and the Plan was approved.

17.12 Supplementary Agenda Item No.2. PERSPECTIVE PLAN FOR CONSTRUCTION OF HOTELS OF INTERNATIONAL STANDARDS IN THE NATIONAL CAPITAL REGION.

It was explained by the Member Secretary that detailed information from U.P. Govt. in respect of the hotel sites at Meerut, Ghaziabad, Noida, Greater NOIDA had been received. However, no information had been received from Haryana Govt. The Chief Secretary, Haryana assured that the necessary information would be sent immediately on his return to Chandigarh.

18. The Chief Secretary, Haryana further requested that the loan of Rs.112.5 crores in respect of the IMT may be released immediately. The Member Secretary pointed out that since the Haryana Govt. had not come forward to take the loan last year, the amount reserved for them had been disbursed among RIICO and UPSIDC. For the current year the disbursement will depend upon the release of loan by HUDCO. It was pointed out by CMD, HUDCO Shri V.Suresh, that on the intervention of the Secretary, UD and the Additional Secretary UA&E, they have already conveyed their approval and were ready to place the entire 100 crores at the disposal of the Board by the end of 31st March, 1997. As such there should be no problem to Haryana in land acquisition. He further pointed out that in respect of this particular line of credit, a net 16% rate of interest was being charged and no front end fee was included.

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



**(OMESH SAIGAL)
MEMBER SECRETARY**

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GOVERNMENT OF HARYANA

SPEECH

OF

SHRI BANSI LAL

CHIEF MINISTER, HARYANA

21ST MEETING

OF

National Capital Region Planning Board

ON

SATURDAY, 15TH MARCH, 1997

NEW DELHI

ANNEXURE

**Hon'ble Minister of State for Urban Affairs and Employment
Dr. U. Venkateswarlu, my distinguished colleagues, members of N.C.R.
Planning Board and friends.**

It gives me a great pleasure to be present here to take part in the 21st meeting of the N.C.R. Planning Board. In the last meeting of the Board held on 19th August, 1996 presided over by the Hon'ble Prime Minister, very fruitful deliberations were held on Delhi's existing problems with regard to traffic congestion, air pollution, shortage of power, drinking water etc. Some significant suggestions were made by me and my colleagues from other states in sorting out these problems and they were discussed in detail. Financial requirement for the development schemes for N.C.R. for the 9th and 10th Five Year Plans were also highlighted. I would request for speedy implementation of the decisions on which consensus has already been arrived at.

The central idea behind the N.C.R. Board is to arrest migration of population to Delhi and bring about rapid development in the areas around Delhi in order to decongest the capital city by developing other satellite towns. Approximately 1/3rd of Haryana falls in N.C.R. which constitutes about 44% of the total area of the region. Haryana surrounds Delhi on three sides and most of the fast growing towns fall in the Haryana Region. It would therefore be logical that the N.C.R. Planning Board should allocate a major share of its resources to the Haryana region. In fact in order to bring about decongestion of Delhi, States like Haryana surrounding Delhi have to invest much larger amounts on creation of social infrastructure, maintenance of law and order and improvement and maintenance of existing facilities. Meeting this burden would be difficult for the State Government which has to take care of the other areas of the State which are more backward and remote. It is not realistic to expect the State to meet expenditure for major works like roads, electricity etc. and funding for these has to come from N.C.R.

The living environment of the N.C.R. towns needs to be brought at par with the facilities available in Delhi in order to induce people to go out of the national capital. Creation of more jobs and employment opportunities in these towns would put a halt to continuous migration of job seekers to Delhi. Unless this is done at an accelerated speed, the problems in Delhi are likely to go out of hand by the dawn of the next century.

An amount of Rs. 1468 crores has been proposed in the Investment Plan as Haryana's share for the 9th Five Year Plan period on the projects like New Townships, Infrastructure Development, Regional Roads, Transmission and Distribution of power etc. While we would try to accommodate some of these schemes in our State Plan during the 9th Five Year Plan, it would not be possible to provide for the full amount, because of paucity of resources. I would, therefore, suggest that the Planning Commission should make additional provision in the Five Year Plan for the N.C.R. and the money should be made available to the States in addition to the overall Plan allocation. The State Government owes a big responsibility for providing social infrastructure in the neglected and deprived areas of the State and cannot divert funds for the development of N.C.R. at their cost.

Delhi's growing problems of urbanisation are a national concern. Hence relief to the National Capital in the form of rail and road bypass should be taken care of by the concerned Ministries of the Central Government. I do not agree with the view that the concerned States should bear partially or wholly the cost of such bypasses only because they happen to pass through their States. Accordingly I would request that the financial outlay for N.C.R. for the 9th Five Year Plan should be recast in the light of above.

The Haryana Urban Development Authority (HUDA) is carrying out a very important function of urban development and improving infrastructure in the N.C.R. towns of Haryana. The role of HUDA has been lauded all over and has been cited as a model for similar development activities elsewhere. I would request the N.C.R. Planning Board to come out liberally in providing financial help to HUDA in the shape of soft loans repayable over a period of 20 to 30 years. Infrastructure development with institutional loan involving high rate of interest could be counter-productive. There is also a need to upgrade and redevelop the central areas of the old towns which are highly congested and thickly populated. The N.C.R. Board should make special provision for this purpose.

In the years to come power would be a very critical input for economic activities in the N.C.R. towns. Shortage in this regard has already been experienced in Delhi and in the neighbouring States. The prospect does not seem to be rosy in the near future. Haryana is trying its best with its limited resources to augment generation. I would request the Government of India to actively intervene in the matter and to set up more generation plants in the region so as to improve the quality of life and increase economic activity.

One of the incentives for the residents of Delhi to go to N.C.R. towns would be to give them the facility of rapid transport and communication system. Apart from rail and road links, telecommunication plays a very vital role in the economic activity and day to day life of the common citizen. I would suggest that the rate of telephone calls amongst all the N.C.R. towns should be fixed as local call. I understand the Ministry of Communication has already initiated steps in this regard. I would request immediate implementation of the decision.

National Highways passing through N.C.R. towns are getting crowded over the years as the vehicle population is increasing at an alarming rate. This calls for immediate four-laning of all such Highways and early completion of the ongoing works. I would particularly mention in this regard the traffic congestion at Ashram Chowk and Badarpur town in Delhi which needs urgent attention. I would request that a fly-over at Ashram Chowk and an elevated fly-over at Badarpur be constructed by the Ministry of Surface Transport at the earliest. Similar elevated fly-overs are badly needed at Panipat and Bahadurgarh in Haryana, since there is tremendous traffic congestion on National Highway on these points. We had also requested earlier that the roads on the inner grid and outer grid in the N.C.R. need immediate widening and strengthening so as to take some of the load from the National Highway as they can function as bye-passes for the National Capital. The N.C.R. Planning Board should immediately take up implementation of these projects. I would also request in this connection that the long pending work of Delhi-Panipat express-way should also be taken up simultaneously.

I would like to inform this House about Haryana Govt's decision to set up an ultra-modern fruit and vegetable market at Kundli in Sonapat District. This would help in decongesting 'Subji Mandi' in Azadpur in Delhi which at present is unable to handle business of such a large magnitude. Government of Haryana is keen to complete this project at the earliest. We shall be approaching the N.C.R. Planning Board for financial assistance for the execution of the project which would be of international standard.

The lower tax structure induces movement of goods into highly congested whole-sale market of Delhi. We have been insisting not only for the rationalisation of tax structure in the northern States, but also raising taxes on certain commodities in Delhi so as to prevent movement of goods from periphery towns to Delhi for their further export. Levy of consignment tax at

the point of manufacture would serve the purpose and our demand in this regard is pending with the Government of India for long. I would request an early decision in this regard not only to save us from financial loss but also for decongesting Delhi.

The Regional Rapid Transport System, as approved by the N.C.R. Planning Board, should be taken up simultaneously with the Mass Rapid Transport System so that these two systems get integrated with each other. I am grateful to the Chairman, Railway Board for having agreed to undertake the R.R.T.S. as a part of the project of the Ministry of Railways. I would, therefore, request the Planning Commission and the Ministry of Railways to allocate sufficient funds for these projects so that they can be started at the earliest.

I am of the considered view that the Railway Board should electrify radial rail corridors upto a distance of 150 kms. on all sides of Delhi and run high frequency E.M.U.S./D.M.U.S. for fast and easy movement of commuters in the region, as per master plan of Delhi. In order to complete the rail corridor covering the towns of Khurja, Palwal, Dharuhera, Rewari, Jhajjar and Rohtak, the stretch between Rohtak and Sonapat should also be included. Inner rail corridor connecting Faridabad, Gurgaon, Jhajjar, Sampla, Kharkhoda, Sonapat should also be included in the N.C.R. Plan.

As a response to our request for inclusion of some more areas of Haryana in the N.C.R., we have been informed that a Steering Committee has been set up to make a mid term review of the N.C.R. Plan-2001. We would request this Committee to submit its recommendations within a short period after considering our request and that of the other States. Addition of more potential areas in the N.C.R. would provide wider diversification of economic activities. We have already sent our proposal for inclusion of additional areas namely Karnal, Bhiwani, Hansi and Jind. We would welcome an early decision in this regard.

During his last visit to Mewat, the Hon'ble Prime Minister had announced that a provision would be made in the Railway budget of 1997-98 for Palwal-Pinangwa-Ferozpur Jhirka-Alwar railway line. I would request that the same provision be made in the budget of the Ministry of Railways so as to implement the project.

As a consequence to the recent Supreme Court judgement on relocating polluting and non-conforming industries outside Delhi, Haryana has already initiated steps to accept some of them in the Industrial Estates in and around the N.C.R. For this purpose, a high level committee has been constituted to examine the requests of such industries. I would request the N.C.R. Planning Board to extend suitable financial help to make this effort a success.

I would like to focus attention on some of our pending issues with the different Ministries in the Central Government, the clearance of which would facilitate diversification of economic activities away from Delhi.

- (1) The existing International Airport at Palam in Delhi is getting overcrowded. To relieve congestion at Palam we had earlier suggested setting up of a second International Airport at Kundli in Sonapat district. I understand the same is not found to be feasible on examination from technical point of view. Accordingly, I suggest that the proposed airport may be set up near Loharu in Bhiwani district, where adequate land can be acquired for the project.
- (2) Rail link for Manesar from main Delhi-Rewari railway line.
- (3) Electric rail link connecting Delhi-Rohtak-Hissar via Bhiwani.

In order to give a boost to the ongoing activities in the N.C.R. I would emphasise that the Investment Plan of N.C.R. Planning Board should be reflected separately in the Union budget and various Central Ministries should be allocated separate funds for the development works in the N.C.R. It is imperative that the Government of India makes sufficient budgetary provision and provides sectoral allocation for different activities in the N.C.R.

I am grateful for having been given an opportunity to participate in this meeting and express my views on some of the important issues on which N.C.R. Planning Board is deliberating at present.

JAI HIND.

As a consequence to the recent Supreme Court judgment on extending polluting and non-polluting industries outside Delhi, Ministry for a long time has been to accept some of them in the Industrial Estate in and around the N.C.R. For the purpose, a high level committee has been constituted to examine the viability of such industries. I would request the N.C.R. Planning Board to extend suitable financial help to make this effort a success.

I would like to focus attention on some of the pending issues with the different Ministries with the Central Government, the clearance of which would be a major step towards the economic activities away from Delhi.

(1) The existing International Airport at Palam in Delhi is being overhauled. To relieve congestion at Palam we had earlier suggested setting up of a second International Airport at Gurgaon in Sonapat district. I understand the same is now found to be feasible on examination from technical point of view. Accordingly, I suggest that the proposed airport may be set up near Gurgaon in Sonapat district where adequate land can be acquired for the project.

(2) Rail link for Muzaffarpur from main Delhi-Kanpur railway line.

(3) Electric rail link connecting Delhi-Kanpur-Hazrat Nizamuddin.

In order to give a boost to the ongoing activities in the N.C.R. I would emphasize that the Investment Plan of N.C.R. Planning Board should be implemented separately in the Union budget and various Central Ministries should be allocated separate funds for the development works in the N.C.R. It is important that the Government of India makes sufficient budgetary provision and provides sectoral allocation for different activities in the N.C.R.

I am pleased to have been given an opportunity to participate in this meeting and express my views on some of the important issues on which N.C.R. Planning Board is deliberating at present.

Yours faithfully,

Dr. B. R. Nandan

2

**MINUTES OF THE SPECIAL MEETING OF THE NCR PLANNING BOARD
CHAIRD BY THE HON'BLE PRIME MINISTER ON 2.9.97 AT PARLIAMENT
HOUSE ANNEXE, NEW DELHI**

The list of participants is annexed.

2. Welcoming the Hon'ble Prime Minister, the Union Ministers, Lt. Governor, Chief Ministers and Ministers from the States and other officers and members of the Board, the Minister of State for Urban Affairs & Employment, Dr. U. Venkateswarlu expressed his gratitude to the Prime Minister for having spared time out of his busy schedule to hold the special meeting of the NCR Planning Board. He also reminded that the Prime Minister had blessed the concept of "planning Delhi in its regional context" long ago much before the formation of the NCR Planning Board in 1985, as the then Union Minister of Works and Housing during the seventies. It was pointed out by the Minister of State for Urban Affairs & Employment that as against a total disbursement of about Rs. 105 cr. during the first 10 years of the existence of the Board i.e. 1985-95, the Board in the last 2 years had disbursed loans of about Rs. 256 cr. and sanctioned schemes worth about Rs. 1200 cr. and this had been possible by utilising the internal resources of the Board as well as the line of credit from HUDCO. Explaining that the Board would have sufficient funds of about 700 to 800 cr., generated out of the IEBR for the current year, he asked the states to come up with the Projects for this year, so that the same can be taken up for financial assistance immediately.
3. The Minister of State explained the exercise undertaken for the preparation of the Ninth Plan for the NCR with the help of the Sub-group set up for this purpose by Planning Commission. He suggested that since based on the report of the Sub group, the Board had finalised and approved the fiscal plan for the NCR, the Planning Commission should ensure that while finalising the Ninth Plan for the State Govts. of Haryana, Rajasthan, U.P. and Delhi as well as the Central Ministries of Surface Transport, Railways and Communications, specific NCR sub-components are included in their respective Ninth Plans. Further the Minister of State appreciated the suggested model for using land as a resource and the proposed earmarking of 100 acres of Delhi's land for commercial use and utilising the expected surplus of more than 3500 cr. for financing infrastructure development in NCR. He further informed that the pre-qualification tenders had been invited for the FNG Expressway and the same would shortly be finalised.
4. Explaining the importance of a common economic zone, the Minister suggested the setting up of Regional Council chaired by the Prime Minister, which could act as a forum to guide the policy and programmes of the National Capital Region.
5. This was followed by the release of the book "Fiscal Plan 1995-2005" brought out by the NCR Planning Board, by the Prime Minister and confirmation of the minutes of the 21st meeting of the Board.
6. The Prime Minister asked the Member Secretary, NCR Planning Board to make a presentation of the proposals, which could then be discussed in the meeting.

7. The Member Secretary, while making an audio-visual presentation, explained the scenario in Delhi, as would emerge by the turn of the century, unless concrete steps were taken to implement the NCR Plan. It was explained that without a positive planned intervention, the population of Delhi was likely to reach 2.13 cr. by 2011 AD, which is going to put very severe strain on the already deficient services like water supply, sewerage, transportation, and cause proliferation of slums and increase the pollution level two and a half times in Delhi. The only solution would be to implement the Regional Plan in right earnest, treating entire NCR as a "common economic zone" in which integrated townships could be developed; regional infrastructure like transportation, power, telecommunication, etc. can be provided and a rational fiscal policy in respect of taxes and tariffs and investments can be adopted. Explaining the fiscal plan prepared for the Ninth Plan period, the Member Secretary pointed out that major emphasis had been laid on the private sector investment. However, in order to induce the private sector to do so, it would, be necessary for the public sector to first come up with its part of the investment requirements and provide the basic development infrastructure. Recognising the limitations of the budgetary mode of financing, the Member Secretary laid special emphasis on the innovative methods of raising resources such as using land as a resource, purchasable development rights, cess on escalated values through an increase in the external development charges and providing higher F.A.R./higher value land use, to departments such as Railways, for raising additional resources.
8. It was pointed out by the Member Secretary that in response to the 9th Plan Investment requirements for the NCR, projected through the Fiscal Plan, the Planning Commission has been kind enough to approve an IEBR of about Rs.624 crs. for the year 1997-98, against which most of funds are required to be raised through the taxable and tax free bonds, normal loans/line of credit from financial institutions and priority sector low interest loans from institutions like LIC, GIC, Nationalised Banks etc. However, two main difficulties were being experienced. Firstly, despite having been allowed to raise Rs.85 crs. worth of tax free bonds, the Board being statutory in nature cannot float taxfree bonds on its own under the existing provisions of the Income Tax Act, which allows only the PSU's to raise such bounds. Thus, there was an urgent need to amend the act and bring the board within the ambit of the necessary exemption provided under section 10 of the Income Tax Act. Secondly, in order to access the priority sector loans from the financial institutions, the infrastructure development in the NCR needs to be declared as a priority area by the Ministry of Finance and the Reserve Bank of India. It was decided that both these issues will be looked into and sorted out by the Ministry of Finance.
- ✓ 9. The Prime Minister appreciated the move to have a 'common economic zone' for the entire National Capital Region and asked the Planning Commission to urgently examine the concept of common economic zone for NCR.
- ✓ 10. Laying emphasis on the need to give highest priorty to the development of infrastructure in the NCR, the Prime Minister felt that development of telecommunication, power and the rail and road networks, as already approved in the NCR Plan, should be taken up as a time bound programme.

11. First of all telecommunication was taken up for consideration. It was felt that extension of Delhi's local exchange to the DMA towns and NCR would have a favourable impact on the shifting of industries and economic activities out of Delhi. In fact, the provision of this facility within the Delhi Metropolitan Area simply means extension of the area of operation of the MTNL from the present 22 km radius to 32 kms. radius, which will practically cover the entire DMA. Already in Bombay, the distance covered is much more, the radial distance covered is approximately 66 kms. Subsequently, the local call facility could be extended to the entire NCR and simultaneously the jurisdiction of MTNL could be extended to cover the NCR. The Prime Minister expressed the view that since telecommunication could be improved with minimum financial investments and provide a facility to the largest section of regional population, the work should be undertaken straight away without any delay. He asked the Ministry of Communication to submit a report immediately.

- It was decided that the Ministry of Communication would submit a report to the PMO within a week on all the issues and the Prime Minister would apprise all the Chief Ministers in a meeting to be taken thereafter.

12. The next issue taken up for discussion was power. It was noted that there are three major problems in the power sector:

- There is an overall shortage of power in the region as against the demand.
- Even within the region, there are large disparities in the level of availability of power in different parts/sub-regions of the NCR, with the shortages varying between 8% in Delhi to 43% in Rajasthan.
- The power tariffs in the various sub-regions of the NCR i.e. Delhi, Haryana, U.P., Rajasthan are quite different from the each other.

One of the most important requirements of the region, in addition to being provided with additional power, is to be treated as a complete sub-region of the Northern grid within which there should be no disparity in the availability/shortage of power and the power tariffs are uniform. It was pointed out that a group has already been set up in the CEA to look into the matter and would shortly submit their report in this regard.

13. The Chief Minister, Rajasthan, Shri Shekhawat raised the issue of extreme shortage of power in the state and requested that the State Govt. proposals for private sector generation pending for the last 2 years with the Ministry of Power, may be got cleared early and decision regarding the fuel allocations policy be expedited. The Minister of Power, Dr. Y.K. Alagh informed that the necessary fuel allocations have already been conveyed to the States and assured that the Draft Fuel supply agreement will be made available to the States for signatures within a month or so. The Minister of Power pointed out that a number of matters were linked with the two Bills to be taken up by the Parliament, one regarding setting up of the regulatory authority for power, and the other the transmission Bill, which would facilitate the long distance transfer of power, especially from the pit head power stations like the one planned in Orissa to the Northern NCR

States. It was further explained by Minister of Power that, 2 main transmission lines have been proposed from the I.B. Valley project in Orissa. For laying one of the lines towards Maharashtra for the Western and Southern states, finances have been tied up with the World Bank, while for the second line coming to the Northern states the possibility of getting OECF (Japan) funds was being explored as the World Bank did not clear the proposal. The Minister assured that the status of the OECF assistance is being continuously monitored. However, he emphasised the need for the reforms in the working of the State Electricity Board and the power distribution system, especially in Delhi where it was very poor, with loss exceeding 50%. The Prime Minister asked the Chief Minister, Delhi to finalise the restructuring of Delhi's transmission system in a time bound manner otherwise it will be not be possible for the Central authorities to provide any assistance for additional power/fuel. The Chief Minister, Delhi assured that by November end he would be able to finalise most of the matters regarding power distribution in Delhi. The Prime Minister also called upon the States to clear their bills for coal and power, failing which the amount will be deducted out of their plan outlays.

14. The Prime Minister suggested that if there was a need for legislative measures to be taken immediately, the possibility of issuing an ordinance should be examined, to cut down the delay in getting the bills passed in the Parliament. The Prime Minister further mentioned that he would very shortly take a meeting with the Ministers of Power, Petroleum and Finance to sort out most of the inter-related issues.
15. The Chief Minister, Rajasthan laid emphasis on the uniformity of tariff structure, especially in respect of power and water among the NCR States, so that they do not compete with each other, rather they should be complementary as far as the location and operation of economic activities is concerned. He stated that Rajasthan was already implementing the Govt. of India's policy for increasing the power tariffs to fully recover the cost of power generation. The Prime Minister congratulated the Rajasthan Govt. for the action being taken by them and suggested that all states should follow their example. Shri Bansi Lal, Chief Minister, Haryana also emphasised the need for uniform power tariff structure and pointed out that one of Haryana's neighbouring State had started providing free power to the farmers causing a lot of pressure from their counter parts in Haryana on the State Govt. also to follow suite. He further suggested that looking at the difficulties in achieving the uniformity in power tariffs at the national level, as is being contemplated through the national regulatory authority bill, in the first instance we may try to take up the matter up on a regional basis and a group of 4 to 5 states located in every region could be clubbed together for uniform tariff purposes. This suggestion was welcomed by all the Chief Ministers and other members of the Board.
16. The following decisions were taken with regards to power:
 - The Prime Minister will take a meeting with the Ministers for Power, Petroleum and Finance next week to settle the policy and procedural issues relating to liquid fuel based power projects.

- The bills which could not be passed in the present session of the Parliament but are urgently required to give multiple clearances, should be enacted through an ordinance, in order to cut the delays.
- The Ministry for Power would submit a report on the progress of various proposals discussed, as also the OECF assistance for the transmission line connecting the IP Valley with the northern sector, to the PMO within a fortnight.
- The Delhi Govt. should streamline and improve the electricity distribution system on top priority basis.
- Regionwise meetings for evolving a common power tariff structure should be convened. The first meeting may be convened for the Northern Region.
- Ministry of Power should expedite legislative measures for setting up National and State level Electricity Regulatory Authorities / Commissions.
- The PM would review the progress of the implementation of the CEPA Projects with the Ministries / Depts. concerned within a week in order to ensure that the relevant issues/problems are sorted out.

17. It was pointed out that the Regional Plan had proposed the widening and strengthening of existing National Highways leading to the Capital alongwith construction of Expressways to work both as bypasses as well as provide high speed uninterrupted access. The NCR Planning Board has been asking the MOST to expedite the work in respect of the National Highways already in hand with them. Simultaneously they have been requested to declare the expressways proposed in Regional Plan as National Highways/Expressways. The Prime Minister was of the view that since the Ministry of Surface Transport had limited resources, their investment on major highways and expressways may also remain limited. However, as in most of the countries outside India where the development of Roads is being considered as an integral part of the urban development coming up along the highway, the State Govts. should also try to generate additional resources for the development of roads through development activities in town along the respective highways and expressways to finance them.

18. Referring to the Rail infrastructure, the Chief Minister, Haryana, Shri Bansi Lal felt that for closer links between NCR towns and Delhi, the railway tracks connecting them should be electrified and fast EMUs should be operated between them at regular intervals so that the commuters can easily move between their places of work and residences without having to change any travel mode. Responding to the Prime Minister's intervention, the Railway Minister, Shri Ram Vilas Paswan explained that while Railways had been running the urban and sub-urban services in Calcutta, Mumbai and Chennai, their role in Delhi had been marginal and limited only to run a few services on the ring rail which had been taken up in the eighties. He pointed out that in Delhi a number of schemes are being contemplated by different authorities e.g.:

- The running of local EMU services on the Delhi's Rail Network including ring railway by the Railways.
- The Y-shaped MRTS planned at a cost of Rs.6000 crs. by the Ministry of Urban Affaris & Employment, for which he congratulated the Ministry.
- The Regional Rapid Transit System (RRTS) for which a study being undertaken by the Railways in collaboration with RITES and the study/surveys is expected to cost about a crore of rupees, which can be spent by the Railways.

However, the overall cost of improving the Railways network in the NCR, especially electrification, to make it effectively work as a Regional Rapid transit system, the cost involved would be about Rs. 2500 crs., which was beyond the capacity of the Railways to find out of their plan allocations. He further emphasised the need for integrating and coordinating all these proposals for maximising the benefit to all commuters. The Prime Minister suggested the use of a part of Railway property for commercial purposes for generating resources, which could supplement the funds and help in the implementation of the Regional Rapid Transit System. The Railway Minister welcomed this suggestion and explained the steps already being taken by the Railways at the national level for utilising its property for generating additional resources for its operations, as also the difficulties being faced by it in this regard in different parts of the country specially in Mumbai.

- It was decided that the Prime Minister will hold a separate meeting with the Railway Minister very shortly to discuss all the issues comprehensively.

19.

Referring to the Fiscal measure, it was pointed out that one of biggest problems in keeping the NCR together was the disparate tax structure in various parts (sub-regions) of the NCR, which is the single largest cause of concentration of all economic activities in Delhi. It was felt that no dispersal of activities was possible unless the taxation structure in the Region is rationalised. It was also one of the most important postulates of the concept of having NCR as a "Common Economic Zone". The Chief Minister of Rajasthan Shri Shekhawat also emphasised the need for treating NCR as a 'common economic zone' and assured the Prime Minister that his State Govt. was ready to provide all assistance for this purpose. He further pointed out that the differential between the taxes, especially between Delhi and the NCR states, was one of the biggest impediments in shifting of the industries from Delhi, since the latter found it more economic and financially viable to run their industry in Delhi as compared to that in the states like Rajasthan, though the State had created heighest level of Industrial infrastructure to accommodate them. Shri Bansi Lal, Chief Minister, Haryana also reiterated the need and importance of a 'common economic zone' with a uniform taxation for the entire region as well as the concept of having a Regional Council. He specially mentioned the zero tax regime on agricultural products, in Delhi, as against Haryana where the overall tax burden was about 7 per cent. This disparity has adversely affected the entire sales of agricultural products within about 100 kms. radius, which was mostly taking place within Delhi only, causing a lot of revenue loss to the states on the one hand and over concentration of wholesale activities within Delhi on the other.

- The Prime Minister suggested that the matter of rationalisation of taxes in the NCR should immediately be sorted out through a meeting of the Secretaries of the participating states within a week, which would be followed by a meeting of the Chief Minister with him to take a final decision in the matter within September itself.
- ✓ 20. The Secretary, UA&E emphasised the need for a proper and efficient regional transportation system, especially the RRTS and connecting Delhi to the region through uninterrupted Expressways, as is being done in countries like South Korea and Malaysia. The cost of transport infrastructure should be recovered by providing higher FAR along the corridors as also in the satellite towns connected with the transport corridors.
 21. Concluding the discussions, the Prime Minister expressed his gratitude to the Chief Ministers and the Union Ministers for their very valuable suggestions for implementation of the NCR Plan . He also assured the fullest support of the Central Govt. for the implementation of the plan, provided all States also make equally sincere effort for the same. He once again requested that the calender and schedule suggested for various meetings should be adhered to and matter reported to him regularly as decided in this meeting. He further assured that he will be able to meet the Chief Ministers again during the month of September itself and the progress of all these matters would be reviewed and pending issues sorted out.
 22. The meeting ended with a vote of thanks to the chair.

LIST OF PARTICIPANTS

1. SHRI I K GUJRAL
HON'BLE PRIME MINISTER
GOVT. OF INDIA
NEW DELHI
2. DR. U VENKATESWARLU,
MINISTER OF STATE FOR
URBAN AFFAIRS & EMPLOYMENT
GOVT. OF INDIA,
NIRMAN BHAWAN
NEW DELHI.
3. SHRI RAM VILAS PASWAN
MINISTER FOR RAILWAYS
GOVT. OF INDIA
RAIL BHAWAN
NEW DELHI
4. SHRI BENI PRASAD VERMA
MINISTER FOR COMMUNICATIONS
SANCHAR BHAWAN, ASHOKA ROAD
NEW DELHI
5. DR. Y.K. ALAGH
MINISTER OF STATE FOR POWER
GOVT. OF INDIA
SHRAM SHAKTI BHAWAN
NEW DELHI
6. SHRI BANSI LAL
CHIEF MINISTER
GOVT. OF HARYANA
CIVIL SECRETARIAT
CHANDIGARH
7. SHRI B.S. SHEKHAWAT
CHIEF MINISTER
GOVT. OF RAJASTHAN
RAJASTHAN SECRETARIAT
JAIPUR
8. SHRI TEJENDRA KHANNA
LT. GOVERNOR
GOVT. OF NCT-DELHI
RAJ NIWAS
DELHI

9. SHRI SAHIB SINGH VERMA
CHIEF MINISTER
GOVT. OF NCT-DELHI
OLD SECRETARIAT
DELHI
10. SHRI LAL JI TANDON
MINISTER OF URBAN DEVELOPMENT
GOVT. OF UTTAR PRADESH
SACHIVALAYA
LUCKNOW
11. SH. KAILASH MEGHWAL
HOME MINISTER
GOVT. OF RAJASTHAN
RAJASTHAN SECRETARIAT
JAIPUR
12. SHRI SIRI KISAN DASS
MINISTER OF TOWN & COUNTRY PLANNING & URBAN ESTATES
GOVT. OF HARYANA
HARYANA CIVIL SECTT.
CHANDIGARH
13. SHRI M. RAVINDRA
CHAIRMAN
RAILWAY BOARD
RAIL BHAWAN
NEW DLEHI
14. DR. BIMAL JALAN,
MEMBER SECRETARY
PLANNING COMMISSION
YOJANA BHAWAN
NEW DELHI
15. SHRI N.P. SINGH
SECRETARY
MINISTRY OF URBAN AFFAIRS & EMPLOYMENT
GOVT. OF INDIA
NIRMAN BHAWAN
NEW DELHI
16. SHRI C. RAMACHANDRAN
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GOVT. OF INDIA
CENTRAL SECRETARIAT, NORTH BLOCK,
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17. DR. E.A.S. SARMA
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GOVT. OF INDIA
SHRAM SHAKTI BHAWAN
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18. SHRI R.S. VERMA
CHIEF SECRETARY
GOVT. OF HARYANA
CIVIL SECRETARIAT
CHANDIGARH
19. SHRI M.L. MEHTA
CHIEF SECRETARY
GOVT. OF RAJASTHAN
RAJASTHAN SECRETARIAT
JAIPUR
20. SHRI P.V. JAYAKRISHNAN
CHIEF SECRETARY
5, SHAMNATH MARG
GOVT. OF NCT-DELHI
21. SH. L. M. JAIN,
PRINCIPAL SECRETARY TO
CHIEF MINISTER OF HARYANA
CIVIL SECRETARIAT
CHANDIGARH
22. SHRI OMESH SAIGAL
MEMBER SECRETARY
NCR PLANNING BOARD
NEW DELHI
23. SH. T.K.A. NAIR,
SECRETARY TO PM
PM OFFICE
SOUTH BLOCK
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24. SHRI HEMENDRA KUMAR,
ADDITIONAL SECRETARY,
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NIRMAN BHAWAN
NEW DELHI.
25. SHRI ARUN KUMAR
ADDITIONAL SECRETARY
MINISTRY OF WATER RESOURCES
GOVT. OF INDIA
SHRAM SHAKTI BHAWAN
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26. SHRI HARNAM SINGH,
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27. SHRI G.C. BHANDARI
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NIRMAN BHAWAN
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28. SHRI BHASKAR CHATERJEE,
COMMISSIONER & SECRETARY,
TOWN & COUNTRY PLG. DEPTT.,
GOVT. OF HARYANA,
CIVIL SECRETARIAT,
CHANDIGARH.
29. SHRI A.K. GUPTA
SECRETARY (HOUSING)
GOVT. OF UTTAR PRADESH
SACHIVALAYA
LUCKNOW
30. SHRI I.S. BINDRA
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MINI SECRETARIAT
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TELECOM COMMISSION
MINISTRY OF COMMUNICATIONS
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36. DR. P.V. THOMAS
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MINISTRY OF INDUSTRY
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VICE CHAIRMAN
DELHI DEVELOPMENT AUTHORITY
VIKAS SADAN
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38. SHRI V. RISBUD
COMMISSIONER (PLANNING),
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VIKAS MINAR,
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39. SHRI S.S. DHILLON
DIRECTOR
TOWN & PLANNING DEPARTMENT
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SCO, SECTOR-VI, HUDA,
PANCHKULA
HARYANA
40. SH. V. RAJGOPALAN,
COMMISSIONER, SUB-REGION (NCR),
GOVT. OF UTTAR PRADESH
GHAZIABAD, U.P.
41. SHRI TRIBHUWAN SINGH,
CHIEF COORDINATOR PLANNER, NCR-CELL
TOWN & COUNTRY PLG. DEPTT.
GOVT. OF UTTAR PRADESH,
NAVYUG MARKET,
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42. SHRI V.K. KAPOOR,
CHIEF COORDINATOR PLANNER,
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COMMISSIONER, GWALIOR
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ACHARAN BHAWAN
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CHIEF EXECUTIVE OFFICER
SADA (COUNTER MAGNET)
ACHARAN BHAWAN
JHANSI ROAD
GWALIOR (M.P.)
48. SH. S.C. JAUHARI
JOINT DIRECTOR
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SADA (COUNTER MAGNET)
GOVT. OF M.P.
GWALIOR (M.P.)
49. DR. N.R. DHASIN
RESIDENT COMMISSIONER
GOVT. OF RAJASTHAN
RAJASTHAN HOUSE
NEW DELHI
50. SH. VIMAL SHARMA
ADDL. RESIDENT COMMISSIONER
GOVT. OF RAJASTHAN
RAJASTHAN HOUSE
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52. SHRI SYED S. SHAFI
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5. SHRI N K BHARDWAJ
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6. SHRI J N BARMAN
ASSOCIATE PLANNER
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7. SHRI MANMOHAN SINGH
RESEARCH OFFICER
NCRPB, NEW DELHI
8. SHRI P SISUPALAN
RESEARCH OFFICER
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9. SHRI N K DHIRAN
ASSISTANT TOWN PLANNER
NCRPB, NEW DELHI
10. SHRI S SURENDRA
ASSISTANT TOWN PLANNER
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11. SHRI ABNASH LAL
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12. SHRI RAGHU NATH
ASSISTANT DIRECTOR (ESTT.)
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13. SHRI MOHINDER PAL
PRIVATE SECRETARY TO CRP
NCRPB, NEW DELHI
14. SHRI R M PANDEY
JR. ACCOUNTS OFFICER
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