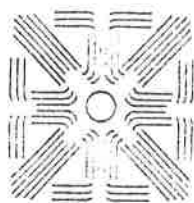


AGENDA NOTES

**24TH MEETING OF THE
NCR PLANNING BOARD
TO BE HELD AT 11:30 AM ON MARCH 23, 1999
IN SILVER OAK HALL, CONVENTION CENTRE
INDIA HABITAT CENTRE
NEW DELHI**



**NCR PLANNING BOARD
MINISTRY OF URBAN AFFAIRS & EMPLOYMENT
NEW DELHI**

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AGENDA ITEMS FOR THE 24TH MEETING OF THE NATIONAL CAPITAL REGION PLANNING BOARD TO BE HELD AT 11.30 AM ON 23RD MARCH, 1999 IN SILVER OAK HALL, CONVENTION CENTRE AT INDIA HABITAT CENTRE, LODHI ROAD, NEW DELHI.

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AGENDA ITEM NO. 1: CONFIRMATION OF THE MINUTES OF THE 23RD MEETING OF THE NCR PLANNING BOARD HELD ON 13.6.98.

The minutes of the 23rd meeting of the NCR Planning Board held on 13.6.98 were circulated vide letter No. K-14011/3/98-PMC/NCRPB dt. 28.7.98 (Annexure-I).

No comments on any of the items have been received. The Minutes may be confirmed.

AGENDA ITEM NO. 2 : REVIEW OF THE ACTION TAKEN ON THE DECISIONS OF THE 23RD MEETING OF THE NCR PLANNING BOARD HELD ON 13.6.98.

Sl.
No.

ISSUES FOR ACTION

STATUS

1. Common Economic Zone

It was decided that the Planning Commission may initiate action in various components of the Common Economic Zone and present a workable proposal to the Govt. of India on the basis which necessary action to achieve the objective of balanced development could be taken

The proposal to treat the entire National Capital Region as a Common Economic Zone (CEZ) by removing the existing tax & tariff differences on trade, transport and services, extending uniform banking, telecom and postal services throughout the region and evolving common resource base for the region's development programmes, was approved by the Board in its Special Meeting held on 2.9.97 chaired by the then Prime Minister. The Board decided that the Planning Commission would take steps to operationalise this concept. The matter was pursued through a letter from the Chairman, NCR Planning Board (Minister for UA&E) addressed to the Dy. Chairman, Planning Commission.

In his reply, the Dy. Chairman suggested that a meeting of the concerned Chief Ministers would be convened to sort out the issues.

It was reported in the press that the matter came up for discussion at the meeting of the Northern Zonal Council held on 28.2.99 under the chairmanship of the Union Home Minister and attended by the Chief Ministers. As per the reports, the Finance Ministers of the Northern Zone will meet to evolve the idea of 'Common Economic Zone' and the Union Territories will extend cooperation to the venture.

2. Inclusion of additional areas in the NCR :

Completion of the study initiated by the NCRPB at an early date so that the matter of inclusion of additional areas can be resolved.

The following proposals of the respective states for inclusion of their areas in the NCR were discussed at the Planning Committee in its 43rd meeting held on 12.2.99:

State	Areas proposed	Area (Sq. Kms)
-------	----------------	----------------

Haryana	Bhiawani, Karnal distts & part- distts. of Jind and Hissar	10590
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U.P	Badayun distt.	5168
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Rajasthan	7 Tehsils of Bharatpur distt. and remaining Tehsils of Alwar distt.	8953
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Total		24711
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As per the decision of the Board to go into the exercise of re-delineation of the Region, a Steering Committee under the chairmanship of the Member Secretary, NCRPB and having representatives of the participating states as well as experts in the field was constituted. This Committee went into the above proposals which had been submitted by the States for inclusion of their areas in the NCR along with the data which formed a part of the said proposals. It was found that in case fresh re-delineation exercise has to be taken up, then a study of a much wider area and detailed analysis on the basis of a number of parameters would have to be carried out. These parameters, for a larger area covering approx. 87.00 sq. Kms., have been worked out and the study area has been identified. The data for the entire study area i.e. consisting of the existing area of the NCR, the new proposed areas by the states and additional contiguous areas required for the study is being collected.

The Planning Committee considered the entire proposal and the following views emerged:

(i) The representatives from Haryana, U.P. and Rajasthan felt that the re-delineation study for NCR should continue.

(ii) The representatives from Town & Country Planning Organisation, Government of India and Delhi Development Authority were of the view that the exercise of re-delineation at the present stage may not be necessary and this may be taken up after the Review of RP-2001.

The matter is placed before the Board.

3. Telecom Sector

A note regarding the various Telecom facilities required to be provided in the NCR would be submitted by the NCRPB to the Ministry for Communications and they would take decision on various proposals.

As decided, the Minister of Urban Affairs & Employment sent a note regarding provision of telecom facilities in NCR on 17/6/1998 to the Minister for Communications. In this note five following issues were raised for consideration by the Minister of Communications :

1. Uniform Local Call System in the whole of NCR.(first phase covering DMA Towns and second phase to cover the entire NCR.)
2. Single STD Code for the whole of NCR
3. Extension of MTNL boundaries to cover entire NCR.
4. Telephone on demand and
5. Quality of service at par with Delhi.

In reply to the above letter, the Minister of Communication has expressed the following views in her letter dt.24.8.98.

1. Extension of Local Area concept to entire Short Distance Call Area SDCA.

The concept of local area for making a telephone call has been re-examined. It is proposed to declare a bigger area consisting of the present Short Distance charging area as a local area for charging purposes. Once this is implemented it would be possible for DMA towns, Ghaziabad, NOIDA & Loni to be treated as single exchange area. Similarly call from one SDCA to the neighboring SDCA would be charged on a three minutes call basis with an Inter Dialing Facilities.

2. Single STD Code

A single STD code necessitates routing of all calls emanating in the country for NCR through Delhi. This would cause severe congestion in the traffic flow. Besides the subscriber numbering and total number of subscribers that can be provided for in a system, are dependent. The proposal for single STD code would lead to a number of difficulties and put a restriction on the number of subscribers that can be provided in Delhi and NCR area causing bottlenecks in further expansion of the system. The provision of separate

STD code for Delhi and its peripheral areas which include NCR towns is in conformity with the international practice.

3. Extension of MTNL boundaries to entire NCR.

NCR towns fall under five different territorial Telecom Circles namely Haryana, UP west, Rajasthan, Madhya Pradesh & Punjab. It would not be possible to carve out areas from different circles to make them part of MTNL Delhi, as it would create administrative and operational problems in Telecom services.

4. Telephone on demands

Although telephone on demand is envisaged by the end of the year 2002 in the country with the participation of private sector in basic telephone service, it has been decided to make available telephone on demand in the eight DMA town of Ghaziabad, NOIDA, Loni in UP and Faridabad, Ballabgarh, Gurgaon, Bhadurgarh and Kundli (including Sonipat) in Haryana by March 2000. It will be the endeavour of the department to make telephones available on demand in the entire NCR area at the earliest during the 9th Plan period notwithstanding the contribution from the private sector in this regard.

5. Quality of service

There should not be any difficulty to provide telecom facilities at par with Delhi in the National Capital Region within the existing set up.

The studies are being carried out by Central Electricity Authority (CEA) Ministry of Power for setting up of pilot captive power projects at Ghaziabad (UP), Manesar (Haryana) and Bhiwadi (Raj.) towns.

Bhiwadi : The data received from RSEB is under examination by CEA.

Ghaziabad (U.P.) & Manesar (Gurgaon) : The data is yet to be received from UPSEB and HVPN Ltd. CEA is making efforts to obtain the data at an early date for finalizing the report.

4. Power Sector

The Committee set up under the Joint Secretary of the Ministry of Power was going into various aspects of captive power generation and carving out of a Sub-grid for NCR within the Northern grid. It is expected that the study would be taken up shortly and the report would be made available at an early date.

5. Railways

A Techno-Economic Study for identifying investment inputs required to cater for Commuter Traffic in Delhi and NCR has been initiated by the Northern Railways. The study is being conducted by M/s RITES. The consultants have submitted the Inception-Cum-Interim Report to the Northern Railways in October, 1998. The first meeting of the steering committee was held on 10.3.1999 wherein the Inception/Interim Report was presented and discussed.

RITES will present the Salient Findings / Recommendations of the Study at the Board meeting.

6. Rationalization of Tax Structure

The categorization of tax rates as suggested in the 23rd Board meeting had been made with the consensus of the officers of the participating states, the same should be used as guideline by them for fixation of various rates of taxes while finalising their budget proposals.

Action to rationalize the taxation structure has to be taken by the participating states.

A comparative table of the rates as they existed in January, 99 is at Appendix-I. It is observed that lower tax rates in respect of commodities such as food grains, pulses & cereals, stainless steel, drugs & medicines, electronic & electrical goods & cables, timber, dry fruits, TVs, VCRs, washing machines, moulded furniture, plastic goods and PVC articles, etc. have influenced the preferences of the traders for location of wholesale markets. This has resulted in concentration and proliferation of wholesale trade in these commodities and their continuous expansion. The overall picture of the various commodities which are below the suggested floor levels in NCR states is as under:

Category	Total Commo dities	Delhi	Haryana	U.P.	Rajas- than
1. Exempted	21	--	--	--	--
2. 4% floor rate	56	39	20	19	15
3. 8% floor rate	66	56	9	21	9
4. 12% floor rate	55	33	33	35	41
5 a) 20% floor rate	5	5	3	3	3
b) 1% floor rate	4	1	1	--	--
TOTAL	207	134	66	78	38

7. Change of Landuse in NCT Delhi.

In the last board meeting it was decided that

"The Board may accordingly authorise the member secretary to approve the cases related to land-use and Master / Development Plans on the recommendations of the Planning committee and place them before the Board at its immediate succeeding meeting for information."

The matters related to change of Land-use came up before 43rd meeting of the Planning Committee held on 12.2.99. Its recommendations on various proposals are in the minutes of the meeting at Annexure-II.

However, as Member Secretary, NCRPB is the ex-officio Chairman of the Planning Committee (Annexure-III), it is submitted to the Board that the decision of the Board to authorise the Member Secretary to approve the cases related to land-use and Master / Development Plans on the recommendations of the Planning committee, is no-nest in law, and requires modifications, as the Board is the only competent authority to finally approve the cases relating to landuse and Master / Development Plans. As the Member Secretary, NCRPB is a part of the decision making process of the Planning Committee as per the NCRPB Act (Annexure-III), the Member Secretary cannot 'approve' the cases per-se, and as such, the decisions on the recommendations of the Planning Committee are to be placed before the Board for approval.

Therefore, recommendations of the Planning Committee on Agenda Item Nos. 2, 3, 4, 7, 7(a), 8, 9 and 12, contained in its Minutes at Annexure-II, are placed before the Board for its consideration and approval.

8. Monitoring of Physical Progress of Urban Development Projects in participating states.

Since the execution of these schemes primarily lie with the State Govt. they should ensure proper monitoring of these schemes and send quarterly progress report to the Board in time

In the 24th meeting of the Project Sanctioning & Monitoring Group held on 19.3.96 and 20.3.96, it was observed that 'There should be proper appraisal, monitoring, evaluation of the schemes, and for this purpose the office of the NCR Planning Board should be suitably strengthened'.

Keeping in with the above decision, detailed proposal for creation of project monitoring cell along with the restructuring of the NCR Planning Board was prepared and was also considered by the Personnel Group of the Board but was not cleared by the Ministry of Finance, Deptt. of Expenditure as indicated by the Ministry in their letter dated 16.7.97. However, in order to initiate work on monitoring of schemes, a small cell was created out of the existing skeleton staff of the Board headquarters which started some monitoring exercise. At the moment, the monitoring is being done jointly by the cell along with the state cells of the NCR Planning Board working in the Sub-regions of U.P., Haryana and Rajasthan.

However, since 1997-98 substantial amounts are being provided to the states for development projects, raised through the market borrowing process to the tune of over Rs. 650 crs., closer and intense monitoring has become very important and necessary. Keeping this in view, the Board in the last meeting also laid a lot of emphasis on strengthening the monitoring process of the schemes being undertaken in the participating states. It was in this context that another proposal for creation of a full fledged Monitoring Wing with additional posts was placed before the Personnel Group meeting held on 18.9.98. The proposal was agreed to in the Personnel Group, subject to the clearance by the Ministry of Finance. It is understood that the matter has already been referred to the Ministry of Finance and the final decision is still awaited.

The Member Secretary reviewed the mechanism of monitoring the physical progress of the schemes in the bi-monthly staff meetings, and it was found that the proformae which were being used for submission of quarterly progress reports by the Implementing Agencies were not able to provide complete information. Accordingly, a set of new proformae were designed and they were supplied to the Implementing Agencies in October, 1998.

Review meetings were taken by the Member Secretary with the state implementing agencies on 25.9.98 (Haryana), 5.10.98 (U.P.) and 16.10.98 (Rajasthan). Now, all the implementing agencies except HUDA are submitting the progress reports as per the new proformae. The status of the receipt of quarterly progress reports from various agencies are as under:

Haryana

HSIDC -	30.9.98
HUDA -	30.9.98 (As per old performa)

U.P.

Nagar Nigam, Ghaziabad)	30.9.98
All other agencies:	30.12.98

Rajasthan -	30.12.98
(All agencies)	

9. Implementation of Joint Sector Projects

State should submit their projects as per the time schedule prescribed in the Agenda Notes so that PSMG meeting can be held and disbursement made according to the prescribed schedule

In compliance with the decision of the Board, the Member Secretary requested the Chief Secretaries of all the participating States on 2.9.98 to submit their demand of funds for the year 1998-99 along with the list of projects which could be taken up during the current financial year. The copies of the same were sent to the Secretaries of Housing/Urban Developments of the respective states. Subsequently, reminders were also sent on 13/14.10.98. Several personal requests were also made on phone and to the officers of the respective states during their visit to the NCRPB office.

The agencies from Haryana (HUDA & HSIDC) indicated that they were unable to take the loan assistance from the NCRPB due to high interest cost.

It may however be pointed out that the following rates at which NCRPB is providing loans to various agencies for different type schemes are the lowest as compared to other similarly placed funding agencies like HUDCO, IDFC and the Banks

Interest rates being charged by:

	NCRPB	HUDCO
1. Commercial Schemes	14-15%	16.5-17%
2. Resdl/Indl. Schemes	13%	16-16.5%
3. Infrastructure Sector	12%	15-16%
(water supply, sewage disposal, bridges etc.)		

Infrastructure development & Finance Corporation:
15-18% (1% over & above the cost of funds)

Prime Landing Rates (PRL) - 12%

Consequent upon the initiative taken by the NCRPB, 11 new projects have been received from Haryana (HSIDC) and UP (Greater NOIDA & M.C.Meerut) having a total cost of Rs. 877.13 crs.

HUDA, has drawn Rs.43.54 crores as loan against their ongoing schemes in Feb., 1999.

The Rajasthan Govt. has indicated that they would be submitting projects worth about Rs 290 crores, of which the loan component is likely to be Rs 98 crores. However, the amount of loan proposed to be drawn during the current year is only Rs 10 crores.

All these projects will be placed before the next meeting of the Project Sanctioning and Monitoring Group..

10. Retention of NCR Planning Board Headquarters at New Delhi and General Pool Accommodation for its employee.

The Board considered and approved the proposal of retention of the NCR Planning Board Headquarters at New Delhi and for making eligible officers on deputation and regular employee of the Board for General Pool Accommodation in Delhi.

The Ministry of Urban Affairs & Employment have informed that the matter is under their active consideration.

Sl.No.	Items classified by rate categories	Delhi		Haryana		U.P.		Rajasthan	
		Rate of Tax (%)	Point of Levy	Rate of Tax (%)	Point of Levy	Rate of Tax (%)	Point of Levy	Rate of Tax (%)	Point of Levy
Category - II									
goods with 4% Floor Rate									
1	2	3	4	5	6	7	8	9	10
1.	Declared Goods	1/4	LP	4	-	2/4	M/I/F P/S/C	4	FP
2.	Edible Oils and Oil cake	4	FP	7/Ex	FP	2	M/I /FP	4/Ex	FP
3.	Processed salt, Vegetables, Fish and Meat Sold in sealed Containers	7	FP	Ex/10	LP	Ex 8	M/I	Ex	
4.	Pasteurised milk	Ex		Ex	LP	Ex	M/I	Ex	FP
5.	Cumin seed	3	FP	-	-	4	M/I	2	FP
6.	Kerosene	Ex	FP	10	FP	5	M/I	8	FP
7.	Poultry feed and cattle feed, including prawn feed	Ex		Ex	-	4	M/I	Ex	FP
8.	Branded bread	Ex		Ex	-	4	S/C	Ex	FP
9.	Bicycles	4	FP	4	FP	8	M/I	4	FP
10.	Vanaspatti	4	FP	4	FP	4	M/I	6	FP
11.	Renewable energy devices	2	FP	-	-	Ex	M/I	12	FP
12.	Readymade garments	4	FP	4	FP	4	M/I	4	FP
13.	Utensils & Kitchenware	2/7	FP	3	FP	4	M/I	2/12	FP
14.	Bone meal	Ex		Ex	-	Ex	M/I	Ex	FP
15.	Chemical fertilisers, pesticides, weedcides and insecticides	Ex/2 /2/5	FP	Ex/2	FP	5/4	M/I	4/12	FP
16.	Firewood	Ex		10	LP	4	M/I	Ex	FP
17.	Ice	5	FP	10	LP	8	M/I	2	FP
18.	Staple yarn	2	LP	2	LP	2	M/I	2	FP
19.	Charcoal	Ex		10	LP	4	S/C	12	FP
20.	Raw Wool	2	LP	2	LP	4	S/C	4	FP
21.	Raw silk	Ex	FP	10	LP	8	M/I	Ex	FP
22.	Hosiery goods	1/3	FP	10	FP	4/2	M/I	4	FP
23.	Gingili Oil	7	LP	7	FP	8	M/I	12	FP
24.	Bran Oil	7	LP	7	FP	2	M/I	12	FP
25.	Sponge Iron	2	FP	3	FP	4	M/I	4	FP
26.	Chillies	3	FP	10	LP	4	M/I	6	FP

27.	Turmeric	3	FP	10	LP	4	M/I	6	F
Sl.No.	Items classified by rate categories	Delhi		Haryana		U.P.		Rajasthan	
		Rate of Tax (%)	Point of Levy	Rate of Tax (%)	Point of Levy	Rate of Tax (%)	Point of Levy	Rate of Tax (%)	Point of Levy
1	2	3	4	5	6	7	8	9	10
28.	De-oiled Cake	Ex		Ex		Ex	M/I	Ex	FP
29.	HDPE Packs	6	FP	10	LP	2	M/I	4	FP
30.	Tamarind	3	FP	10	LP	4	M/I	4	FP
31.	Vegetable Oil	4	FP	7	LP	4	M/I	6	FP
32.	Agricultural Implements	Ex		Ex		Ex		Ex	
33.	G.I. Pipes	2	FP	4	LP	4	M/I	4	FP
34.	Starch	7	FP	10	LP	4/6	M/I	12	FP
35.	Garlic and Ginger	3	FP	Ex	LP	E		Ex	
36.	Maize Products	Ex		4	LP	8	M/I	12	FP
37.	Safety matches	3	FP	4	FP	8	M/I	4	FP
38.	Unprocessed cereals, including rice & wheat	Ex		4	FP	2/4	FP/M/2	4	FP
39.	Pulses	Ex		4	FP	4	FP	4	FP
40.	Gur and Jaggery	Ex		4	FP	4	FP	6	FP
41.	Rice flour, Atta, Maida and Suji	Ex		3	FP	2/4	M/I	4	FP
42.	Castings	2	FP	2	LP	3/4/8	M/I	4	FP
43.	Paper	4	LP	10	FP	6	M/I	4	FP
44.	Stainless Steel	1	FP	3	FP	12	M/I	12	FP
45.	Milk Food and Milk Products	4	FP	10	LP	6	M/I	12	FP
46.	Butter and Ghee	4	FP	10/4	FP	6	M/I	4	FP
47.	Sewing thread	1	LP	2	FP	2	M/I	2	FP
48.	Saree Falls	Ex		Ex	LP	E	-	12	FP
49.	Ferro alloys and Super Alloys	2/7	FP	4	LP	2	M/I	12	FP
50.	Tractors and Attachments and Earth Moving Machinery	4/7	LP	4.5/4	LP	4/6	M/I	4/2	FP
51.	Aluminium	3	FP	10	LP	4	M/I	12	FP
52.	Drugs & Medicines	5	FP	7	FP	6	M/I	8	FP
53.	Computers	2	FP	2	FP	4	M/I	4	FP
54.	Silk and silk fabrics	Ex	FP	Ex	-	E/8	M/I	Ex	FP
55.	Electronic toys	3	FP	10	LP	4	M/I	4	FP
56.	Two Wheelers & Three Wheelers	-	-	-	-	-	-	-	-

Sl.No.	Items classified by rate categories	Delhi		Haryana		U.P.		Rajasthan	
		Rate of Tax (%)	Point of Levy	Rate of Tax (%)	Point of Levy	Rate of Tax (%)	Point of Levy	Rate of Tax (%)	Point of Levy
1	2	3	4	5	6	7	8	9	10
Category - III									
Goods with 8% Floor Rate :									
1	2	3	4	5	6	7	8	9	10
1.	R.C.C. Sleepers	7	LP	10	-	8	M/I	12	FP
2.	Works Contract	Ex		2	-	NA	NA	APG	FP
3.	Filters	5/7	FP	10	-	8	M/I	12	FP
4.	Agarbatti	Ex		Ex	-	6/8	M/I	4	FP
5.	Cooked Food	7	FP	10	-	4	S/C	6	FP
6.	Water Chemicals	7	FP	10	FP	8	M/I	12	FP
7.	Tiles	12	LP	12	FP	12	M/I	12	FP
8.	Sulphur	7	FP	10	LP	8	M/I	12	FP
9.	Zinc	7	FP	2	FP	2	M/I	10	FP
10.	Electronic Goods	6	FP	12	FP	2/4/6	M/I	8/12	FP
11.	Ceramics	12	LP	10	FP	8	M/I	12	FP
12.	Suitcases	12	LP	10	LP	8	M/I	12	FP
13.	Barytes	7	FP	-	-	8	M/I	12	FP
14.	Surgicals	7	FP	10	LP	8	M/I	12	FP
15.	Electrical Goods	6	FP	12	FP	8	M/I	12.6	FP
16.	Diesel Locomotive	7	LP	10	LP	8	M/I	12	FP
17.	Photographic goods	6	FP	12	LP	4/8	M/I	8	FP
18.	Silicon carbide	7	FP	10	LP	8	M/I	12	FP
19.	Tanned Leather and Leather Goods	2/12	LP	4/12	LP	4/8	S/C/ M/I	12	FP
20.	Napa Slabs	7	LP	10	FP	8	M/I	12	FP
21.	Hydrogen Peroxide	7	FP	10	FP	8	M/I	12	FP
22.	Leasing	Ex		10	FP	4	-	4/12	FP
23.	Refractory Bricks	7	FP	12	FP	8	M/I	12	FP
24.	Tyres and Tubes	10	FP	10	LP	8/10	M/I	12	FP
25.	Printing ink	7	LP	10	LP	4	M/I	12	FP
26.	Electrodes	7	LP	10	LP	8	M/I	12	FP
27.	Lime	7	FP	10	LP	6	S/C	12	FP
28.	Sanitaryware	12	LP	12	FP	12	M/I	12	FP
29.	Sewing Machines	7	LP	10	FP	8	M/I	6	FP
30.	Foam	12	LP	10	FP	12	M/I	12	FP
31.	Dyes and Chemicals	7	FP	4	FP	8	M/I	4	FP
32.	Nut powder	3	FP	10	LP	8	M/I	12	FP
33.	Hand pumps	7	LP	10	LP	6	M/I	12	FP
34.	Bearings	5	LP	10	LP	8	M/I	12/6	FP

Sl.No.	Items classified by rate categories	Delhi		Haryana		U.P.		Rajasthan	
		Rate of Tax (%)	Point of Levy	Rate of Tax (%)	Point of Levy	Rate of Tax (%)	Point of Levy	Rate of Tax (%)	Point of Levy
1	2	3	4	5	6	7	8	9	10
35.	Flasks	12	LP	12	LP	12	M/I	12	FP
36.	Caustic Soda	7	FP	10	LP	6	M/I	12	FP
37.	Pulp	7	LP	-	-	8	M/I	12	FP
38.	Explosives	7	LP	10	LP	12	M/I	16	FP
39.	Blades, Razors etc.	5	FP	10	FP	12/8	M/I	6	FP
40.	Timber	7	LP	10	FP	12	M/I	12	FP
41.	Polystyrene	7	FP	-	-	12	M/I	12	FP
42.	Footwear	3/7	FP	3	FP	3/6	S/C	10/12	FP
43.	Ferro Silicon	7	FP	4	-	8	M/I	12	FP
44.	Magnets	7	FP	10	-	8	M/I	12	FP
45.	Electric Motors	6	FP	10	LP	8	M/I	12	FP
46.	Nutrition food	7	FP	10	LP	4	M/I	12	FP
47.	Hose pipes	7	LP	10	-	8	M/I	12	FP
48.	Sweets & Khara	5	LP	Ex	-	4	S/C	6	FP
49.	Ship Building	7	LP	10	LP	8	M/I	12	FP
50.	Cooking Gas	4	FP	10	FP	8	M/I	12	FP
51.	Machinery of all kinds, except Earth Moving machinery and Agricultural Implements	7	LP	-	-	6	M/I	12	FP
52.	Tea and coffee	7	LP	4/10	FP	4/8	M/I	6/12	FP
53.	Toffees, chocolates, biscuits & confectionary	7	FP	10	FP	4	S/C	8	FP
54.	Cakes, pastries etc.	7	LP	10	LP	4	S/C	8	FP
55.	Tooth pastes	5	FP	10	FP	8	M/I	12	FP
56.	Building materials such as wood, bricks, bamboo and plywood including Cement	7/10	FP	-	-	8/10/12	M/I	12	FP
57.	Oil Engines	7	LP	10	-	6	M/I	12	FP
58.	Electric Bulbs	6	FP	10	LP	8	M/I	12	FP
59.	Paints and Colours	10	FP	10	FP	12	M/I	16	FP
60.	Wooden Furniture	12	LP	8	LP	12	M/I	12	FP
61.	Bateries and parts thereof	6	FP	10	FP	10	M/I	12	FP

Sl.No.	Items classified by rate categories	Delhi		Haryana		U.P.		Rajasthan	
		Rate of Tax (%)	Point of Levy	Rate of Tax (%)	Point of Levy	Rate of Tax (%)	Point of Levy	Rate of Tax (%)	Point of Levy
1	2	3	4	5	6	7	8	9	10
62.	Items not specified elsewhere	7	LP	10	-	8	M/I	12	FP
63.	Ores and minerals	7	LP	15	LP	2/4	M/I	12	FP
64.	Beedi leaves	7	LP	10	LP	12	M/I	12	FP
65.	Packing materials, including gunny bags, HDPE bags, Corrugated boxes & Containers	7	LP	10	LP	4/2/8	M/I	4	FP
66.	Solvent Oils	10	FP	10	LP	2/8	M/I	4	FP

Category - IV

Goods with 12% Floor Rates :

1	2	3	4	5	6	7	8	9	10
1.*	Weather proofing compounds	7	FP	10	-	10	M/I	12	FP
2.	Fire works	12	FP	10	FP	12	M/I	4	FP
3.	Furs and skins fur	12	LP	12	LP	12	M/I	12	FP
4.	Lifts and elevators	12	LP	10	LP	8	M/I	12	FP
5.	Diesel Oil	10	FP	10	FP	16	-	16	FP
6.	Marble and Marble tiles	12	LP	10	LP	6/12	S/C/ M/I	16	FP
7.	Paints, colours etc.	10	FP	10	FP	12	M/I	16	FP
8.	Sandalwood and oil	12	FP	10	LP	8	M/I	12	FP
9.*	Telephones, parts thereof	6	FP	12	LP	6/8	M/I	8	FP
10.	Typewriters	12	LP	12	FP	6	M/I	12	FP
11.*	Cutlery	2	FP	12	LP	10	M/I	2	FP
12.*	Dry Fruits	3	FP	10	FP	10	M/I	12	FP
13.*	Preserved food articles	7	FP	10	LP	6	M/I	12	FP
14.	Vacuum cleaner	12	FP	10	FP	8	M/I	12	FP
15.*	TVs & VCRs	6	FP	12	FP	6	M/I	8/12	FP
16.*	Teleprinter	6	FP	10	LP	6	M/I	8	FP
17.*	Transformers	6	FP	12	LP	8	M/I	12	FP
18.*	Transmission wires and towers	6	FP	10	LP	8	M/I	12	FP
19.*	Voltage stabilizers	6	FP	10	FP	8	M/I	12	FP
20.*	Washing machines	6	FP	10	FP	8	M/I	12	FP

Sl.No.	Items classified by rate categories	Delhi		Haryana		U.P.		Rajasthan	
		Rate of Tax (%)	Point of Levy	Rate of Tax (%)	Point of Levy	Rate of Tax (%)	Point of Levy	Rate of Tax (%)	Point of Levy
1	2	3	4	5	6	7	8	9	10
21.*	Wireless equipment	6	FP	12	FP	8	M/I	12	FP
22.	Air conditioners	12	FP	12	FP	12	M/I	16	FP
23.	Arms and ammunition	12	LP	12	FP	12	M/I	16	FP
24.	Articles of stainless steel	10	FP	12	FP	12	M/I	12	FP
25.	Carpets	12	LP	10	LP	6/10	M/I	Ex	
26.	Cushions and mattresses	12	FP	10	LP	12	M/I	12	FP
27.	Fancy leather goods	12	FP	10	LP	8	M/I	12	FP
28.	Steel furniture	12	LP	8	LP	12	M/I	12	FP
29.*	Moulded furniture	7	LP	12	LP	12	M/I	12	FP
30.*	Musical instruments	7	LP	10	LP	8	M/I	Ex	
31.	Aerated drinks	10	FP	20	FP	12	M/I	16	FP
32.	Hair Oils	12	FP	12	FP	12	M/I	12	FP
33.	Synthetic Gems	10	LP	10	LP	8	M/I	Ex	FP
34.	Calculating Machines	12	LP	12	FP	6	M/I	12	FP
35.	Cigarette cases and lighters	12	LP	12	LP	12	M/I	12	FP
36.	Cinematographic equipment	12	LP	12	LP	12	M/I	12	FP
37.	Ivory products	10	LP	10	LP	8	M/I	12	FP
38.*	Fans & air circulators	6	FP	12	FP	8	M/I	12	FP
39.	Glassware, other than Bangles	12	LP	12	FP	12	M/I	12	FP
40.	Naphtha	10	FP	10	LP	12	M/I	Ex	
41.*	Spark Plugs	5	FP	10	LP	10	M/I	12	FP
42.*	P*lastic goods	6/7	FP	4	LP	8	M/I	12	FP
43.*	Rubber goods	7	FP	10	LP	8	M/I	12	FP
44.	Cosmetics & Soaps	12	FP	12	FP	12/5	M/I	12	FP
45.*	Adhesives	7	FP	10	LP	8	M/I	16	FP
46.*	PVC Articles	7	FP	10	FP	8	M/I	12	FP
47.*	Asphaltic Roofings	7	LP	10	FP	8	M/I	12	FP
48.**	Motor Vehicles, except tractors	8	FP	4/7	FP	1.5/4 /6	S/C	8	FP
49.	Laminated sheets	12	FP	12	FP	12	M/I	12/16	FP
50.*	Cables	6	FP	10	LP	8	M/I	12	FP
51.*	Oxygen & Gas	7	FP	10	FP	8	M/I	4	FP
52.*	Aeronautics	7	LP	10	LP	8	M/I	12	FP

Sl.No.	Items classified by rate categories	Delhi		Haryana		U.P.		Rajasthan	
		Rate of Tax (%)	Point of Levy	Rate of Tax (%)	Point of Levy	Rate of Tax (%)	Point of Levy	Rate of Tax (%)	Point of Levy
1	2	3	4	5	6	7	8	9	10
53.	Watches and Clocks	12	LP	12	FP	12	M/I	12	FP
54.*	ACSR Conductors	6	FP	10	FP	8	M/I	12	FP
55.	Refrigerators	12	FP	12	FP	12	M/I	16	FP

* A minimum Floor Level of 8% tax should be maintained with immediate effect.

** All motor vehicles except two wheelers, three wheelers and tractors to have uniform rate of 8% tax in all the States.

Sl.No.	Items classified by rate categories	Delhi		Haryana		U.P.		Rajasthan	
		Rate of Tax (%)	Point of Levy	Rate of Tax (%)	Point of Levy	Rate of Tax (%)	Point of Levy	Rate of Tax (%)	Point of Levy
1	2	3	4	5	6	7	8	9	10
Category - V									
(a) Floor Rate of 20%:									
***	i) Petroleum products other than diesel	10	FP	10	FP	8/6/12	M/I	20	FP
***	ii) Liquor	12	LP	20	LP	20	M/I	Ex	FP
	iii) Narcotics	7	LP	-	-	E/12/26	FP	36	FP
***	iv) Molasses	8	LP	10	LP	12	M/I	12	FP
***	v) Rectified Spirit	7	FP	5	-	20	M/I	12	FP
(b) Floor Rate of 1%:									
	i) Bullion	0.5	LP	0.5	LP	2	FP	2	FP
	ii) Gold Articles	7	LP	2	LP	4/6	S/C	2	FP
	iii) Precious Stones	10	LP	10	LP	10	M/I	Ex	FP
	iv) Silver articles	7	LP	10	LP	4/6	S/C	2	FP

*** The sales tax on these commodities to be raised to a Floor Level of 12% in all the States immediately.

NOTE :

- 1) FP stands for First Point
- 2) LP stands for Last Point.
- 3) M/I stands for Manufacturer/Importer.
- 4) S/C stands for Sale to Consumer.
- 5) N.A. stands for not available.
- 6) APG stands for as per goods.

AGENDA ITEM NO.3: ISSUES RAISED BY THE CHIEF MINISTER OF HARYANA IN HIS MEMORANDUM TO THE PRIME MINISTER FOR THE MEETING OF THE NCR PLANNING BOARD.

The Chief Minister of Haryana has raised various issues in his memorandum to the Prime Minister on the development of NCR. Observations/response of the Board on these issues were sent to the Ministry of UA&E and the Planning Commission on 12.3.99 are placed below.

Sl. No.	ISSUES	OBSERVATIONS/RESPONSE
1.	Regional Plan-2001 was prepared and published in 1989. Although more than 9 years have passed since then, yet the development process outside Delhi within the NCR has not picked up and whatever development has taken place, it is only due to the efforts of the States concerned.	While it is true that the development in the NCR outside NCT Delhi and especially beyond the DMA has been slow but the onus of this lies both with the Central government as well as with the State governments. As far as the NCR Planning Board is concerned, its mandate was to prepare the Regional Plan and Functional Plans and arrange for the financing of selected development projects. The Board prepared the Interim Development Plan in 1986 followed by the Regional Plan in 1989 and identified the areas and sectors for priority development. This Regional Plan was to be followed by Sub-regional Plans and project development plan to be prepared by the States and implemented by them both through exclusive state financing as well as joint sector financing with the board/GOI. The major Regional infrastructure proposed in the RP 2001 is envisaged to be provided by the respective Central Ministries, through a separate NCR Sub-Component Plan forming a part of their own plans. However, only the Ministry of Communication made a specific provision for NCR. The other Ministries like Surface Transport & Railway did not make any specific provision under NCR in their Plan. In fact MOST continued only with the upgradation of the National Highways in NCR as a part of their ongoing programme and not as a special NCR Project. They (MOST) rather refused to declare NCR expressways proposed in the Regional Plan as National Expressways, despite the fact that they were instrumental in getting the feasibility study of one of expressways (FNG Expressway) completed under ADB assistance. Also the Ministry of Railways did not take up any Regional Plan Projects firstly on the

plea that these projects being urban transport projects, be handled by MOUAE as per 1986 business rules and then suggested that Railways can only take up the projects on 3 conditions : (a) funds are provided outside their plan allocations , (b) such funds should not have any dividend liability, and (c) NCRPB bears operational loss. Of course, recently at the behest of the Railways, RITES have taken up a detailed feasibility study for providing suburban service within Delhi & throughout the Region connecting NCR towns with Delhi. On the other hand, as far as Haryana is concerned, even the sub regional plan has not been finally submitted by the state govt.

Simultaneously even though the Board was providing whatever limited financing for the projects, the pace of development has been extremely slow, and in the case of Haryana it is found that in more than 90% of the cases, they have not drawn the second subsequent installment of loans, which was due to them, in time. Infact, though the Board has approved 31 schemes in Haryana, out of which 17 are on-going with a total project cost estimated at Rs.862.35 cr., and a loan of Rs.438.9 cr. was sanctioned approximately. 150.00 cr. has not been drawn as yet. Of these 17 on-going schemes, 8 were facing time over run and now asked for extension of time. For the year 1998-99 the Haryana Government has stated that "there is hardly any enthusiasm on the part of these organizations (HUDA & HSIDC) to take financial assistance from the Board due to high interest Burden" and accordingly no new big project has been posed by Haryana government for financial assistance from the Board during 1998-99. Only Rs.43.5 crores are being drawn out of 194.0 crores already sanctioned (undrawn) loans. On the other hand the NCRPB has to mobilise majority of its funds from the market in the form of taxable and tax-free bonds.

State Govt. has also not committed specific state investment on roads along inner and outer grids for which detailed report had been got prepared by NCRPB at a cost of Rs.60 lacs.

2.	<p>Industries:</p> <p>Delhi government instead of restricting the growth of industries within the Delhi's Metropolitan City Area, has been encouraging the setting up of industrial units within this territory. Consequently, the number of industrial units have increased from 81,000 during the year 1991 to 1,26,000 during 1996. No efforts have been made to shift industry out of Delhi as envisaged in the Regional Plan.</p>	<p>There has been an unprecedented growth of industries in Delhi over the last decades. Also since the number of industries is about 4 to 5 times the number of plots available in the regular industrial areas, it is obvious that out of the 1,26,000 units in the year 1996, atleast 1,04,000 are located in non-conforming areas outside the industrial areas, which have only about 22,000 plots.</p> <p>The matter of non-conforming industries had been under the consideration of the Hon'ble Supreme Court in a PIL, and most of these industries were parts of one or the other IA filed from time to time. The Hon'ble Supreme Court ordered the closure of practically all the industries in non-conforming areas on different dates and suggested their relocation in the NCR on the basis of detailed notes submitted by the NCRPB. However, when the matter regarding the final disposal of cases regarding closure of a large number of non-conforming industries came up before the Supreme Court, the government of NCT Delhi, took recourse to the provisions of the Delhi Master Plan-2001 wherein non-conforming industrial units were provided to be relocated in conforming use zones within NCT Delhi itself and especially in the Urban Extension in the form of 16 new light industrial areas (covering a total area of about 1533 ha.).</p> <p>It was in this context that the Delhi government asked DDA to provide them with this 1533 ha. (4000 acres) of land for relocating the industries. Out of the 7 sites covering approx.4800 acres suggested by the Delhi govt. in their affidavit before the Supreme Court, the SC accepted the acquisition and development of 1300 acres (583 ha.) of land within NCT Delhi for relocation of industries. This stalled the movement of the industries slated to be closed in Delhi, into the NCR and they got a fresh lease of life to stay within NCT Delhi. It may further be pointed out that even the Delhi government vide its letter of September, 1990 written to the M/o UA&E objected to the provision of 1533 ha. of land for the industrial use in urban Extension in Delhi and accordingly recommended for</p>
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		<p>modification in the MPD 2001. But since no action was taken on it by MOUAE, these provisions continued to remain in MPD-2001 and ultimately were responsible for the retention of these industries in Delhi. It may further be pointed out that in the recent bid document which has been brought out for inviting consultancy for development of new industrial areas in Delhi, it is mentioned that DSIDC wants to develop the following three areas in the form of industrial townships for relocation of industries from residential non confirming areas of Delhi :</p> <ul style="list-style-type: none"> a) Bawana located on Delhi – Auchandi Road comprising an area of approx.2500 acres. b) Tikri Kalan adjoining to NH-10 comprising an area approx.1000 acres. c) Kanjhawala on Bawana – Kanjhawala Road comprising an area approx.1500 acres. <p>Thus, it is obvious from the above that now the Delhi government intends to develop not only the 1300 acre permitted by the Supreme Court, but, 5000 acres (i.e 2000 ha.) of industrial areas, which is much more than even the original stipulation of 1533 ha. in the MPD 2001.</p> <p>In addition to the above, in each of the 15 growth centres, there is a provision for approx.16 ha. Of area for industrial use for rural industries. This would mean development of 240 ha. (650 acres) of additional industrial area within NCT Delhi. Thus, as of now the total area, which is likely to be put under industrial use both in urban extensions as well as rural areas will be approx. 5650 acres i.e. approx.2100 ha. As against this, the total industrial area developed in Delhi so far is only 2,600 acres (1100 HA).</p>
3.	<p><u>Backward Areas as fourth policy zone</u></p> <p>The NCR Planning Board should identify backward areas as fourth policy zone and should frame separate policies and package of</p>	<p>As far as the identification of backward area is concerned, the same has to form a part of the Sub Regional Plan and specific development proposal and project for such backward area has to be formulated by</p>

	<p>incentives for these areas in order to absorb the extra pressure of increasing population of Delhi. Following steps can be initiated in this regard:</p> <ol style="list-style-type: none"> The public sector big industrial units which have been proposed to be shifted out of Delhi may be set up in the backward areas of NCR only. The NCR Planning Board should provide capital subsidy to the private sector industrial units intending to locate these units in backward areas on NCR. Railway bye-pass proposed in the NCR Plan connecting Palwal, Sohna, Rewari, Jhajjar and Rohtak towns may be constructed immediately as this railway line would pass through major backward areas of the NCR. 	<p>the respective state government within the provision of the Sub-Regional Plan. However, as far as the relocation of big Public Sector industrial units is concerned, 1328 no. of H(a) and H(b) industries, which have already been ordered closure by the Supreme Court are to be located outside Delhi. In fact the hotmix plants, which are a component thereof have already sought land for establishment in Haryana and U.P. The other units have already been closed down. However, there relocation has to be taken up by the respective units themselves who can be asked to relocate them in areas of the various sub-regions as may be offered by the States.</p> <p>The subsidies for location of industries in any specific areas including backward areas of any sub-region, are to be provided either by the State Govts or at the most Govt. of India, Ministry of Industries. As far as NCRPB is concerned firstly its rules permit only provision of financial assistance to the participating States and their agencies and not to individual industries</p> <p>More over since most its funds come from the public borrowing, it can only provide short form (upto 7 years) loan assistance and no subsidy.</p> <p>The proposed railway by-pass connecting Palwal, Sohna, Rewari, Jhajjar and Rohtak Towns, is under a study being conducted by Railways through RITES. After the submission of the final report of the study, M/o Railways will be required to take a decision about the construction of this by-pass. Till such time is available, not only will the expression of existing offices in Delhi continue, but also new offices will keep on cropping up to fill such spaces & the office space created in NCR towns outside Delhi continue unoccupied.</p>
4	<p><u>Shifting of government and Public Sector offices:</u></p> <p>No concrete efforts have been made to shift these offices from Delhi. Instead, provision has been made in the Master Plan for further growth of these offices in Delhi.</p>	<p>The Regional Plan – 2001 has identified the following main criterion for location of offices in the Capital. Only those officers should be that they perform ministerial functions, protocol functions or liaison</p>

	<p>functions which by their nature, cannot be performed anywhere else except in the National Capital, should be allowed to be located in Delhi. The existing offices which do not perform any of the above functions should be identified and shifted from Delhi. In the case of Public Sector Offices, there is an urgent need to scrutinize the list of existing offices and allow them to retain only very small establishments to cater for ministerial and liaison functions. Infact in some of the PSU's like BHEL, IOC, EIL, SAIL etc. very large establishment is located in NCT Delhi itself.</p> <p>In the process of identification of Public Sector Offices, based on the criterion laid down in the Regional Plan-2001, a high powered Committee, under the Chairmanship of Cabinet Secretary was constituted by Government of India in 1986. The Committee has identified 24 Public Sector Offices which are to be shifted out of Delhi.</p> <p>Infact an important reason for the unlimited extensions of existing & proliferation of new offices in Delhi is continuous development of office space, in Delhi on the one hand, and the unabated and unrestricted conversion of residential and industrial buildings into office/commercial building to accommodate public and private Offices.</p>
5.	<p><u>Wholesale Trade & Commerce:</u></p> <p>No concrete efforts have been made either by Delhi government or Central government to shift the wholesale trade to designated places.</p> <p>In Regional Plan-2001, wholesale distributive trade and commerce has been identified as one of the major employment generators in Delhi, which need to be more widely dispersed throughout the National Capital Region. The policies proposed in order to achieve this objective are as under:</p> <p>(a) Decentralisation of wholesale trade and commerce in Delhi.</p> <p>There should not be any special advantage in terms of preferential treatment or lower taxes by way of incentives to wholesale trades in Delhi vis-a-vis the adjoining States. Wholesale trading in plastic and PVC</p>

goods, chemicals, timber, food-grains, iron and steel and building materials which caters to the whole of NCR and beyond and requires extensive space may be decentralised by developing suitable additional locations outside Delhi for the purpose.

(b) Development outside Delhi within DMA:

There are certain wholesale trades and storages in Delhi which involve bulk handling of commodities such as PVC goods, chemical, timber, food grains, iron and steel and building material and are hazardous in nature by virtue of their location in congested localities. Facilities for the functioning of these wholesale trades (as well as others) and related activities should be developed in the satellite towns in DMA.

The possibility of developing modern super markets in the Delhi Metropolitan Area towns should also be explored.

(c) Development outside DMA within NCR.

Incentives, concessions and infrastructure facilities should be made available in the various regional towns in order to encourage and accelerate the growth of trade centres on a wider scale within NCR.

(ii) In a study commissioned by NCR Planning Board, based on various factors affecting location of wholesale trade such as volume of commodity flow, direction of flow, trade linkages, mode of transport, preferences of traders etc., the following locations have been suggested for the 7 major commodity groups being handled in Delhi.

	S.No.	Trades	Suggested Locations
	1.	Foodgrains	Panipat, Hapur & Kundli (Sub-regional)
	2.	Fruit and Vegetables	Panipat (for apples & vegetables); Hapur (for potato and onion; Kundli (mango and vegetables).
	3.	Textiles & Readymade Garments	Meerut and Rohtak
	4.	Iron & Steel	Ghaziabad, Faridabad/Gurgaon
	5.	Auto Parts	Faridabad.
	6.	Fuel Oils	Rewari
	7.	Hardware & Building Materials	For hardware-Ghaziabad; For building material – Alwar, Dharuhera or Bhiwadi
			<p>(iii) Master Plan for Delhi – 2001 has recommended decentralisation on the wholesale trade especially for space extensive materials to be located in the DMA towns of Ghaziabad, Faridabad, Gurgaon, Kundli and Loni.</p> <p>However, in the Master Plan simultaneous provisions have also been made for markets with the warehouses at Patparganj, Loni road, Madanpur Khadar, Urban Extension, Najafgarh and Northern part of the urban extension. In addition, Regional-cum-Local district markets have also been suggested in Sub-CBD (Shahdara), Okhla, Rohtak road district centre Shivaj Place district centre, Wazirpur district centre, Rohini district centre and other small markets in the urban extension. It will be desirable that rather than developing these sites for wholesale activities along various National Highways within NCT-Delhi, they may be located in the corresponding DMA towns.</p>

(iv) Furthermore, large size major storages of oil and LPG has been suggested on the outskirts within NCT-Delhi. In this regard, about 2 and half years back, a PVC Bazar to rehabilitate the fire affected PVC traders (at Jwala Market) was established at Tikri Kalan in the West of Delhi near NH-10, despite the suggestion by NCRPB to establish the same at Bahadurgarh just about 5 Kms from this proposed site, its project side in NCR. In the last meeting of the Board held in June, 1998 it was pointed out by the MoS that the APMC, Delhi is locating a large fruit & vegetable market in village Khampur/Singhola on NH-1, i.e. G.T. Karnal Road. Member Secretary, NCRPB wrote detailed letter requesting LG, Delhi, Chief Secretary, Delhi to issue direction not to develop this market. Requests were also made to VC, DDA, Secretary, L&B, NCT-Delhi and Administrator, APMC, NCT-Delhi for their comments. It is further pointed out that the Haryana Agriculture Marketing Board is setting up a large fruit & vegetable market complex in DMA town Kundli. The setting up of a similar activity at Khampur/Singhola, would have adversely affected the functioning of the proposed fruit & vegetable market at Kundli. The APMC has now replied that since DDA has refused to clear this proposal, they are withdrawing the same and have already requested the Secretary, L&B to remit Rs.27.90 crs. which they had deposited for compensation of the area. Infact it is now for Haryana to make the Fruit and vegetable market at Kundli operational as early as possible and provide better physical and fiscal conditions therein to attract the wholesale trade

Keeping in view the fact that relocation of these activities in National Capital Territory of Delhi would further generate more employment opportunities and create congestion in the peripheral areas thereby creating a contiguous expansion, it would be appropriate that alternative additional wholesale markets are developed in the DMA towns and the priority towns only in the region outside Delhi as suggested in the above referred study & the NCR Plan.

6.	<p>Rationalization of Tax Structure in NCR.</p> <p>Delhi government may be requested to adopt agreed floor rates on the identified commodities. In order to ease out congestion in Delhi, rate of sales tax on goods should be higher as compared to adjoining states so that there might be diversion of new industries from Delhi to the neighboring states. Besides, in Delhi, there is a provision of concessional rate of 2% of CST on re-exported items which is causing branch transfers resulting in revenue loss to Haryana. It should be made mandatory for all the constituent NCR States not to adopt such measures which may cause diversion of trade amongst States. Delhi government does not levy any sales tax on unprocessed cereals and grain like wheat, rice etc. which provides incentives to Haryana farmers to sell their produce in Delhi and avoid 4% sales tax levied in Haryana.</p>	<p>The Disparate structure of taxes and tariffs amongst the rates between the NCR States causes diversion of trade and manufacturing activity from one state. This matter has been discussed at various for a since the inception of the Board.</p> <p>The matter regarding bringing in uniformity in fiscal policy in the entire National Capital Region was last discussed in the special meeting of the NCR Planning Board held on 2.9.97 under the Chairmanship of the Hon'ble Prime Minister. In this meeting, it was decided that the matter of rationalisation of taxes in the NCR should be sorted out through a meeting of the Secretaries of the participating States to be followed by a meeting of the Chief Ministers of NCR States to be taken by the Prime Minister. Accordingly, the Member Secretary, NCRPB took meetings with the Secretaries and concerned officers of Delhi, U.P., Haryana and Rajasthan. In the meeting a consensus, regarding grouping of 207 commodities in 5 floor rate categories (four general floor rate categories along with two special floor rate categories) i.e. 0%, 4%, 8%, 12% and 20% & 1% was arrived at and the recommendations of the Committee were placed before the Board on its 23rd meeting held on 13.6.98. In the Board meeting it was decided that since the categorization suggested had been made with the consensus of the officers of the participating States. The same should be used as a guideline by the participating States for fixation of various rates of taxes while finalising their budget proposal.</p> <p>A comparative table of the rates as they existed in January, 1999 is at Appendix I. Out of 207 commodities, Delhi has 134 commodities falling below the prescribed floor rates, Haryana 66 commodities, UP 78 commodities and Rajasthan 38 commodities.</p>
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7.	<p><u>Terms & Conditions of loans taken from NCR Planning Board:</u></p> <p>The rate of interest charged by the NCR Planning Board should be low and the repayment period should be minimum of 20 years with a moratorium of 5 years.</p>	<p>The NCRPB fund consists of the budgetary & extra-budgetary resources, out of which the loan assistance is provided to the participating states and their agencies for development. Since the plan component of the funds is very small e.g. for 1998-99 it is hardly Rs. 45 Crs. against a total kitty of over Rs. 400 Crs, market borrowings form major portion of the NCRPB Fund which has to be returned with in 5 to 7 years, to the investors. The following interest rates at which the Board has till recently been providing loans to various agencies are still one of the lowest compared to that provided by other bodies like HUDCO, IDFC, IDBI , etc.</p> <table><tr><td>Type of schemes</td><td>Interest rate for annual repayments</td></tr><tr><td>1. Commercial Schemes</td><td>14 -15 %</td></tr><tr><td>2. Residential/ Industrial Schemes</td><td>13 %</td></tr><tr><td>3. Infrastructure e.g . Water-supply, Drainage, Sewerage disposal , Roads, Bridges etc.</td><td>12 %</td></tr></table>	Type of schemes	Interest rate for annual repayments	1. Commercial Schemes	14 -15 %	2. Residential/ Industrial Schemes	13 %	3. Infrastructure e.g . Water-supply, Drainage, Sewerage disposal , Roads, Bridges etc.	12 %
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3. Infrastructure e.g . Water-supply, Drainage, Sewerage disposal , Roads, Bridges etc.	12 %									
8.	<p><u>Development of Sub-cities and Mini Master Plan for rural areas:</u></p> <p>Delhi Development Authority has planned to develop 30,000 ha. Of urban extension to accommodate 4-5 million population of which 16,000 has already been developed in Dwarka, Narela and Rohini. These areas have developed outside urban extension also. Delhi Govt. has also proposed the development of 15 growth centre against the 11 growth centres as envisaged in the MPD-2001. Through this, Delhi govts. intention is clear to urbanise its entire green belt/green wedge as earmarked in the Regional landuse plan of RP-2001.</p>	<p>The DDA has submitted an urban extension proposal to the NCR Planning Board for consideration and approval. According to the DDA's proposal an area of 29671 ha. is proposed to develop as urban extension, 3360 ha. for additional urban extension for ribbon development along the NH-1, 8, 10, etc. required and 1996 ha. For the Dwarka Ph.II adding together amount to 35027 ha.</p> <p>The NCRPB had requested the MCD, Delhi Jal Board, DVB for their comments. The comments and views on DDA's proposal. The comments and views received from MCD, DJB and DVB and also Govt. of Haryana. While examining the DDA's urbanisation proposal it is found that the total urban area in NCT-Delhi would</p>								

	<p>become 83,804 ha. in an urban population of 161.50 lakhs. With the addition of 15 lakhs population proposed to be supported through the 15 growth centres, the total population for NCT-Delhi would become 176.50 lakhs. As against this, RP-2001 had proposed an overall urban area of 62777 ha. for the assigned 112 lakh population. While even the original MPD-2001 itself it proposed only a maximum of 68777 ha. Area for a population of 128.1 lakhs for NCT-Delhi.</p> <p>The urban extension proposal of DDA was placed before the 43rd meeting of the Planning Committee and deliberated upon in detail. It was unanimously felt that there was a need for limiting the development as per R.P. 2001 vis-a-vis further developments in Delhi. This proposal is being placed before the Board for its approval.</p> <p>Pursuant to the decision of the 42nd meeting of the Planning Committee held on 15.12.97, a committee was constituted under Chairmanship of Secretary, L&B, Govt. of NCT-Delhi with the representative of the participating states to go into the details of the matter of development of growth centres (Mini master plan) for rural areas. The Committee after detailed deliberations has prepared recommendations and submitted to the NCRPB for consideration. The recommendations of the committee was discussed in the 43rd meeting of the Planning Committee and it was decided that the growth centres of NCT-Delhi be developed as service centres as envisaged in the RP-2001 and the provision of infrastructure and commercial activities to cater only to the local needs may be provided in these growth centres. Industrial and large scale health and education institutions should not be located in these growth centres which could be provided by the urban areas which is adjacent to it, where higher level health and medical facilities are available / proposed to be provided.</p>
9	<p><u>River Front Development:</u></p> <p>DDA has prepared a draft Zonal Development Plan for river front development covering an area of 9700 ha. through urbanisation on a</p> <p>The draft Zonal Development Plan for river Yamuna area of Zone 'O' and part 'P' has been received in the Board from the DDA for comments and views. Since Yamuna is an interstate river running through NCR</p>

massive scale i.e. construction of Secretariat, Assembly, Sports activities and etc. There is also a proposal for channelisation of river Yamuna on the lines of river Thames which will help serious repercussions within Delhi. The steps taken by the above steps, the Delhi Govt. is utter disregard to the objectives and strategies of the RP-2001 and the Central Government and the NCRPB is not able to put any pressure on Delhi govt. to the proposal of RP-2001. The areas has remained beyond DMA identified for induced development have remained included and the basic demarcation of population from Delhi by developing the region has been defeated.

and beyond, the NCR Planning Board felt that the plan should be examined by the participating states concerned Central Ministries and also by specialised agencies like Irrigation and Flood control, Environment, Ground Water Board etc. Accordingly, the Board has circulated the plan to the concerned central ministries, participating states and the specialised agencies. The Board has received comments and views from number of organisations. The Gist of the comments are as under: The reclamation/channelisation of river Yamuna bed is hazardous for Delhi and upstream and downstream settlements in U.P. and Haryana. There will be a severe problems related to hydrological cycle and watershed region. There is a need to take up an Environmental Impact Assessment study before planning and development this environmentally sensitive Yamuna river bed. The development of Yamuna River bed against the Ramsar Convention on conservation of Wetland where India is a signatory. A Number of countries were channelisation of river undertaken are presently in the process of de-channelisation their rivers and or restoring the natural flood planes. There is need to prepare comprehensive Environmental Management Plan for the river Yamuna bed.

The draft ZDP alongwith comments and views of the various concerned ministries/participating states were placed before the 43rd meeting of the Planning Committee held on 12.2.99. After great deal of deliberations it was decided that the environmental impact assessment study may be conducted for these zones and a detailed ZDP on the eco-based concept which involve augmentation of water recharge, reduction in pollution of Yamuna water, conservation of natural areas, hierarchy of green areas and recreation limited to eco-tourism and continuation, and renewal of existing areas etc. may be considered but, no active urban use like commercial, public or semi-public activities should be considered. It was also decided that the detailed Zonal Development Plan may be prepared after the Environmental Impact Assessment (on eco-based) study is completed and submitted to the NCR Planning Board for consideration.

		<p>The matter was subsequently discussed in a meeting with the Secretary (M/O UA&E) wherein the DDA had pointed out that they were not contemplating any channelisation of the river Yamuna and the plan now was for rejuvenation of the river. The development will be under taken as per the recommendation out of the study on EIA being conducted by NEERI.</p>																																		
10.	<p><u>Infrastructure Development:</u></p> <p>The total requirement of funds for the development of public health facilities of water supply, sewerage, storm water drainage and solid waste management in towns falling in NCR part of Haryana is estimated as under:</p> <table><tr><td>1. Water Supply</td><td>Rs.591.55 crs.</td></tr><tr><td>2. Sewerage</td><td>Rs.389.73 crs</td></tr><tr><td>3. Storm Water Disposal</td><td>Rs.265.08 crs</td></tr><tr><td>4. Solid Waste Management</td><td>Rs. 35.35 crs</td></tr><tr><td>Total :</td><td>Rs.1281.71 crs</td></tr></table> <p>Beside, as per Ninth Plan proposal of NCR Rs.941.0 crores are required for following purpose:</p> <table><tr><td>1. New Township Development</td><td>Rs.385.00</td></tr><tr><td>2. Land Acquisition for expressways</td><td>Rs. 40.00</td></tr><tr><td>3. Contribution to Railways for RRTS</td><td>Rs.100.00</td></tr><tr><td>4. Land Acquisition for Regional Road Grids</td><td>Rs. 59.00</td></tr><tr><td>5. Constructions of Regional Roads Grids</td><td>Rs.173.00</td></tr><tr><td>6. Transmission & Distribution of Power</td><td>Rs.184.00</td></tr><tr><td>Total:</td><td>Rs.941.00</td></tr></table>	1. Water Supply	Rs.591.55 crs.	2. Sewerage	Rs.389.73 crs	3. Storm Water Disposal	Rs.265.08 crs	4. Solid Waste Management	Rs. 35.35 crs	Total :	Rs.1281.71 crs	1. New Township Development	Rs.385.00	2. Land Acquisition for expressways	Rs. 40.00	3. Contribution to Railways for RRTS	Rs.100.00	4. Land Acquisition for Regional Road Grids	Rs. 59.00	5. Constructions of Regional Roads Grids	Rs.173.00	6. Transmission & Distribution of Power	Rs.184.00	Total:	Rs.941.00	<p>The memorandum states that as per the targets envisaged by the Govt. of India, Rs.1,281.71 crores would be needed by Haryana for the following public health works in the DMA towns, Priority Towns and Other Towns in the Haryana Sub-Region of NCR:</p> <table><tr><td>Water Supply</td><td>591.55 crs.</td></tr><tr><td>Sewerage</td><td>389.74 crs.</td></tr><tr><td>Drainage</td><td>265.08 crs.</td></tr><tr><td>Solid Waste</td><td>35.35 crs.</td></tr><tr><td>Total:</td><td>1281.71 crs.</td></tr></table> <p>The memorandum further states that according to the NCR Planning Board, Haryana's share of funds amounting to Rs.941 crores would be required during the Ninth Plan for development of new townships and infrastructure in the Sub-region.</p> <p>It appears that the amount of Rs.1281.71 crores for various public health works mentioned in the memorandum is for the entire DMA, Priority & other towns in the Haryana Sub-region, whereas the amount of Rs.941 crores indicated by the Board is only for the programmes envisaged under the Regional Plan specifically for developing new townships and local & regional infrastructure connected therewith. Out of this Rs.941 crores, programmes costing Rs.416 crores are envisaged to be exclusively funded by Haryana for projects like Regional Inner and Outer Road Grids and T&D System for power supply. The balance amount of Rs.525 crores are for new townships development programmes to be funded jointly by Haryana and the NCR Planning Board where 75% of the project costs are provided by the Board as loan assistance.</p>	Water Supply	591.55 crs.	Sewerage	389.74 crs.	Drainage	265.08 crs.	Solid Waste	35.35 crs.	Total:	1281.71 crs.
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<p>Since the State is already spending lot of funds to develop satellite around Delhi, additional contribution of Rs.941 crores is neither justified nor the State is in position to bear the burden. Hence, the entire amount of Rs.941 crores required from Haryana during the 9th Five Year Plan period under the NCR Planning Board Plan should be contributed by the Govt. of India.</p>	<p>Sources of funds through budgetary route being very scarce, a major part of the investible funds at the disposal of the Board consists of Bonds raised from capital market at usual market rates and, therefore, the existing approved pattern of financial assistance by the Board do not have any provision either to extend loans at very low rate of interest OR to provide any 'grant'.</p>
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AGENDA ITEM No.4. CONSIDERATION OF THE REPORT ON REVIEW OF REGIONAL PLAN 2001 FOR NCR.

The Regional Plan-2001 for NCR, approved by the NCR Planning Board on November 3, 1988 and notified on January 23, 1989, is being implemented by the member states of Haryana, Rajasthan, Uttar Pradesh and NCT-Delhi. The Plan-enabling legislation, the NCRPB Act, 1985, stipulate that this Regional Plan shall be reviewed periodically and, if necessary, revised. In compliance of this legal mandate, the NCR Planning Board had constituted a Steering Committee under the chairmanship of Shri Sayed S. Shafi, a renowned spatial planner and former Chief Town Planner, Town & Country Planning Organisation of the Govt. of India, to guide this Review Exercise by analysing its policy parameters and suggesting the various mid-course corrections needed, if any, for its effective implementation.

The Review exercise mainly relied upon the voluminous data/information support available in the Board's Secretariat which were assembled through exhaustive studies/surveys conducted with the help of prominent research institutions and also its Geographical Information System (GIS) capabilities with which essential base maps in various scales were generated. The Review exercise also drew heavily from the Functional Plans which were already approved by the Board which spell out sectoral policy guidelines in respect of Industry, Transport, Telecommunications and Power as well as the Fiscal Plan for Resources for the Regional Plan.

In order to facilitate the Review Exercise, on the advice of the Steering Committee, the following 7 Sub-groups were formed which were chaired by eminent experts in their respective fields of specialization:

1. Policy Zones, Demographic Profile and Settlement Patterns
Chairman - Prof. J.H. Ansari, School of Planning & Architecture, New Delhi.
2. Economic Profile, Fiscal Plan and Development Resources
Chairman - Prof. M.C. Prohit, NIPFP
3. Regional Landuse, Environment & Eco-development and Rural Development.
Chairman - Shri R.C. Gupta, Former Professor (Regional Planning), School of Planning & Architecture, New Delhi

4. Physical Infrastructure
Chairman - Shri J.C. Gambhir, Former Commissioner (Planning.), DDA, New Delhi
5. Social Infrastructure
- Shri J.C. Gambhir, Former Commissioner (Planning), DDA, New Delhi
6. Transport and Circulation including major policies in the inter-connected areas
Chairman - Shri P.S. Bawa
7. Management Structure for Plan Implementation Strategies and Development Priorities.
Chairman - Shri M.K. Dhar

Copies of the Reports of the Steering Committee and Sub - groups are at Annexures-IV & V.

The following is a brief recapitulation of the policy parameters that should govern the formulation of a new Plan for Delhi and NCR'2021:

⇒ It is absolutely important that the practice of piecemeal and *ad-hoc* decisions should come an end.

As a corollary to this all development schemes currently been contemplated either by *Dilli Sarkar*, the DDA or the participating States of the NCR and which proposals are clearly outside the approved plans viz. MPD'2001 and NCR Plan'2001 should not be taken up.

In fact, it is virtually impossible to discern the tearing hurry which tentamounts to preempting the options left for the national capital and its region. It may be pointed out that almost all such schemes outside the approved plans are, infact, illegal. Moreover, in case they are taken up for implementation, they would practically nullify the entire planning effort.

⇒ While the reasons for non-implementation and non-effectuation of the plan, have been pointed out in this report, in the main this has been so, because no systematic fixation of priority was ever established; time-bound programs were never formulated responding to the felt-needs of the various segments and communities within the metropolis and its metro-region.

It is, therefore, necessary to make the necessary modifications in the plan-enabling legislation to mandate systematic programming and fixation of priorities without which no long-term plan can be implemented in the envisaged time frame;

⇒ The Union Government has a special responsibility for the sound development of the national capital and its region, therefore, location of new offices, allied institutions and offices of the public sector undertakings (PSUs) within Delhi should be completely stopped.

Offices and institutes, which have already been identified, should be shifted out the national capital territory of Delhi in the metropolitan area, but preferably in the metro-region.

In this connection, the relocation of Abattoirs (slaughter houses), Fish and Poultry from the congested central areas of Delhi (Shahjahanabad) to alternative locations must be undertaken on a top priority basis.

Also relevant, in this connection is the necessity of the relocation of certain wholesale trades that have strong storage component and have already been identified in earlier sections of this Report. Programmes need to be prepared and a time-bond schedule made for their relocation in a programmed manner in the designated towns and cities of the NCR.

- ⇒ In the interest of the future and survival of Delhi, makes it imperative that no massive investment, especially in short-time, should be made in Delhi that is bound to further enhance its magnetism. Example : development of ten or twelve, Five-Star deluxe hotels with a large Shopping Complex and a Convention Centre.

However, investments are nonetheless required to fill the increasing gaps in urban infrastructure and services including water supply, electricity, sanitation, flood control and drainage.

- ⇒ Operationalising and implementing the principal of Common Economic Zone (CEZ)

Although the idea was first mooted as far as back 15 years and was rapidly accepted. It was also endorsed as recently as September, 1997 yet, it has yet to be taken up in a serious manner.

- ⇒ Finally, amendments and modifications required to be made in the plan enabling legislation, viz. DDA Act, 1957 and NCRPB Act, 1985.

It may be necessary to appoint a small Task Force to identify important changes as are required in the above laws, so that they become more responsive and are in tune with the changing realities.

- ⇒ To effectuate understanding and consideration of planning schemes, a small Standing Committee be formed between the technical personnel of the NCR and DDA.

They should review and reconcile their plans and schemes in close collaboration. While the terms of reference of this Committee could be worked out in due course, among others, the Chief Planners of the DDA, NCR PB, DDA's Commissioner, (Planning) later, Member Planning, (as and when made) should be its member, including the Chief Planner, TCPO. Meeting may be held at least once in a month or as frequently as may be required.

Delhi is said to have crossed the 11 million population mark and is composed of many and diverse communities hailing from practically every region and state of the country. Despite the wonders of the media and communications, it is not easy to arrange meaningful articulation of their views and aspirations and, subsequently its reflection into tangible form of plans and policies. To do so realistically, and, with a degree of flexibility, is the art and skill of planning. Then, there are a number of groups each with their own interests and view points; their agendas are sometimes in conflict with each other. These, too, need to be resolved through enlisting their cooperation and participation. Yet this can best be accomplished at the local community level. And, though plans should help specific sub-areas and communities within metropolis and its region, these plans are but indications of the initial efforts which must be sustained to be meaningful, they require translation into attainable programmes covering the many areas, sub-regions and segments making up the metro-region. So goes spatial planning as a continuous quest, part of the eternal search for a better quality of life.

While the key to the future of Delhi lies in the sequential development of its metropolitan region, enough has not been done despite all the plans. A lot remains to be accomplished in the coming decades. The planning of the NCR is only the initial first step to the next and the following. The steps have to be taken in right earnest with implicit faith in the future of Delhi, for otherwise the nation's capital cannot survive, much less be in a position to perform the tasks the nation has promised its peoples in the next century and the new millennium.

AGENDA ITEM NO. 5: PREPARATIONS FOR REGIONAL PLAN FOR NCR-2021

The status of the sub-regional plans of Haryana & Delhi was reviewed by the planning committee and it was observed that both these were with the respective State Governments for finalisation. In the case of Haryana, it was intimated by the Secretary, Town and Country Planning in the Planning Committee meeting that the Sub-Regional Plan had been finalised and was being submitted to the Board after approval of the State Govt.

During the deliberations in the Planning Committee, it was brought out that the Regional Plan – 2001, which was notified in January, 1989 with the target year of 2001 AD, itself was completing its life span and the Board is in the process of initiating the preparation of the Regional Plan for the perspective year 2021. This new RP-2021 is emanating out of the recommendations of the review report of RP-2001, which has recently been completed and has been presented to the Board as Agenda Item No. 4.

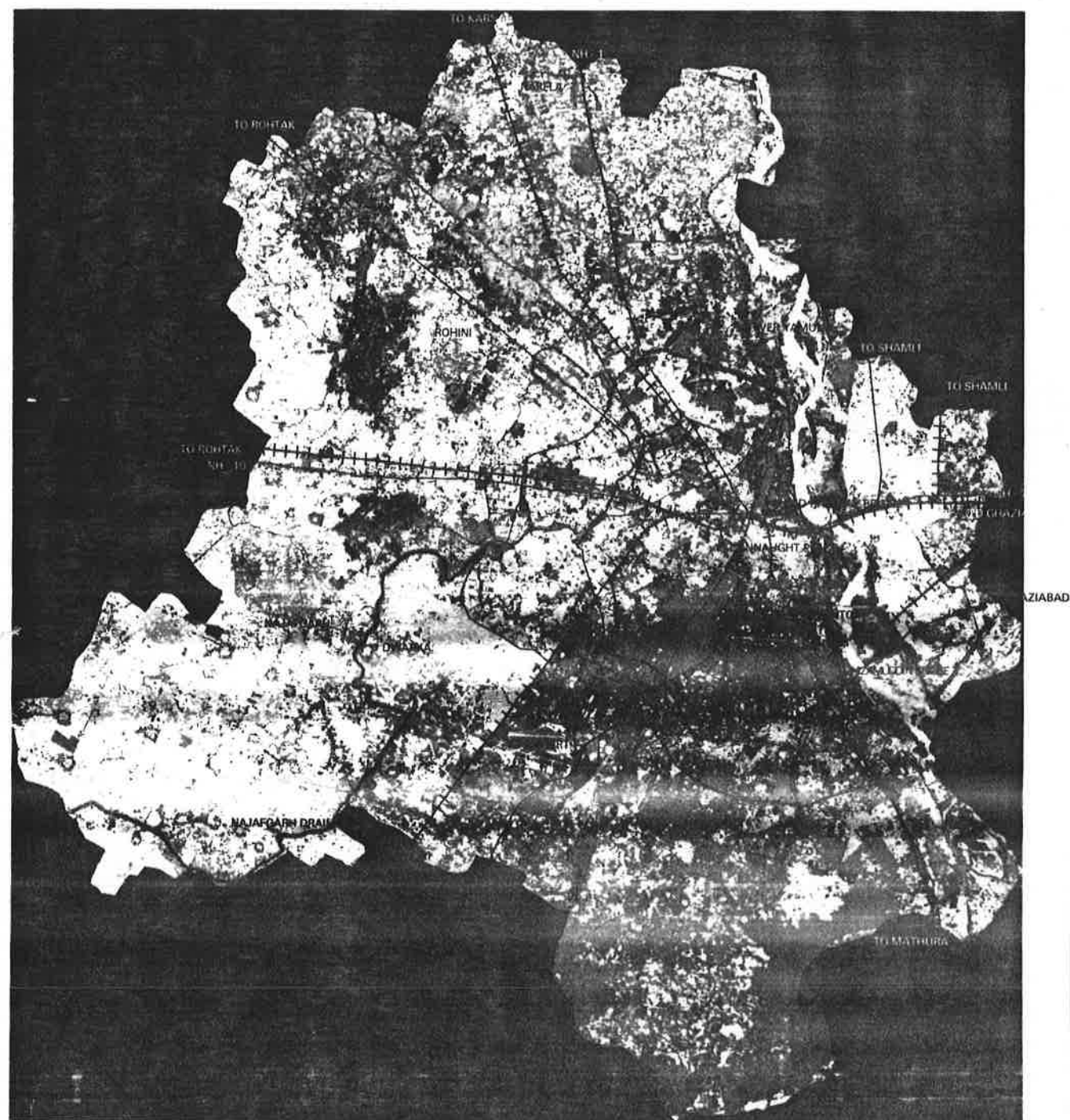
In furtherance to the process of preparation of the new plan, the Board has already started collecting the base data for the NCR by commissioning ISRO, Bangalore and NRSA, Hyderabad who would be supplying the latest spatial data for the region. The NRSA has recently informed that they are collecting the remote sensing data for 11th February and March, 1999, based on which, the latest landuse maps of the region would be generated. This study is likely to take six months by when the classified land use data will be available.

The NCRPB has already obtained the digital data for the NCR of, as late as, 26th October 1998 and based on this data, has got the False Colour Composite (FCC- Colour Infra-red) map and classified maps prepared for the most densely developed area of the region i.e. NCT-Delhi. Both these maps are appended as II & III. These maps clearly indicate the extent of area which has been built upto October, 1998 and which covers approximately 57,000 ha.

These maps and the satellite data will be essential for determining the direction and extent of urban growth which is taking place and can provide a very useful base both for RP-2021 as well as the MPD-2021 which is being prepared by DDA. It is felt that at the macro level the Geographic Information System which has been established in the NCRPB since 1996 and is now being strengthened through establishment of the National Natural Resource Management System (NNRMS) under ISRO, will be a very useful data centre in the Northern Zone. Both the NCRPB and DDA could cooperate and share the information and common data base generated out of this system for their use. This would ultimately lead to preparing both the RP-2021 and the Master Plan for Delhi – 2021 complementing each other for evolving appropriate policies for the balanced development of the entire region.

In the light of the above, it was decided in the Planning Committee that not only should the Haryana and Delhi State Governments immediately come up with their respective Sub-Regional Plans for 2001, but also start working on the Sub-regional Plans for 2021. It was also recommended that a small Standing Committee may be constituted to go into the details of the pertinent parameters of planning and development of the NCR and its Sub-regions for the perspective year 2021 AD.

FCC - IRS 1C LISS III DATED: 28 OCT, 1998 FOR NCT DELHI



LEGEND

 NATIONAL HIGHWAY
 RAIL

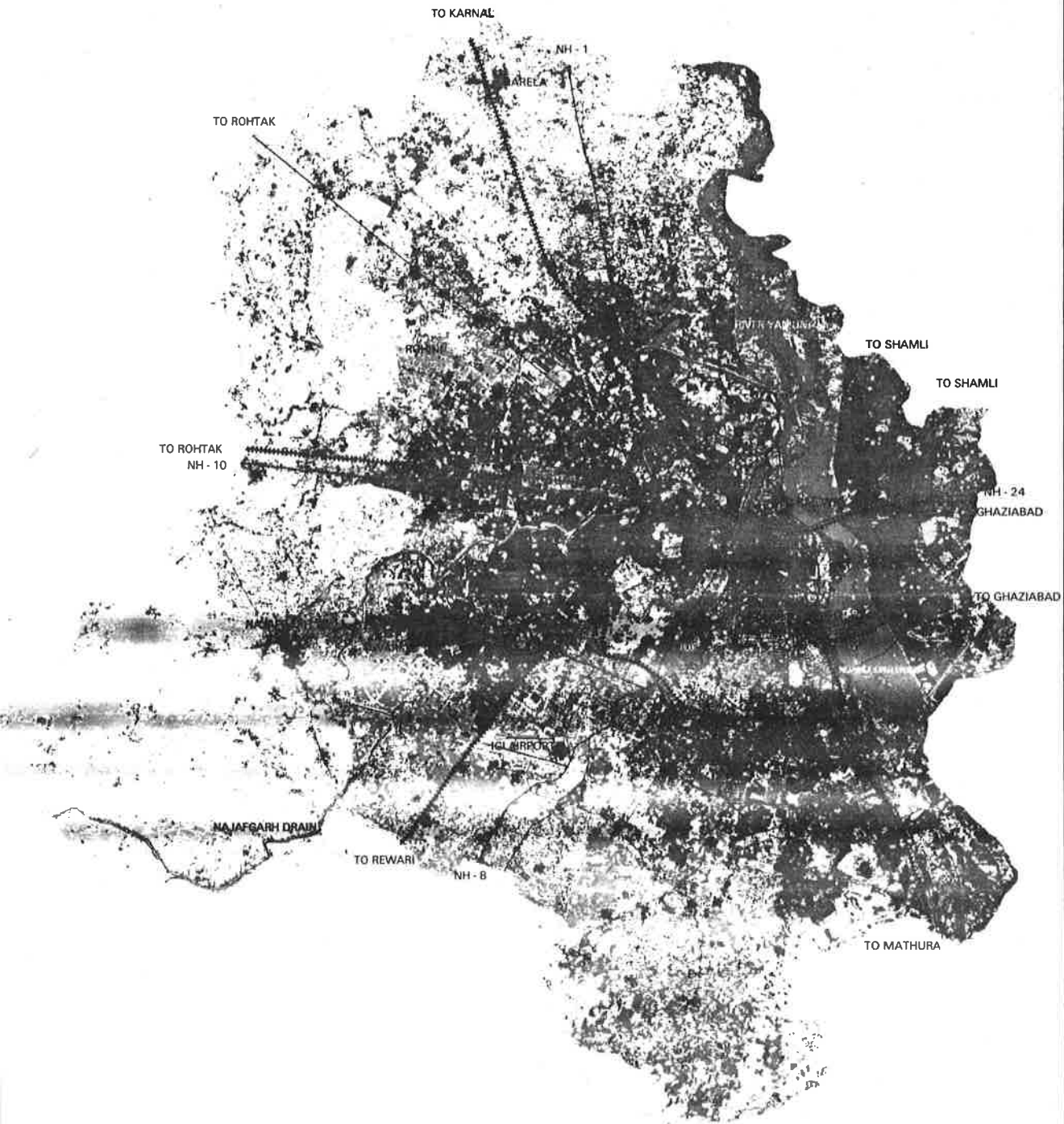
 RAIL

Scale








References

NCR PLANNING BOARD

CLASSIFIED IMAGE - IRS 1C LISS III DATED: 28 OCT, 1998
INDICATING BUILT UP AREA IN NCT DELHI



LEGEND

-  NATIONAL HIGHWAY
-  RAIL
-  BUILTUP
-  LOW BUILT UP
-  RIDGE / GREENS
-  FALLOW LAND
-  CULTIVATED LAND



Scale

5 0 5 Kilometers

AGENDA ITEM NO.6: APPROVAL OF REVISED BUDGET ESTIMATES FOR THE YEAR 1998-99 UNDER NON PLAN (REVENUE) & PLAN (CAPITAL) & BE 1999-2000 UNDER NON PLAN (REVENUE).

Revised budget estimates for the year 1998-99 both under Non Plan (Revenue) and Plan (Capital) & BE 1999-2000 Non Plan (Revenue) have been submitted to the Ministry of U.A.& E. in the prescribed formats. Briefly, these are as under :-

(Rs. in lacs)

A : Non Plan (Revenue)

Sl.No.	Gross expenditure	Grant form deptt. of U.D.	Internal Resources	Remarks
1. Actuals for the year 1997-98	96.82	82.00	14.84	
2. Grant sanctioned by the Deptt. of UD for the year 1998-99	--	89.00	--	
3. Revised Estimates 1998-99 proposed by the Board	141.10	134.00	7.10	
4. Budget Estimates 1999-2000 proposed by the Board	159.30	153.00	6.30	
5. Grant approved for the RE 1998-99 & BE 1999-2000	In the Revised budget the Board has demanded Rs.134.00 lacs at RE Stage but the Ministry could not provide any additional funds at this stage and it has suggested the above short fall may be met from the internal accrual of the Board. Statement of accepted estimates awaited for 1999-2000 from the Ministry.			

(Rs. in crs.)

B. Plan (Capital)

Sl.No.	Gross expenditure	Grant from deptt. of U.D.	Grant from NCT Delhi	Internal Resources including unspent grant of previous year	Market borrowings - bonds & other sources	Remarks
1. Actuals for the year 1997-98	155.24	42.00	15.00	72.99	25.25 201.00 *	*These bonds pertained to 1997-98 raised upto June, 98.
2. Grant sanctioned by the Deptt. of UD for the year 1998-99	--	45.00	--	--		
3. Revised Estimates 1998-99 proposed by the Board	1015.00	160.00	30.00	60.00	345	Market borrowing has been reduced by the Ministry from 564 crs. to 285 crs. at RE Stage.
4. Grant approved for RE 1998-99						Statement of accepted estimates are awaited

Statement of Revenue & Capital Budgets are enclosed at Appendix-IV. These are submitted for consideration & approval.

(Non-Plan)

Statement Showing The Revised Estimates 1998-99 And Budget Estimates 1999-2000 Vis-A-Via. The Actual Expenditure.

(Rs. in Lakhs)

Object of Expenditure	Actuals for the Year			Sanction Budget grant	Last 7 months the actuals	First Five months actuals	Anticipated Expenditure for the remaining 7 months	Revised Estimates	Proposed Budget Estimates	Reasons for variations between		
Salaries Travel Expenses, Office Expenses, etc.	1995-96	1996-97	1997-98	1998-99	1997-98	98-99	1998-99	1998-99	1999-2000	Col. 5&9	Col. 9&10	
	1.	2.	3.	4.	5.	6.	7.	8.	9.	10.	11.	12.
1. Salaries	32.71	32.15	55.26	-	35.38	33.62	41.38	75.00	85.00	Reasons for variations between column 5 & 9 & 10 are as under:- BE 98-99 sanctioned Rs.89.00 lakhs. It is enhanced to Rs.134.00 lakhs because provision has been made for new posts likely to be created while strengthening the MCRPB provision has also been made for general hike in prices of materials & services & payment of DA arrears & Bonus for the year 1998-99.		
2. FSC	.56	.60	.61	-	.58	.10	1.20	1.30	1.50			
3. F. & Honorarium	2.95	4.16	6.07	-	3.00	2.93	3.07	6.00	6.00			
4. Travelling Exp.	1.17	1.90	2.96	-	1.77	0.32	3.68	4.00	5.00			
5. office Exp.	20.36	20.54	14.93	-	8.89	10.71	14.29	25.00	30.00			
6. Hospitality Exp.	1.33	1.83	2.18	-	1.42	1.18	3.32	4.50	5.00			
7. L. Fee of Govt. residence	.39	.17	.19	-	.11	.08	1.42	1.50	2.00			
8. Advertising & Publicity	.41	.34	.62	-	.62	.06	.94	1.00	1.50			
9. GIS liability	-	-	-	-	-	-	4.00	4.00	4.00			
10. Audit Fee	.31	.41	-	-	-	.38	.42	.80	.80			
11. Exhibition Exp.	-	-	-	-	-	-	1.00	1.00	1.00			
12. RRT	4.89	5.10	4.34	-	4.02	-	5.00	5.00	5.00			
13. Legal charges	-	.47	3.72	-	3.15	.67	3.33	4.00	4.00			
14. Intt. on GPF/CPF Board's Contb.	2.74	3.08	3.94	-	3.94	-	7.00	7.00	7.00			
15. Electricity bill of IHC complex	.41	1.06	.81	-	0.65	.16	.84	1.00	1.50			
16. Write-off assets	-	-	1.19	-	1.19	-	-	-	-			
17. Suspense-TA	.18	-	-	-	-	-	-	-	-			
	=====	=====	=====		=====	=====	=====	=====	=====			
	68.41	71.81	96.82		64.72	50.21	90.89	141.10	159.30			
	=====	=====	=====		=====	=====	=====	=====	=====			
Grant-in-Aid from Min. of U.A.E.	65.00	70.00	82.00	89.00	-	-	-	134.00	153.00			
Boards own receipts	6.47	5.17	14.84	-	-	-	-	7.10	6.30			

Revised Estimates – 1998 - 99

The budgetary support approved by the Ministry in Budget Estimates 98-99 was Rs.89.00 lakhs. This is proposed to be enhanced to Rs.134.00 lakhs on account of the following reasons.

1. Provision has been made for new posts likely to be created while strengthening the NCR Planning Board.
2. Provision has been made for general hike in prices of materials & services.
3. Provision has been made for payment of DA Arrears & bonus for the year 1998-99.

Budget Estimates 1999-2000

The budget support proposed for the year 1999-2000 has been estimated to be Rs.153.00 lakhs. Necessary provision has been made for filling up the vacant posts and for the new posts likely to be sanctioned in the near future.

National Capital Region Planning Board

Statement Showing The Revised Estimates 1998-99 Vis-A-Vis. The Actual Expenditure. (Plan)

(Rs.in crores)

Object of Expdr.	Actuals for the Year			Sanction Budget grant 1998-99	Last 7 months the 1997-98	First Five months 98-99	anticipated Expenditure for the remaining 7 month 1998-99	Revised Estimates 1998-99
	1995-96	1996-97	1997-98					
1.	2.	3.	4.	5.	6.	7.	8.	9.
Loans to State Govt.	109.75	146.85	84.26	-	69.77	138.26	801.99	940.25
Reptt. of loan to HUDCO	-	-	60.00	-	60.00	-	-	-
Study & survey	.16	.16	.03	-	.03	-	1.00	1.00
Long Term advance to the employees of the Board (HBA, Scooter/Car & Computer etc.)	.02	-	.004	-	.004	.01	0.24	0.25
Other Expenses	-	.36	-	-	-	-	-	-
Intt.on Mkt.borrowing (a) HUDCO (b) Bonds	-	-	9.99	-	9.99	1.36	28.64	30.00
MCR Planning & Monitoring Cells	.53	-	.15	-	-	-	1.00	1.00
Debenture redemption reserve	-	-	-	-	-	-	40.00	40.00
Expr. of Market Borr.	-	-	.11	-	.11	.65	1.35	2.00
Accommodation at IHC	-	-	.20	-	.20	-	0.50	.50
	110.46	147.37	155.24		140.10	140.28	874.72	1015
	=====	=====	=====		=====	=====	=====	=====
Financing of Expdr.								
1. Contribution of M/o UA & E	40.00	40.00	42.00	45.00	-	15.00	145	160
2. Contb.of MCT Delhi	3.50	3.75	15.00	20.00	-	-	30	30
3. Internal accruals & unspent including of previous years	90.28	54.87	72.99	-	-	31.32	28.68	60
4. Market borrowing	-	60.00	25.25	-	-	-	564	564
5. Bond Amt. pertained to 1997-98	-	-	-	-	-	201.00	-	201

AGENDA ITEM NO.7: REVIEW OF LOANS AND ADVANCES SANCTIONED AND RECEIVED BY THE BOARD DURING 1997-98.

According to Rule-47 of the NCR Planning Board Rules 1985, the officer-Incharge of the Accounts of the Board is required to submit to the Board, Annual statement showing details of outstanding loans in respect of the following heads in form 'G' & 'H':

- (a) Loans and advances sanctioned by the Board : Form - 'G' rule 47 (1).
- (b) Loans and advances received by the Board : Form - 'H'. rule 47 (2)

The annual statement of loans and advances sanctioned by the Board for the year 1997-98 in the prescribed form 'G' is submitted for information of the Board.

All payments due on account of interest and repayment of principal during the year were received and these have been accounted for in the statement Form - 'G' (Appendix-V). No due amounts are outstanding as on date.

The statement of loan and advances received by the Board in the year 1997-98 is submitted for information in the prescribed Form 'H' (Appendix-VI). There is no default against repayment of any loan, as on date.

STATEMENT OF LOANS/ADVANCES SANCTIONED BY THE BOARD DURING THE FINANCIAL YEAR 1997-98

(AMOUNT IN RS.)

APPENDIX-V

[illegible]

Form 'c'
NATIONAL CAPITAL REGION PLANNING BOARD
STATEMENT OF LOANS/ADVANCES SANCTIONED BY THE BOARD DURING THE FINANCIAL YEAR 1997-98
(SEE RULE 47 (1))
(AMOUNT IN RS.)

NAME OF PERSON/ PARTY RECEIVING THE LOAN/ADVANCE	AMOUNT OF LOAN ADVANCE SANCTIONED	RATE OF INTEREST	NO. & DATE OF ORDERS AUTHORI- SING THE LOAN/ ADVANCE	BALANCE FROM LAST YEAR	AMOUNT ADVANCE THIS YR.	TOTAL	REPAYMENT OF PRINCIPAL				PAYMENT OF INTEREST		
							INSTALLMENT OF REPAYMENT DURING THE YR.	AMOUNT OF PRINCIPAL REPAID DURING THE INST. DUE RE- LATING TO EARLIER YEAR IF ANY	AMOUNT OF DEFUALT IN LOANS/ADVANCE REPAYMENTS AT THE CLOSE OF PRINCIPAL OF THE YEAR (COL. 8-9)	BALANCE OF LOANS/ADVANCE REPAYMENTS AT THE CLOSE OF PRINCIPAL OF THE YEAR (COL. 7-9)	AMOUNT OF INTEREST DUE FOR A YEAR UNDER REVISED	AMOUNT OF INTEREST RECEIVED & CREDITED TO REVENUE DUB- ING THE YEAR	BALANCE OF INTEREST
1.	2.	3.	4.	5.	6.	7.	8.	9.	10.	11.	12.	13.	14.
		12%	Improveent of Street light in Ghaziabad sanction letter No.I-12012(2)/DP(Ghaziabad)/ 97-98 dt.23.3.98 Rs.70.50 lakhs	15,00,00,000	10,50,00,000	25,50,00,000				25,50,00,000	1,90,00,000	1,90,00,000	
Uttar Pradesh State Industrial Dev. Corporation	10,50,00,000	12%	Dev. of Integrated industrial township, Kurja sanction No. I-12012 (2)/DP(Kurja)/95-96 dt.7.3.97 Rs.1050.00 lakhs	15,00,00,000	10,50,00,000	25,50,00,000				25,50,00,000	11,39,43,202	11,39,43,202	
HARYANA													
Haryana State Industrial Dev. Corpn.	78,50,00,000			78,50,00,000		78,50,00,000				78,50,00,000	11,39,43,202	11,39,43,202	
Haryana Urban Dev. Authority	49,73,85,477			49,73,85,477		49,73,85,477	1,54,83,333	1,54,83,333		48,19,02,144	6,02,26,114	6,02,26,114	
Rajya Pradesh													
Govt of M.P Bhopal	62,50,000			62,50,000		62,50,000	24,99,950	24,99,950		37,50,050	12,09,375	12,09,375	
Punjab													
Patiala City Planning and Dev. Board Patiala	76,92,310			76,92,310		76,92,310	7,65,230	7,65,230		69,23,080	8,26,923	8,26,923	

FORM 'C'
NATIONAL CAPITAL REGION PLANNING BOARD
STATEMENT OF LOANS/ADVANCES SANCTIONED BY THE BOARD DURING THE FINANCIAL YEAR 1997-98
(SEE RULE 47 (D)) (AMOUNT IN RS.)

1.	2.	3.	4.	5.	6.	7.	8.	9.	10.	11.	12.	13.	14.
NAME OF PERSON/ PARTY RECEIVING THE LOAN/ADVANCE	AMOUNT OF LOAN ADVANCE SANCTIONED	RATE OF INTEREST	NO. & DATE OF ORDERS AUTHORI- SING THE LOAN/ ADVANCE	BALANCE FROM LAST YEAR	AMOUNT THIS YR.	TOTAL	REPAYMENT OF PRINCIPAL	REPAYMENT OF PRINCIPAL	REPAYMENT OF PRINCIPAL	BALANCE OF LOANS/ADVANCE AT THE CLOSE OF THE YEAR	AMOUNT OF INTEREST DUE FOR A YEAR ORDERED TO BE REVIEWED IN THE YEAR	AMOUNT OF INTEREST RECEIVED & CREDITED TO REVENUE DUN- ING THE YEAR	BALANCE INTEREST
							INSTALLMENT OF REPAYMENT DURING THE YR. & ABEAR OF INSTT. DUE RE- LATING TO IF ANY EARLIER YEAR	AMOUNT OF PRINCIPAL REPAID DURING THE (COL. 8-9)	AMOUNT OF PRINCIPAL REPAYMENTS AT THE CLOSE OF THE YEAR (COL. 8-9)	AMOUNT OF INTEREST DUE FOR A YEAR ORDERED TO BE REVIEWED IN THE YEAR	AMOUNT OF INTEREST RECEIVED & CREDITED TO REVENUE DUN- ING THE YEAR	AMOUNT OF INTEREST RECEIVED & CREDITED TO REVENUE DUN- ING THE YEAR	BALANCE INTEREST
138	6.		Dev. of Export promotion Industrial Park, Tapolera sanction letter No.12014(1)/ Raj.(Bhuad)/97-98 dated 27.3.98. Rs.1000.00 lakhs										
Rajasthan State Bridge & Construction Corporation Ltd.	2,63,00,000	12%	1.	1,32,00,000	2,63,00,000	3,95,00,000				3,95,00,000	15,94,000	15,94,000	
			Construction of tunnel at Jindoli Ghati, Bharat Pur- Alwar-Behrod Road sanction letter No.1-12014(1)/Raj. (Alwar)/94-95 dated 25.11.97 Rs.131.00 lakhs										
12%	2.		Construction of tunnel at Jindoli Ghati, Bharat Pur- Alwar-Behrod Road sanction letter No.1-12014(1)/Raj. (Alwar)/94-95 dated 26.2.97 Rs.132.00 lakhs										
Urban Improvement Trust, Kota.				1,60,00,000	1,60,00,000	40,00,000	40,00,000			1,20,00,000	20,80,000	20,80,000	

STATEMENT OF LOANS/ADVANCES RECEIVED BY THE BOARD DURING THE FINANCIAL YEAR 1997-98
(AMOUNT IN RS.)
(SEE RULE 47 (2))

APPENDIX-VI

NAME OF PERSON/ PARTY RECEIVING THE LOAN/ADVANCE	AMOUNT OF LOAN ADVANCE RECEIVED	RATE OF INTEREST	NO. & DATE OF ORDERS AUTHORI- SING THE LOAN/ ADVANCE	BALANCE FROM LAST YEAR	AMOUNT RECEIVED DURING THE YEAR	TOTAL	REPAYMENT OF PRINCIPAL						PAYMENT OF INTEREST	
							INSTALLMENT OF REPAYMENT DURING THE YR. & AHEAD OF INSTT. DUE RE- LAYING TO EARLIER YEAR IF ANY	AMOUNT OF PRINCIPAL REPAID DURING THE YEAR	AMOUNT OF DEFAULT IN REPAYMENTS OF PRINCIPAL OF (COL. 8-9) FIGURES TO BE SHOWN YEAR WISE	BALANCE OF LOANS/ADVANCE AT THE CLOSE OF THE YEAR (COL. 7-9)	AMOUNT OF INTEREST DUE FOR & UP TO THE YEAR UNDER REVIEW	AMOUNT OF INTEREST RECEIVED & CREDITED TO REVENUE OMN- ING THE YEAR	BALANCE OF INTEREST UNPAID	
1.	2.	3.	4.	5.	6.	7.	8.	9.	10.	11.	12.	13.	14.	
Housing & Urban Development Corporation (HUDCO)	252500000	14%	--	600000000	--	600000000	600000000	600000000	--	--	99901522 x	99901522 x	--	
a (This include Rs. 60.00 Lakhs as ex redemption charges @ 1%)														
TOTAL BOND	252500000	14%	--	--	252500000	252500000	--	--	--	252500000	--	--	--	

AGENDA ITEM NO.8: PAYMENT OF INTEREST ON APPLICATION MONEY TO PRIVATE INDIVIDUAL APPLICANTS WHO COULD NOT BE ALLOTTED TAX-FREE BONDS IN THE LIGHT OF MINISTRY OF FINANCE, DEPTT. OF ECONOMIC AFFAIRS, GOVT. OF INDIA, GUIDELINES OF 25.5.98.

Consequent upon allocation of tax-free Bonds by the Ministry of Finance, Deptt. of Economic Affairs to the NCR Planning Board, to be raised from the Capital Market during 1997-98, the NCR Planning Board launched its bond issue from 20.3.98 to 30.6.98. The Information Memorandum for Non-Convertible tax-free bonds (Appendix-VII) provided the following eligibility conditions:-

- Indian Nationals resident in India who are:-
 - Adult individuals,
 - Minor through their Naturals/Legal guardians
 - Hindu undivided family through Karta of the Hindu undivided family
 - Companies Bodies corporate & societies registered under the applicable law, in India and authorised to invest in Bonds.
 - Trusts which are authorised to invest in Bonds.
 - Commercial Banks financial Institutions Co. Cooperative Banks and Regional Rural Banks etc.
2. Similar provision/eligibility criteria existed in the case of Bonds (Tax-free) issued by IRFC, Konkan Railway Corporation, HUDCO during 1997-98.
3. Besides applications from Banks, companies, trusts etc., the Board also received application money amounting to Rs.119.90 lakhs from 14 private individuals for allotment of tax-free bonds. The Ministry of Finance (Deptt. of Economic Affairs) in the meanwhile issued instructions vide their letter dated 25.5.98 and received in the Board's office on 27.5.98 (Appendix-VIII), indicating that tax-free bonds on private placement basis could only be issued to investment institutions/ organisations and not to private individuals.
4. In view of the above instructions of the Ministry of Finance, a decision was taken that bonds should not be issued to such private individuals and accordingly the application money was refunded to them on 9.7.98 after the issue for tax-free bonds had closed on 30.6.98, without any interest, as they were not considered eligible for interest on their application money, in view of the following clause contained in part-II of the Confidential Information Memorandum.

INTEREST ON APPLICATION MONEY

Interest on application money shall be payable at the rate of 14.00% p.a. (subject to the deduction of Income Tax at source at the applicable rates under Income-Tax Act, 1961 & other statutory Acts) from the date of realisation of cheque(s)/demand draft(s) upto the date prior to deemed date of allotment. No interest on application money will be paid from the deemed date of allotment, and also to the applicants who are not allotted bonds for any reason whatsoever (refer Appendix-VII).

Out of the 14 private individuals applicants who as per the Ministry of Finance letter dated 25.5.98, now became ineligible for issue of tax-free bonds, and to whom the refund had been made, the following four have represented vide their letter dated 17.8.98 for payment of interest on application money for the period from 6.5.98, the date of deposit, to the date of refund of application money i.e. 9.7.98. In their further reminder to their representation, they have also claimed this interest @ 14% p.a. in consonance with the clause provided in the IM (Appendix-VII).

Sl.No.	Name S/Sh.	No. of Bonds	Amt. of application Money	Date of deposit
1.	Jasmeet Singh Bedi	3	15,00,000	6.5.98
2	Jasjeet Singh Bedi	4	20,00,000	6.5.98
3.	Prithipal Singh Bedi	4	20,00,000	6.5.98
4.	J.S. Bedi (HUF)	2	10,00,000	6.5.98
			Total	65,00,000

Their representations dated 17.8.98 were referred to the Legal Advisor (Bonds) working in the Board, Shri A.C. Kher, who advised as under:

"As per provision of Information Memorandum mentioned therein that no interest on application money will be paid from the deemed date of allotment and also to the applicant's who are not allotted bonds for any reason whatsoever. In view of the aforesaid position, interest on application money to the individual including (petitioners) is not payable".

Shri Kher further suggested that since the Information Memorandum was drafted by M/s. RR Financial Consultants, Advisor to the issue, the matter may be referred to them for advice. Accordingly, the matter was referred to M/s. RR Financial Consultants, who advised as under :

"On receipt of communication from MOF vide letter dated 25.5.98, the Board had following two options

- i) To accept the application(s) under eligible category as in Information Memorandum dated 20th March, 1998.
- ii) To refund the subscription as empowered under the terms of the said Information Memorandum in view of MOF letter dated 25.5.98.

As the bonds were not allotted till the date of receipt of communication from MOF, the previous Member Secretary exercised Option ii).

Shri Bedi represented on 17th August, 1998 asking for interest on the amount refunded to him vide his letter at (Appendix - IX) and asked for a personal hearing which was given on 9.2.99. Shri Bedi took the stand that as far as he and his family members were concerned, they had made the investment decision on the basis of the Information Memorandum issued by the Board. If the Board had received any instructions to the contrary and it had to revise the conditions of the IM, responsibility for the same lay squarely with the Board and for that, he could not be forced to suffer a loss on his investment. He further stated that the Board had kept his money and used it from the date of his deposit i.e. 6.5.98 upto the date of return i.e. 9.7.98. Thus, the Board used the money for 64 days and he should get the interest for this period, on his money in accordance with the clause indicated in the Information Memorandum. The non-allotment of tax-free bonds merely on technical grounds as indicated in the Board's letter dated 9.7.98 does not in any way affect his status.

The matter was discussed thread bare and two issues are placed for a discussion before the Board :-

1. **The Information Memorandum had stated that No interest on application money will be paid from the deemed date of allotment and also to the applicants who are not allotted Bonds for any reason whatsoever.**

However the Information Memorandum had also indicated as follows:

WHO CAN INVEST :

- Indian Nationals, resident in India who are
- Adult individuals
- Minors through their natural/legal guardians.

From the above what emerges is that Sh. Bedi was legally entitled for allotment of Bonds when the issue came out on 20.3.98. The Ministry of Finance Deptt. of Economic Affairs Govt. of India clarification was on 25.5.98 and the contention therefore of Sh. Bedi is that he should not be penalised for the above. The issue to be sorted out is whether interest be paid to him or not and at what rate. The Bond issue indicates 14% pa interest rate. The NCRPB had placed all the moneys received in FDs for one month only at interest rate of 10.5%. If he is to be paid interest at the rate of 10.5% the amount of interest is Rs.1.20 lakhs and if it is to be paid as 14% the amount is Rs.1.60 lakhs. During discussion with him Sh. Bedi had indicated his willingness to accept interest @10.5%.

Submitted for kind consideration.

STRICTLY PRIVATE & CONFIDENTIAL
(Not for circulation - for the specific use of Addressee)



NATIONAL CAPITAL REGION PLANNING BOARD

Zone-IV, 1st Floor, India Habitat Centre, Lodhi road, New Delhi - 110 003.

Tel Nos: (011) 4642283/84 Fax: (011) 4642163.

Ministry of Urban Affairs & Employment

MEMORANDUM FOR PRIVATE PLACEMENT OF NON- CONVERTIBLE, UNSECURED, REDEEMABLE, TAXFREE BONDS (2005) SERIES-I OF Rs. 50 CRORES WITH AN OPTION TO RETAIN OVERSUBSCRIPTION UPTO Rs. 35 CRORES

- **Credit Rating: "AAA (SO)" by CRISIL** indicating highest safety with regard to timely payment of interest and principal.
- Interest income exempt from Income Tax without any limit. Investment totally exempt from Wealth Tax.
- **Attractive yield.**
- Bonds transferable by endorsement and delivery.
- Interest on application money @ 14.00% p.a.
- Tenor 7 years with a put and call option at the end of 5th year at par.

Book opens on: 20th March, 1998

RR FINANCIAL CONSULTANTS LTD.

412-422, Indraprakash Building,
21, Barakhamba Road,
New Delhi - 110 001.

ICICI SECURITIES & FINANCE CO. LTD.

Hindustan Times House, 8th Floor,
18-20, Kasturba Gandhi Marg,
New Delhi - 110 001.

ALLIANZ CAPITAL & MANAGEMENT SERVICES LTD.

C-2, Green Park Extension,
New Delhi - 110 016.

Note : This bond issue is being made strictly on a private placement basis. It is not, and should not be deemed to constitute an offer to the public in general. It cannot be accepted by any person other than to whom it has been specifically directed.

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PRIVATE PLACEMENT OF NON-CONVERTIBLE, UNSECURED, REDEMPTIBLE, TAXABLE BONDS (2002) OFFERED BY NATIONAL CAPITAL REGIONAL PLANNING BOARD

Date: 05/01/2002

Date: 05/01/2002

This document is prepared for the National Capital Region Planning Board (the Board) and is based on the information made available to the Advisor & Book Running Arranger by National Capital Region Planning Board (the Board) and is believed by the Board to be accurate in all material respects as of the date hereof. The Board does not

take to update this Memorandum of Private Placement to reflect the subsequent events and thus it should not be relied upon without first consulting with the Board. This information Memorandum has been prepared to provide general information on the Board to potential investors engaging in transactions with the Board and it does not purport to contain all the information that any such party may require. Potential investors should conduct their own due diligence, investigation and analysis of the Board.

The information contained herein is based on the information made available to the Advisor & Book Running Arranger by National Capital Region Planning Board (the Board) and is believed by the Board to be accurate in all material respects as of the date hereof. The Board does not take to update this Memorandum of Private Placement to reflect the subsequent events and thus it should not be relied upon without first consulting with the Board. This information Memorandum has been prepared to provide general information on the Board to potential investors engaging in transactions with the Board and it does not purport to contain all the information that any such party may require. Potential investors should conduct their own due diligence, investigation and analysis of the Board.

The Board reserves the right to amend this Memorandum of Private Placement at any time without notice and without being bound by the terms of this Memorandum of Private Placement. The Board does not intend to be bound by the terms of this Memorandum of Private Placement.

This document is prepared for the National Capital Region Planning Board (the Board) and is based on the information made available to the Advisor & Book Running Arranger by National Capital Region Planning Board (the Board) and is believed by the Board to be accurate in all material respects as of the date hereof. The Board does not

- 1. The Board reserves the right to amend this Memorandum of Private Placement at any time without notice and without being bound by the terms of this Memorandum of Private Placement.
- 2. The Board does not intend to be bound by the terms of this Memorandum of Private Placement.
- 3. The Board reserves the right to amend this Memorandum of Private Placement at any time without notice and without being bound by the terms of this Memorandum of Private Placement.
- 4. The Board does not intend to be bound by the terms of this Memorandum of Private Placement.
- 5. The Board reserves the right to amend this Memorandum of Private Placement at any time without notice and without being bound by the terms of this Memorandum of Private Placement.
- 6. The Board does not intend to be bound by the terms of this Memorandum of Private Placement.

The Board reserves the right to amend this Memorandum of Private Placement at any time without notice and without being bound by the terms of this Memorandum of Private Placement. The Board does not intend to be bound by the terms of this Memorandum of Private Placement.

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Date: 05/01/2002

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RR Financial Consultants Ltd.
New Delhi.



ICICI Securities and Finance Co. Ltd.
New Delhi.



Allianz Cap. & Mgt. Services Ltd.
New Delhi.

PRIVATE PLACEMENT OF NON-CONVERTIBLE, UNSECURED, REDEEMABLE, TAXFREE BONDS (2005) SERIES-I BY NATIONAL CAPITAL REGION PLANNING BOARD

Date: 20th March, 1998.

Dear Madam / Sir,

We are pleased to inform you that National Capital Region Planning Board has appointed us as the Arrangers to the Private Placement of Bonds as described in the Memorandum of Private Placement.

Under the proposed time table for the placement of bonds, we will seek commitments from prospective investors from 20th March, 1998 to 20th April, 1998. You are requested to submit your commitment specifying the amount and the desired issue price of bonds (as per the format enclosed) with the Book Running Arrangers latest by 20th April, 1998. Commitment letters from investors other than Banks, Financial Institutions and Insurance Companies should be accompanied with the application form alongwith cheque(s)/demand draft(s) for the total value of Bonds committed for subscription in case of single commitment option. In case of multiple options, the maximum amount committed under any single option shall be payable alongwith the Letter of Commitment. However Banks, Financial Institutions and Insurance Companies shall have the option of submitting their commitment letters only and paying the application money on intimation of final allocation by the Board. Investors in centres where none of the Arrangers is located but collecting banker is situated, may deposit the cheque/demand draft directly with the collecting banker alongwith the application form and submit the commitment letter with the Book Running Arrangers. Commitments will be firm and irrevocable beyond 20th April, 1998 upto allotment. The Board will decide the allocation to the investor in consultation with the Book Running Arrangers which will be intimated to investors by 22nd April, 1998. For further details on Terms of Payment, investors are requested to refer to the confidential information memorandum enclosed herewith.

The Board however, reserves the right to change the last date for receiving Letter of Commitments from investors from 20th April, 1998 to any other date. In such an event investors will be intimated the revised time table for receiving Application Form and cheque(s)/demand draft(s) by the Book Running Arrangers.

The Board reserves the right to reject in full or in part any or all the offers received by them to invest in these Bonds without assigning any reason for such rejections. Your acceptance of the offer will constitute an offer to invest in the above issue and will be subject to acceptance by the Board.

Please note that the enclosed documents are addressed specifically to you/your institution and cannot be circulated to any other party. The information contained herein is to be retained in strict confidence.

We are enclosing the following:

- Issue Structure
- Confidential Information Memorandum
- A Profile of National Capital Region Planning Board
- Bookbuilding Procedure and Format for Letter of Commitment
- Application Form.

Should you require any further clarifications regarding the above mentioned issue, we request you to contact the persons listed in the List of Contact Persons given in Instructions.

We look forward to your early and favourable response.

Yours faithfully,

for RR Financial Consultants Ltd.

(RAJESH GUPTA)
Vice President Corp. Finance

for ICICI Securities and Finance Co. Ltd.

(V. SRINIVASAN)
Group Manager - Fixed Income

for Allianz Capital & Mgt. Services Ltd.

(AJAY GROVER)
Asst. Vice President

PART - I ISSUE STRUCTURE

PRESENT ISSUE

National Capital Region Planning Board (hereinafter referred to as 'the Board') proposes to raise Rs. 50 crores with an option to retain over subscription upto Rs. 35 crores through issue of Non-Convertible, Unsecured, Redeemable, Taxfree Bonds (2005) Series-I of the face value of Rs. 5,00,000/- each, by way of private placement through Book-building process.

TERMS OF THE BONDS

Face Value	: Rs.5,00,000/-
Issue Price (#)	: To be determined through the Book-building process.
Price range for issue price	: Rs. 4,87,500/- to Rs. 5,00,000/-
Minimum Application Size	: One Bond and in multiples of One bond thereafter.
Coupon Rate	: 10.50% p.a. payable half yearly.
Credit Rating	: 'AAA(SO)' by CRISIL.
Maturity	: 7 years from the deemed date of allotment.
Put / Call option	: At par at the end of 5 years from deemed date of allotment.
Redemption	: At par on maturity.

The final issue price for the bonds shall be determined by the Board in consultation with the Book Running Arrangers based on commitments received from the potential investors as detailed in part IV hereafter.

ISSUE PROGRAMME

Issue opening	: 20th March, 1998
Latest date for receiving Letters of Commitment from Investors	: 20th April, 1998
Announcement of allocation to investors	: 22nd April, 1998
Latest date for receiving applications alongwith cheque(s)/demand draft(s)	: 24th April, 1998

Notes:

Board reserves the right to vary the above dates in consultation with the Book Running Arrangers. Correspondingly, the last date for receiving application forms alongwith cheques / demand drafts may also be changed. In such a case, investors will be notified of a suitably revised issue time table by the Book Running Arrangers.

DEEMED DATE OF ALLOTMENT

Interest on the Bonds will accrue to the allottees from 30th April, 1998, which shall be the deemed date of allotment. The actual allotment may occur on a date other than the deemed date of allotment.

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PART - II

CONFIDENTIAL INFORMATION MEMORANDUM

This is a confidential information memorandum setting out the terms and conditions pertaining to issue of Non-Convertible, Unsecured, Redeemable, Taxfree Bonds (2005) Series-I of the face value of Rs. 5,00,000/- each aggregating to Rs. 50 crores with an option to retain oversubscription upto Rs. 35 crores.

AUTHORITY FOR THE ISSUE

The present issue of Non-Convertible, Unsecured, Redeemable, Taxfree Bonds (2005) Series-I is being made pursuant to the allocation made by Ministry of Finance vide its letter no. 8/1/97-PSE-30 dated 16th January, 1998.

OBJECTS OF THE ISSUE

The funds are being raised to augment the long term resources of the Board. The funds raised from this issue shall be used for providing financial assistance to the participating States and the National Capital Territory of Delhi for the implementation of Sub-Regional plans and project plans.

NATURE OF BONDS

The Bonds are Unsecured, Non-Convertible, and in the nature of Promissory notes, transferable by endorsement and delivery.

CREDIT RATING

The Credit Rating Information Services of India Limited (CRISIL) has assigned a rating of "AAA(SO)" (Pronounced 'Triple A Structured Obligation') indicating highest safety with regard to timely payment of interest and principal.

STRUCTURED OBLIGATION

Ministry of Urban Affairs & Employment vide its letter no. G-20011/15/97-DDIB dated 31.12.97 has undertaken to ensure that the Board meets its bond obligations as it is under the administrative control of the Ministry with the Minister for Urban Affairs and Employment as its Chairman under the provisions of the NCR Planning Board Act, 1985. (A copy of the said letter is reproduced at the end as Annexure-I)

INTEREST ON APPLICATION MONEY

Interest on application money shall be payable at the rate of 14.00% p.a. (subject to the deduction of Income Tax at source at the applicable rates under Income-Tax Act, 1961 & other statutory Acts) from the date of realisation of cheque(s) / demand draft(s) upto the date prior to deemed date of allotment. No interest on application money will be paid from the deemed date of allotment, and also to the applicants who are not allotted bonds for any reason whatsoever.)

COUPON RATE

10.50% p.a., payable half yearly.
(The coupon rate is payable on the face value of the Bonds)

INDICATIVE ISSUE PRICE OF BONDS

The bonds are of the face value of Rs. 5,00,000/- each. The bid-range for issue price is from Rs. 4,87,500/- to Rs. 5,00,000/-.

The final issue price of the bonds shall be determined by the Board through book-building process in consultation with the

Book Running Arrangers based on commitments received from the potential investors as detailed in part IV hereafter.

MATURITY

Full redemption at face value will be made at the end of seven years from the deemed date of allotment.

PUT / CALL OPTION

The Bondholder shall have the right to "Put" the entire amount of Bonds or part thereof, i.e. get them redeemed at par after expiry of 5 years from the deemed date of allotment. For availing this facility, the Bondholder shall forward the request in writing to the Board, alongwith the duly discharged Bond Certificate at least 2 months prior to the due date.

Similarly, the Board shall also have the right to "Call" the entire amount of Bonds or part thereof, i.e. redeem them at par after the expiry of 5 years from the deemed date of allotment. For availing this facility, the Board shall notify its intention to do so through a public notice in atleast one All India English and one Vernacular daily newspaper at least 2 months prior to the due date.

PAYMENT OF INTEREST

The bonds shall carry interest at the coupon rate of 10.50% p.a. from the deemed date of allotment payable half yearly on 31st March & 30th September every year till maturity. However, the first interest payment will be made on 30th September 1998 which shall cover interest due for the broken period from the deemed date of allotment upto 30th September 1998. Similarly last interest payment will be made on the redemption date.

In case if the Bondholder exercises the "Put" option or if the Board exercises the "Call" option, the interest on Bonds shall cease on the expiry of 5 years from the deemed date of allotment.

The interest shall be payable on due dates to the registered Bondholders recorded in the books of the Board and in case of joint holders, to the one whose name stands first in the Register of Bondholders. In the event of the Board not receiving any notice for registration of transfer at least one month prior to the interest payment date, the Transferee(s) for the bonds shall not have any claim against the Board in respect of interest so paid to the Registered Bondholder(s).

Whenever the signature(s) of such Transferor(s) in the intimation sent to the Board is /are not in accordance with the specimen signature(s) of such Transferor(s) available on the records of the Board, all payments of remaining interest on such bonds will be kept in abeyance by the Board till such time as the Board is satisfied in this regard.

LISTING

The Board shall make an application to NSE for listing of the Bonds.

TRUSTEES

State Bank of Indore has agreed to act as Trustees for the holders of bonds. All remedies of the Bondholder(s) for the

amounts due on the Bonds will be vested with the Trustees on behalf of the Bondholder(s).

As per the repayment mechanism stipulated by the rating agency, the Trustees shall inform the Board and the concerned Ministry i.e. Ministry of Urban Affairs & Employment about the immediate debt-servicing obligation at least 45 days prior to the due date for payment of interest/principal to the bondholders. At least 30 days prior to such due date the Trustee shall verify the resource position of the Board for meeting the immediate debt-servicing obligation. In case of a shortfall, the Trustee shall inform the Ministry to make provisions for the immediate debt-servicing obligation and shall also keep the rating agency informed in the process. Then at least 7 days prior to such due date the Ministry shall ensure that the Board has adequate resources for meeting the immediate debt-servicing obligation. The Trustee shall confirm this and shall also keep the rating agency informed in the process in writing.

REGISTER OF BOND HOLDERS

A register of Bondholders containing necessary particulars shall be maintained by the Board at its office at Zone IV, 1st floor, India Habitat Centre, Lodhi Road, New Delhi - 110 033. Request for registration of transfer along with the Bond Certificates/Letter of allotment should be sent to the aforesaid office of National Capital Region Planning Board. The transferee shall also intimate the name, address and wherever necessary, authority to purchase the bonds. The Board on being satisfied with the documents, shall register the transfer in its books.

TERMS OF PAYMENT

For investors other than Banks, Financial Institutions & Insurance Companies:

The commitment letter should be accompanied with the application form alongwith cheque/demand draft for the total value of Bonds committed for subscription in case of single commitment option. In case of multiple options, the maximum amount committed under any single option shall be payable alongwith the letter of commitment.

For Banks, Financial Institutions & Insurance Companies:

Banks, Financial Institutions & Insurance Companies shall have the option of either depositing the application money alongwith the letter of commitment as stated in (1) above or submitting only the letter of commitment with the Book Running Arrangers and paying the application money along with the application form latest by 24th April, 1998, on intimation of final allocation to them by the Board.

Cheque(s)/Demand Draft(s) for payment of application money should be made payable in favour of "State Bank of Indore - NCRPB Taxfree Bond Issue" and crossed "Account Payee Only". Cheque(s)/Demand Draft(s) may be drawn on any bank including co-operative bank, which is situated at and member or sub-member of the Bankers Clearing House, located at New Delhi, Mumbai, Calcutta, Chennai, Bangalore, Medabad or Hyderabad. Outstation cheques, money orders, bank-invest, cash or postal orders will not be accepted. DD charges (if any) are to be borne by the investor.

WHO CAN INVEST :

- Indian Nationals, resident in India who are
 - Adult individuals
 - Minors through their natural/legal guardians.
- Hindu undivided family through Karta of the Hindu undivided family
- Companies, Bodies Corporate and Societies registered under the applicable laws in India and authorised to invest in Bonds.
- Trusts which are authorised to invest in Bonds
- Commercial Banks, Financial Institutions, Co-operative Banks and Regional Rural Banks etc.

APPLICATION UNDER POWER OF ATTORNEY

A certified true copy of the power of attorney or the relevant authority as the case may be alongwith the names and specimen signatures of all the authorised signatories must be lodged alongwith the submission of the completed application form. Further modifications/ additions in the power of attorney or authority should be notified to the Board.

APPLICATION

The application shall be for a minimum of One Bond and in multiples of One Bond thereof.

BASIS OF ALLOTMENT

The Board reserves the right to decide the basis of allotment in consultation with the Bookrunning Arrangers. However, the opinion of the Board shall be final.

DEEMED DATE OF ALLOTMENT

Interest on the Bonds will accrue to the allottees from 30th April 1998, which shall be the deemed date of allotment. The actual allotment may occur on a date other than the deemed date of allotment.

DENOMINATION OF BONDS

The Bond Certificates shall have a face value of Rs. 5,00,000/-. Certificates shall be issued in the denomination of 1, 10, & 100 or above bonds at the option of investors. Under no circumstances will any of the certificates be split into denominations representing a face value less than Rs.5,00,000/-.

TAX AND OTHER BENEFITS TO THE BONDHOLDERS

The Bonds are being issued by the Board as per the guideline issued by the Ministry of Finance. The bondholders, after notification by the Central Government in this regard will be entitled to the following benefits:

- (a) The income by way of interest will be entitled to exemption from income tax under the Income Tax Act, 1961, without limits.
- (b) There shall be no deduction of tax at source from the interest which accrues to the investors in these bonds irrespective of the amount of the interest or the status of the investors.
- (c) Investment in bonds is not included in the definition of "assets" liable to tax as contained in Section 2 (ea) of the Wealth Tax Act, 1957. Consequently, no Wealth Tax would be payable on investment in Bonds.

The Bonds being negotiable instruments, are transferable by endorsement and delivery by the Bondholder(s). The endorsement by the Bondholder(s) shall be made on the Bond by affixing their signature(s) at the place indicated thereon. Such endorsement in case where the Bond is held by more than one person shall be made by all holders. The transferee(s) shall also affix his/their signature(s) on the Bond at the appropriate place.

Wherever the signature(s) of the transferor(s) is/are not in accordance with the specimen signature(s) of the transferor(s) available on the records of the Board, all interests on such Bond will be kept in abeyance by the Board till such time as the Board is satisfied.

Please also note that

Since the Bonds are in the nature of promissory notes transferable by endorsement and delivery, requirement of specimen signature(s) will be by way of voluntary investor protection service only and the Board will not in any way by virtue thereof assume and hereby expressly disclaims any responsibility for verification of the specimen signature(s), and the Board shall not be liable or responsible, legally or otherwise, for disputes in respect of payment of the interest thereon.

The transferee(s) should deliver the Bond certificates to the Board for registration of transfer at least one month prior to due dates for payment of interest or due date for payment of redemption amount.

GOVERNING LAW

The Bonds shall be construed to be governed in accordance with the Indian Law. The competent courts in New Delhi alone shall have jurisdiction in connection with any matter arising out or under these presents.

SUCCESSION

On the death of the sole holder or in the case of a Bond held in joint names, of the last survivor, the Board shall recognise the title of such person(s) who would produce the requisite legal representation. In the case of joint holding, survivor holder(s) shall have title to such Bonds.

REDEMPTION

The bonds will be redeemed at par at the office of the Board

or on exercise of "Put or Call Option" after the expiry of five years from the deemed date of allotment.

RIGHT TO RE-PURCHASE, RE-ISSUE AND CANCELLATION

The Board shall have the right exercisable at its absolute discretion to repurchase some, or all of its Bonds at any time during the currency at the rates prevailing at that time. The Board may, at its discretion, re-issue or cancel the re-purchased bonds in accordance with the relevant provisions of law.

FURTHER BORROWINGS

The Board shall be entitled to issue further Bonds/Debentures (Secured or Unsecured), raise further loans from Banks/Institutions or otherwise (both in rupees and foreign currency) without further approval from Bondholders or Trustees.

ISSUE OF DUPLICATE BOND CERTIFICATES

If any bond certificate(s) is/are mutilated or defaced, then upon production thereof to the Board, the Board shall cancel the same and issue a new certificate in lieu thereof. If any bond certificate(s) is/are lost, stolen or destroyed then upon production of proof thereof to the satisfaction of the Board and upon furnishing such indemnity as the Board may deem adequate and upon payment of any expenses incurred by the Board in connection with proof of such destruction or theft, the Board may issue a new certificate. A fee will be charged by the Board, not exceeding such sum as may be prescribed by law on each fresh bond certificate issued hereunder except certificates in replacement of those which are old, worn out or defaced.

RIGHTS OF BONDHOLDERS

Other than receipt of interest and payment principal and rights mentioned in this Memorandum, the Bondholders shall not be entitled to any other rights and privileges.

NOTICES

The notices to the Bondholder(s) required to be given by the Board shall be deemed to have been given if sent by ordinary post to the Sole/First named registered holder(s) of the Bonds. All notices to be given by the Bondholder(s) shall be sent by registered post or by hand delivery to the Board or to such persons at such address as may be notified by the Board from time to time.

PART - III

A PROFILE OF NATIONAL CAPITAL REGION PLANNING BOARD

BACKGROUND

The National Capital Region Planning Board was constituted under the National Capital Region Planning Board Act, 1985 enacted by the Parliament with the concurrence of the participating States of Haryana, U.P. and Rajasthan.

The Board was constituted primarily as a planning body for the preparation of a plan for the balanced development of the National Capital Region and for co-ordinating and monitoring implementation of such plan and for evolving harmonised policies for the control of land uses and development of infrastructure in the National Capital Region.

The National Capital Region (NCR) is an inter-state region spread over an area of 30,242 sq. kms. comprising the National Capital Territory of Delhi and parts of three adjoining States namely Haryana, Rajasthan, and Uttar Pradesh as under :

National Capital Territory of Delhi (1,483 sq. kms.)
Haryana sub-region (13,413 sq. kms.) comprising six districts of Faridabad, Rewari, Gurgaon, Rohtak, Sonapat and Panipat.

Rajasthan sub-region (4,993 sq. kms.) comprising six tehsils of Alwar district namely Alwar, Ramgarh, Behror, Mandawar, Kishangarh and Tijara.

Uttar Pradesh sub-region (10,853 sq. kms.) comprising the three districts of Ghaziabad, Meerut and Bulandshahr.

Moreover Sec. 8 (f) of the NCR Planning Board Act empowers Board to select, in consultation with the State Governments concerned, any urban area outside the NCR having regard to location, population and potential for growth which may need be developed in order to achieve the objectives of the Plan.

FUNCTIONS OF THE BOARD

The functions of the Board are:

To prepare the Regional Plan (plan for the development of the National Capital Region and for the control of land-uses and the development of infrastructure in the National Capital Region) and the Functional Plans (plan to elaborate one or more elements of the Regional Plan).

To arrange for the preparation of Sub-Regional Plans (plan for the part of the National Capital Region as falls entirely within the limits of States of Haryana, Rajasthan and Uttar Pradesh or the National Capital Territory of Delhi) and Project Plans (plan to implement one or more elements of the Regional Plan, Sub-Regional Plan or Functional Plan) by each of the States of Haryana, Rajasthan and Uttar Pradesh and the National Capital Territory of Delhi.

To co-ordinate the enforcement and implementation of the Regional Plan, Functional Plan, Sub-Regional Plans and Project Plans and Project Plans through the participating States and the National Capital Territory of Delhi.

To ensure proper and systematic programming by the participating States and the National Capital Territory of Delhi in regard to project formulation, determination of

priorities in the National Capital Region or sub-region and phasing of development of the National Capital Region in accordance with stages indicated in the Regional Plan

- (e) to arrange for, and oversee the financing of selected development projects in the National Capital Region through Central and State plan funds and other sources of revenue.

CONSTITUTION AND COMPOSITION OF THE BOARD

Under the provisions of the Act, the Board is a body corporate by the name **National Capital Region Planning Board**, having perpetual succession and a common seal with power to contract and by the said name, sue and be sued.

In exercise of the powers conferred by Section 3 of the Act, the Central Government has by notification in the Official Gazette constituted the Board as follows:

1. Union Minister of Urban Affairs & Employment	Chairman
2. Chief Minister of Haryana	Member
3. Chief Minister of Rajasthan	Member
4. Chief Minister of Uttar Pradesh	Member
5. Lieutenant Governor, National Capital Territory of Delhi	Member
6. Minister of Town & Country Planning Govt. of Haryana	Member
7. Chief Secretary, Govt. of Haryana	Member
8. Minister of Urban Development, Govt. of Rajasthan	Member
9. Chief Secretary, Govt. of Rajasthan	Member
10. Minister, Urban Development Govt. of Rajasthan	Member
11. Secretary, Housing & Urban Development Govt. of Rajasthan	Member
12. Chief Minister of Delhi	Member
13. Chief Secretary, Govt. of National Capital Territory of Delhi	Member
14. Secretary, Ministry of Urban Affairs and Employment, Deptt of Urban Development, Govt. of India	Member
15. Minister of State for Urban Affairs & Employment	Member
16. Chief Town Planner, Town & Country Planning Organisation, Govt. of India	Member
17. Minister of Power, Govt. of India	Member
18. Minister for Telecommunication, Govt. of India	Member
19. Minister for Railways, Govt. of India	Member
20. Minister for Surface Transport, Govt. of India	Member
21. Member Secretary, National Capital Region Planning Board	Member-Secretary

A GLANCE AT THE PROJECTS OF THE BOARD

The Board has approved 73 development projects total costing to Rs.1428.00 crs. It has granted loan of Rs 740.00 crs. out of which a sum of Rs.379.00 crs. has been released to the participating State Govts./implementing agencies. There has been no default in recovery of loan as also interest thereon from the loanees. Some of the prominent projects of the Board are as under :-

- Residential schemes in Gurgaon, Panipat, Sonapat & Dharuhera in Haryana, Meerut, Hapur and Bulandshahr in U.P. & Alwar and Bhiwadi in Rajasthan.
- Integrated Industrial Townships and Industrial areas at Faridabad, Manesar & Bawal in Haryana, Loni, Khurja & Meerut in U.P. & Bhiwadi and Alwar in Rajasthan.
- Commercial/Semi Commercial Schemes like Transport Nagar at Hapur, Ghaziabad, Bulandshahr in U.P. & Alwar in Rajasthan.
- Infrastructure Schemes like Construction of Tunnel in Alwar, Land Dev. Schemes for Meerut in U.P. etc.

DISSOLUTION OF THE BOARD

Under the provisions of the Act, where the Central Government

is satisfied that the purposes for which the Board was established under the Act have been substantially achieved or the Board has failed in its objectives, so as to render the continued existence of the Board in the opinion of the Central Government unnecessary, then the Government may, by notification in the Official Gazette, declare that the Board shall be dissolved with effect from such date as may be specified in the notification; and the Board shall be deemed to be dissolved accordingly.

From the said date :

- (a) all properties, funds and dues which are vested in or realisable by the Board shall vest in, or be realisable by, the Central Government.
- (b) all liabilities which are enforceable against the Board shall be enforceable against the Central Government.
- (c) for the purpose of carrying out any development which has not been fully carried out by the Board and for the purpose of realising properties, funds and dues referred to in clause (a) the functions of the Board shall be discharged by the Central Government.

FINANCIAL PERFORMANCE

BALANCE SHEET

Fund & Liabilities	1994-95	1995-96	1996-97	Assets	1994-95	1995-96	1996-97
NCR Planning Board Fund A/c				Fixed Assets	2802844.57	3632818.96	3874593.05
Revenue Grant for non-recurring Expenditure	2802844.57	3632818.96	3874593.05	Special Fixed Assets	144700.00	144700.00	144700.00
Capital Grant from Deptt. of Urban Affairs	1069200000.00	1469200000.00	1869200000.00	Interest bearing loans to State Govt./Implementing Agencies	840842377.00	1800173941.00	3119248748.00
Capital Grant from Govt. of Delhi	65000000.00	100000000.00	137500000.00	Study & Surveys	23452430.50	25057690.50	26617585.50
Other Grant	144700.00	144700.00	144700.00	NCR Plan	846741.20	837981.20	834261.20
Project Dev. Fund	—	—	6493158.00	Advances to the Employees of the Board	12584.00	119571.00	73457.00
Line of Credit from HUDCO	—	—	600000000.00	Office Accommodation IHC	20253680.00	20302500.00	20362494.00
Bank Interest	32581773.12	61617073.72	65677599.62	Suspense & Deposits Account	—	—	—
Interest on Loans	346891437.89	450101634.89	596723852.89	Security Arrangement of IOC	146047.00	126685.00	—
Misc. Receipts	3186903.00	3560191.00	4047191.00	Debtors	—	—	123669.00
Total Fund	1519807658.58	2080256418.57	3283661094.56	Deposit with MTNL Ltd.	41372.00	37390.00	30282.00
GPF A/c	1030589.00	1350654.00	1869551.00	Suspense TA	—	18436.00	340.00
CPF A/c	1293213.00	1039059.00	1220714.00	Investments of PF Accretions	2072600.00	2101600.00	2872600.00
Suspense and Deposits	—	—	—	Bank balance	632544909.09	239060891.44	113047028.03
Advance receipt of interest on Loans from Govt. of U.P.	487000.00	487000.00	—	Cash in Hand	3681.84	7643.09	12089.09
Security Deposit	153531.00	22507.00	22507.00				
Excess of Income over Expenditure	391975.62	466209.62	467980.31				
	1523163967.20	2091621848.19	3287241846.87		1523163967.20	2091621848.19	3287241846.87

STATEMENT OF RECEIPTS AND PAYMENTS ACCOUNT OF THE REVENUE GRANT

RECEIPTS	1994-95	1995-96	1996-97	Payments	1994-95	1995-96	1996-97
Balance B/F	349845.62	609289.62	594318.62	Salaries	2929023.10	3270923.00	3214651.00
Grant-in-Aid received from Deptt. of Urban Affairs	5700000.00	6500000.00	7000000.00	Travel Expenses	167652.00	117337.00	189868.00
Interest on Bank Deposits trans-ferred from Capital Account	5078419.00	5259274.00	1520327.00	Office Expenses	1396087.25	1904158.64	1903116.09
Other Receipts	379597.00	396749.00	165864.69	Advertising & Publicity	25550.00	41480.00	33974.00
Suspense & Deposits	619237.00	157514.50	426203.00	Hospitality Expenses	112536.75	132720.00	182856.00
Provident Fund Accounts	853726.00	921464.00	1042843.00	Fee & Honorarium	25005.00	295509.00	415926.00
Sale of Book	—	—	17163.00	Exhibition Expenses	108630.00	—	—
SOS A/c	145000.00	156000.00	—	Foreign Service Contribution	59107.30	56316.75	60241.00
				Licence Fee	17160.00	38586.00	17160.00
				Rent, Rates & Taxes	581340.00	488784.00	509944.00
				Electricity Charges	—	40870.00	105715.00
				Audit Fee	—	30595.00	40735.00
				Legal Charges	16700.00	—	47725.00
				Write-off of Assets	110182.60	94537.51	150942.91
				Suspense & Deposits	488555.00	283630.50	397983.00
				Grant-in-Aid to NCR Planning & Monitoring Cells	5078419.00	5296251.10	1520327.00
				Provident Fund Accounts	734983.00	855553.00	342291.00
				Interest of GPF	100532.00	125374.00	181596.00
				Interest of CPF	177273.00	119398.00	109236.00
				Board's Contribution to CPF	34999.00	28949.00	17571.00
				Investments of PF Accretions	352800.00	185000.00	300000.00
				Investment in Krishna Bonds	—	—	71000.00
				Investment in ICICI Bonds	—	—	400000.00
				Closing Balance	609289.62	594318.62	553861.31
	13125824.62	14000291.12	10766719.31		13125824.62	14000291.12	10766719.31

STATEMENT OF RECEIPTS AND PAYMENTS ACCOUNT OF THE CAPITAL GRANT

RECEIPTS	1994-95	1995-96	1996-97	Payments	1994-95	1995-96	1996-97
Balance B/F	263019711.17	631939301.31	238474215.91	Loans to State Govt. / Implementing Agencies	141750000.00	1097489000.00	1468515000.00
Contribution received from Deptt. of Urban Affairs	250000000.00	400000000.00	400000000.00	Study & Survey	5285830.00	1605360.00	1559895.00
Contribution received from Govt. of NCT-Delhi	65000000.00	35000000.00	37500000.00	Preparation of NCR Plan	18750.00	—	—
Loan of Credit from HUDCO	—	—	60000000.00	Advances	1200.00	146600.00	9960.00
Interest on Loans	81826818.20	103210197.00	146622218.00	Office Accommodation	4887771.00	48820.00	59994.00
Repayment of Loans	102564366.00	138157436.00	149440193.00	In IHC Complex	631939301.31	238474215.91	106012097.81
Bank Interest	18553795.94	29035300.60	4060525.90	Closing Balance	—	—	—
Recoveries on account of long term advances from employees of the Board	7976.00	39613.00	56074.00				
Sale of Copies of NCR Plan	11640.00	8760.00	3720.00				
Misc. Receipts	2898545.00	373288	—				
Study & Survey	—	100.00	—				
	783882852.31	1337763995.91	1576156946.81		783882852.31	1337763995.91	1576156946.81

FORMAT OF LETTER OF COMMITMENT FROM INVESTORS

(To be furnished on Investor's letterhead)

(To be submitted with Book Running Arrangers only)

(Please indicate complete Address, Tel. and Fax. Nos.)

DD / MM / YY

NATIONAL CAPITAL REGION PLANNING BOARD,

Zone-IV, 1st Floor,

India Habitat Centre, Lodhi road,

New Delhi - 110 003.

Dear Sir(s),

We refer to your Memorandum for Private Placement of Non-Convertible, Unsecured, Redeemable, Taxfree Bonds (2005) Series-I dated 20th March, 1998, addressed to us giving details of the proposed placement aggregating Rs. 50 crores with an option to retain oversubscription upto Rs. 35 crores.

We hereby commit to invest in the aforesaid issue. Our requirement is shown in the following table:

A	B
Issue Price (in Rs.)	Total (Number of Bonds at "A" or better)
5,00,000	
4,98,750	
4,97,500	
4,96,250	
4,95,000	
4,93,750	
4,92,500	
4,91,250	
4,90,000	
4,88,750	
4,87,500	
OR	
At "Cut-off Issue Price"	

This letter is an irrevocable commitment from us to subscribe to the said number of bonds, subject to your acceptance, unless superseded by a subsequent letter from us, delivered to you before the closure of the book.

We enclose our application form and cheque / demand draft no. _____ dated _____ for Rs. _____ being the amount payable alongwith letter of commitment (This is however optional for Banks, Financial Institutions and Insurance Companies).

Kindly allocate to us the desired number of bonds or any such lesser quantity as may be decided by you in consultation with the Book Running Arrangers.

As outlined in the Information Memorandum, we undertake to send our Application Form alongwith the cheque(s)/ demand draft(s) and other necessary documents latest by 24th April, 1998 or such other date that may be intimated to us by the Book Running Arrangers in the event of the closure of book prior to 20th April, 1998 in respect of the bonds that may be allocated to us. (Applicable for Banks, Financial Institutions and Insurance Companies only).

Thanking you,

Yours faithfully,

Name and Designation]

For [Name of investor]

Authorised Signatory



NATIONAL CAPITAL REGION PLANNING BOARD

Zone IV, 1st Floor, India Habitat Centre,
Lodhi Road, New Delhi - 110 003

ISSUE OPENS ON

20th March, 1998

APPLICATION FORM FOR NCRPB TAXFREE BONDS (2005) SERIES - I

Please read carefully the Information Memorandum and the Instructions before filling up this Form.

NATIONAL CAPITAL REGION PLANNING BOARD

Zone IV, 1st Floor, India Habitat Centre,
Lodhi Road, New Delhi - 110 003

Dear Sirs,

Having read and understood the Contents of Memorandum of Private Placement, I/We apply for allotment to me/us of the Bonds. The amount payable on application as shown below is remitted herewith. On allotment, place my/our name(s) in the Register of Bondholders under the issue. I/we bind ourselves by the terms and conditions as contained in the Memorandum for Private Placement.

Tick whichever is applicable

a) I am/we are applying as

- ☐ Individual(s)
- ☐ Karta of Hindu Undivided Family
- ☐ Parent/Guardian on behalf of minor
- ☐ Mutual Fund
- ☐ Company/Body Corporate
- ☐ RRB/Co-operative Bank
- ☐ Commercial Bank/Financial institutions
- ☐ Society/Association of persons
- ☐ Provident/Superannuation/Gratuity Fund
- ☐ Scientific/Ind. Research Org.
- ☐ Others (Please Specify)

b) Occupation

- ☐ 1 Agriculture
- ☐ 2 Business
- ☐ 3 Housewife
- ☐ 4 Professional
- ☐ 5 Retired
- ☐ 6 Service
- ☐ 7 Others

SERIAL NO 0000480

FOR OFFICE USE

Date of receipt of Application Date of credit of Cheque in NCRPB A/c

Face Value of one Bond	Issue Price of One Bond (A)	No. of Bonds (B)	Amount (Rs.) (in figures) (A x B)
Rs. 5,00,000/-			

PAYMENT DETAILS

Total Amount Payable (Rs. words)	<input type="checkbox"/> Cheque <input type="checkbox"/> Demand Draft (Please TICK whichever is applicable)
No. Dated Drawn on (Bank & Branch)	
Details of Bank A/c (For payment of Interest) Savings/Current A/c No. Name of Bank and Branch	

PLEASE TICK ONE ☐ USE ONE BOX FOR ONE ALPHABET LEAVING ONE BOX BLANK BETWEEN FIRST NAME, SECOND NAME & SURNAME

1 Sole First Applicants name in Full Mr./Mrs./Kumari/Ms

USUAL SIGNATURE Sole/First Applicant or Authorised Signatory(ies) Parent or Guardian in case of Minor										Age(Yrs.)	DATE OF BIRTH (IF MINOR)	
										Telephone No.		

Only Address (do not repeat name) in full of sole ☐ First Applicant ☐ Parent or Guardian or Minor ☐ Karta of HUF ☐ Post box No. alone is not sufficient

CITY										PIN CODE									
------	--	--	--	--	--	--	--	--	--	----------	--	--	--	--	--	--	--	--	--

NAME OF FATHER/HUSBAND OF FIRST/SOLE APPLICANT OR PARENT/GUARDIAN IN CASE OF MINOR SHRI/SMT/KUMARI (Delete whichever is not applicable)

--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--

2 SECOND APPLICANTS NAME IN FULL	3 THIRD APPLICANTS NAME IN FULL
USUAL SIGNATURE	USUAL SIGNATURE

TO BE FILLED IN ONLY IF THE APPLICATION IS FROM AN INSTITUTION

Name of Authorised Signatories	Designation	Signatures
1	1	1
2	2	2
3	3	3

First Applicant	Second Applicant	Third Applicant
Tax Payer's PAN or GIR No if allotted		
IT Circle/Ward/District		

TO BE SIGNED BY ALL THE APPLICANTS			
Sole/First Applicant/Parent or Guardian/Authorised Signatory			
Second Applicant			
Third Applicant			

BOND CERTIFICATE DENOMINATION

- Bonds will have a face value of Rs. 5,00,000/-.
- Certificate will be issued in denomination of 1, 10 & 100 or above at investor's discretion.
- Kindly indicate the number of Bond Certificates required for each denomination

Certificate Denomination	1 Bond	10 Bonds	100 Bonds	ABOVE
No. of Bonds				

ACKNOWLEDGEMENT SLIP

(To be filled in by the Sole/First Applicant)

Date



National Capital Region Planning Board

Zone IV, 1st Floor, India Habitat Centre, Lodhi Road, New Delhi-110 003

SERIAL NO

0000480

Received from Mr./Mrs.
Address
City Pin

Non-Convertible, Unsecured, Redeemable TAXFREE Bonds (2005) Series-I		
(No. of Bonds)	Amount in Rs.	Bank Stamp
Cheque No. Date		
Drawn On (Name of the Bank and Branch)		

Note :- Cheques & Drafts are subject to realisation

Application form must be completed in full in **BLOCK LETTERS IN ENGLISH**. A blank space must be left between two or more parts of name.

Signatures should be made in English or in any of the Indian languages. Thumb Impression must be attested by an authorised official of a Bank, (or by a Magistrate/Notary public under his/her seal).

Application forms duly completed in all respects must be lodged at the Collection Centres of Advisor & Bookrunning Arranger/ Joint Bookrunning Arranger/ Bankers mentioned below, before the closing of the subscription. Application form should be accompanied with Cheque(s)/Demand Draft(s) drawn on any bank including co-operative bank which is member or a sub-member of the Bankers Clearing House, located at New Delhi, Mumbai, Calcutta, Chennai, Bangalore, Ahmedabad and Hyderabad. **Outstation cheques, money orders, stockinvest, cash or postal orders will not be accepted. DD charges are to be borne by the investors.**

Cheque(s)/Demand Draft(s) should be made payable in favour of **"State Bank of Indore - A/c NCRPB Taxfree Bond Issue"**, and crossed **"Account Payee Only"**.

Receipt of application will be acknowledged in the "acknowledgement slip" appearing below the Application Form. No separate receipt will be issued.

All applicants should mention their Permanent Account Number or the GIR number allotted under Income Tax Act, 1961 and the Income Tax Circle/Ward/District. In case where neither the PAN nor GIR number has been allotted the fact of non-allotment should be mentioned in the application form in the space provided. Those desirous of claiming exemption from deduction of tax at source on interest on application money shall be compulsorily required to submit a certificate issued by ITO (or) Form-15H as prescribed in the Income Tax Rules, 1961 along with the application form. **Application forms without this information will be considered incomplete and are liable to be rejected.**

As a matter of precaution against possible fraudulent encashment of interest cheques due to loss/misplacement, the applicant is requested to furnish the full particulars of its Bank Account (i.e. account number, name of bank and branch) at the appropriate place in the application form. Interest cheque will then be made out in favour of the applicant along with A/c No. and Bank's name as per the particulars furnished by the applicants. The applicants may deposit the same in the said Bank for credit to its account. Please note that in case the complete particulars are not given, interest cheque will be issued in the applicant(s) name at his/her own risk.

Application form need to be accompanied with the following documents in original or duly certified to be issue copy.

- a) Memorandum/Article of Association in the case of Corporate investors/Trust Deed in the case of Trusts.
- b) Board Resolution/Power of Attorney or other authorisation empowering the signatories to make the investment.
- c) Signatures attestation, if not attested in the space provided in the application form.
- d) Certificate of Income Tax recognition/Income of Trusts.

Applications would be accepted as per the terms of the scheme outlined in the Memorandum of Private placement & the Board has full discretion to reject any application in part or full.

APPLICATION FORMS MAY BE SUBMITTED TO

Offices of the Arrangers:



RR Financial Consultants Ltd.

New Delhi: *Sandeep Mahajan/ Sanjeev Bhasin*

412-422, Indraprakash building, 21, Barakhamba Road, New Delhi - 110 001. Ph.: 3352496/97/98/99, Fax: 3353703.

Mumbai: *Aman Rajoria/ Sanjeev Bhalla*

133-A, 13th Floor, A-Wing, Mittal Tower, Nariman Point, Mumbai - 400 021. Ph.: 2886627/28, 2836356/4295, Fax: 2851925.

Calcutta: *Tushar Thakur/ Kajal Gupta*

704, Krishna Building, 224, AJC Bose Road, Calcutta - 700 017. Ph.: 2802963/64, Fax: 2474828.

Lucknow: *Ritu Agarwal*

G-32, Sri Ram Tower, 13, Ashok Marg, Lucknow - 226 001. Ph.: 275010, Fax: 281408.

Bangalore: *Amitabh Nehar*

S-111, Municipal Centre, 47, Deckenson Road, Bangalore - 560 042.



ICICI Securities & Finance Co. Ltd.

New Delhi: *Paritosh Mathur / Anurag Gupta*

Hindustan- Times House, 8th Floor, 18-20, Kasturba Gandhi Marg, New Delhi - 110 001. Ph.: 3719630/3329367, Fax: 3719554.

Mumbai: *Srinivas / Rahul Sinha / Nitin Jain / Ronojit Mukherjee*

41/ 44, Minoo Desai Marg, Colaba, Mumbai - 400 005. Ph.: 2882460/70, Fax: 2882312.

Calcutta: *Sunil Agrawal / Shameek Ray*

2B, Gorky Terrace, Calcutta - 700 017. Ph.: 2408242/8638, Fax: 2405286.

Chennai : *B. Prasanna / G.H. Sundaram*

Temple Towers, 2nd Floor, 476, Anna Salai, Nandanam, Chennai - 600 035. Ph.: 4343449/5311, Fax: 4340630.



Allianz Capital & Management Services Ltd.

New Delhi : *Sankha / Rizvi*

C-2, Green Park Extension, New Delhi-110 016. Ph.: 6969545 / 6859905-10, Fax: 6969478.

Mumbai : *Sameer Apte / Pallavi*

2-B, EMCA House, 289, Shaheed Bhagat Singh Road, Fort, Mumbai-400 001. Ph.: 2678809 / 2678919 / 2675108, Fax: 2671562.

Chennai : *Ramakrishnan / Prasad*

K-3rd Floor, Prince Arcade, 22-A, Cathedral Road, Madras-600086. Ph.: 8260273 / 8251087, Fax: 8251087.

Bank Collection Centres:

State Bank of Indore

Ahmedabad: Ashram Road, Behind High Court; **Bangalore:** 48, Journalist Colony, 1st Floor, J. C. Road; **Calcutta:** 9, Brabourne Road, Bombay Mutual Building; **Chennai:** Oriental House, 115, Broadway; **Hyderabad:** Triveni Complex, 4-1-971/974, Abid Road; **Mumbai:** Empire House, 214, Dr. D.N. Road Fort, Opposite Handloom House; **New Delhi:** M-94, Cannaught Circus, Opposite Super Bazar.

Annexure-I

No. G-20011/15/97-DDIB
GOVERNMENT OF INDIA
Ministry of Urban Affairs & Employment
(Department of Urban Development)
.....

Nirman Bhavan, New Delhi

Dated: 31.12.1997

To
The Member Secretary,
NCR Planning Board,
India Habitat Centre,
Zone IV, 1st Floor,
Lodhi Road,
New Delhi-110003.

Subject:- Letter of comfort for raising bonds from the capital
market during the year 1997-98.
.....

Sir,

The NCR Planning Board's tax-free and taxable bonds amounting to Rs. 235 crores (tax-free Rs. 85 crores and taxable Rs. 150 crores) are being issued with the approval of the Ministry of Finance, Government of India and the Planning Commission in recognition of the need to make enhanced resource available for the development of the region.

It is expected that these measures will enable the Board to leverage resources to carry out its mandate. The Ministry will ensure that the Board meets its bond obligations as it is under the administrative control of the Ministry with the Minister for Urban Affairs and Employment as its Chairman under the provisions of the NCR Planning Board Act, 1985.

Yours Faithfully,
sd/-
(Dr. Nivedita P. Haran)
Director (DD)

C-इकोफेयरम्
AMS-ECOFAIRS

संख्या No. 8/1/97-PSE
भारत सरकार Government of India
वित्त मंत्रालय Ministry of Finance
(आर्थिक कार्य विभाग) (Department of Economic Affairs)

नई दिल्ली / New Delhi, the 25th May, 1998

To

The Member Secretary,
NCR Plg.Board,
India Habitat Centre,
Zone IV, 1st Floor,
Lodhi Road,
New Delhi-110003

Subject :- Issue of Tax-free Bonds on private placement basis.

273/D
5. Sir,

I am directed to say that some instances have come to the notice of this Department wherein allotment of tax-free bonds has been made to private individuals. It may be clarified in this connection that the existing guidelines dated 13/10/93 for issue of tax-free bonds, as well as the previous guidelines, nowhere authorise investment by private individuals. Tax-free bonds on private placement basis can only be issued to Investment Institutions/organisations.

2. It is, therefore, requested that Tax-free bonds should not be issued to private individuals. In case there are any previous instances of issuing tax-free bonds to individuals, a list of such cases may please be sent to us immediately, indicating the year and amount of allotment made.

Yours faithfully,

(A.K.Tewari)

Under Secretary to the Govt. of India
Tel.No.3794879

Government of India
Ministry of Finance
Department of Economic Affairs
Office of the Controller of Capital Issues

PRESS RELEASE

GUIDELINES FOR ALLOCATION OF PUBLIC SECTOR BONDS

1. APPLICABILITY: This scheme is applicable to all such public sector Enterprises (PSEs) whose equity share capital is fully owned by the Central Government. Subject to the approval of Department of Economic Affairs, bonds can be issued by existing as well as new corporate undertakings including Finance Corporations that may be set up in the specified sectors like railways, etc. However, approval for tax exemptions will be obtained from CBDT in the Ministry of Finance before approaching public etc. for subscription.
2. OBJECTS OF ISSUE: The objects of the issue may include one or more of the followings:
 - a) Setting up of new projects (b) expansion or diversification of existing projects (c) making normal capital expenditure for modernisation and (d) augmenting the long term resources of the company for working capital requirements.
3. QUANTUM OF ISSUE: The amount of issue of bonds for project financing and other objects will be approved on a case by case basis, by the Ministry of Finance in consultation with the Administrative Ministry, which will recommend the same after obtaining presidential sanction and planning Commission concurrence.
4. DEBT EQUITY RATIO: The debt equity ratio shall not normally exceed 4:1, subject to the project being certified viable and the ratio being approved by the Central Government.
5. INTEREST RATE: The interest rate on the bonds shall not exceed the rates prescribed in Guideline 12 below.
6. MODE OF PAYMENT OF INTEREST: Any suitable mechanism may be prescribed by the public sector enterprise with the approval of Government in the Ministry of Finance.
7. BUY-BACK ARRANGEMENT: Buy back arrangements upto Rs. 40,000 of the face value of the bonds from any individual may be provided at the option of the PSE after a lock-in period of three years from the date of allotment of 9% bonds, and one year in the case of taxable bonds.

7. DENOMINATION OF THE BONDS: The bonds can be of the face value of Rs. 1000/-, Rs. 5000/- or Rs. 10,000/-.
8. INSTITUTIONAL PLACEMENTS: The bonds can be placed with public sector investment institutions with the prior approval of Ministry of Finance.
9. LISTING OF BONDS: The bonds shall be listed on the Stock Exchange.
10. MODE OF TRANSFERABILITY: The bonds can be transferred as under:
 1. In the case of taxable bonds the bonds can be transferred by endorsement or delivery only if the transferor informs the public sector enterprises by registered post within a period of 60 days of such transfers.
 2. In the case of taxfree bonds, the bonds can be transferred and the exemption from tax will be available to the holders of such bonds only if he registers his name and the holding with that public sector enterprise.
11. INVESTMENT BY NRIs: Non-resident Indians can invest in these bonds on non-repatriation basis only.
12. TERMS AND CONDITIONS: The PSEs can issue bonds subject to the above guidelines from the following alternatives subject to specific approval of the Department of Economic Affairs and Central Board of Direct Taxes in the Ministry of Finance in each case:

PUBLIC SECTOR BONDS

Alternative-I Taxable Bonds

1. Maturity 7 to 14 years
2. Rate of Interest As may be decided between the issuing corporation and the subscribing public sector investment institutions

PUBLIC SECTOR BONDS

Alternative-II Taxfree Bonds

- Maturity 10 years
- Rate of Interest upto 9% p.

PSEs may, with the approval of the Ministry of Finance Offer either/ or a combination of both types of the bonds:

3. TAX BENEFITS:

- i) The income by way of interest on the taxable bonds will be entitled to exemption under section 80 L of the Income Tax Act, 1961.
- ii) The income by way of interest from bonds with interest rate upto 9% will be entitled to exemption from income tax under the Income Tax Act, 1961 without limits.

8. There will be no obligation for any portion of the bonds privately placed to be offered for retail sale through any bank counters.

9. PSUs may include any reasonable buy-back arrangement under their public issues and incorporate the same in the prospectus.

10. All bond issues shall be listed in the stock exchanges.

11. The existing provisions governing transferability of the bonds will continue.

12. PSUs may allot bonds under public issues to NRIs (including Overseas Corporate Bodies) and may also make private placements with the facility of registration of both principal and interest on the bonds. PSUs should, however, ensure strict adherence to securities rules and regulations applicable in the countries where such issues or placements are sought to be made.

13. PSUs may appoint merchant bankers of their choice to manage the issues and for other allied services relating to the issues.

14. The tax benefits for the bonds as listed in the previous guidelines dated 6.1.92 will continue to be applicable.

New Delhi

13.10.1993

GOVT. OF INDIA, MINISTRY OF FINANCE
(INVESTMENT DIVISION)

GUIDELINES FOR ISSUE OF PUBLIC SECTOR BONDS FOR 1993-94

1. These guidelines apply to all PSUs wholly or partly owned by the Central Government to whom specific allocations for bond issues are made by the Central Government.
2. PSUs will be allowed to issue bonds upto amounts approved by the Government. Each PSU should preferably raise the amount in two or more tranches, each tranche being linked to the cash requirements for the subsequent few months.
3. The choice of raising the amount as a public issue or by private placement will be left to the issuer.
4. Tax-free bonds should have a minimum maturity of 5 years. PSUs will have freedom to fix the maturities of taxable bonds.
5. Interest rate on a bond may be on a fixed rate basis or on a floating rate basis over a transparent benchmark. PSUs will have discretion to offer deep discount bonds or other financial innovations which would attract investors. On tax-free bonds, the interest rate ceiling shall be 10.5% p.a.
6. Where a public issue is made, PSUs shall abide by guidelines issued by the Securities and Exchange Board of India (SEBI).
7. A PSU can make private placement of bonds provided the terms of such placements, including any front-end fees payable on the bonds, are in conformity with the guidelines internally drawn up by the PSU and every private placement proposal is approved by its board. PSUs should frame internal guidelines to ensure transparency in such transactions, specifying inter alia the manner in which organisations are to be selected with which the bonds would be privately placed, ceilings on the size of individual placements and, on the amount of any front-end fees payable.

-3-

- iii) These bonds will be exempt from Wealth tax within the overall limit specified U/s.5(1a) of the Wealth Tax Act.

14. AGENCIES FOR PUBLIC ISSUES: The Public sector undertaking may appoint a suitable agency/agencies from amongst the nationalised banks or all-India Financial Institutions to manage the issue and for other allied and ancillary services pertaining to the issue.
15. TIMING: PSEs planning to raise resources through these bonds should write to the Ministry of Finance well in advance so that the issue if approved, can be appropriately allotted and bunching of bonds issues can be avoided.

NEW DELHI.

6TH JANUARY, 1992.

WITHOUT PREJUDICE

Ms. Sarita Dass,
Member Secretary,
National Capital Region Planning Board,
India Habitat Centre,
Zone IV, 1st Floor,
Lodhi Road,
NEW DELHI - 110 003.

August 17, 1998

Sub : TAX FREE BONDS ON PRIVATE PLACEMENT BASIS

I was approached by one of the arrangers and I applied vide Application No. 0000525 Tax Free Bonds (2005) series I of Rs. 20,00,000 (Twenty Lacs Only) vide Cheque No. 505604 dated 04.05.98 drawn on Indian Overseas Bank, Golf Links, New Delhi (Photocopy enclosed). Your kind attention is invited to Page 4 of Memorandum for Private Placement of Tax Free Bonds issued with the application, wherein under the head "WHO CAN INVEST" it clearly mentions, inter-alia :-

WHO CAN INVEST :

- Indian Nationals, resident in India who are Adult individuals.
- Hindu undivided family through Karta of the Hindu undivided family.
- Companies, Bodies Corporate and societies registered under the applicable laws in India and authorised to invest in Bonds.
- Trusts which are authorised to invest in Bonds.
- Commercial Banks, Financial Institutions, Co-operative Banks and Regional Rural Banks etc.

We have also been investing up to now in Rural Electric Corporation, Nuclear Power Corporation, IRFC, HUDCO and others as the above Individuals. The above amount was duly accepted and the cheque was also duly encashed.


We were most surprised to receive after a period of over 2 months our money refunded assigning reason that Individuals are not eligible as per some circular of Ministry of finance. If you had invited us to apply the bonds than it was totally prejudicial on your part to refund the amount and we should have been allotted the Bonds. Even if due to some technical problems which developed after the amount has been accepted from us i.e. Post-Facto, you have to return the money to us with Interest till date of refund of the cheque.

We also seek a personal appointment from you to discuss the matter and explain our view point. An immediate action on this matter will be highly appreciated, otherwise we shall be constraint to take legal remedial measures.

Kindly acknowledge the receipt of the letter.

Thanking you,

Yours faithfully,


JASJIT SINGH BEDI

95, Golf Links,

NEW DELHI - 110 003

Phone No : 4611833. 4694911

Fax No : 4628622

Encl : 1. Copy of Application Form.

2. Copy of Extract of Memorandum (Prospectus) For Private Placement of Tax free Bonds.

WITHOUT PREJUDICE

Ms. Sarita Dass,
Member Secretary,
National Capital Region Planning Board,
India Habitat Centre,
Zone IV, 1st Floor,
Lodhi Road,
NEW DELHI - 110 003.

August 17, 1998

Sub : TAX FREE BONDS ON PRIVATE PLACEMENT BASIS

75/1
8.78
I was approached by one of the arrangers and I applied vide Application No. 0000523 Tax Free Bonds (2005) series I of Rs. 20,00,000 (Twenty Lacs Only) vide Cheque No. 504045 dated 04.05.98 drawn on Indian Overseas Bank, Golf Links, New Delhi (Photocopy enclosed). Your kind attention is invited to Page 4 of Memorandum for Private Placement of Tax Free Bonds issued with the application, wherein under the head "WHO CAN INVEST" it clearly mentions, inter-alia :-

WHO CAN INVEST :

- Indian Nationals, resident in India who are Adult individuals.
- Hindu undivided family through Karta of the Hindu undivided family.
- Companies, Bodies Corporate and societies registered under the applicable laws in India and authorised to invest in Bonds.
- Trusts which are authorised to invest in Bonds.
- Commercial Banks, Financial Institutions, Co-operative Banks and Regional Rural Banks etc.

We have also been investing up to now in Rural Electric Corporation, Nuclear Power Corporation, IRFC, HUDCO and others as the above Individuals. The above amount was duly accepted and the cheque was also duly encashed.

We were most surprised to receive after a period of over 2 months our money refunded assigning reason that Individuals are not eligible as per some circular of Ministry of finance. If you had invited us to apply the bonds than it was totally prejudicial on your part to refund the amount and we should have been allotted the Bonds. Even if due to some technical problems which developed after the amount has been accepted from us i.e. Post-Facto, you have to return the money to us with Interest till date of refund of the cheque.

We also seek a personal appointment from you to discuss the matter and explain our view point. An immediate action on this matter will be highly appreciated, otherwise we shall be constraint to take legal remedial measures.

Kindly acknowledge the receipt of the letter.

Thanking you,

Yours faithfully,



PRITHIPAL SINGH BEDI

95, Golf Links.

NEW DELHI - 110 003

Phone No : 4611833, 4694911

Fax No : 4628622

Encl : 1. Copy of Application Form.

2. Copy of Extract of Memorandum (Prospectus) For Private Placement of Tax free Bonds.

Ms. Sarita Dass,
Member Secretary,
National Capital Region Planning Board,
India Habitat Centre,
Zone IV, 1st Floor,
Lodhi Road,
NEW DELHI - 110 003.

August 17, 1998

Sub : TAX FREE BONDS ON PRIVATE PLACEMENT BASIS

375/1
8 98 I was approached by one of the arrangers and I applied vide Application No. 0000482 Tax Free Bonds (2005) series I of Rs. 15.00,000 (Fifteen Lacs Only) vide Cheque No. 474226 dated 04.05.98 drawn on Indian Overseas Bank, Golf Links, New Delhi (Photocopy enclosed). Your kind attention is invited to Page 4 of Memorandum for Private Placement of Tax Free Bonds issued with the application, wherein under the head "WHO CAN INVEST" it clearly mentions. inter-alia :-

WHO CAN INVEST :

- Indian Nationals, resident in India who are Adult individuals.
- Hindu undivided family through Karta of the Hindu undivided family.
- Companies, Bodies Corporate and societies registered under the applicable laws in India and authorised to invest in Bonds.
- Trusts which are authorised to invest in Bonds.
- Commercial Banks, Financial Institutions, Co-operative Banks and Regional Rural Banks etc.

We have also been investing up to now in Rural Electric Corporation, Nuclear Power Corporation, IRFC, HUDCO and others as the above Individuals. The above amount was duly accepted and the cheque was also duly encashed.

We were most surprised to receive after a period of over 2 months our money refunded assigning reason that Individuals are not eligible as per some circular of Ministry of finance. If you had invited us to apply the bonds than it was totally prejudicial on your part to refund the amount and we should have been allotted the Bonds. Even if due to some technical problems which developed after the amount has been accepted from us i.e. Post-Facto, you have to return the money to us with Interest till date of refund of the cheque.

We also seek a personal appointment from you to discuss the matter and explain our view point. An immediate action on this matter will be highly appreciated, otherwise we shall be constraint to take legal remedial measures.

Kindly acknowledge the receipt of the letter.

Thanking you,

Yours faithfully,


JASMEET BEDI

95, Golf Links.

NEW DELHI - 110 003

Phone No : 4611833, 4694911

Fax No : 4628622

Encl : 1. Copy of Application Form.

2. Copy of Extract of Memorandum (Prospectus) For Private Placement of Tax free Bonds.

WITHOUT PREJUDICE

August 17, 1998

Ms. Sarita Dass,
Member Secretary,
National Capital Region Planning Board,
India Habitat Centre,
Zone IV, 1st Floor,
Lodhi Road,
NEW DELHI - 110 003.

Sub : TAX FREE BONDS ON PRIVATE PLACEMENT BASIS

Ms. 375/1
24-8-98
I was approached by one of the arrangers and I applied vide Application No. 0000483 Tax Free Bonds (2005) series I of Rs. 10,00,000 (Ten Lacs Only) vide Cheque No. 504073 dated 04.05.98 drawn on Indian Overseas Bank, Golf Links, New Delhi (Photocopy enclosed). Your kind attention is invited to Page 4 of Memorandum for Private Placement of Tax Free Bonds issued with the application wherein under the head "WHO CAN INVEST" it clearly mentions, inter-alia :-

WHO CAN INVEST :

- Indian Nationals, resident in India who are Adult individuals.
- Hindu undivided family through Karta of the Hindu undivided family.
- Companies, Bodies Corporate and societies registered under the applicable laws in India and authorised to invest in Bonds.
- Trusts which are authorised to invest in Bonds.
- Commercial Banks, Financial Institutions, Co-operative Banks and Regional Rural Banks etc.

We have also been investing up to now in Rural Electric Corporation, Nucleur Power Corporation, IRFC, HUDCO and others as the above Individuals. The above amount was duly accepted and the cheque was also duly encashed. We were most surprised to receive after a period of over 2 months our money refunded assigning reason that Individuals are not eligible as per some circular of Ministry of finance. If you had invited us to apply the bonds then it was totally prejudicial on your part to refund the amount and we should have been allotted the Bonds. Even if due to some technical problems which developed after the amount has been accepted from us i.e. Post-Facto, you have to return the money to us with Interest till date of refund of the cheque.

We also seek a personal appointment from you to discuss the matter and explain our view point. An immediate action on this matter will be highly appreciated, otherwise we shall be constraint to take legal remedial measures.

Kindly acknowledge the receipt of the letter.

Thanking you,

Yours faithfully,


J. S. BEDI HUF

95, Golf Links,

NEW DELHI - 110 003

Phone No : 4611833. 4694911

Fax No : 4628622

Encl : 1. Copy of Application Form.

2. Copy of Extract of Memorandum (Prospectus) For Private Placement of Tax free Bonds.

**AGENDA ITEM NO.9: APPROVAL OF ANNUAL REPORT OF NCR PLANNING
BOARD - 1997-98.**

Under section 24 of the National Capital Region Planning Board Act, 1985 an Annual Report has been prepared for the year 1997-98 giving full account of its activities during the financial year 1997-98 for approval (Annexure-VI).

MEMORANDUM FOR THE RECORD
SUBJECT: ANNUAL REPORT OF THE PLANNING
COMMISSION - 1967-68

This report is the first of a series of reports to be submitted to the Board of Directors of the Planning Commission. It contains a summary of the work of the Commission during the year 1967-68 and a statement of the Commission's plans for the year 1968-69.

SUPPLEMENTARY AGENDA

24TH BOARD MEETING TO BE HELD ON 23.3.99

**ITEM NO. 1 : CHANGE OF LANDUSE MEASURING AN
AREA OF 82 ACRES IN VILLAGES OF
KHIJURIAWAS AND KHANPUR FROM
PERIPHERAL CONTROL BELT TO
PUBLIC UTILITY IN THE BHIWADI
MASTER PLAN.**

SUPPLEMENTARY AGENDA ITEM NO.1 CHANGE OF LAND USE MEASURING AN AREA OF 82 ACRES IN VILLAGES OF KHIJURIAWAS AND KHANPUR FROM PERIPHERAL CONTROL BELT TO PUBLIC UTILITY IN THE BHIWADI MASTER PLAN.

1. The Urban Development Department, Govt. of Rajasthan has submitted a proposal for change of land use of an area measuring 82 acres in the villages of Khijuriawas and Khanpur falling in the Bhiwadi Master Plan Area for installation of 400 Kv/220 Kv Grid Sub-station by Power Grid Corporation of India Ltd. (PGCIL) for the purpose of supplying power to the Bhiwadi Industrial Area. The detailed proposal received from Govt. of Rajasthan is at Appendix-I.

2. The main features of the proposal are as under:

- | | | |
|-------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------|
| (i) | Total area of the site for 400 Kv/ 220 Kv Grid Sub-station | 95 acres. |
| (ii) | Area under residential use proposed to be used for residential purposes. | 11 acres. |
| (iii) | Area under 200 ft. wide bye-pass road | 2 acres. |
| (iv) | Total area required for Land Use change from Peripheral Control Belt/Green Belt to Utility Services | 82 acres. |
| (v) | The landuse breakup of 82 acres of land as given by PGCIL | |
| | a). Area under proposed construction of control room, fire fighting house, DG set room and administrative block etc. | 4.33 acres. |
| | b). Area proposed to be kept as open ground and to be used for installing electrical equipments in open switch-yard, roads and plantation of trees along the roads. | 77.67 acres |

3. The observations in this regard are as under;

- (i) Regional Plan-2001 has identified Bhiwadi as a Regional Centre (Priority town), as part of the Rewari-Dharuhera-Bhiwadi Complex, for induced development with strong industrial component to accommodate a population of 1.5 lakhs by 2001.
- (ii) Master Plan for Bhiwadi-2011 has been prepared and approved by the State Govt. for the perspective year 2011 for a population of 2.25 lakhs. A population of 1.15 lakhs has been proposed for year 2001 as per the RP-2001 and Sub-regional plan for Rajasthan Sub-region.

(iii) Although land has already been earmarked for 400 KV/220 KV Grid-Sub-station in the Planning Zone 'D' of the Land Use Plan of Bhiwadi located in the south-east industrial area, the PGCIL has not found the site suitable for locating the Power Grid Sub-station on the technical grounds that "the area being thickly populated, existence of a hillock under reserved forest area, corridor is not available for incoming/outgoing transmission lines, thereby necessitating feeders to be routed through villges/sectors endangering the safety etc." It was on these considerations that a new site has been jointly selected by the PGCIL and the Rajasthan State Electricity Board (RSEB).

(iv) The PGCIL has further submitted that this project has been posed for World Bank funding and the various compliances are to be submitted to the World Bank before 31.3.99. Possession of land for the construction of Grid Sub-station is one of the compliance to be done by PGCIL. It has been stated by PGCIL that once the land is acquired, the proposed sub-station will be commissioned by the year 2000. The project has been cleared by the Rajasthan State Pollution Control Board and recommended for environmental clearance from the Ministry of Environment and Forests, Govt. of India.

(v) As per the existing provisions in the Regional Plan-2001 and the Bhiwadi Master Plan-2011, since the part of the proposed site is located in Planning Zone 'D' and falls under the Peripheral Control Belt, the proposed 400Kv/220 Kv Grid-Sub-station is not a permitted use.

(vi) Keeping in view the technical difficulties and the constraints as mentioned by the PGCIL in constructing the grid sub-station at the site proposed in the Master Plan of Bhiwadi and also the fact that power is the essential requirement for the development of industrial areas, the land use change of a portion of the new site measuring 82 acres as proposed by PGCIL can be permitted from Prepheral Control Belt/Green Belt to Utility Services. It would in that case be appropriate that the area already reserved for Grid Sub-station in Zone D in the Bhiwadi Master Plan be converted into green. Also, since the site is located on either side of the Bye-pass, the land falling under the Bye-pass should be transferred to the authority constructing the Bye-pass.

(vii) Though, in the normal course this case should have been first placed in the Planning Committee of the NCRPB for consideration but in view of the paucity of time, it is placed before the Board for consideration and approval.

GOVT. OF RAJASTHAN
Urban Development Deptt.

File No: 10(2) UD/3/86

Date: 26.02.99

Member Secretary,
National Capital Region Planning Board,
1st Floor, Zone -IV,
India Habitat Centre,
Lodhi Road,
NEW DELHI- 110003

Sub: Change in land use in Bhiwadi Master Plan from
Peripheral Control Belt to Public Utility.

Sir,

99
99
The Rajasthan state Electricity Board and Power Grid Corporation of India Ltd. has jointly selected & acquiring site for construction of 400Kv/220 Kv sub station on technical grounds at Bhiwadi which will feed mainly to the Bhiwadi Industrial Area. The area of the total site is 95 acres in villages of Khijuriwas and Khanpur of tehsil Tijara in Alwar Distt. Out of this 11 acres of land of Khijuriawas is residential and balance is coming under peripheral control belt/green belt use and circulation (200 ft. wide bypass) use.

The power Grid Corporation of India and Rajasthan State Electricity Board can use the land earmarked for residential use for their residential use while for the 200' wide Bypass they shall construct the road for public use and shall allow its use by public without any hinderances. Undertakings to above effect will be provided by them.

However for the rest of the land which amounts to about 82 acres, change in land use is required from peripheral control belt to public utilities. This requires the approval of the NCRPB.

I have therefore been directed to request you that necessary approval may kindly be accorded for the above change in land use

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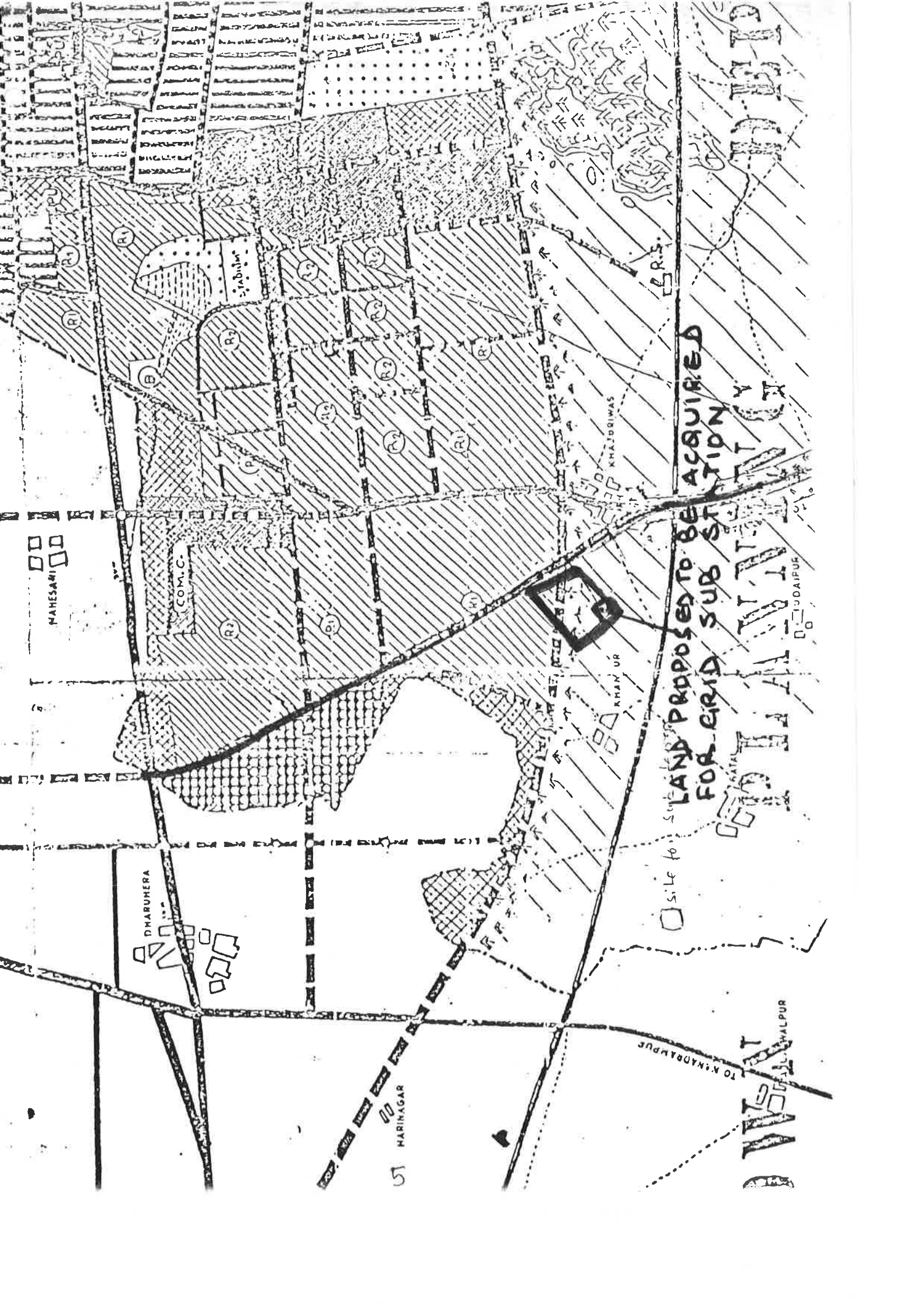
11211

Urban Development Deptt.,
Govt. of Rajasthan

1998, 1999, 2000, 2001, 2002, 2003, 2004, 2005, 2006, 2007, 2008, 2009, 2010, 2011, 2012, 2013, 2014, 2015, 2016, 2017, 2018, 2019, 2020, 2021, 2022, 2023, 2024, 2025, 2026, 2027, 2028, 2029, 2030, 2031, 2032, 2033, 2034, 2035, 2036, 2037, 2038, 2039, 2040, 2041, 2042, 2043, 2044, 2045, 2046, 2047, 2048, 2049, 2050, 2051, 2052, 2053, 2054, 2055, 2056, 2057, 2058, 2059, 2060, 2061, 2062, 2063, 2064, 2065, 2066, 2067, 2068, 2069, 2070, 2071, 2072, 2073, 2074, 2075, 2076, 2077, 2078, 2079, 2080, 2081, 2082, 2083, 2084, 2085, 2086, 2087, 2088, 2089, 2090, 2091, 2092, 2093, 2094, 2095, 2096, 2097, 2098, 2099, 2100, 2101, 2102, 2103, 2104, 2105, 2106, 2107, 2108, 2109, 2110, 2111, 2112, 2113, 2114, 2115, 2116, 2117, 2118, 2119, 2120, 2121, 2122, 2123, 2124, 2125, 2126, 2127, 2128, 2129, 2130, 2131, 2132, 2133, 2134, 2135, 2136, 2137, 2138, 2139, 2140, 2141, 2142, 2143, 2144, 2145, 2146, 2147, 2148, 2149, 2150, 2151, 2152, 2153, 2154, 2155, 2156, 2157, 2158, 2159, 2160, 2161, 2162, 2163, 2164, 2165, 2166, 2167, 2168, 2169, 2170, 2171, 2172, 2173, 2174, 2175, 2176, 2177, 2178, 2179, 2180, 2181, 2182, 2183, 2184, 2185, 2186, 2187, 2188, 2189, 2190, 2191, 2192, 2193, 2194, 2195, 2196, 2197, 2198, 2199, 2200, 2201, 2202, 2203, 2204, 2205, 2206, 2207, 2208, 2209, 2210, 2211, 2212, 2213, 2214, 2215, 2216, 2217, 2218, 2219, 2220, 2221, 2222, 2223, 2224, 2225, 2226, 2227, 2228, 2229, 2230, 2231, 2232, 2233, 2234, 2235, 2236, 2237, 2238, 2239, 2240, 2241, 2242, 2243, 2244, 2245, 2246, 2247, 2248, 2249, 2250, 2251, 2252, 2253, 2254, 2255, 2256, 2257, 2258, 2259, 2260, 2261, 2262, 2263, 2264, 2265, 2266, 2267, 2268, 2269, 2270, 2271, 2272, 2273, 2274, 2275, 2276, 2277, 2278, 2279, 2280, 2281, 2282, 2283, 2284, 2285, 2286, 2287, 2288, 2289, 2290, 2291, 2292, 2293, 2294, 2295, 2296, 2297, 2298, 2299, 2300, 2301, 2302, 2303, 2304, 2305, 2306, 2307, 2308, 2309, 2310, 2311, 2312, 2313, 2314, 2315, 2316, 2317, 2318, 2319, 2320, 2321, 2322, 2323, 2324, 2325, 2326, 2327, 2328, 2329, 2330, 2331, 2332, 2333, 2334, 2335, 2336, 2337, 2338, 2339, 2340, 2341, 2342, 2343, 2344, 2345, 2346, 2347, 2348, 2349, 2350, 2351, 2352, 2353, 2354, 2355, 2356, 2357, 2358, 2359, 2360, 2361, 2362, 2363, 2364, 2365, 2366, 2367, 2368, 2369, 2370, 2371, 2372, 2373, 2374, 2375, 2376, 2377, 2378, 2379, 2380, 2381, 2382, 2383, 2384, 2385, 2386, 2387, 2388, 2389, 2390, 2391, 2392, 2393, 2394, 2395, 2396, 2397, 2398, 2399, 2400, 2401, 2402, 2403, 2404, 2405, 2406, 2407, 2408, 2409, 2410, 2411, 2412, 2413, 2414, 2415, 2416, 2417, 2418, 2419, 2420, 2421, 2422, 2423, 2424, 2425, 2426, 2427, 2428, 2429, 2430, 2431, 2432, 2433, 2434, 2435, 2436, 2437, 2438, 2439, 2440, 2441, 2442, 2443, 2444, 2445, 2446, 2447, 2448, 2449, 2450, 2451, 2452, 2453, 2454, 2455, 2456, 2457, 2458, 2459, 2460, 2461, 2462, 2463, 2464, 2465, 2466, 2467, 2468, 2469, 2470, 2471, 2472, 2473, 2474, 2475, 2476, 2477, 2478, 2479, 2480, 2481, 2482, 2483, 2484, 2485, 2486, 2487, 2488, 2489, 2490, 2491, 2492, 2493, 2494, 2495, 2496, 2497, 2498, 2499, 2500, 2501, 2502, 2503, 2504, 2505, 2506, 2507, 2508, 2509, 2510, 2511, 2512, 2513, 2514, 2515, 2516, 2517, 2518, 2519, 2520, 2521, 2522, 2523, 2524, 2525, 2526, 2527, 2528, 2529, 2530, 2531, 2532, 2533, 2534, 2535, 2536, 2537, 2538, 2539, 2540, 2541, 2542, 2543, 2544, 2545, 2546, 2547, 2548, 2549, 2550, 2551, 2552, 2553, 2554, 2555, 2556, 2557, 2558, 2559, 2560, 2561, 2562, 2563, 2564, 2565, 2566, 2567, 2568, 2569, 2570, 2571, 2572, 2573, 2574, 2575, 2576, 2577, 2578, 2579, 2580, 2581, 2582, 2583, 2584, 2585, 2586, 2587, 2588, 2589, 2590, 2591, 2592, 2593, 2594, 2595, 2596, 2597, 2598, 2599, 2600, 2601, 2602, 2603, 2604, 2605, 2606, 2607, 2608, 2609, 2610, 2611, 2612, 2613, 2614, 2615, 2616, 2617, 2618, 2619, 2620, 2621, 2622, 2623, 2624, 2625, 2626, 2627, 2628, 2629, 2630, 2631, 2632, 2633, 2634, 2635, 2636, 2637, 2638, 2639, 2640, 2641, 2642, 2643, 2644, 2645, 2646, 2647, 2648, 2649, 2650, 2651, 2652, 2653, 2654, 2655, 2656, 2657, 2658, 2659, 2660, 2661, 2662, 2663, 2664, 2665, 2666, 2667, 2668, 2669, 2670, 2671, 2672, 2673, 2674, 2675, 2676, 2677, 2678, 2679, 26

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4



LAND PROPOSED TO BE ACQUIRED
FOR GRID SUB STATION

Site for Sub Station

पावर ग्रीड कॉर्पोरेशन
ऑफ इंडिया लिमिटेड
(भारत सरकार का उद्यम)
**POWER GRID CORPORATION
OF INDIA LIMITED**
(A Government of India Enterprise)



400 के.वी. सब-स्टेशन, निकट समयपुर गांव, बल्लबगढ़, फरीदाबाद-121004
दूरभाष कार्या 230071, 230072, 230073, 230074, 233808 फेक्स 233808
400 K.V. Sub-Station, Near Samaipur Village, Ballabgarh, Faridabad-121004
Phone Off. : 230071, 230072, 230073, 230074, 233808 Fax : 233808

Ref.No. N1/BLB/Bhiwadi/4096

Dtd.09.03.1999

दिनांक/Date

संख्या/Ref. No.

The Chief Regional Planner,
NCR Planning Board,
New Delhi.

**Sub- Approval for change in land use for proposed
400/220KV Sub-Station, at Bhiwadi Rajasthan.**

Dear Sir,

This is in reference to subject matter for which Govt. of Rajasthan has recommended the case for change in land use of 82 Acres of land. As desired, during discussions following is the breakup of the land proposed for change in land use.

BUILT UP AREA

- Control room - 47Mtrs x 34Mtrs.
 - Fire Fighting House - 25 Mtrs x 25 Mtrs
 - D.G. Set Room - 14 Mtrs x 22 Mtrs
 - Administrative Block - 100 Mtrs x 50 Mtrs.
- Total 4 33 Acres

Remaining area shall be kept open and used for installing electrical equipment's in open switchyard, construction of roads and plantation of trees along the road etc. to maintain the balance of ecology which shall also work as a shield for pollution from near by units of Bhiwadi industrial area. The G.A map of proposed Bhiwadi sub-station is enclosed.

Further, this project is posed for World Bank funding and we have to submit various compliance's before 31st March 1999. It is therefore, requested that approval of change in land use may be accorded at the earliest as the proceedings of Sec-17 is held up for the same. Your kind cooperation is solicited in the matter which will go in a long way for overall development of Bhiwadi Industrial Area which is an important part of NCR.

Thanking you,

Yours faithfully,

(DS YADAV)
CHIEF MANAGER

पंजीकृत कार्यालय : हेमकुन्ट चैम्बर्स, दसवीं मंजिल, 89 नेहरू प्लेस, नई दिल्ली-110019

दूरभाष : 6428807, 08, 09, 20 & 21 तार : 'नेटग्रीड' टैलेक्स 66138, 65949, फेक्स 011-6466823

Registered Office : Hemkunt Chambers, 10th Floor, 89, Nehru Place, New Delhi-110019

Phones : 6428807, 08, 09, 20 & 21 Gram : 'NATGRID' Telex : 66138, 65949 Fax : 011-6466823

Annexure-1

1. The area earmarked in NCR/¹³plan is not suitable for establishing an Extra high voltage sub-station as :

a	This area is surrounded by <u>thickly populated</u> villages/sectors on West, North and North-east side.
b	On eastern side this is <u>surrounded</u> by hillocks <u>which</u> falls under reserved forest.
c	It has <u>no</u> corridor for incoming/outgoing transmission lines, so no EHV sub-station can be constructed at this site.
d	<u>As</u> all the feeders have to be routed through the villages/sectors, it will <u>endanger</u> the safety of population.

2. While the new proposed site –

a	Affects minimum number of family and no displacement of family is required.
b	Does not involve any forest land.
c	Has open area around it to facilitate the routing of incoming/outgoing transmission lines without affecting the residential/populated areas.
d	Green belt shall be maintained by planting adequate number of trees in sub-station premises.
e	Possession of proposed land is required by February'99 to enable commissioning of sub-station by March 2000 as planned.
f	Any change at this stage in the site of proposed sub-station shall delay the construction of sub-station by minimum 2-3 years as this will require fresh forest and environmental clearance for the changed route alignment of the incoming and outgoing lines which shall not be in the interest of already power starved Rajasthan state.

POWER GRID CORPORATION OF INDIA LTD.
(ENVIRONMENT & SOCIAL MANAGEMENT DEPTT.)

FAX

DT: 5.11.98

TO : AGM, (NR-I) FARIDABAD

FAX NO: 0129-287398/285338

SUB: NEW PROJECTS POSED FOR JEXIM/WB/ADB FUNDING:
MILESTONES

TARGET/MILESTONES AGREED UPON BETWEEN POWERGRID & MOP
ARE HEREUNDER :

1. LILO OF SINGRAULI-KANPUR AT ALLAHABAD
 - a. LAND ACQUISITION : 31.1.99
2. LILO OF BALLABHGARH-JAIPUR AT BHIWADI
 - a) LAND ACQUISITION : 31.1.99
 - b) FOREST/ENV.CLEARANCE : 31.12.98
3. ANTA-II TRANS.SYSTEM
 - a. IN-PRINCIPLE FOREST CLEARANCE : 15.1.99
 - b. PIB CLEARANCE : 15.2.99
 - c. CCEA CLEARANCE : 15.3.99
4. AURAIYA - II TRANS.SYSTEM
 - a. IN-PRINCIPLE FOREST CLEARANCE : 15.2.99

ALL SUB-ACTIVITIES TO ACHIEVE ABOVE MILESTONE HAVE
ALREADY BECOME VERY CRITICAL (.) YR PERSONAL INTERVEN-
TION IS EARNESTLY REQD. (.)

REGARDS (.)

(D.K. DAS)
DGM (ESMD)

CC : ED (NR-I TS), FARIDABAD :
GM (CP) : for kind info. pl.

रिपोर्ट नं-1)
-85, सेक्टर 16,
-12, 002

V 1998

429.....

अंतर कार्यालय ज्ञापन
INTER OFFICE MEMO



प्रमाण/From : DGM (ENGG.)

सेवा में/To : AGM (NR-1)

संदर्भ/Ref : C/ENGG/NR-1/ADDL.

दिनांक/Date : 15.01.1999

प्रतियां/Copies : 2 ED (NR-1)
2 ED (CMG)

विषय Sub : 400/220KV Allahabad, Bhiwadi
and Beawar Substations.

As you may be aware NIT for 400/220KV Allahabad, Bhiwadi and Beawar Substations has already been issued and LOA's for Allahabad & Bhiwadi substations are expected to be issued by March, 1999. For Beawar S/S, LOA is expected to be issued by April, 1999. We are required to give levelled land to the turnkey contractor. It is requested that necessary action for land acquisition, contouring and site levelling may be taken so that we are able to handover levelled site to the contractor in April, 1999.

(R. BARRI)

gve

स. शर्मा
R/S

THE EXPORT-IMPORT BANK OF JAPAN

1-1, OHTEMACHI 1-CHOME, CHIYODA-KU, TOKYO 100, JAPAN

URL: <http://www.japancxim.go.jp/>

URGENT.

January 18, 1999

Dr. N.3. Saxean
Deputy General Manager
Corporate Planning Division
Power Grid Corporation

Sub : JEXIM Loan to Powergrid (World Bank Co-financing)

Dear Dr. Saxean,

Reference is made to your fax letter dated January 11, 1999 regarding the captioned loan. Although we understand that there has been uncertainty on the conclusion of our loan under the post-Nuclear test situation, your information that the amount remaining to the original expenditures under our loan was substantially reduced to \$21.5 mil was quite astonishing for us. But we are still very much interested in financing the project.

Though we appreciate your proposal in order to maintain the original amount of the loan of \$275 million, we think it difficult for us to keep the original amount. As we obtained an approval of this loan from our board and Ministry of Finance based on that this loan will be used for the Northern Region project in co-financing with the World Bank, it is difficult to change the scope and concept of this loan at this stage. Therefore, we should consider the possible solution to this matter keeping the basic concept as originally agreed. In any case, we think we have to reduce the amount of loan to some extent.

We noted your suggestion that you have the eligible expenditure within the original scope ;

- i) remaining balance of \$21.15 mil as you indicated in the Annex
- ii) EMS/SCADA package of NRLD&C of \$45 mil shifted back to JEXIM again, and
- iii) Bhiwadi S/S of \$21 mil which the bids are yet to open.

We agree to include these portion to our financing so that we can identify about \$87 mil.

We, however, feel that \$87 mil is too small for our tied loan because our tied loans normally range between \$100 to \$300 million. We think that the amount of loan should be

\$120-150 mil as minimum in order to obtain the approval again from our board and relevant authority. We appreciate it if you could identify some possible project in the Northern region to be eligible for World Bank co-financing amounting to about \$30-40 million to be realised during the disbursement period. Maybe you do not have concrete project at this moment, so the project list and the amount may be tentative. Also, we will consider financing the expenditure which was already financed by the Powegrid's own resources by way of retroactive finance.

We think we have identified \$86 mil for our loan and we should find a way to mutually agreeable solution to materialize this loan as soon as we can. We would like to further discuss this issue with you.

Thank you very much for your cooperation.

Sincerely yours,



Tsuguya Ieda
Director, Division 3
Loan Department I



राजस्थान राज्य प्रदूषण नियन्त्रण मण्डल
Rajasthan State Pollution Control Board

No.

F.12(2-B521)RPCB/Gr.II/ 1415

दिनांक.....

Date 11-1-99

The Joint Director(S),
Ministry of Environment & Forests,
5th Floor, Paryavaran Bhawan,
CGO Complex, Lodi Road,
NEW DELHI.

Sub:- Recommendation for Environment Clearance
for proposed 400 KV LILO Ballabgarh-Jaipur
Tr.line to 400/220 Powergrid substation,
Bhiwadi to Power and Corporation of India Ltd.

Ref:- Letter submitted by Corporation No.2806 dt.
30.11.98 submitting application for environment
Clearance.

Sir,

With reference to above the matter has been examined by
the Board and the case is being recommended for environmental
Clearance subject to following conditions:-

1. That in no case, activities should be carried out in
forest area or any other area, till approval is taken from
competent authority/department.
2. That corporation will take care of all possible ~~ways~~
for improvement of environment.
3. That corporation will comply provisions of environmental
protection laws as and where required/ applicable.
4. That there comments shall in no way be construed as
consent to establish and/or operate.

Yours Faithfully

Sd -

(Dr. A.K.Bhargava)
Member Secretary.

- Copy to: 1. Shri-D.SYadav, Chief Manager, 400KV Substation
Near vill Samaypur Ballabgarh Faridabad-121004.
2. EE, RO, RPCB, Alwar.
3. EE, RO, RPCB, Bhiwadi.
4. Master File, Gr. II.

ANNEXURES

TO

AGENDA NOTES

**24TH MEETING
OF THE NCR PLANNING BOARD
TO BE HELD AT 11.30 AM ON MARCH 23, 1999
IN SILVER OAK HALL
INDIA HABITAT CENTRE
LODHI ROAD, NEW DELHI**

**NCR PLANNING BOARD
MINISTRY OF URBAN AFFAIRS & EMPLOYMENT
NEW DELHI**

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3.	ANNEXURE-III OF AGENDA ITEM NO. 2
4.	ANNEXURE-IV OF AGENDA ITEM NO. 4
5.	ANNEXURE-V OF AGENDA ITEM NO. 4
6.	ANNEXURE-VI OF AGENDA ITEM NO. 9

ANNEXURE-I

**MINUTES OF THE 23RD MEETING
OF THE NCRPB HELD ON 13.6.98**

MINUTES OF THE 23RD MEETING OF THE NCR PLANNING BOARD HELD AT 11.30 A.M. ON 13TH JUNE, 1998 UNDER THE CHAIRMANSHIP OF UNION MINISTER FOR URBAN AFFAIRS & EMPLOYMENT-CUM-CHAIRMAN NCR PLANNING BOARD AT INDIA HABITAT CENTRE, LODHI ROAD, NEW DELHI

1. The list of participants is annexed.
2. Welcoming the members of the Board and other participants, the Chairman appreciated the co-operation and help being extended by them in carrying out the development activities in accordance with the Regional Plan. The Chairman hoped that the participants would be able to find solutions to the problems of Delhi, and would thus effectively meet the objectives of the Board. While reviewing the decisions taken in the previous meeting of the Board held under the Chairmanship of the Hon'ble Prime Minister, the Chairman pointed out that though action on some of the issues had been taken, a lot of matters still remained unresolved and it would be necessary to deliberate on such issues. Explaining the objectives of the plan, it was pointed out that firstly, Delhi needed decongestion in order to reduce the pressure on urban services and infrastructure and if necessary, amendments to the Act can also be made to achieve this goal. The Chairman further emphasised the need for treating the entire NCR as a Unified Zone wherein the quality of life should be improved to such a level that the potential migrant is no longer attracted to Delhi. This was not only important for Delhi but also for the development of the region as a whole. Drawing attention towards the decisions taken in the previous meeting of the Board, the Chairman pointed out that most of the industrialists and economists at the national level have been advocating for making the entire country into an integral economic entity, which may not be practical at present. However, as a first step, the National Capital Region could be made a 'Common Economic Zone'. It was pointed out that though under the constitutional provision it is not physically possible to stop the in-migration from rural areas into Delhi, but steps to negate the effect of the factors causing this migration could be taken. One of the major factors attracting in-migration into Delhi is the concentration of economic activities, specially the industries in Delhi. The most important step to discourage the potential immigrants from coming into Delhi would thus be the dispersal of industries from Delhi into the Region.
3. The Chairman reminded that another important decision of the previous meeting was to provide a single STD code and a uniform local call system for all the urban centers in the NCR so that the people calling from outside should have uniform level of connectivity with the entire region. While pointing out towards some reservations in implementing these decisions expressed by the Telecom Ministry, the Chairman mentioned that technically it seemed feasible, though some administrative and operational difficulties may come in the way, which would have to be overcome.

4. The Chairman called upon the Railways to improve the Regional Rail Network and integrate it with the Delhi's rail system so that commuters can be provided with an efficient rail based commuter system especially in the suburbs. He also emphasised the need for the Railways to use their land as a resource for generation of additional resources, part of which could be used in the region, part in Delhi and the balance could be used by them for their general revenue.
5. The Chairman appreciated the decision of the U.P. Govt. to provide approximately 200 acres of expensive commercial land for raising resources for making the FNG Expressway financially viable. He also suggested the development of Govt. housing in Ghaziabad and NOIDA for General Pool Accommodation for the central govt. employees and in turn using the expensive Delhi land for more remunerative purposes for generating additional resources. Explaining the new housing policy of the Govt., the Chairman informed that it intends to construct 20 lakh houses at the national level of which 7 lakh would be in urban areas and about 13 lakh in the rural areas. However, keeping in view the limited resources with the Ministry, the only method to implement this program would be to strengthen the partnership with private sector for financing these projects. The Govt. has already undertaken a number of fiscal reforms, especially amendments to the Income Tax Act, in order to facilitate the private sector participation in housing.
6. The Chairman expressed his grave concern over the poor conditions of services like water supply, power, sewerage and pollution control in Delhi and stressed the urgent need for regional solutions to these problems.
7. Shri Sahib Singh Verma, Chief Minister, Delhi while appreciating the Planning efforts of the NCR Planning Board since its establishment 13 years ago, suggested that the need of the hour was to focus attention on few key issues and finalise a time-bound implementation program for them. It was felt that the only solution to the problem of Delhi lay in the development of the NCR and for increasing the pace of these developments, Delhi Govt. had decided to contribute Rs 20 Crs to the NCRPB fund this year and hoped to increase this contribution further in the future years. He stressed the need for a partnership approach with the private sector, especially with the NRI's and the large Indian corporate sector that could invest and assist in the development of additional urban infrastructure in the NCR.
8. The Chief Minister explained that most of the growth in Delhi's population is due to the in-migration from the neighbouring States of U.P., Haryana and Rajasthan and as such the Govts. of these neighbouring States should also share the responsibility for the development of Delhi and be partners with the Govt. of National Capital Territory. This could be attained through a representative body consisting of not only the legislators of Delhi but also those representing the adjoining States of Haryana, U.P. and Rajasthan. This would also help in giving a

inter-state issues and problems. One of the most important aspects of the development in the region would be to get a few large urban centers planned and developed in the NCR outside Delhi, through the private corporate sector, with facilities at par with Delhi, and thus provide accommodation for Delhi's population, who are otherwise starved of proper accommodation within Delhi. He once again emphasised the need for implementation of the projects identified in the Regional Plan by the various Central Ministries and the participating State Govts. in a time-bound manner. In order to draw up action program for this purpose, he further suggested that few Sub-groups may be constituted by the Board, and each Sub-group may take up a couple of issues and resolve them through repeated interaction and within a given time frame. For implementation of the projects, if any amendment to the Acts etc is found necessary, the same may also be undertaken.

9. Shri V.K. Kapoor, Lt. Governor, Delhi, welcomed the proposal for treating the entire National Capital Region as a Common Economic Zone and suggested its implementation on top priority. He however felt that the pace at which the NCR towns were being developed was too slow to provide them with enough potential to attract the migratory population and to act as counter-magnets to Delhi. He, therefore, suggested setting up of at least 3 new towns in the periphery of the region, one in each state which should be self-sufficient conglomerates of various economic, social and physical infrastructure so as to attract the population and act as full-fledged counter magnets.
10. Shri Bansi Lal, Chief Minister, Haryana drawing attention towards the congestion and the consequent rapid urbanisation of Delhi's lands emphasised the need for increasing the 'green areas' in Delhi, instead of the normal tendency of planning and developing more and more residential colonies. He expressed his concern over the tax differential between the NCR States and Delhi, causing not only loss of revenue to the neighbouring States, but also inviting more and more commercial activities to concentrate in Delhi. Referring to the Special Meeting of the Board taken by the then Prime Minister, Shri I.K. Gujral, the Chief Minister pointed out that the massive in-migration in Delhi was a result of the comparatively high plan expenditure and investments in Delhi, as against those being made in the surrounding areas. This influx of population is not only affecting the physical infrastructure but has also resulted in the deterioration of the law and order situation in Delhi. The Chief Minister further emphasised the need for the speedy implementation of Delhi Metro Rail Project, which should have been started atleast 10 to 12 years earlier and warned that if the traffic conditions in Delhi are not improved, the day would not be far when the entire traffic would come to a stand still. He was of the view that despite the capital intensive nature of the project an integrated Regional Rail System is a must for the NCR in order to attain uninterrupted interaction between the regional towns like Rohtak, Rewari, Panipat

etc. and Delhi. For improving the transportation network in Delhi and the Region, he further suggested a number of flyovers on the ring road and the raising of National Highway No.2 from Ashram Chowk South Ward upto Faridabad. He also requested the Ministry of Surface Transport to consider construction of a bypass at Panipat.

11. The Chief Minister Haryana further requested the lowering of interest rates on the loans being granted by the NCR Planning Board to the States.
12. Responding to a point raised by the Chief Minister of Delhi regarding pollution of the Yamuna being caused by some of the leather industries in Haryana, the Chief Minister assured that action in this regard was under way and shortly most of the discharge from these and other industries would be treated before being let into the river.
13. Shri Lalji Tandon, Minister for Housing, U.P. pointed out that a number of projects had been taken up in various towns of U.P. where the infrastructure had been provided, land had been developed and residential and commercial/office spaces had been built but neither any office has shifted there nor the residential areas have been inhabited. As such, unless the economic activities are dispersed from Delhi on a massive scale, it will be difficult to implement the regional plan in its true spirit. On the other hand this under utilised infrastructure is causing the State agencies a sustained loss in terms of interest and maintenance cost being incurred without any returns. Referring to the tax differential between Delhi and neighbouring States, the Minister mentioned that the concentration of economic activities in Delhi is continuing despite the most modern and developed industrial area having been set-up just across the border in NOIDA, since the lower tax in Delhi provided better economic viability to all Delhi-based industries. The Minister informed that in the various townships around Delhi sufficient developed land and infrastructure can be made available for meeting the total housing demand of Delhi. He further assured that the request of the Chief Minister, Delhi for providing them with developed land can be acceded to immediately and in fact, the U.P. Govt. has already offered 3 to 4 thousand built up houses at Ghaziabad to the Delhi Govt. for immediate allotment. He also mentioned that in order to sustain the additional population, provision of infrastructure, especially power, should be given highest priority, especially to meet the needs of this additional population.
14. The Chief Minister, Delhi intervened to point out that in Delhi taxes had already been brought down to Haryana/U.P.'s level in respect of some of the commodities and in some cases even increased beyond those in the neighbouring states, e.g. diesel, refrigerators, computer software, watches, etc.

15. Shri Bhanwar Lal Sharma, Minister for Housing, Rajasthan while emphasising the need for rationalisation of taxes in the entire region, pointed out that this single factor is biggest incentive for the location of industries inside Delhi and disincentive for its location outside Delhi in the NCR. He pointed out that Rajasthan had developed a number of industrial areas in the NCR and offered 2000 acres of land to accommodate the industries which opt to shift out from Delhi.
16. Shri Bandaru Dattatreya, Minister of State for U.A. & E. emphasised that regional plan objective of decongestion of Delhi, can only be achieved through an effective and time bound implementation of the Plan and the projects identified therein. However, since the responsibility for the implementation of NCR projects squarely lies with the participating states and the Board does not have the power to do so, they (the states) have to play a crucial role.
17. The Minister of State further pointed out that this year since the NCR Planning Board can provide funds of the order of Rs.500 Crs., the States have to immediately prepare various schemes and present them to the Board. He further pointed out that as per his information a large vegetable and fruit market on an area of more than 400 acres was being planned in Delhi. While recognizing the need for a market of this magnitude in the region, he suggested that decision should be made on regional basis whether such a market should be constructed in Delhi or in the sub-regions of U.P., Haryana and Rajasthan. Such a market should not be constructed in violation of any of the proposals of the Regional Plan. He warned that since such concentration of activities including unabated industrial development, would only attract more and more congestion, all such activities should be located as far as possible outside Delhi so that the population can be dispersed. He requested all the State Govts. to work in a co-ordinated manner in implementing the plan proposals of the NCR Planning Board.
18. Smt. Sushma Swaraj, Minister for Communications informed that already most of the DMA towns had been connected to Delhi through a local call system and the only towns left out like Sonapat are also being provided with the same facility. She requested the Board to send all proposals regarding communications immediately so that Ministry can examine the proposal separately for the development of communications in the region. She promised to examine the consolidated proposals pertaining to NCR and send a response within a week.
19. The formal agenda was presented by Shri Omesh Saigal, Member Secretary, and the following decisions were taken after discussion:

AGENDA ITEM NO.1: CONFIRMATION OF THE MINUTES OF THE 22ND (SPECIAL) MEETING OF THE NCR PLANNING BOARD HELD ON 2.9.97

Noting that no comments has been received in respect of the Minutes of the 22nd (Special) meeting of the NCR Planning Board held on 2.9.97, the Minutes were confirmed.

AGENDA ITEM NO.2: REVIEW OF THE ACTIONS TAKEN ON THE DECISIONS OF THE 22ND (SPECIAL) MEETING OF THE NCR PLANNING BOARD

1. Telecom

It was decided that a note regarding the various telecom facilities required to be provided in the NCR would be submitted by the NCRPB to the Ministry for Communications and they would take decision on various proposals and convey the same within a week.

2. Ministry of Power

The progress on the issues was intimated to the Board. It was pointed out by the Secretary Power, Shri E.A.S. Sarma that the committee set up under the Joint Secretary of the Ministry was going into various aspects of captive power generation and carving out of a sub-grid for NCR within the Northern grid. It is expected that the study will be taken up shortly and the report would be made available at an early date.

3. Railways

The Chairman Railway Board pointed out that a techno-economic study for the investment input required catering to the commuter traffic in Delhi and NCR has already been initiated by RITES in co-operation with railways and very shortly the preliminary report should be available. He assured that by March 1999 the final report would be made available for implementation. This was followed by a presentation of various aspects of the study by RITES. In the presentation it was pointed out that the study area would comprise of NCT Delhi, Delhi Metropolitan Area towns and the Priority Towns identified in the Regional Plan. The study would cover the commuter travel within NCT Delhi, between DMA towns and Delhi and between NCR towns and NCT Delhi, both by road and rail modes.

4. Inclusion of additional areas in the NCR

The Chief Ministers and the State Ministers requested for the completion of the study initiated by the NCRPB at an early date so that the matter of inclusion of additional areas can be resolved.

5. Common Economic Zone

It was intimated that a brief reply on the proposal sent by the NCR Planning Board had been received from the Planning Commission. It was decided that the Planning Commission may be requested to initiate action on various components of the 'common economic zone' and present a workable proposal to the Govt. of India, on the basis of which necessary action to achieve the objective of balanced development can be taken.

AGENDA ITEM NO 3: ISSUES ARISING OUT OF THE 42ND MEETING OF THE PLANNING COMMITTEE HELD ON 15.12.97.

1. Consideration of the proposal for change of land use in NCT-Delhi received from Delhi Development Authority.

The various proposals regarding change of land use as recommended by the Planning Committee in respect of the following cases were approved, subject to the conditions laid down by it:

- a. Sports Training Complex on Rohini Road, Baprola - 47 ha.
- b. Narula Project / Urban Extension- 320 ha. Out of this proposal only the 43 ha site (40 ha for district jail & 3 ha for the judicial complex) recommended by the planning committee were approved. The decision with regard to balance area was deferred.
- c. Dist. Open Jail, Baprola (towards west of Dwarka)-125 ha.
- d. Integrated Freight Complex, Narula Sub-City-350 ha.

However, the representatives from Haryana pointed out that while approving proposals along the National Highway No. 10 leading to Haryana, it may be ensured that these proposals do not in anyway affect the traffic movement on the National Highway. It was assured by the Delhi Govt. that these projects would be designed in such a way that they would not lead to any congestion on the National Highways and their main approach would be from other subsidiary roads and not from the National Highway.

The Agenda Item regarding the land use change for Armed Police Battalion at Sultanpur Dabas was deferred and would be resubmitted to the Board after detailed examination by the Planning Committee.

2. Transfer of Powers for change of land use from NCR Planning Board to Planning Committee.

The State Minister for Housing, Rajasthan Shri Bhanwar Lal Sharma welcomed the suggestion, on whose behest it had been put up & discussed earlier in the Planning Committee and was now being brought before the Board. The proposal was approved.

3. Draft development plans for Palwal-2021, Kundli-Sonepat-2021 Complex and Rohtak-2025 submitted by Haryana.

The above Plans were approved.

4. Continuation of Planning and Monitoring Cells in the participating States for the 9th Plan.

The recommendations of the Planning Committee as contained in the Agenda Notes for their continuation and increase in the expenditure to be provided by the Board were approved.

5. The appointment of Private Medical Practitioner as Authorised Medical Attendant for the employees of the Board.

The recommendations of the Planning Committee were approved.

AGENDA ITEM NO.4: APPROVAL OF FUNCTIONAL PLAN FOR INDUSTRIES IN NCR.

The Member Secretary explained the Functional Plan for industries in detail. Sh. Omesh Saigal, informed the Board that the main objective of this Functional Plan was to re-structure the industrial development in Delhi, so that in the Metropolis only those industries which are required either for marketing and market-related activities, or provided for consumer need for Delhi's population should be allowed. The policy should prevent low tech, labour intensive industries and allow the restricted growth of only high tech industries in Delhi and recycle low-tech industries into high tech in a phased manner. The industrial policy should attempt at re-vitalizing the stagnating economy of the regional towns outside Delhi. The Lt. Governor of Delhi suggested that the Functional Plan need to be considered by the Delhi Govt. in detail. However, it was pointed out that the Functional Plan had already been deliberated upon in detail and formulated with the full co-operation and interaction with the officers of the Delhi Govt. As such it was decided to approve the Functional Plan which gave only the broad policy guidelines for development. However, each State would have to decide about the detailed implementation in accordance with the situation prevailing therein but within the ambit of the Functional Plan.

AGENDA ITEM NO.5: ANNUAL PLAN FOR THE YEAR 1998-99

The Annual Plan for the year 1998-99 as presented was approved subject to a reduction in the outlay for Regional Roads (inner and outer grids) in the case of Haryana Sub-region in view of the Expressways coming up there as suggested by the Commissioner & Secretary, Town & Country Planning Deptt. of Haryana.

AGENDA ITEM NO.6: APPROVAL OF REVISED BUDGET ESTIMATES FOR THE YEAR 1997-98 UNDER NON-PLAN (REVENUE) & PLAN (CAPITAL) & BUDGET ESTIMATES 1998-99.

The contents of the budget estimates were noted and the same were approved.

AGENDA ITEM NO.7: APPROVAL OF ANNUAL REPORT OF NCRPB 1996-97.

The Annual Report of NCRPB - 1996-97 was approved.

AGENDA ITEM NO.8: PRESENTATION OF AUDITED ACCOUNTS OF NCR PLANNING BOARD FOR THE YEAR 1996-97.

The Accounts for the year 1996-97 audited by the CAG were adopted.

AGENDA ITEM NO.9: REVIEW OF LOANS AND ADVANCES RELEASED TO THE STATE GOVTS. /IMPLEMENTATION AGENCIES DURING 1996-97.

The statement of loans and advances was noted and satisfaction expressed over the fact that there has been no default and 100% recovery had been achieved.

AGENDA ITEM NO.10: MONITORING OF PHYSICAL PROGRESS OF URBAN DEVELOPMENT SCHEMES/PROJECTS FUNDED BY NCRPB.

Concern was expressed over the slow progress of various schemes and it was informed that since the execution of these schemes primarily lie with the State Govts. they should ensure proper monitoring of these schemes and send quarterly progress reports to the Board on time.

AGENDA ITEM NO.11: MINUTES OF THE LAST MEETING OF PSMG-I AND PSMG-II FOR INFORMATION.

The Board noted the various schemes approved during the previous meeting of the PSMG-I and PSMG-II in 1997-98 and appreciated the fact that in one-year schemes of more than Rs.800 Crs. had been approved by the Board, which is even more than the target of 660 crs. set for the Annual Plan 1997-98.

AGENDA ITEM NO.12: IMPLEMENTATION OF THE RECOMMENDATIONS OF THE 5TH PAY COMMISSION IN THE NCR PLANNING BOARD.

The Board noted the implementation of the recommendations of the 5th pay commission by the NCR Planning Board.

SUPPLEMENTARY AGENDA ITEM NO.1 : IMPLEMENTATION OF JT. SECTOR PROJECT THROUGH NCR FUNDS.

It was pointed out that the Board, having approved schemes worth more than Rs. 800 cr. during 1997-98, had issued sanctions for the grant of loans immediately within a week of the approval. However the lift-off of the loans by the participating States was very slow, specially by their agencies due to time taken in completion of formalities of providing state guarantees, etc. from their respective states. Since, as of now, the funds of the Board are coming through public borrowings i.e. bonds, they cannot be parked idle, as the same are very expensive. It was therefore, decided that hence-forth for the period for which the States/their agencies do not draw the funds, after issue of sanction a "commitment charge" equivalent to the difference between the rate of interest at which a loan was to be disbursed to the agency and the interest at which the money is parked with the bank, would be charged from the concerned agencies for the unused period.

During 1998-99, the Board is expected to sanction projects covering an overall investment of about Rs. 900-1000 Crs. and can raise funds to provide loan upto about Rs. 700 crs. through its budgetary and extra-budgetary resources. The States should, therefore, come up with projects immediately as per the time schedule prescribed in the agenda notes, so that the PSMG meetings can be held and disbursement made according to the prescribed schedule.

**SUPPLEMENTARY AGENDA ITEM NO.2 : RATIONALISATION OF THE TAX
STRUCTURE IN THE NATIONAL
CAPITAL REGION**

It was pointed out that since the categorization suggested in the Appendix-II to the Agenda Notes had been made with the consensus of the officers of the participating states, the same should be used as a guideline by the participating states for fixation of various rates of taxes while finalising their budget proposals.

**SUPPLEMENTARY AGENDA ITEM NO.3 : LOCATION OF THE NCR PLANNING
BOARD'S HEADQUARTERS AT
DELHI.**

The Board considered and approved the proposal of retention of the NCR Planning Board Headquarters at New Delhi and for making eligible officers on deputation and regular employees of the Board for General Pool accommodation in Delhi.

The Secretary, Urban Development, Mrs. Kiran Aggarwal expressed her gratitude to the participating states and central ministries for the work being undertaken by them in fulfilling the objectives of the Regional Plan. She appreciated the achievements of the NCR Planning Board, especially during the last few years under the stewardship of its Member Secretary, Shri Omesh Saigal who has since taken over as Chief Secretary, GNCT-Delhi, during which the Board had sanctioned schemes worth more than Rs 2000 Crs. and provided the states with substantial loan assistance. She suggested that since sufficient funds are being made available by the Board and more funds are likely to be made available in future, the states should gear up their machinery for implementing projects at a faster pace, so that not only the backlog of development of earlier years is made up, these projects build up model for future growth of the region. She assured that the Ministry of Urban Affairs & Employment will continue to provide all assistance, help and cooperation for the implementation of the Regional Plan policies and projects.

The meeting ended with a vote of thanks.

ANNEXURE – II

**MINUTES OF THE 43RD MEETING
OF THE PLANNING COMMITTEE
HELD ON 12.2.99**

LIST OF PARTICIPANTS

1. SHRI RAM JETHMALANI
MINISTER FOR URBAN AFFAIRS
AND EMPLOYMENT
GOVT. OF INDIA
NIRMAN BHAWAN
NEW DELHI
2. SMT. SUSHMA SWARAJ
MINISTER FOR INFORMATION AND
BROADCASTING AND COMMUNICATIONS
SANCHAR BHAWAN, ASHOKA ROAD
NEW DELHI
3. SHRI BANDARU DATTATREYA
MINISTER OF STATE FOR
URBAN AFFAIRS & EMPLOYMENT
GOVT. OF INDIA,
NIRMAN BHAWAN
NEW DELHI.
4. SHRI BANSI LAL
CHIEF MINISTER
GOVT. OF HARYANA
CIVIL SECRETARIAT
CHANDIGARH
5. SHRI VIJAY KAPUR
LT. GOVERNOR
GOVT. OF NCT-DELHI
RAJ NIWAS
DELHI
6. SHRI SAHIB SINGH VERMA
CHIEF MINISTER
GOVT. OF NCT-DELHI
OLD SECRETARIAT
DELHI
7. SHRI LAL JI TANDON
MINISTER OF URBAN DEVELOPMENT
GOVT. OF UTTAR PRADESH
SACHIVALAYA
LUCKNOW
8. SHRI SIRI KISAN DASS
MINISTER OF TOWN & COUNTRY PLANNING & URBAN ESTATES
GOVT. OF HARYANA
HARYANA CIVIL SECTT.
CHANDIGARH

9. SHRI BHANWAR LAL SHARMA
MINISTER OF URBAN DEVELOPMENT
GOVT. OF RAJASTHAN
SACHIVALAYA
JAIPUR
10. SMT. KIRAN AGGARWAL
SECRETARY
MINISTRY OF URBAN AFFAIRS & EMPLOYMENT
GOVT. OF INDIA
NIRMAN BHAWAN
NEW DELHI
11. SHRI R.S. VERMA
CHIEF SECRETARY
GOVT. OF HARYANA
CIVIL SECRETARIAT
CHANDIGARH
12. SHRI OMESH SAIGAL
CHIEF SECRETARY
5, SHAMNATH MARG
GOVT. OF NCT-DELHI
13. SHRI A.K. GUPTA
SECRETARY (HOUSING)
GOVT. OF UTTAR PRADESH
SACHIVALAYA
LUCKNOW
14. SHRI D.S. MESHRAM
CHIEF TOWN PLANNER
TOWN & COUNTRY PLANNING ORGANISATION
GOVT. OF INDIA
B-BLOCK, VIKAS BHAWAN
I.P. ESTATE
NEW DELHI
15. SHRI V.K. AGARWAL
CHAIRMAN
RAILWAY BOARD
RAIL BHAWAN
NEW DELHI
16. SHRI P.K. GHOSH
VICE CHAIRMAN
DELHI DEVELOPMENT AUTHORITY
VIKAS SADAN, NEW DELHI
17. SHRI E.A.S. SARMA
SECRETARY
MINISTRY OF POWER
GOVT. OF INDIA
SHRAM SHAKTI BHAWAN
NEW DELHI

18. SHRI M. VENKATESWARAN
ADDL. SECRETARY
DEPTT. OF EXPENDITURE
MINISTRY OF FINANCE
CENTRAL SECRETARIAT
NORTH BLOCK
NEW DELHI
19. SHRI SATYANANDA MISHRA
SECRETARY
DEPTT. OF HOUSING & ENVIRONMENT
GOVT. OF MADHYA PRADESH,
VALLABH BHAWAN, BHOPAL - 462 004
20. SHRI V SURESH
CHAIRMAN-CUM-MANAGING DIRECTOR
HUDCO, IHC
LODHI ROAD
NEW DELHI
21. SHRI P S SARAN
MEMBER (SERVICES)
TELECOM COMMISSION
SANCHAR BHAWAN
NEW DELHI
22. SHRI M M GOYAL
ADDITIONAL MEMBER
RAILWAY BOARD
MINISTRY OF RAILWAYS
RAIL BHAWAN
NEW DELHI
23. SHRI BHASKAR CHATERJEE,
SECRETARY,
TOWN & COUNTRY PLG. DEPTT.,
GOVT. OF HARYANA,
CIVIL SECRETARIAT,
CHANDIGARH.
24. SHRI L.M. JAIN
PRINCIPAL SECRETARY TO
CHIEF MINISTER
HARYANA, CIVIL SECRETARIAT,
CHANDIGARH.
25. SHRI D S NEGI
SECRETARY (REVENUE, LAND & DEV.)
GOVT. OF NCT-DELHI
B-BLOCK, VIKAS BHAWAN
I.P. ESTATE
NEW DELHI

26. SHRI G.C. BHANDARI
JOINT SECRETARY (FINANCE)
MINISTRY OF URBAN AFFAIRS & EMPLOYMENT
NIRMAN BHAWAN
NEW DELHI
27. SHRI S BANERJEE
JOINT SECRETARY (UD)
MINISTRY OF U.A. & E.
NIRMAN BHAWAN
NEW DELHI
28. SHRI BRIJ BHUSHAN
ECONOMIC ADVISER
MINISTRY OF U.A. & E.
NIRMAN BHAWAN
NEW DELHI
29. SHRI RAVI MATHUR
SECRETARY HOUSING & URBAN DEVELOPMENT
GOVT. OF RAJASTHAN
JAIPUR
30. DR. NIVEDITA HARAN
DIRECTOR
MINISTRY OF U.A. & E.
NIRMAN BHAWAN
NEW DELHI
31. SHRI V.K. KAPOOR,
CHIEF COORDINATOR PLANNER,
NCR-CELL, C/O CHIEF ADMINISTRATOR, HUDA OFFICE,
SCO, SECTOR-6,
PUNCHKULA, HARYANA
32. SHRI JASWANT SINGH
DISTRICT TOWN PLANNER
OFFICE OF THE CHIEF
CO-ORDINATOR PLANNER
NCR, HARYANA,
PANCHKULA.
33. SHRI B.D. BHATTACHARYA
CHIEF TOWN PLANNER (NCR)
NCR PLANNING & MONITORING CELL
NAGAR NIYOJAN BHAWAN
JAWAHAR LAL NEHRU MARG
JAIPUR
34. SHRI S. MINJ
COMMISSIONER
& CHAIRMAN, SADA
ACHARAN BHAWAN, JHANSI ROAD
GWALIOR (M.P.)

35. SH. S.C. JAUHARI
JOINT DIRECTOR
TOWN & COUNTRY PLANNING
SADA (COUNTER MAGNET)
GOVT. OF MADHYA PRADESH
GWALIOR (M.P.)
36. SHRI J P SINGH
COMMISSIONER (INDUSTRIES)
CPO BUILDING, KASHMIRI GATE
DELHI
37. MS. SUMITA KANDPAL
COMMISSIONER NCR (UP SUB-REGION)
GHAZIABAD
38. SHRI CHANDU BHUTIA
ASSOCIATE PLANNER (NCR CELL)
LAND & BUILDING DEPARTMENT
GNCT-DELHI, 'B' BLOCK,
I P ESTATE, NEW DELHI
39. SHRI R.P. SHARMA
DEPUTY TOWN PLANNER (NCR)
NCR PLANNING & MONITORING CELL
NAGAR NIYOJAN BHAWAN
JAWAHAR LAL NEHRU MARG
JAIPUR
40. SHRI ASHOK SHRIVASTAVA
ASSISTANT TOWN PLANNER (NCR)
NCR PLANNING & MONITORING CELL
NAGAR NIYOJAN BHAWAN
JAWAHAR LAL NEHRU MARG
JAIPUR
41. SHRI J.M. SURI
FIELD INVESTIGATOR PLANNER
OFFICE OF THE CHIEF
CO-ORDINATOR PLANNER
NCR, HARYANA,
PANCHKULA
42. SHRI K.SRIDHARA
DEPUTY DIRECTOR GENERAL (LTP)
DEPTT. OF TELECOMMUNICATIONS
SANCHAR BHAWAN
NEW DELHI
43. SHRI G.S. SETHI
DIRECTOR (SBP)
DEPTT. OF TELECOMMUNICATIONS
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PWD, GNCT-DELHI.
48. SHRI BALESHWAR RAI,
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SHRI KUNDE S. PANNA
PRO TO CHIEF MINISTER
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MINUTES OF THE 43RD MEETING OF THE PLANNING COMMITTEE HELD AT 11.30 AM ON 12.2.99 IN THE OFFICE OF THE NCR PLANNING BOARD, 1ST FLOOR, ZONE-IV, INDIA HABITAT CENTRE, LODHI ROAD, NEW DELHI

List of the participants is enclosed.

The Member Secretary welcomed the members to the 43rd meeting of the Planning committee.

AGENDA ITEM NO. 1 : CONFIRMATION OF THE MINUTES OF THE 42ND MEETING OF THE PLANNING COMMITTEE HELD ON 15.12.97

The minutes of the 42nd meeting of the Planning Committee held on 15.12.97 were confirmed.

AGENDA ITEM NO. 2 : REVIEW OF THE ACTION TAKEN ON THE DECISIONS OF THE LAST MEETING OF THE PLANNING COMMITTEE HELD ON 15.12.97

I. Sub-regional Plan for Haryana and Delhi Sub-regions

The Committee noted the delay in the preparation of the Sub-regional plans of Haryana and Delhi Sub-regions by the respective participating states. It was felt that since the Regional Plan-2001 was in the process of being reviewed and the target year of the Plan i.e. 2001 AD was close on the heels requiring the starting of the work on a Regional Plan for 2021 AD, the validity of the Sub-Regional Plan upto 2001 needed to be deliberated. The Secretary, Town & Country Planning, Haryana pointed out that they had finalised the Sub-regional plan for 2001 AD in-corporating all changes as discussed with the NCRPB and it would shortly be submitted to the Board after the Chief Minister's approval. The Chairperson pointed out that despite the Sub-regional plan not having been finalised, the Board has been approving and financing almost all the schemes/projects submitted by Haryana. Infact loan disbursement cases of Haryana government has been cleared immediately inspite of the State government guarantees not been sent with the proposals as stipulated.

2. Detailed discussion were held on the future status of the Haryana and Delhi Sub-Regional plans which have still to be submitted, as RP-2001 of the NCRPB was already under review and preparations for the RP-2021 already started - NCRPB has already entrusted the initial work to Indian Space Research Organisation (ISRO), Bangalore and the National Remote Sensing Agency (NRSA), Hyderabad. Chairperson also pointed out that the DDA was also initiating an exercise to start reviewing MPD-2001 with the help

of GIS and the Remote Sensing Agencies and in that context she wanted to place before the Board a suggestion that the whole area of NCR and Delhi be done together, so that there was no conflict in establishing the objectives of the NCRPB Act and that one Plan should govern the entire area taking into account the ground realities. Hence not only should the state of Haryana and Delhi be ready with their plans for the year 2001 but also for the year 2021, as the Regional Plan-2001 was completing its life span within less than 2 years.

3. Shri Sayed S. Shafi, Chairman of the Steering Committee for review of RP-2001, suggested that in order to frame policy guidelines for development of the various Sub-regions of NCR, a small Committee may be constituted which will go into the details of the pertinent parameters for planning and development of the NCR and its sub-regions for 2021 AD. Agreeing with the suggestion of Shri Shafi, Chairperson suggested that a Committee may be constituted and a suitable Terms of Reference may be formulated indicating a time limit to submit its report after the entire matter had been placed before the Board which was likely to meet in March, 1999 and after getting the directions of the Board. She strongly felt that an entirely new approach was necessary. She said that over the past 13 years of the Board's existence, it had not been able to fulfill the objectives of the Act in letter and spirit. She also indicated that the team of the NCRPB was very small, as there were hardly 10 officers with only 2 of the rank of Director/Dy. Secretary besides the Member Secretary, in the rank of Addl. Secretary, who is the CEO. The Board was funding the State government set-ups in Haryana, U.P., Rajasthan and Delhi to the tune of almost 45 lakhs a year along with capital expenditure, although administrative control was with the respective State Governments. She suggested that the States may also do some thinking on a new role of the DDA and the NCRPB together along with the State governments so that there could be co-ordination and the concept of the total development of the entire area put in place.

II. Review of Regional Plan-2001

Chairperson mentioned that the review of RP-2001 was behind schedule by almost 3 1/2 years as the reports of the 7 Sub-groups on various aspects had not been received. The seven reports had been circulated alongwith the agenda notes. The draft Report of the Steering Committee on Review of NCR Plan-2001 was however circulated in the meeting. She requested the members to study the report in depth and send their suggestions/comments to the NCRPB within a month's time as desired by the State government representatives.

2. Shri Shafi, then presented the salient features of the review report and mentioned that the review of RP-2001 led us to a big question as how to proceed ahead with the plan implimentation. He said that serious concern had been expressed at the ineffective implementation of the Regional Plan policies which were yet to be translated into a meaningful action

programmes. Once, the policies were framed and agreed by the participating states, it must be seen that they are implemented by the participating state governments in letter and spirit and given a shape on the ground. The Central Govt. had the prime responsibility for Delhi and the NCR, since it is the Nation's Capital. The programmes and plans formulated by various central ministries, which were embedded in the RP-2001, were not being followed by the respective central ministries in true spirit. Pointing to certain activities such as the shifting of public sector undertaking (PSUs) offices and central govt. offices, Shri Shafi indicated that even though the shifting of PSUs is the responsibility of respective central Ministries with the nodal ministry being Ministry of Urban Affairs & Employment, hardly 6 PSUs have been shifted till date. Similarly the Ministries of Railways, Ministry of Surface Transport and other ministries hardly did anything to concretise the NCR Plan-2001 proposal in respect of regional infrastructure, rather each one found an excuse of their non-implementation, either due to lack of funds or lack of mandate.

3. Chairperson, indicated that non-shifting of industries from Delhi to towns outside in NCR and rather their relocation from non-conforming areas to new industrial areas within NCT-Delhi on the submission of the NCT to the Supreme Court, had accelerated developments in NCT-Delhi itself. She stated that the MNCs may be attracted out from Delhi to the towns of U.P., Haryana and Rajasthan Sub-regions, if adequate infrastructure is developed in the respective Sub-regions. Chairperson requested the participating states to send details of status of infrastructure, availability of plots and constructed property for relocating activities in the towns of NCR Sub-regions, to the Govt. of Delhi under intimation to NCR Planning Board. Infact she indicated that a directory of the NCR region was being prepared by the NCRPB and this information should be made available immediately. It was also decided that the Chairmen of the respective sub-group will present their findings briefly before the Board at its next meeting scheduled to be held in March, 1999.

III. The Planning Committee noted the action taken by the Board in respect to Sl.No. 3-10 in the Agenda Item No. 2.

AGENDA ITEM NO. 3 : CONSIDERATION OF THE URBAN EXTENSION PROPOSAL RECEIVED FROM DELHI DEVELOPMENT AUTHORITY.

Chairperson requested Chief Regional Planner, NCRPB to give a presentation on the urban development scenario in the NCT-Delhi. While making the presentation, the Chief Regional Planner, NCRPB had indicated that the total urbanisable area as proposed by the DDA was 35027 ha. outside DUA-81 (excluding additional DUA-81-4000 ha.) and with this, the total urban area in NCT-Delhi would become 83,804 ha. for an urban population of 161.50 lakhs. If the rural population of 15 lakhs, proposed to be supported through the 15 growth centres is added to this, the total population envisaged for NCT-Delhi would become to 176.5

lakhs. As against this, the RP-2001, had proposed an overall urban area of 62777 ha. for the assigned 112 lakhs population for NCT Delhi, while even the original, MPD-2001 itself had proposed only a maximum of 68777 ha. area for a population of 128.1 lakhs for NCT Delhi. It was also pointed out that while the Regional Plan - 2001, indicated the location of the urbanisable area proposed for 2001 AD within NCT Delhi, but the same was not shown in the landuse plan published along with MPD-2001 by DDA.

2. Chief Regional Planner observed that Delhi was already facing severe shortages of essential basic services such as water supply, power, sewerage, solid waste management and transport. Highlighting the deficiencies, in essential services in Delhi, he pointed out that water supply from all the present available sources on the average yielded only 2633 mld. which may be sufficient only for a population of 72.55 lakhs at MPD-2001 norms. Even if the water supply norms are brought down from the MPD norms of 363 lpcd. to a minimum of 225 lpcd, still the available, water would hardly be sufficient for 117 lakh population. With the commissioning of the Tehri Dam, the maximum population which can be supported will be about 137-140 lakhs only. Similar was the status of other services, like power, sewerage disposal, solid waste management etc. all being much below the required level to meet even the present demands, what to talk of the demands for the increased population of 176.5 lakhs. In view of the above scenario, the Chief Regional Planner, NCRPB indicated that the massive urbanisation proposal of DDA will bring disaster to the NCT-Delhi and the Planning Committee may consider the proposal of DDA in the light of the above emerging scenario.

3. Shri Vijay Risbud, Commissioner (Plg.), DDA, while presenting the urban extension proposal of DDA indicated that the boundaries of the urbanisable area shown on the RP-2001 landuse plan were only approximate. The DDA, while demarcating the detailed boundary of Dwarka, had taken the physical features like the Najafgarh drain as the boundary of the urbanisable area. He further indicated that the projects like Rohini and Narela, had been taken up after detailed deliberations with the Ministry of Urban Affairs & Employment. Regarding the ribbon development along the National Highways, as suggested by the DDA, the Commissioner pointed out, was necessary to check the unauthorised developments taking place along the national highways particularly along NH-1, NH-10 and NH-8. The strong magnetism of Delhi has been attracting large number of activities and population to it, and, therefore, growth in a planned or unplanned manner is bound to take place. It is better that the areas along the national highways and the rural belt may be planned so that haphazard development in the rural areas may be avoided.

4. Miss Janak Juneja, Member (A), Delhi Jal Board, mentioned that the main problem of Delhi's water supply was that there was no raw water available for Delhi beyond the present 600 mgd.

Quoting an example, she mentioned that the Nangloi water treatment plant was ready but there was no raw water for it. For augmenting the raw water, she mentioned, the same could be drawn from the Bhakra Dam, but, the carrier system had to be built through the land in Haryana and the Govt. of Haryana was not agreeing for it. Stating the grim situation of water supply in Delhi, she mentioned that there is a limited hope of getting Tehri dam constructed but the construction of carrier system was yet to be initiated. As such, in her view, the proposed development as envisaged by the DDA would generate more employment, bring more migrants and create more slums and Delhi Jal Board was in no position to supply water for these new areas. She further mentioned that recharging of ground water was also not possible, because the quality of underground water was not good and tests had recently indicated a high level of pollution. She felt that the shortage of water supply might become even a serious law and order problem in Delhi in the near future.

5. Shri M.P. Aneja, Chief Town & Country Planner, Govt. of U.P. mentioned that U.P. Govt. was not in favour of development of large urban extensions in Delhi. He was of the view that the basic premise of Regional Plan-2001 to restrict the growth of Delhi, should be retained and should not be changed. The representative from Govt. of Haryana also expressed disagreement with the urban extension proposal of DDA. The representative from Rajasthan mentioned that there should not be any major changes in the Regional Plan-2001. Shri K.T. Gurumukhi, Addl. Town & Country Planner, TCPO, Govt. of India while expressing similar reservation on development of the urban extensions in Delhi, mentioned that no major activities should be planned in Delhi which would attract further migration.

6. Chairperson, indicated that there was unanimity amongst the States of Haryana, U.P., Rajasthan and Government of India regarding the limiting of the development as per RP-2001 vis.a.vis further developments in Delhi. She stated that this would be placed before the Planning Board for a decision.

AGENDA ITEM NO. 4 : CONSIDERATION OF THE PROPOSALS OF LANDUSE CHANGE IN NCT-DELHI RECEIVED FROM THE DELHI DEVELOPMENT AUTHORITY

Agenda Item No.4 (a): Change of landuse of an area measuring 1996 ha. from 'rural use/agriculture green' to 'urban uses' in Dwarka Phase-II, Delhi.

The proposal, being a part of the proposal discussed under Agenda item No. 3, would be placed before the Board in its next meeting to be held in March, 1999.

Agenda Item No.4 (b): Change of landuse of an area measuring 133 ha. from 'rural' to 'commercial' (Oil storage Terminal Complex) at Holambi Kala in Marela Project.

The representatives from Haryana mentioned that Govt. of Haryana has already offered land/site for the proposed Oil Storage Terminal complex at Jagdishpur in Kundli, Haryana. Chairperson drew attention to the fact that almost 49% of the oil brought to Delhi was again sent out. In view of this Chairperson stated that such a large scale Oil Storage Terminal should not be located in Delhi and the same can be well located at Kundli which is hardly 5-6 kms. away from the site at Holambi Kalan across the border, where facilities like approach road and adjacent railway line were available and was equi-distant from the national highway No. 1. The Chairperson indicated that the representatives of Indian Oil Corporation and government of Haryana had done a joint inspection of both sites with the NCRPB and they may take a decision in the matter.

Agenda Item No. 4(c): Change of landuse measuring an area of 950 ha. from 'rural use' to 'urban use' along Rohtak Road between existing urban area and Delhi-Haryana boundary.

This proposal was discussed as a part of Agenda Item No. 3 and a decision would be taken by the Board in its next meeting scheduled to be held in March, 1999.

Agenda Item No.4 (d): Reconsideration of the proposal of landuse change of an area measuring 20 ha. from 'rural' to 'semi-public and public facilities' (Police Lines) at Sultanpur Dabas.

The proposal was discussed and the indication of the area in the Survey of India Topographical Sheet as Reserved Forest (RF) was considered. It was felt that confirmation/status of the site viz-a-viz Reserved Forest should only be provided by Ministry of Environment & Forests as they were the competent authorities. Although the Delhi Development Authority had submitted a copy of the letter from Dy. Commissioner (Land Acquisition Branch) explaining that the site is a Charagah (Grazing land), it was not known as to how and when the settlement records had been changed mentioning this area as "Charagah", it was decided that, the proposal alongwith clearance/comments from Ministry of Environment & Forests, may be re-submitted by the Delhi Development Authority.

Agenda Item No.4 (e): Change of landuse of an area measuring 38.5 ha. from 'rural use' to 'public and semi-public facilities' (Institute of Yoga & Naturopathy, Rajkiya Ayurvedic Hospital etc.) in Khera Dabar Village in Najafgarh Block, Delhi.

The representative from Govt. of Haryana suggested that the Institute of Yoga & Naturopathy, Rajkiya Ayurvedic Hospital etc. can be accommodated in Bahadurgarh. Such a development covering an area of 95 acres which will cater to the National and International needs should be located outside NCT-Delhi and not be permitted in the rural green belt area of NCT-Delhi as it was contrary to RP-2001 and MPD-2001. This will be placed before the Board.

Agenda Item No.4 (f): Change of landuse of an area measuring 27.25 ha. from 'rural use' to 'transportation' (Airport) in South of Mehrauli-Mahipalpur Road, New Delhi.

The Commissioner (Plg.), DDA presented the proposal for development of land for Airport use at Village Rangpuri. The land has been acquired by the International Airport Authority of India (IAAI), mainly for rehabilitation of Village Nangal Dawat and other human settlements falling within the area of IAAI complex. After detailed deliberations. The Planning Committee was compelled to approve the proposal, since the conversion had already taken place and the Committee indicated its apprehension over such ex-post facto approvals. This also would be placed for ex-post facto approval of Board.

Agenda Item No.4 (g): Change of landuse of an area measuring 2.17 ha. from 'rural' to 'manufacturing' (Ready-mix concrete plant) by CPWD at Gitorni.

The Agenda item has been withdrawn by the Delhi Development Authority.

AGENDA ITEM NO.5 : CONSIDERATION OF THE REPORT OF THE COMMITTEE ON SETTING UP OF MOTELS AND DEVELOPMENT OF GROWTH CENTRE (MINI MASTER PLAN) CONSTITUTED UNDER THE CHAIRMANSHIP OF THE SECRETARY, (L&B), GNCT-DELHI.

The Planning Committee considered the recommendations of the Committee on setting up of motels and development of growth centre (Mini Master Plan) in rural areas of NCT-Delhi, constituted under the Chairmanship of the Secretary (L&B), Govt. of NCT-Delhi. The representatives from Haryana and U.P. were of the view that the concept of growth centres should be taken as

proposed in the Regional Plan-2001 i.e. for service centres, for provision of support infrastructure to the rural population. Chairperson, agreeing with the suggestion of the Govt. of U.P. and Haryana suggested that the growth centres should be developed as service centres as envisaged in the Regional Plan-2001 and the provision of infrastructure such as health, education and commercial activities to cater only to the local needs, may be provided in these growth centres and not for Industrial and large scale development of health and educational institutions. Infact, the rural areas are very much adjacent to the urban areas of Delhi, where already higher levels of health and educational facilities were available.

2. It was noted that the report of the Committee had not favoured the location of motels in the rural areas of NCT-Delhi, however the Ministry of Urban Affairs & Employment had taken a view that motels came under the category of 'recreation and leisure activities' and formed a part of permissible activities in green belt/green wedge of the RP-2001. Consequently, the Ministry did not want any change in the notifications issued by the Ministry and DDA in June'95 (dated 16.6.95), regarding motels contemplated along the National Highways and State Highways within NCT-Delhi. This matter would be placed before the Board.

AGENDA ITEM NO. 6 : DEVELOPMENT OF FRUIT & VEGETABLE MARKET BY AGRICULTURE PRODUCE MARKETING COMMITTEE, NCT-DELHI AT KHAMPUR VILLAGE ON NH-1.

The Chairperson indicated that the Agriculture Produce Marketing Committee, NCT-Delhi in its communication, D.O.No.1(10)/97-APMC/E&M dated 29.12.98 had apprised that as the project will never get clearance from DDA, as it did not fit into this plan of scheme, the Secretary (L&B), Govt. of NCT-Delhi had been requested to return the estimated compensation amount of Rs. 27.90 crs. back to the APMC, Azadpur. In view of the above communication this agenda item was dropped. The matter would be placed before the Board in its next meeting for information.

AGENDA ITEM NO. 7 : CONSIDERATION OF THE DRAFT ZONAL DEVELOPMENT PLAN FOR RIVER YAMUNA AREA OF ZONE 'O' AND PART 'P' RECEIVED FROM DELHI DEVELOPMENT AUTHORITY.

Chairperson, requested Shri N.K. Aggarwal, OSD, DDA to present the Zonal Development Plan for River Yamuna area of Zone 'O' and part 'P'. While presenting the Zonal Development Plan, Shri Aggarwal indicated that out of the total area of 9700 ha. only 6,100 ha. dry land was available for development purposes. He had indicated that the ZDP proposals are conceptual only to give a guideline for Environmental Impact Study to NEERI. The Planning Committee, after great deal of deliberations, decided that the environmental impact assessment study may be conducted

for these zones and a detailed ZDP on the eco-based concept which involve augmentation of water recharge, reduction in pollution of Yamuna water, conservation of natural areas, hierarchy of green areas and recreation limited to eco-tourism and continuation, and renewal of existing areas etc. may be considered but, no active urban use like commercial, public or semi-public activities should be considered. The DDA was requested to get the Zonal Development Plan prepared taking into account the Environmental Impact Assessment (on eco-based) study. Chairperson indicated that NCRPB had written to eight concerned organisations viz: Environmental Protection (Prevention and Control) Authority for NCR, National River Conservation Directorate, and CPCB under the Ministry of E&F, Yamuna Standing Committee, CWC and Indus Water under the Ministry of Water Resources, Govt. of Haryana, School of Planning and Architecture and Wetland International, South Asia regarding this proposal and so far all of these had expressed their reservations. She also pointed out that the DDA should examine the Ramsar Convention on Wetlands to which India was a signatory and then place the matter again before the Planning Committee. The matter would be placed before the Board in its next meeting for a decision.

Agenda Item No.7(a) : Change of landuse of an area measuring about 28.3 ha. from 'agriculture & water body' to 'public and semi-public facilities' (Police Firing Range) north of Wazirabad.

While presenting the proposal, it was indicated that the landuse change from agriculture and water body to semi-public facilities for Police Firing Range, constituted about 8 ha. of area for administrative buildings and 20.3 ha. for shooting range. After detailed deliberations, the proposal was approved on the condition that no permanent structure like administrative building, barracks, etc. may be constructed in the area and construction restricted to shooting range. The matter would be placed before the Board in its next meeting for a decision.

AGENDA ITEM NO. 8 : CONSIDERATION OF REDELINEATION OF NCR, DELHI METROPOLITAN AREA, A ZONE ALONG THE MAJOR TRANSPORT CORRIDORS IN NCR.

Initiating the discussion on the redelineation of NCR, Delhi Metropolitan Area and a zone along the major transport corridors for NCR, Chairperson mentioned that since the time horizon for the Regional Plan was upto 2001, the members of the Planning Committee may give their views whether such elaborate study for redelineation is necessary at this stage or not. The representatives from Haryana, U.P. and Rajasthan indicated that the redelineation study for NCR may be continued. The representative from DDA was of the view that at this stage the redelineation study need not be taken up. Shri K.T. Gurumukhi, Addl. Chief Planner, TCPO, Govt. of India, of the view that since

the perspective of the Regional Plan beng 2001 which is nearing, the exercise of redelineation at the present stage may not be necessary, this may be taken up after the review of the RP-2001 or in the extended period of Regional Plan. Chairperson suggested that since the Regional Plan was going to be over by 2001 AD, the change of concept/area at this stage for RP-2001 may be infructuous. The representative of Haryana Govt. insisted however that redelineation exercise must continue and in corporation made in the RP-2001 itself. This matter was to be placed before the Board for a decision.

AGENDA ITEM NO. 9 : CONSTRUCTION OF FARIDABAD-NOIDA-GHAZIABAD (FNG) EXPRESSWAY ON B.O.O.T. BASIS

Regional Plan 2001 in its transport sector has interalia proposed three expressways viz (i) Sonapat-Panipat, (ii) Delhi-Ghaziabad-Meerut and (iii) Faridabad-NOIDA-Ghaziabad (FNG). At the instance of NCRPB M/s. Consulting Engineering Services conducted a pre-feasibility study in November, 1989 for these highways and had established their need and economic feasibility.

2. Since FNG expressway was neither a part of the national road newtork (National Highway) nor this was an inter-state road, the agency to be made responsible for the preparation of the project report was required to be identified. For the construction of the expressway, participation of the private/public sector also had to be explored besides seeking external loan assistance from the World Bank or the Asian Development Bank.

3. In the meeting held on 21.6.93 and chaired by the Secretary, UD, it was decided that an inter ministerial steering group should be constituted with MOST as the nodal ministry for monitoring/implementation of the FNG expressway project at all stages. Accordingly, the MOST constituted a steering committee on 30.12.93 with Additional Director (Roads) - MOST as Chairman and Chief Engineer (Roads) - MOST as Member Secretary i) to oversee and review the progress of feasibility study, ii) to consider the consultants recommendations for the project; and iii) any other matter to be finalised by the committee during the progress of the study. The feasibility study of this expressway had been completed through technical assistance programme of Asian Development Bank by MOST in March, 1995. The study had established the commercial viability of the expressway.

4. This project formed a part of the Functional Plan approved by the NCR Planning Board in its 19th meeting held on 17.11.95. Further in the 38th meeting of the Planning Committee held on 10.4.96 the basic proposal to get the project implemented through NCR Planning Board was agreed upon and same was confirmed in the 20th meeting of the Board held on 19.8.98.

5. Subsequently in a meeting of the committee of Secretaries, held under the chairmanship of the Cabinet Secretary, the matter was discussed in detail and it was decided to take up the FNG project immediately for implementation based on the strategy

approved by Board at its 20th meeting. Accordingly, NCRPB had drafted a BOOT tender document and floated a global tender in May, 1997.

6. In order to have a smooth and fast implementation of the project, the NCRPB constituted - a steering committee under the chairmanship of Secretary (UD) and also two other committees viz. committee on Tender Evaluation and Contractual Matters and committee for Monitoring and Execution of the project.

7. Six bids were received from a number of National and International consortium for pre-qualified in August, 1997. After the detailed verification of the bids, the Tender Evaluation and Contractual Committee had selected three qualified bidders ie. Larsen & Toubro Ltd, Ircon International Ltd., ESCORTS Ltd. based on the terms and conditions laid down in the pre-qualification document. Only L&T and Ircon purchased the tender document for final bidding. Both the parties had participated in tow stage pre-bid conference. The last date for the submission of technical bid was 15th December, 1998 and commercial bids was 8th January, 1999. None of the two parties have responded till now.

8. The Planning committee noted the status of the FNG Expressway project. On a query from the representative of Haryana, Chairperson indicated that the land acquisition for the proposed FNG may be continued in U.P and Haryana.

9. This matter would be placed before the Board for further decision.

AGENDA ITEM NO. 10 : FEASIBILITY STUDY FOR CONSTRUCTION OF KUNDLI-GHAZIABAD AND GHAZIABAD-MEERUT EXPRESSWAY BEING CONDUCTED BY JICA

The Chief Regional Planner gave an overview of the above project and stated that in response to the request of the Government of India, the Govt. of Japan has decided to conduct "the Feasibility Study on the Construction of Expressway in the National Capital Region in India" consisting of the following expressway corridors i.e. Kundli-Ghaziabad (K-G) Expressway and Ghaziabad-Meerut (G-M) Expressway.

2. Accordingly, the Japan International Co-operation Agency (JICA), the official agency responsible for the implementation of the co-operation programs in Japan has already initiated the study in close cooperation with NCR Planning Board.

3. For the feasibility study of the expressway corridors, a formal "Scope of Work" had been signed with JICA on 1st July, 1998. The feasibility study for both the expressway is being conducted by M/s Pacific Consultants International under the aegis of JICA. The consultant has already submitted the Inception Report in December, 1998.

4. Component wise the project is sub-divided in to various studies such as traffic survey, hydrological survey, topographic survey, social survey, Initial Environmental Examination etc. Each component is being studied by a number of local consultants engaged by JICA/PCI.

5. For the smooth implementation of the expressway a high level steering committee with Member Secretary as Chairperson is constituted. For day to day interaction and for coordination a working group has also been constituted. The first meeting of the working group was held on 15.2.99 to discuss the various technical issues. Alternative routes for the study have already been fixed. The study is likely to be completed by March, 2000. However, the Interim Report is supposed to be made available by the end of September, 1999.

6. The Planning Committee noted the status of the feasibility study which has also to be placed before the Board.

AGENDA ITEM NO. 11 : CONSIDERATION OF ANNUAL PLAN-1999-2000 FOR NCR PLANNING BOARD.

The Planning Committee approved the Annual Plan-1999-2000 for NCR Planning Board and recommended for placing the same before the Board meeting.

AGENDA ITEM NO. 12 : CONSIDERATION OF EXTENDING THE FACILITIES TO THE OFFICERS AND STAFF OF THE NCR PLANNING BOARD.

Chairperson placed the above and stated that the NCRPB was a very small organisation having a skeleton staff viz one Addl. Secretary (Member Secretary), 1 Director (Chief Regional Planner), 1 Dy. Secretary (Regional Planner), 4 Under Secretary (Deputy Director (Establishment), Senior Research Officer, Associate Planner, Finance & Accounts Officer) only and all the work had to be carried out by these officers with the assistance of 5 junior class I officer and supporting staff, hence the entire office was only of 50 persons. So far things were being managed "somehow" but formal approval was necessary. After discussion the following items were approved, and recommended for placing the same before the next Board Meeting for final approval:

- i) Entitlement of Member Secretary for staff car to be used for official purpose (including coming and going from the residence to office).
- ii) Entitlement of Chief Regional Planner for staff car to be used for official purpose (including coming and going from the residence to office).

iii) Entitlement of Member Secretary and Chief Regional Planner to use the facilities of staff car for private use upto 1000 kms. per month on a monthly rate of recovery of Rs.150/- per month.

iv) Entitlement of other officers and staff of the Board for the reimbursement of the following quantity of petrol for each type of vehicle keeping in view their status in lieu of Transport allowance as per the Central Govt. Rules:

- | | | |
|-----------------------------------------------------------------------|---|-----------|
| 1. Group 'D' (peons, Sweepers, Drivers, Chowkidars etc.) | - | 15 litres |
| 2. Group 'C' (Asstt., Steno's etc.) | - | 30 litres |
| 3. Group 'B' (AAO, AD, AO, PS etc.) | - | 40 litres |
| 4. Group 'A'Jr. (upto Rs.10,500/- PM) basic pay entitled for scooter) | - | 50 litres |
| 5. Group 'A'Sr. (above Rs.10,500/-PM) entitled for car) | - | 80 litres |

v) Member Secretary withdrew item No.7(v) regarding Proposal of furnished accommodation.

vi) The Planning Committee not recommended the lowering of interest rates on HBA.

vii) Entitlement of officers of the NCR Planning Board for reimbursement upto 500 calls over and above the minimum calls in the bi-monthly billing cycle and the actual out station calls made for strictly official purpose, in respect of the telephones installed at their residences, till the officers get their new connections installed by the office.

viii) The following enhancement of financial powers were recommended to be delegated to the Member Secretary, NCRPB for incurring expenditure on entertainment during :

a: Meetings of the Committee	Subject to a ceiling of Rs.2000/- in a quarter	Subject to a ceiling of Rs.25000/- in a quarter
b: Other official meetings	Subject to a ceiling of Rs.1000/- per month	Subject to a ceiling of Rs.10000/- per mth

Further, during the discussion it was brought out that entire NCR was not on a local call system by Telecom Department and all calls made were STD calls to the various Development Agencies. Hence, the general local call limit of 650 calls per billing cycle should not be imposed on either the Chief Regional Planner or the Member Secretary. The Planning Committee agreed with the above proposal.

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

No.K-14011/48(AP)/98-NCRPB
NCR Planning Board
India Habitat Centre,
1st Floor, Zone-IV,
Lodhi Road, New Delhi - 110003


(R.C. AGGARWAL)

Chief Regional Planner

Date : 9.3.99

Copy to : 1. Chairperson, Planning Committee
2. Members of the Planning Committee
3. Special invitees/participants.
4. All officers of the Board.

1. Mrs. Sarita J. Das
Member Secretary
NCR Planning Board
New Delhi **Chairperson**
2. Shri Ajit M. Sharan
Commissioner & Secretary
Town & Country Planning Deptt.
Govt. of Haryana, Haryana Civil Secretariat
Chandigarh, Haryana
3. Shri R. Chandra Mohan
Commissioner & Secretary (Land & Revenue)
Govt. of NCT-Delhi
"B" Block, Vikas Bhawan
I.P. Estate
New Delhi
4. Shri K.T. Gurumukhi
Addl. Chief Planner
Town & Country Planning Organisation
Govt. of India
I P Estate, New Delhi
5. Shri M.P. Aneja
Sr. Town Planner
Town & Country Planning Deptt.
Govt. of U.P.
7, Bandaria Bagh
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6. Shri Raghavendra Rao
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Town & Country Planning & Urban Estate
and Chief Administrator
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7. Shri R.K. Paniker
Director, (TPS)
Deptt. of Telecommunication
Sanchar Bhawan
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8. Shri R.P. Sharma
Dy. Chief Town Planner (NCR)
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Chief Regional Planner,
NCR Planning Board.

10. Dr. Nivedita Haran
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Min. of U.A. & E.
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Chief Coordinator Planner
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C/o Chief Administrator
HUDA, SCO, Sector 6
Panchkula, Haryana
12. Shri Jaswant Singh
District Town Planner
(NCR Planning Cell)
C/o Chief Administrator
HUDA, SCO, Sector 6
Panchkula, Haryana
13. Shri Vijay Risbud
Commissioner (Plg.)
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14. Shri N.K. Aggarwal
O.S.D.
Delhi Development Authority
Vikas Minar
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15. Shri Anil Barai
Director (NCR & UC),
Delhi Development Authority
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New Delhi - 110 002.
16. Shri S.B. Khodankar
Dy. Director (Plg.)
Delhi Development Authority
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Chief Co-ordinator Planner
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Associate Town & Country Planner
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Vikas Bhawan, I P Estate
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20. Shri G.C. Nandwani
Chief Engineer,
Delhi Jal Board
Delhi
21. Shri Nirmal Pal Singh
Executive Engineer (Plg.III)
Delhi Jal Board,
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22. Mrs. Usha P. Mahavir,
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23. Shri S.S. Shafi,
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24. Ms. Janak Juneja,
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Delhi Jal Board,
Varunalaya
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25. Dr. B. Sengupta,
Member Secretary,
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Shahdara,
Delhi- 92.

26. Shri V.K. Saluja,
Chief Engineer (Plg.)
Delhi Vidyut Board,
Shakti Bhawan,
Nehru Plance,
New Delhi.
27. Shri N.R. Asumi,
Supdt. Engineer,
Irrigation & Floods,
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4th Floor, ISBT Building
Delhi.
28. Shri V.K. Bugga,
Town Planner,
Municipal Corporation of Delhi,
Town Hall,
Delhi.

OFFICERS OF THE NCRP BOARD

29. Dr. N.B. Johri,
Project Officer 'C'
30. Shri N.K. Aneja
Dy. Director (E)
31. Shri J.N. Barman,
Project Officer 'B'
32. Shri N.K. Bhardwaj,
Finance & Accounts Officer
33. Shri Manmohan Singh
Project Officer 'A'
34. Shri P. Sisupalan
Project Officer 'A'
35. Shri S. Surendra
Project Officer 'A'
36. Shri Suresh Rohilla,
Project Officer 'A'
37. Shri Utpal Deka
Project Officer 'A'
38. Shri P.K. Jain,
Asstt. Accounts Officer

ANNEXURE – III

**CONSTITUTION AND FUNCTIONS
OF THE PLANNING COMMITTEE:
EXTRACTS FROM THE NCRPB
ACT 1985**

Provided that no change shall be made in the composition of the Board by rules except with the consent of the Government of each of the participating States and of the Administrator of the Union territory.

(4) The terms and conditions of office of the members nominated under clause (f), clause (g) or clause (h) of sub-section (3) shall be such as may be prescribed.

Composition of the Planning Committee.

4. (1) The Board shall, as soon as may be, after the commencement of this Act, constitute a Committee, to be called the Planning Committee, for assisting the Board in the discharge of its functions.

(2) The Committee shall consist of such members as may be prescribed and unless the rules made in this behalf otherwise provide, the Committee shall consist of the following members, namely:—

(a) the Member-Secretary to the Board, who shall be the *ex officio* Chairman of the Committee;

(b) the Joint Secretary to the Government of India in the Ministry of Works and Housing, in-charge of Housing and Urban Development, *ex officio*;

(c) Secretary-in-charge of Urban Development in each participating State and the Union territory, *ex officio*;

(d) the Vice-Chairman, Delhi Development Authority, *ex officio*;

(e) the Chief Planner, Town and Country Planning Organisation, New Delhi, *ex officio*; and

(f) the Chief Town Planner of each participating State, *ex officio*.

Power to co-opt, etc.

5. (1) The Board or the Committee may, at any time and for such period as it thinks fit, co-opt any person or persons as a member or members of the Board or of the Committee.

(2) A person co-opted under sub-section (1) shall exercise and discharge all the powers and functions of a member of the Board or of the Committee, as the case may be but shall not be entitled to vote.

Vacancies, etc., not to invalidate proceedings of the Board or the Committee.

6. No act or proceeding of the Board or of the Committee shall be invalid merely by reason of—

(a) the existence of any vacancy in, or any defect in the constitution of, the Board or the Committee; or

(b) any irregularity in the procedure of the Board or of the Committee not affecting the merits of the case.

CHAPTER III

FUNCTIONS AND POWERS OF THE BOARD AND OF THE COMMITTEE

Functions of the Board.

7. The functions of the Board shall be—

(a) to prepare the Regional Plan and the Functional Plans;

(b) to arrange for the preparation of Sub-Regional Plans and Project Plans by each of the participating States and the Union territory;

(c) to co-ordinate the enforcement and implementation of the Regional Plan, Functional Plans, Sub-Regional Plans and Project Plans through the participating States and the Union territory;

(d) to ensure proper and systematic programming by the participating States and the Union territory in regard to project formulation, determination of priorities in the National Capital Region or sub-regions and phasing of development of the National Capital Region in accordance with stages indicated in the Regional Plan;

(e) to arrange for, and oversee, the financing of selected development projects in the National Capital Region through Central and State plan funds and other sources of revenue.

8. The powers of the Board shall include the powers to—

Powers of
the Board.

(a) call for reports and information from the participating States and the Union territory with regard to preparation, enforcement and implementation of Functional Plans and Sub-Regional Plans;

(b) ensure that the preparation, enforcement and implementation of Functional Plan or Sub-Regional Plan, as the case may be, is in conformity with the Regional Plan;

(c) indicate the stages for the implementation of the Regional Plan;

(d) review the implementation of the Regional Plan, Functional Plan, Sub-Regional Plan and Project Plan;

(e) select and approve comprehensive projects, call for priority development and provide such assistance for the implementation of those projects as the Board may deem fit;

(f) select, in consultation with the State Government concerned, any urban area, outside the National Capital Region having regard to its location, population and potential for growth, which may be developed in order to achieve the objectives of the Regional Plan; and

(g) entrust to the Committee such other functions as it may consider necessary to carry out the provisions of this Act.

9. (1) The functions of the Committee shall be to assist the Board in—

Functions
of the
Committee.

(a) the preparation and co-ordinated implementation of the Regional Plan and the Functional Plans; and

(b) scrutinising the Sub-Regional Plans and all Project Plans to ensure that the same are in conformity with the Regional Plan.

(2) The Committee may also make such recommendation to the Board as it may think necessary to amend or modify any Sub-Regional Plan or any Project Plan.

(3) The Committee shall perform such other functions as may be entrusted to it by the Board.

CHAPTER IV

THE REGIONAL PLAN

10. (1) The Regional Plan shall be a written statement and shall be accompanied by such maps, diagrams, illustrations and descriptive matters, as the Board may deem appropriate for the purpose of explaining or illustrating the proposals contained in the Regional Plan and every such map, diagram, illustration and descriptive matter shall be deemed to be a part of the Regional Plan.

Contents
of the
Regional
Plan.

ANNEXURE-IV

NCR : RETROSPECT & PROSPECT REVIEW OF NCR PLAN – 2001

✓
draft

FEBRUARY 1999

NCR : Retrospect & Prospect

REVIEW OF NCR PLAN '2001

REPORT OF THE STEERING COMMITTEE

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DDA	-	Delhi Development Authority
DJB	-	Delhi Jal Board
DMA	-	Delhi Metropolitan Area
DRDA	-	District Rural Development Agency
DOT	-	Department of Telecommunication
DUA	-	Delhi Urban Area
DUAC	-	Delhi Urban Art Commission
DUT	-	Delhi Union Territory
DVB	-	Delhi Vidyut Board
FAR	-	Floor Area Ratio
FCI	-	Food Corporation of India
GAP	-	Ganga Action Plan
ha.	-	Hectare (2.47 acres)
HSIDC	-	Haryana State Industrial Development Corporation
HUDA	-	Haryana Urban Development Authority
HUDCO	-	Housing & Urban Development Corporation
IGP	-	Interim General Plan
ISBT	-	Inter-State Bus Terminus
LRT	-	Light Rail Transit
MOE&F	-	Ministry of Environment and Forest
M.P.	-	Madhya Pradesh
MPD 2001	-	Master Plan for Delhi' 2001
MRTS	-	Mass Rapid Transit System
MTNL	-	Mahanagar Telephone Nigam Limited
NCR	-	National Capital Region
NCR-PB	-	National Capital Region Planning Board
NCT	-	National Capital Territory
NIPFP	-	National Institute of Public Finance and Policy
NOIDA	-	New Okhla Industrial Development Authority
P&MC's	-	Planning & Monitoring Cells
PSUs	-	Public Sector Undertakings
QPR	-	Quarterly Progress Report
RIICO	-	Rajasthan Industrial Investment Corporation
ROW	-	Right of Way
RP-2001	-	Regional Plan - 2001
RRTS	-	Regional Rapid Transit System
SPA	-	School of Planning & Architecture
SQ.KM.	-	Square Kilometers
SSI	-	Small Scale Industries
STD	-	Subscribers Trunk Dialling
TCPO	-	Town and Country Planning Organisation
TPO	-	Town Planning Organisation
UDPF	-	Urban Development Plan Formulation and Implementation
U.P.	-	Uttar Pradesh
UPSIDC	-	Uttar Pradesh State Industrial Corporation
VAT	-	Value Added Tax

PREFACE

Of all the metropolitan cities in India, Delhi, the National Capital is qualitatively different. For, cities like Mumbai, Calcutta, Chennai, all seaports, came into being during the British Raj. Delhi has been the traditional capital of this country since times immemorial. Archaeologists trace its origin to Indraprastha a la Mahabharata. Even today one could see the imprints of the seven cities that came, flourished and vanished in the so-called Delhi Triangle, a triangle formed by Ridge on the West and South and Yamuna in the East. Established by the Emperor Shahjahan, the Seventh Delhi was Shahjahanbad, the walled city now forming the inner core of metropolis. Then, came the imperial city of New Delhi. Inaugurated in early 1931, it remained as the imperial capital for a little more than 16 years to finally emerge as the National Capital of the new Republic. As such, the present Delhi enveloping all others that came in this area is the Ninth Delhi.

As Jawaharlal Nehru, once said: "Delhi is the symbol of old India and the new...Delhi has been an epitome of India's history with its succession of glory and disaster and with its great capacity to absorb many cultures and yet remain itself — presenting the course of India's life and thought during the ages, we face the good and bad of India in Delhi City graveyard of many empires and the nursery of a new Republic".

And, in fifty years since independence, Delhi has grown as never before. At the end of the century and the beginning of the new, millennium, Delhi finds itself at a critical juncture. Once again, its future is at stake.

It is seldom realised that, all the earlier Dillis that came, flourished and vanished were all located in an area between the Ridge and the River Yamuna. No one crossed the Ridge or the River? Of course, there were communities but mainly rural on both sides, yet no major urban centre was ever established. An important historical fact, when seen in the contemporary context, it would be apparent that great many problems now facing the Delhi metropolis can be traced to developments West of the Ridge and East of the River, particularly so in terms of ecology and environment.

Another peculiar fact is that, unlike other metropolitan cities of India, the area of the National Capital Territory (NCT) is very limited; but, its orbit of influence is well beyond its present political boundaries. In its long journey through history and, at the threshold of the new century and new millennium, Delhi finds itself in a peculiar predicament. Perhaps things would have been somewhat simpler had the area of National Capital Territory been larger. That not being so, its growth and development problems have been highly accentuated: indeed, a great many of its problems arise as a result of what happens or *does not happen* in its hinterland that is, its metro-region defined as the National Capital Region.

Covering all the previous *Dillis*, the 9th Delhi finds itself in a critical dilemma: With the degradation of its urban environment, its land and water has reached alarming levels. Once the life-giving water of Yamuna are polluted beyond belief because, despite more than four decades of planning, 18 drains continue to discharge their industrial effluent and untreated sullage into the River. Its water has been declared "unfit for human consumption". The quality of life and the urban degradation, barring a few segments of the metropolis, (LBZ area, New Delhi) should be a source of acute concern and a subject for remedial action.

Alas! it is not !

Even though comprehensive perspective planning was undertaken for the first time in the country for the National Capital as far back as 1955-56 and, subsequently followed by the concept a *polycentric / polynodal* metropolis and plans for the National Capital Region; in fact, what has actually taken place has not been in accord with the principles of planned development. Unrestrained population growth and environmental degradation caused by the lack of attention to sanitation, acute shortage of safe drinking water, inapt handling of urban waste and the chaotic state of traffic and transport have given Delhi the dubious distinction of being the 4th most polluted metropolis in the World!

The National Capital Region concept was developed along with the planning of Delhi and it found mention even in the Interim General Plan (IGP) of 1955-56. Notwithstanding, its sound logic and principles accepted and endorsed by the central government and by all concerned, the development of National Capital Region (NCR) has not been taken seriously enough.

As it were, it took the government not less than 25 years to enact the plan-enabling legislation creating the National Capital Region Planning Board (NCR-PB) in 1985. Finally, when the National Capital Regional Plan 2001 was made, fully endorsed and approved with the requisite legal backing as an effort in finding viable solution to the formidable issues and problems confronting the national metropolis, in practice the ground reality did not change significantly. While the idea behind NCR Planning was to share the growth propensities and prosperity with the communities in its surrounding metropolitan region, things were nevertheless permitted to drift regardless of the Plan. Ironically, while the Union Government accepted the policies, in reality the opposite was being allowed to happen. Periodical review of NCR Plan envisaged as a legal obligation of the Board also remained inordinately delayed.

A key question begs an appropriate answer in case planning is still considered a viable option in shaping the future form and fabric of the Delhi metropolis and its region. The question posed is -----

a: *Whether Delhi should be allowed to continue virtually its unchecked trajectory of growth regardless of prescribed planning policies ?*

As it is, it has been growing by more than 50% in every decade. If continued in this manner, it is likely to reach over 23 million population by year 2011 and, anywhere between 30-33 million by year 2021 ! In the meantime, the neighbouring states would also continue with their own 'designs' anxious in developing areas adjacent and in continuation of Delhi's urbanized area basically aiming to cash on the growth opportunities of the national capital without realising the far-reaching consequences emanating from this pattern of growth. Which would inevitably result in the form of a humongous urban agglomeration of unmanageable dimensions. As of 1999, there are

less than half-a-dozen metro-cities above 25 million size and, everyone of them are encountering gargantuan problems defying urban management .

Or, alternatively

b: *Sharing the growth potential and prosperity of the nation's capital with its neighbouring communities as defined by the concept of the national capital region ?*

Which means, Delhi, the core of the metro-region should develop with utmost care but, in a planned manner which demands a degree of discipline and restraint conditional by sustainable environment through augmentation of its basic urban services and infrastructure. Such an alternative would permit development of the national capital in close relationship and harmony with well-conceived inter-dependent policies laid down in the Plans for the Delhi metropolis and its metro-region aiming at balanced regional growth, not exclusively centered and confined to the close propinquity of the national capital territory.

In case, the first alternative is the preferred path, then there is really not much point or need for continuing with the myth of regional planning implying, therefore, that all ideas about dispersal and decentralisation of economic activities from the central areas of the Delhi metropolis to its region may be discarded. In fact, to plan with declared policies based on planned de-compression of Delhi, on the one hand, but, in practice doing exactly the opposite is not only contradiction and hypocrisy, indeed it is harbinger of disaster in the making delineating a course for self-destruction. Unlike former Dilli's, the Ninth Delhi may be destroyed not by invaders, maruders but this time by our own people !

As the Review points out, a large number of irregular unauthorised developments have been allowed to take place and then periodically "regularised" in Delhi from time to time --- all under false pretenses. In fact, they have proved to be

counter-productive contributing to the critical crisis the national capital is now facing wherein, even the essential urban services and necessities to sustain urban life have become scarce. Ironically, this has unfortunately been the observed trend, ever since Delhi's first Plan: 1962-81 became operational as far back as 1962, followed by the NCR Plan in 1989 and, subsequently, by the second perspective plan for Delhi (MPD 2001) in 1990.

Notwithstanding, the clear directions indicated in the Plans since 1962 envisaging dispersal of certain economic activities, (the idea to effectuate deflexion of 115,000 industrial workers and 50,000 government employees from Delhi to the designated Ring Towns) upon developing the essential infrastructure and accommodation in the identified towns to absorb the deflected population, the actuality is altogether different. Not only proliferation, indeed further intensification of government offices, public sector offices (PSUs) and economic activities have occurred in or near Delhi, or at the most (especially since emergency circa : 1975-77) in the adjoining lands of the metropolitan area (DMA).

On the other hand, if spatial planning is to be taken seriously, because it is indeed vital for the survival of Delhi as a viable capital of the world's largest democracy, then it has to be within the overall context of its metropolitan region wherein all the identified actors have to play their assigned roles with discipline and commitment to the future of the nation and its capital. These include, first of all, the Union Government and its key ministries and departments that have direct involvement with Delhi, followed by the states of U.P., Haryana and Rajasthan. And Dilli Sarkar. The various development authorities (within the NCR), the local bodies, Zila Parishads, Panchayats, apart from the Chambers of Commerce and Industries all have constructive responsible roles. All the players would have to subscribe to the discipline of planned development and faithfully adhere to the policy parameters forming the basic underpinings of the Plans.

Presuming that planned development is an acceptable option in giving purposeful direction and enabling survival of the national metropolis, the following points become relevant:

- The planning of the national capital and its metro-region through year 2021 has to be taken *simultaneously* and at several levels and scales;
- A new perspective planning exercise is considered essential at this juncture in view of certain developments that have overtaken the stipulations of the MPD'2001 and NCR Plan 2001; which have, in turn created their own momentum and repercussions. A thorough appraisal is essential and might oblige adjustments to be made in the plans taking cognizance of the emerging realities;
- It is absolutely imperative NOT to pursue the schemes and projects, both in Delhi and States of the NCR currently contemplated, which are well outside the plan-frame and are beyond the provisions of NCR Plan 2001. They should await thorough examination and re-appraisal which should be undertaken as part of a new planning exercise;

Proposals and schemes such as, the proposal to urbanise yet another 15,773 hA. (39,430 acres) of land, outside Delhi's urbanisable area indicated in the MPD'2001 and NCR Plan' 2001, as also the proposal to develop additional areas in the form of "ribbon development" along all the major highways emanating from Delhi.

The reclamation of Yamuna Riverbed for extensive urban uses and activities, besides further extensive development of Greater Noida discussed in this review, should be shelved;

- No fresh schemes of a major nature, particularly those that could generate and multiply economic activities thereby increasing Delhi's magnetism inevitably leading to excessive immigration, should not be taken up. All such schemes or projects should await the new planning exercise.
- Major investments are, nonetheless, required on a priority basis for augmenting the basic urban services beginning with water supply, electricity, sanitation etc., necessary to meet the acute shortages. All other proposals should be shelved. to await rethinking and reappraisal of the critical situation faced by Delhi and its metro-region.

BACKGROUND TO THE REVIEW

1.1 INTRODUCTION

The idea of the NCR was introduced for the first time in October, 1956 when the erstwhile Town Planning Organisation (TPO) posed it in the Interim General Plan (IGP) for Delhi as one of the most critical issues to be addressed while undertaking the first-ever exercise in comprehensive planning for a metropolitan city in the country. Subsequently, the draft Master Plan prepared by the TPO (1958-59) for the Delhi Development Authority envisaged synchronous development of the metropolitan region around the national capital.

Though basically confined to the Union Territory of Delhi, the first Master Plan for Delhi: 1962-81 was nonetheless developed in the context of its metropolitan - region. It gave clear policy directions as to the form and manner the development of Delhi should take place in close relationship with areas of affinity and affiliation forming its orbit of influence. The first Plan pointed to those concerned with the development of Delhi that, while no city is an island in itself and no city can be planned without taking into account its "umland" i.e., its metropolitan region, the location of Delhi makes the task of its proper development even more complicated. Notwithstanding being the capital city of the new Republic, Delhi is endowed with problems that are peculiar to it, because its metro region happens to be wholly outside its formal boundaries. As the Union Territory (now designated as National Capital Territory), its limits are confined within 1,483 sq km.

Following the approval of the first Master Plan for Delhi : 1961-82 (September, 1962) the TPO/TCPO undertook a series of exercises to ultimately develop a plan for the NCR (December, 1974) co-terminus with the perspective envisaged for the Master Plan for Delhi 1962-81. The NCR Plan was duly approved by the High-Power Board chaired by the Minister for Works & Housing (subsequently designated as Minister of Urban

Development) with Chief Ministers of U.P., Haryana & Rajasthan other members representing the Central Ministries and the Planning Commission. The NCR Plan 1981 envisaged development of the metro region in a perspective through year 1981, the spatial development of the NCR was conceived in three major phases as follows:

First phase, proposed greater development in Ghaziabad, Meerut and Modinagar of the U.P., Region, Sonapat and Faridabad, Ballabhgarh Complex in the Haryana and Alwar in the Rajasthan Sub-region (based on the fact that these urban centres have greater potential as they are located along the proposed corridors of development or as in the case of Alwar - an important urban centre). The Delhi Master Plan (1962) went to the extent of planning the landuses of ring towns for an integrated development with the metropolis Delhi.

Second phase consisted of development of the urban centres which lie on the outer ring (proposed in the road development programme). These included Bulandshahr, Khurja and Hapur in U.P. region; Rohtak, Gurgaon, Palwal and Panipat in the Haryana sub-region.

Third phase consisted of development of rest of the seventeen regional urban centres (along with other towns in the lower order of which there were thirty one) in accordance with the developmental programmes to be envisaged in the sub-regional plans.

For implementation purposes the three phases for spatial development coincided with the Five Year Plan period as follows:

<i>Phase-I</i>	<i>1971-74</i>	<i>-</i>	<i>Corresponding to the remaining part of the fourth plan period</i>
<i>Phase-II</i>	<i>1974-79</i>	<i>-</i>	<i>Corresponding to the fifth plan period</i>
<i>Phase-III</i>	<i>1979-81</i>	<i>-</i>	<i>Part of the sixth plan period</i>

The development however could not keep pace as envisaged for variety of reasons, in the main due to lack of legal backing and institutional coordination. Meanwhile *ad-hoc* and piecemeal developments were continuously been undertaken by the adjoining States regardless of the provisions of the NCR Plan. Most notable were Kundli in Haryana, and Greater NOIDA formerly in Ghaziabad District in U.P., as against the original approval of limited size sub-regional centre of Kasma-Surajpur.

Despite the critical importance of the area defined as the national capital region, as it were, it took 25 years when the National Capital Region Planning Board (NCR-PB) came into being following the enactment of the National Capital Region Planning Board Act, 1985 (Act 2 of 1985).

Under its plan-enabling sections, the NCR Planning Board developed a Plan for the balanced regional development of the metropolitan region upto year 2001. The Plan was approved by the NCR Planning Board on November 3, 1988. Since then the NCR 2001 Plan has been taken up for implementation by the respective participating States namely, Delhi, Haryana, U.P., and Rajasthan. The plan-enabling legislation, the NCR-PB Act 1985 has specific provision that envisage regular review and revision of the Regional Plan. This present Review has been undertaken in compliance with the legal mandate furnished by the NCR-PB Act, 1985. Indeed, it was prompted by the observations made by the Allahabad High Court while considering the case for expanding the original area of NOIDA (New Okhla Industrial Development Authority) formerly in Ghaziabad district of Uttar Pradesh (UP) into what is called Greater Noida.

Swayed by NOIDA's quick growth and success following the national emergency circa 1975-77, the U.P government put up proposals for further extension of the original area right upto Dankaur and Sikanderabad (in UP), the process involved conversion of extensive fertile agricultural land for urban development and industrial uses. The Allahabad High Court expressed its deep concern about the conversion of good agricultural land for urban activities and pointed out various provisions of the NCR-PB Act and the Regional Plan 2001. The Court pointed out that, instead of effectuating piece-meal changes on an *ad-hoc* basis, it would only be logical to conduct a comprehensive review of the current Regional Plan 2001, following specific provision in the plan-enabling legislation (under section : 15(i) of the NCR-PB Act) so as to permit systematic examination of the proposition in the context of an extended perspective. Some of the more pertinent comments of the High Court have been presented in the following paragraphs reaffirming the contents of the NCR-PB Act and the NCR Plan-2001.

In compliance with the observations of the Allahabad High Court, a Steering Committee was set up to review the Regional Plan 2001 under the Chairmanship of Sayed S. Shafi with 19 other members representing State governments and various experts. It may be pointed out that soon after the notification of the NCR Plan 2001, a number of studies had been commissioned by the NCR-PB to consultants with expertise covering a wide spectrum of topics pertaining to the planned development of the National Capital Region. Meanwhile, the NCR Planning Board has equipped itself through the installation of in-house Geographical Information System (GIS) capabilities to enable simultaneous preparation of essential base maps for the metropolitan region on scale of 1:50,000 and other pertinent scales. The land use map for the NCR 1993 with 12 themes has already been digitized and database developed since the installation of the GIS. On the basis of this information, the NCR-PB has taken up the preparation of various Functional Plans to elaborate various sectors of the regional development. For instance, Functional Plans for transportation, telecommunications, industry, fiscal resources (Fiscal Plan) have already been prepared and subsequently approved by the NCR-PB.

A peculiar feature about the effectuation of the Regional Plan-2001 is its implementation by the participating state governments., through special Departments created for the purpose. To foster development according to the Plan, the NCR-PB made funds available to create special NCR Planning and Monitoring Cells (NCR-P&MC's) for each participating State. The actual development and implementation of the Plan however, remain responsibility of the respective states ostensibly under the overall supervision of the NCR-PB. While the four planning cells have been funded through the technical and financial assistance of the NCR-PB, the staff of these Planning & Monitoring Cells are manned by the respective state governments under their own respective control.

The Planning and Monitoring Cells in the participating States of U.P., Haryana Rajasthan and Delhi were inter-alia assigned the duties of independent inspection and physical review of the NCR financed projects. They are expected to send quarterly progress report (QPR) from all concerned implementing agencies/development authorities for submission to the NCR-PB. Monitoring the sponsored schemes has not

been satisfactorily performed by them meanwhile the execution of various schemes financed by NCR-PB has often been tardy. Despite insistence regular QPR's were not forthcoming from the development agencies etc. in time. The four Planning Cells were obliged to keep NCR-PB informed about the physical progress of the sponsored schemes so as to adhere to the stipulated time frames; in practice however, the progress report to the project monitoring wing of NCR-PB have been invariably delayed.

To facilitate effectuating various schemes and projects the Board advanced special funds put at its disposal by the Government and Planning Commission. From 1987-88 to Fiscal year ending 1997, the NCR-PB reimbursed a total sum of Rs.280.46 lakhs - (Haryana - 90.39 lakhs, U.P. - 90.62 lakhs, Rajasthan - 90.26 lakh and Delhi - 9.18 lakhs) as pay & allowances and office expenditure etc. of NCR Planning cells in the participating states. The Board through its various financing measures has released/disbursed Rs.652.08 cr. (from April, 1985 to February, 1999) for infrastructure and land development including housing projects in the participating states. So far, the funds released are: Haryana-262.69 cr., Rajasthan -136.25 cr. (includes counter magnet area - Kota), U.P.- 251.14 cr. (includes counter magnet area - Bareilly) besides ONE crore each for counter-magnet towns (Gwalior in M.P. and Patiala in Punjab) for execution of approved schemes for infrastructure development. Several projects have been completed and the ongoing ones are progressing under physical/financial monitoring system of the NCR-PB. The participating states are responsible for direct implementation for these projects adding their own contributions towards total project costs which varies from 25 to 50 percent. A summary of the loans released by the NCR-PB from April, 1985 upto February, 1999 is given below:

TABLE 1 : Funds released by NCR-PB (April, 1985 - February, 1999)

	Proj.GOI Prior to 4/85	By Board 4/85 to 2/99	Expr. Incurred on projects (Rs. in crores)
Rajasthan	3.37	136.25	163.89 (12/98)*
U.P.	5.62	251.14	272.31 (12/98)**
Haryana	4.69	262.69	387.39 (9/98)
Gwalior (M.P.)	—	1.00	NIL —
Patiala (Punjab)	—	1.00	4.40 —
	13.68	652.08	827.99

Source : NCR-PB

- The Board funds were released for schemes on 50:50 basis from 4/85 to 2/95 then March, 95 to till date it is 75.25 (max. limit).

- This includes CMA Kota
- This includes CMA Bareilly

1.2 LEGAL PROVISIONS FOR PERIODICAL REVIEW OF THE PLAN

Unlike the Delhi Development Authority Act, 1957, the NCR-PB Act, 1985 specifically provides for review and revision of Regional Plan-2001. *Section 15(i) of the NCR Planning Board Act, 1985* states:

"after every 5 years from the date of coming into operation of the finally prepared Regional Plan, the Board shall review such Regional Plan in its entirety and may, after such review, substitute it either by a fresh Regional Plan or make such modifications or alterations as may be found necessary".

With a view to guide the review of the RP-2001 through a well conceived programme, a Steering Committee was constituted by NCR Planning Board. The list of the members of the Steering Committee is given as Appendix-I. This Report covers the review undertaken by the Review Committee. The tasks to be carried out were outlined as follows in the following section.

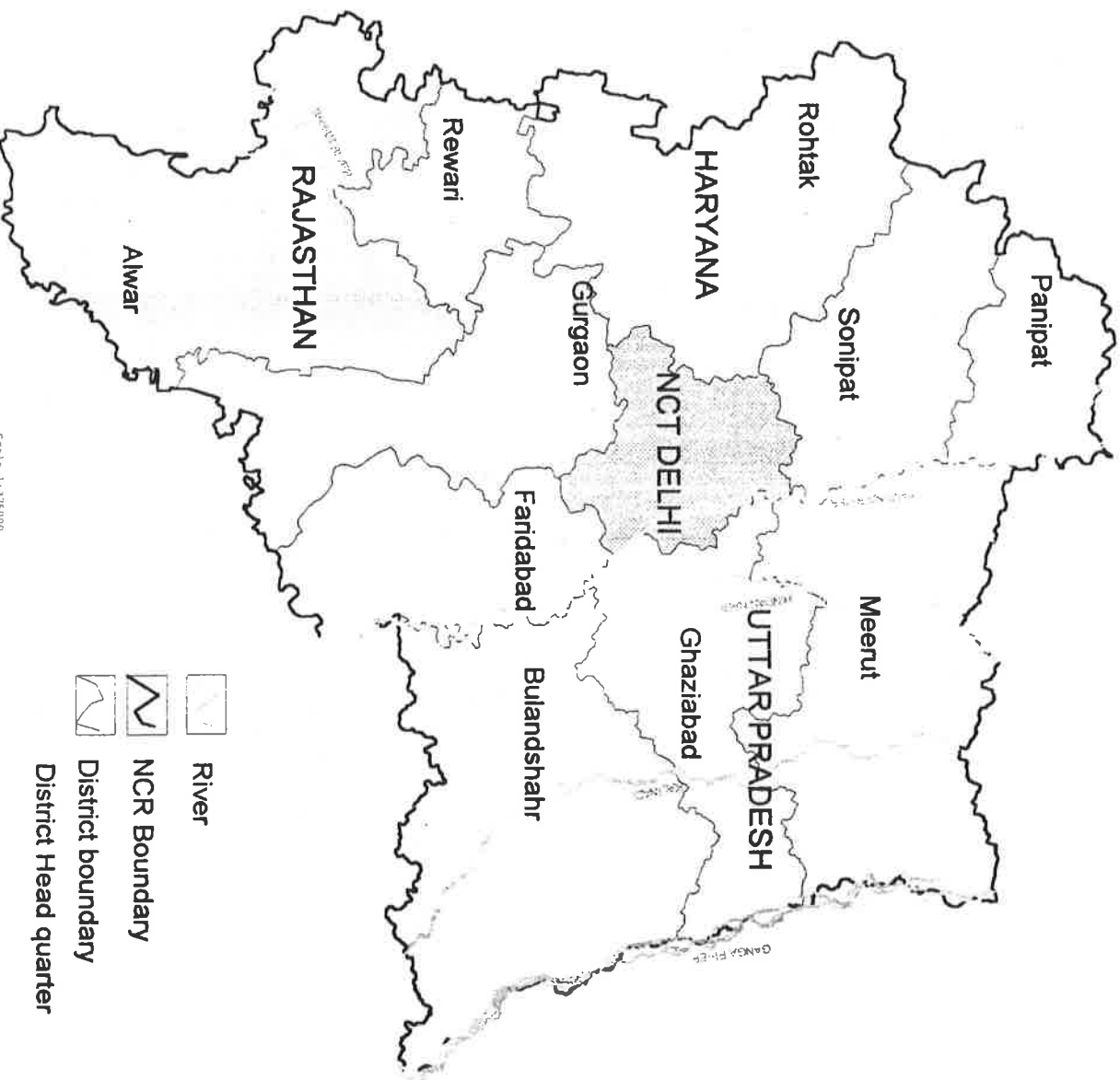
1.3 SCOPE OF THE REVIEW / TERM OF REFERENCE

For undertaking the review of the Regional Plan 2001, the following terms of reference were adopted by the Steering Committee:

1. To review the NCR Plan 2001 in terms of basic premises, stipulation, assumptions and policies;

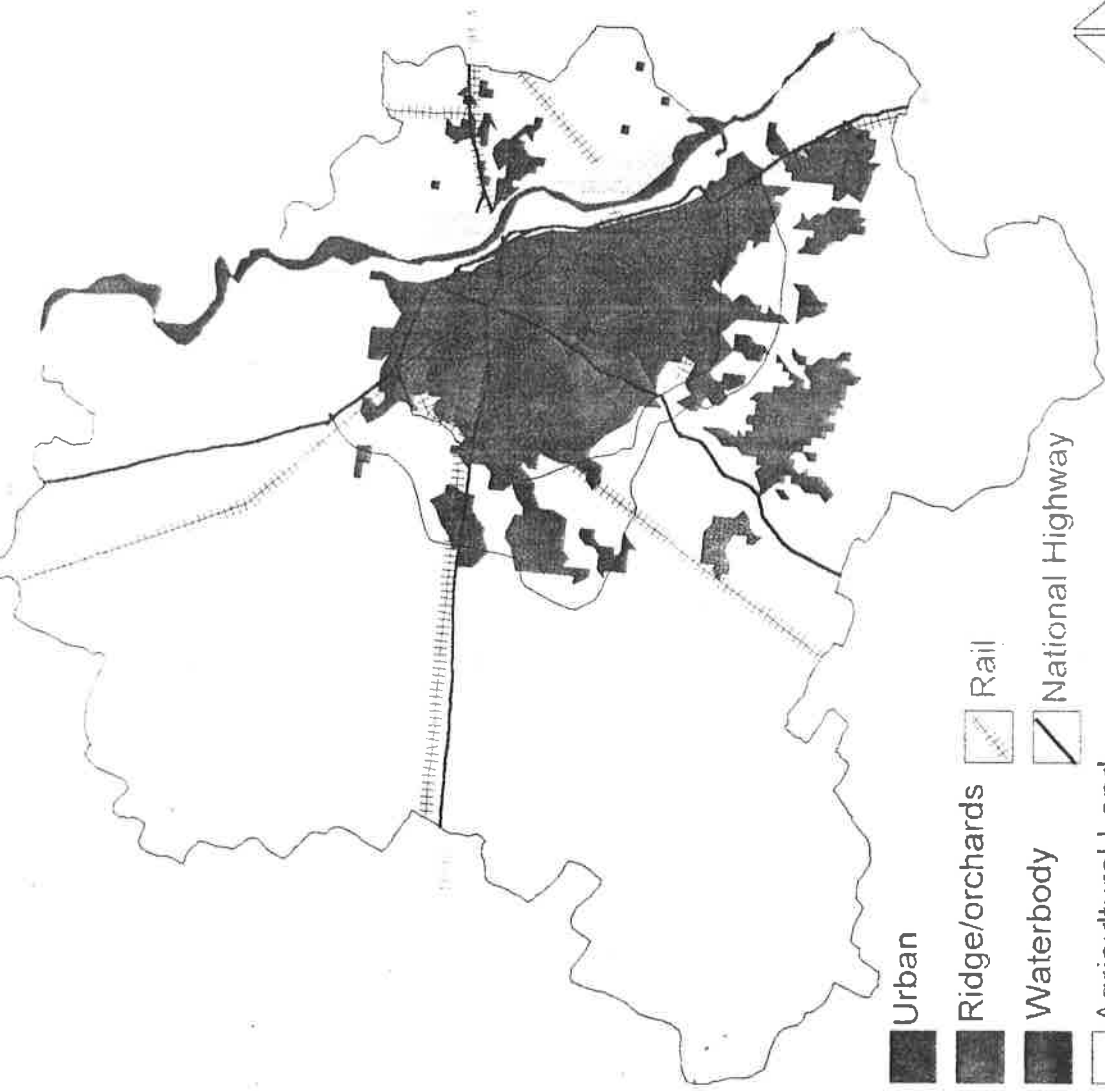
N C R-CONSTITUENT AREAS

1



NATIONAL CAPITAL TERRITORY OF DELHI 4

URBAN GROWTH-1961



Urban

Ridge/orchards

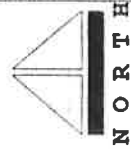
Waterbody

Agricultural Land

River bed

Rail

National Highway



2. To review the effectuation of specific policy measures indicated in the Plan in terms of:
 - a: *Major elements/subjects/topics etc.*
 - b: *Various spatial components making the NCR i.e. segments Uttar Pradesh, Haryana and Rajasthan.*
3. To identify major problem areas in carrying out various planning measures and policies as envisaged in the NCR Plan-2001;
4. To review the adverse impacts arising out of the delayed and non-implementation of the NCR Plan and its impact on the National Capital;
1. To identify the major thrust areas and future line of action/approach taking into account the anticipated growth in terms of spatial components with a view to fulfil the declared objectives of long range planning for the NCR;
2. To suggest policy alternatives and planning strategies with a view to ensure systematic implementation of the NCR Plan in close cooperation of the participating States;
7. Other measures which may be required in order to fulfil the NCR objectives

1.4 FORMATION OF WORKING SUB-GROUPS FOR REVIEWING (NATURE & SCOPE) OF THE REGIONAL PLAN 2001:

The purpose of the mid-term review of the NCR Plan-2001 was to cull and analyse the development that has taken place in the NCR following the Regional Plan; what has been implemented and what could not be implemented; to assess, as far as possible, the reason for non-implementation and to find out, if the basic premises or assumptions made were valid than or perhaps with the passage of time, they have become less relevant or have lost validity. The exercise, apart from analysis and evaluation would form part of the findings and conclusions to help appreciate ground realities and identification of parameters for planning in an extended perspective.

On the recommendations of the Steering Committee for Review of Regional Plan-2001, a number of Sub-groups were formed under the Chairmanship of experts having acknowledged expertise in their fields. Each group was entrusted with specific topic (or set of subjects) for indepth analysis of the related problems.

In all seven sub-groups were made:

1. **Policy Zones, Demographic Profile and Settlement Patterns**

(Analyse the emerging demographic profile - migration pattern/projections upto 2011, development trends in respect of the stipulation of the RP-2001 - concerning policy zones/settlement pattern and future directions)

Chairman - Prof. J.H. Ansari, School of Planning & Architecture, New Delhi.

2. **Economic Profile, Fiscal Plan and Development Resources**

(Evaluate core economic activities, controls/decentralisation of industry/commerce in Delhi, in DMA and rest of NCR, development resources/investment needs, role of private sector and the taxation pattern)

Chairman - Prof. M.C. Prohit, NIPFP

3. **Regional Landuse, Environment & Eco-development and Rural Development.**

(Evaluate regional landuse control policies/tools of RP-2001 vis-a-vis recent land use development, status of green areas/green buffer along corridors, forest land, agricultural land, rural areas, critical bio-diversity - river, ridge, sanctuary etc and implication of such controls in the region)

Chairman - Shri R.C. Gupta, Former Professor (Regional Planning), School of Planning & Architecture, New Delhi

4. **Physical Infrastructure**

(Power, Telecommunication, Water Supply, Sewerage, Drainage and Solid Waste - level of accessibility/availability, norms and standards in view of emerging scenario, experience of plan implementation, new issues and proposals)

Chairman - Shri J.C. Gambhir, Former Commissioner (Planning.), DDA, New Delhi

5. **Social Infrastructure**

(Education, Health & Shelter - level of amenities/facilities, norms and standards, experience of plan implementation, new issues and proposals/policies)

Chairman - Shri J.C. Gambhir, Former Commissioner (Planning), DDA, New Delhi

6. Transport and Circulation including major policies in the inter-connected areas
(Existing transport network structure, traffic flow characteristics (Road/Rail) -
passenger/goods, projections, new lines - expressways, MRTS, LRTS, issues /
proposals/policies and future directions)

Chairman - Shri P.S. Bawa

7. Management Structure for Plan Implementation Strategies and Development
Priorities.
(Evaluation of efficacy of the proposed management structure/provisions of
NCR Plan 2001 vis-a-vis plan implementation)

Chairman - Shri M.K. Dhar

The list of Sub-group and its membership composition is given in the Appendix-II.

1.5 LEGAL REAFFIRMATION OF THE NCR PLAN

The Supreme Court as well as Allahabad High Court have gone through various provisions under the NCR-PB Act, 1985 as a major instrument of the regional development as envisaged under the NCR Plan-2001. The Court's reaffirmed the development envisaged within the defined region in principle and in spirit and viewed in the larger perspective. The Court appreciated the mandatory provisions of the NCR-PB Act, 1985 and observed that *"anything inconsistent to the planned development as envisaged in the Regional Plan-2001 approved by the Board cannot legally stand being contrary to the specific provisions and directions of the plan-enabling legislation"*.

In following paragraphs, brief comments made by the Allahabad High Court are given as they have great relevance in planned development of India's national capital region and a copy of the judgement is at Appendix-III.

"One stipulation is inescapable that, *unless the National Capital Region Planning Board gives the green signal nothing can go ahead. The*

necessary implication of this is also that, at every stage in reference to the plans, aforesaid, each constituent State is a part of the National Capital Region and has to maintain close consultation with, the federal agency which is the Board". (p-9)

Further, the Allahabad High Court pointed : the "Authority" whose business it is to go into these matters has yet to engage it's attention to it..... This is the NCR-PB, an authority specially vested with functions to discharge its obligations under the Act. Clearly before the Court, today, there is no document to verify that the plans on which the Greater NOIDA may yet proceed have the seal of approval by the National Capital Region Planning Board. (p-11)

Commenting on ad hoc and unplanned development schemes the Court opined: under section 27 of the NCR-PB Act, 1985 makes it clear in no uncertain terms that the provision of Act, aforesaid, shall have effect notwithstanding any other law. which implies that the Board, while examining this matter must have absolute discretion notwithstanding that a notification under Section 4 of the Land Acquisition Act has been issued. The Board may thus, examine the plans of Greater Noida, in context, without inhibition and come to an independent decision while scrutinising the plans for development of Greater Noida. And further "Suffice it to say that the reservations which have been provided to the Board under section 27 could not be reservations for a High Court when matters are examined under a prerogative writ. (p-11 & 12)

Thus, to permit examination of relevant aspects, the Court adjourned the proceedings for a period of two months to enable the Board to approve, review, consult, affirm or confirm the plans which are the subject matters of the writ petitions and advised "total freedom notwithstanding that a notification has been issued for acquisition of land by the State of Uttar Pradesh, or for that matter, that these proceedings are pending before the High Court.

The only guidance which the court gave to the Board is "to give effect to the intentions of the Act in coordinating, monitoring and scrutinising the implementation of the plans and for harmoniously building urban planning with excellence without disturbing the ecological balance of nature and by respecting the green cover, agriculture and not abdicating either in favour of urbanisation but with a dedicated effort to respect the forests and strive to retain the balance of nature and ecology and at every given occasion not losing the perspective in so far as the Board is concerned in these matters, of the fundamental duties enshrined in article 51 A(g) (h) and (j) read with 48 A of the Constitution of India". (p-12)"

The Allahabad High Court reminded the NCR Planning Board of its views:

The Court is of the view that "where planned development has been undertaken as part of an exercise as a statutory obligation, the dominant purpose of this planned development is the National Capital Region". (p-15)

And :

"There are certain cardinal principles in executing plans within the National Capital Region which are sacrosanct". (p-15)

While appreciating the increasing pulls and pressures exerted on the government and the Board, the Court warned:

".....in today's context regional planning is complex and taking recourse to short cuts and leaving grey areas and without permitting those who are eclipsed by acquisition proceedings to have their say in the ultimate speeds up nothing. (p-17)

And concluded :

In the present context, the Court cannot ignore the possibility that if the National Capital Region is to be planned in the spirit it was meant to be planned, then not adhering to the Plan in the spirit it was formulated, will crash Delhi into the villages. This was not meant to happen. (p-18)

The Court has already considered the particular aspects on the acquisition proceedings and certifies that these are the parts of the National Capital Region and Planning within it. *It is planned urban development. The petitioners cannot jeopardise the larger Plan in public interest if their intention is to sell their abadi and make capital out of it.....*The Court cannot separate and identify pockets of *abadi* so that in the clutter of it is distinct from a planned regional development. (p-21)

Countering the position of the U.P. State that certain areas were being developed as industrial pending disposal of the writ-petition the Court observed: "Conforming uses as are part of the National Capital Region, the plans having been approved by the National Capital Region Planning Board are given their due sanctity and respect *without compromising on them notwithstanding that industry is being developed*". (p-22)

IN THE SUPREME COURT OF INDIA

Likewise, the highest court of the land, the Hon'ble Supreme Court of India reaffirmed the basic purpose and principles incorporated in the NCR-PB 1985 legislation.

Keeping pertinent aspects presented in the Civil Appeal No.4384 (1993), 4385 (1993) and 634 (1994), "certain provisions of the National Capital Region Planning Board Act, 1985 (hereinafter referred as "NCR Act") may now be referred: The enactment is to provide for the constitution of a Planning Board for the preparation of a plan for the sound development of the National Capital Region and for co-ordinating and monitoring the implementation of such a Plan, and, for evolving harmonised policies for the control of land-uses and development of infrastructure in the National Capital Region so as to avoid any haphazard development of that region. A copy of the judgement is enclosed at Appendix-IV.

Section 7 specifies the functions of the Board which include preparation of the Regional Plan and to arrange for the preparation of Sub-regional Plans and project plans by each of the participating States. (P-13)

Section 20 lays down the obligation of each participating State for the implementation of the Sub-regional plan, as finalised. Section 27 provides for the overriding effect of this Act notwithstanding anything inconsistent therewith contained in any other law, instrument, degree or order etc.

Section 29 expressly provides that on coming into operation of the finally (approved) and published Regional Plan, no development shall be made in the region which is inconsistent with the Regional Plan as approved and finally published. Thus, the overriding effect of the Act by virtue of Section 27 and total prohibition of any activity of development in violation of the finally published Regional Plan provided in Section 29 of the Act is sufficient to indicate that any claim inconsistent with the finally published Regional Plan in the area cannot be sustained on any ground. (P-14)

In addition sub-clause (2) in section 29 may also be cited, which provides the legal backing to the planning of the NCR :

"where the Board is satisfied that any participating State or the Union territory has carried out, or is carrying out, any activity which amounts to a violation of the Regional Plan, it may, by a notice in writing, direct the concerned participating State or the Union territory, as the case may be, to stop such violation of the Regional Plan within such time as may be specified in the said notice and in case of any omission or refusal on the part of the concerned participating State or the Union territory to stop such activity, withhold such financial assistance to the concerned participating State or the Union territory as the Board may consider necessary".

In addition Sub-clause (2) in Section 29 may also be cited which provides the legal backing to the planning of the NCR:

However, despite clear direction of the Courts (High Court & Supreme Court), these directions remain to be faithfully implemented. Instead, it is pointed out

that in several cases the views expressed and decision taken by the Court, have been ignored, bypassed even subverted thereby nullifying planning exercise and the court verdict. Later in this report, a number of examples have been cited which in effect contradict the explicit provisions of the plans, MPD-2001 and particularly NCR Plan-2001.

Section 29 expressly provides that the concept of joint planning of the jointly (interrelated) and clustered regions, the development shall be made in the regional context is inconsistent with the Regional Plan as approved and legally sanctioned. That the language of the Act (Section 29) and the protection of any activity of development in violation of the legally sanctioned Regional Plan is provided in Section 29 of the Act is sufficient to indicate that any claim inconsistent with the legally sanctioned Regional Plan is the same cannot be sustained on any ground (4-14).

In addition Sub-Clause (2) in Section 29 may also be cited, which provides the legal backing to the planning of the NCR.

Section 29 of the Act is intended to give participating States or the Union Territory the right to or a carrying out any activity which amounts to a violation of the Regional Plan. It may be a notice in writing filed for consideration by the Planning Board of the Union Territory as the case may be to stop such violation of the Regional Plan which shall be as may be decided in the said notice and in case of any violation or refusal on the part of the concerned participating State or the Union Territory to stop such activity, violation such violation shall be treated as a violation of the Regional Plan and the Board may consider necessary.

In addition Sub-Clause (2) in Section 29 may also be cited which provides the legal backing to the planning of the NCR.

Further despite the decision of the Courts (High Court & Supreme Court), these provisions remain to be fully implemented, instead it is pointed out

OVERVIEW OF THE NCR PLAN IN THE CONTEXT OF DELHI

2.1 DELINEATION OF THE NCR : THE BACKGROUND

As far back as 1960 and even earlier when Interim General Plan for Delhi (1958) was presented, the first planning team of the erstwhile town planning organisation had urged the necessity for an adequate plan-enabling legislation covering the metropolitan region around Delhi.

2.1.1 The Work Studies accompanying the first Master Plan for Delhi 1962-81 had pleaded for the setting up of a statutory Planning Board for area defined as Delhi's Metropolitan region as a major step in ensuring sound development of the region in accordance with a Regional Plan. Taking cognizance of this recommendation, following the publication of the Master Plan for Delhi, (which was published in 1959), the Government of India set up a High Power Board in 1961. Though it was in the nature of an advisory body, it had the Union Home Minister as its Chairman, other members were the Chief Ministers of Punjab and U.P. (the State of Haryana had not yet emerged then), Vice Chairman of the Planning Commission, besides the Commissioner of the Union Territory of Delhi and the Mayor of Delhi. Subsequently, the Board had been reconstituted to include U.P, Haryana, Rajasthan and was to be chaired by the Union Minister of Works and Housing (later renamed as Ministry for Housing and Urban Development).

This High Power Board was entrusted with the task of coordinating the development of urban and rural areas in the National Capital Region within the framework of a comprehensive regional plan to be formulated by the Board and securing the collaboration of the concerned state governments in the effectuation of the Regional Plan. To begin with, the High Power Board did not meet for a long time. In fact, for the first time it met was in 1965. Then, in May 1967 taking various points of view into consideration, the Board in its meeting held on December 6, 1967 resolved that it was essential to set up a Statutory

Board for the National Capital Region and following constitutional provisions the State Governments were to be persuaded to give their concurrence for the setting up of such a Board. Meanwhile, the High Power Board had already set up a *Planning Advisory Committee* with representatives of the Planning Commission and Town Planners of the Central and respective State governments.

The first advisory committee was formed under the Chairmanship of Lt. General Harkirath Singh, Advisor, Planning Commission. Among the notable work done by the Advisory Committee was the delineation of the region leading to the formulation of an Interim Report on the Planning of the National Capital Region. The task was entrusted to the Town & Country Planning Organisation (TCPO) in 1967. This Committee also set up a Technical Committee, consisting of Chief Planners of the State and Central Governments and some other professionals to advise the TCPO in the preparation of a Regional Plan for what came to be known as the National Capital Region (NCR).

A Special Committee was also made to prepare a draft legislation for setting up a statutory Planning Board for the NCR. Meanwhile, the TCPO in collaboration with the Town Planning Departments of the concerned States, carried out a number of studies and formulated a draft for the Regional Plan of the NCR. The Board at its meeting on 17 September, 1973 approved the National Capital Region Plan 1981. It needs to be noted that though this Plan was without any statutory status or legal backing, by involving the adjoining states and concerned ministries of the Central Government, it created awareness for the simultaneous development of towns and cities within the delineated region.

The NCR Plan 1981 covered an area of about 30,000 sq.kms. comprising in the Union Territory of Delhi and the two districts of Meerut and Bulandshahr in Uttar Pradesh, three districts of Rohtak, Sonapat and Gurgaon and the tehsil of Panipat in Karnal district besides Rewari in Mahendragarh district in Haryana. For the first time five tehsils of Rajasthan (Behror, Mandawar, Krishangarh, Tijara all part of Alwar district) were also included.

That Plan envisaged balanced development of the entire metropolitan region within the restraints of planned development of Delhi as provided by its comprehensive plan: 1962-81. For this purpose, the NCR Plan proposed dispersal of economic activities in self-contained Ring Towns, restructuring of the regional transport network and integrated development of land and infrastructure. At its meeting on 27 September, 1974, the High Power Board approved the inclusion of the entire Alwar tehsil instead of only a portion of it in the NCR.

In the NCR Plan : 1974-81 prepared by High Power Board for NCR in 1974, it was noticed that Delhi exerted its influence on adjoining areas in varying degrees. It had decisive influence on towns and cities within a radius of 20 to 30 kms. formed the first ring of towns. The area bounded by these towns had been defined as the Delhi Metropolitan Area in the Master Plan for Delhi 1962-81. Further, it was also noted that there existed a second zone of influence (second ring) wherein there was a high degree of economic inter-dependence between Delhi and the towns of the Region, besides also effecting the rural agricultural areas as well.

Initially, the National Capital Region delineated areas contiguous to the Union Territory of Delhi - a total area of National Capital Region delineated was 29,800 sq. Kms. (11500 sq. miles) with an average radius of about 100 km (65 miles) from the core of Delhi.

However, as it were, it took yet another decade to enact the necessary plan enabling legislation to enable preparation of a plan for the National Capital Region. In 1985 NCR Planning Board was created with objectives and functions that were defined to :

- a: EVOLVE policies for landuse control and infrastructure development.
- b: PREPARE Regional Plan for NCR; more specifically of the various towns and cities within the defined metro-region;

- c: **COORDINATE** preparation, enforcement, monitoring and implementation of the Regional Plan, Sub-regional Plans, Functional Plans, Project Plans by way of NCR constituency and to arrange and for overseeing the financing of projects in NCR through Central and State plan funds and other resources.

The Board proceeded to develop an Interim Development Plan, for the NCR 2001 in August, 1986. The Draft Regional Plan was subsequently approved by the Board in July, 1987 for inviting objections and suggestions and, finally published in November, 1988 and notified on 03 January, 1989.

As of the NCR-PB Act 1985, the region was redefined to consist of an area measuring of 30,242 sq.km in three States, namely, Haryana, Rajasthan and Uttar Pradesh and the national Capital Territory of Delhi. The constituent units of each Sub-region are as follows:

- National Capital Territory of Delhi : (1,483 sq.km)
- Haryana Sub-region : 13,413 sq.km. comprising Faridabad, Gurgaon, Rohtak, Sonapat, Rewari and Panipat tehsil of Panipat district.
- Rajasthan sub-region : 4,493 sq.km. comprising six tehsils of Alwar district, namely, Alwar, Ramgarh, Behror, Mandawar, Kishangarh and Tijara.
- Uttar Pradesh Sub-region : 10,853 sq.km. comprising three districts, namely Meerut, Ghaziabad and Bulandshahr.

Table 2 : Area of the National Capital Region (NCR) in constituents States

STATES	AREA (in sq.km.)	Percent
Haryana sub-region	13,413	44.35%
U.P. sub-region	10,853	35.88%
Rajasthan sub-region	4,493	14.85%
Delhi UT *	1,483	4.90%
Total	30,242	100%

* now designated as National Capital Territory (NCT)

Source : NCR Plan - 2001

Subsequently, some other metropolitan cities in India have also undertaken delineation of their metropolitan regions. As of now with the NCR area at 30,242 sq.kms., it is the largest of all metropolitan regions so far delineated in India. Compare with - Calcutta Metropolitan Region (CMR); 23,309 sq km., Mumbai Metropolitan Region (MMR); 4,164 sq.km. and Hyderabad Metropolitan Region (HMR); 12,174 sq.km., to cite only a few examples.

2.2 BASIC PREMISES FOR PLANNING THE NCR

The urban history of Indian cities indicates that, of all the metropolitan cities, the nation's capital, Delhi, has registered an unprecedented growth in the decades following country's independence. Ever since Delhi emerged as the National Capital of the new Republic it has emerged as the prime metropolis in north India; for Delhi is not only the National Capital, its strategic location has also conferred upon the metropolis certain other economic and functional roles as well. As of January'99, Delhi is said to have crossed the 12 million population mark, a size the city has never ever reached in its long history of growth and development.

Keeping in mind the broader premises of national policies, goals for the planning of the metro-region have been enunciated to deal effectively with the problems of the region. The goals envisage restricted growth of Delhi maximising growth by accelerated development in the National Capital Region rather than in Delhi and to refashion the metropolitan-region, spatially and economically for a full realisation of wider social values. The physical prerequisites for this perceived orderly growth and judicious use of land aiming at balanced physical, social and economic development of the Region and, at the same time, ensuring conservation of environment and ecology of its various segments, natural drainage system in the four sub-regions.

Analysing the magnetic propensities of Delhi, it can be said that its growth in the past 50 years can be attributed to the following four key factors :

- a: its emergence as the National Capital of the world's largest democracy and second in population;
- b: its expanding role as a wholesale trade centre for the entire north-west India;

c: its emergence as a prime centre of modern small and medium industries and processing, and

d: concentration of urban public and semi-public institutions and comparatively better facilities in terms of education and health care.

Compared to the other leading metro-centres of India, it is apparent that with the possible exception of Bangalore in the previous decade, due to variety of reasons - some very complex others rather uniquely peculiar, Delhi has registered the most remarkable accretions additions to its population notwithstanding serious inadequacies in its basic urban infrastructure and alarming shortage of basic services, utilities and amenities; of which the increasing water scarcity is very important. Given democratic, federal and secular polity, it is infeasible if, also, practically impossible to stop people coming to Delhi. However, it has long been felt that key to the future growth and health of Delhi demands indirect approaches, which, if pursued with a sense of purpose and sound understanding and commitment, could be far more efficacious in restraining the runaway growth of Delhi in the long term. By creating and augmenting urban facilities and infrastructure a significant deflection of migrants can be achieved in directing the influx to carefully identified towns and cities around the nation's prime metropolis. But such a policy has certain critical pre-requisites such as vision and perspective besides long-term commitment towards planned development of, not only the metropolis, even more so of its surrounding region defined as the National Capital Region. (NCR).

In quintessence, the idea of the NCR can be viewed as a deliberate planning effort aimed at sharing the growth of possibilities and economic opportunities of the Delhi metropolis with its natural hinterland, the metro-region. In this strategy, the role of the Union Government has to be positive and purposeful: *indeed the Central Government has a positive constructive directional responsibility in form and substance, for actively promoting sound development of the entire metropolitan region.*

Acknowledging the NCR Plan-2001 provided for the development of the metro-region in myriad ways but, more specifically, the Plan focussed on the accelerated development of the designated priority towns and cities through location of new employment opportunities in the form of new government offices, industries and institutions etc.



Besides providing for better agricultural and farmland practices, conservation of good agricultural land and its environment and ecology.

The NCR Plan'2001 also recommended shifting of certain central government offices and institutions to some towns and cities of the NCR and beyond; in some cities even land was earmarked and houses were built for the anticipated staff. Yet hardly any office of significant employment had so far shifted from Delhi.

The instruments and tools to be deployed for attaining the critical objectives envisaged in NCR Plan'2001 presaged :

- a: restricting growth of Delhi
- b: directing investments into recognised channels and sectors;
- c: augmenting regional infrastructure;
- d: expansion and updating of telecommunication facilities;
- e: transportation and circulation network facilitating linkage with the metropolis;
and
- f: in order to remove the preferential spatial advantages of Delhi, to operationalise and effectuate policies for a Common Economic Zone (CEZ) for the entire metro-region. In fact the minutes of the Special Meeting taken by former Prime Minister (Mr. I.K. Gujral) on September 02, 1997 specifically directed the Planning Commission and concerned ministries to operationalize and effectuate the proposal for CEZ, which incidentally was first suggested as far back as 1979-80.

To translate the various provisions of the NCR Plan'2001, as a prerequisite, it was essential to develop an appropriate planning and management structure commanding leadership role in the NCR and within the Board itself to fulfill the stipulations of the NCR Plan'2001 ensuring its implementation in a desired time frame and in a defined sequence. Alas! this did not happen because as those at the helm failed to appreciate taking the necessary steps following the legal sanction and approval of the Plan.

2.2.1 Broad Policies of NCR Plan 2001

The population projections worked out by demographers for the second perspective plan for Delhi, MPD-2001 were between 12.5 million to nearly 15

million. Recognising the acute shortage of basic urban services and utilities in Delhi besides the increasing backlogs in the essential infrastructure, it was resolved that as a deliberate policy to restrain the growth of the National Capital within "manageable limits".

A study made by the DDA for the MPD 2001 indicated that, whereas the bulk of migrants to Delhi are from U.P., Haryana and Rajasthan as many as 27 percent of migrants flock to Delhi from states as far away as Bihar, Orissa and West Bengal. Insofar as Rajasthan is concerned, the state has been a major supplier of construction labour to Delhi ?

After discussion and deliberations, it was resolved to set the population target for Delhi to no more than 13.2 million through year 2001, the remaining population should be made to deflect and assigned to the designated priority towns and cities within the metropolitan region. So as to maintain the capital's population at the desired level, the NCR Plan-2001 identified seven priority towns as "regional centres" for accelerated development through year 2001. These were Meerut (15 lakhs), Hapur (4.5 lakhs), Bulandshahr-Khurja (8 lakhs) in U.P.; Panipat & Rohtak (each with 5 lakhs), Palwal (3 lakhs) Rewari and Dharuhera (1.9 lakhs) in Haryana with Alwar & Bhiwadi (together 6.5 lakhs). Additionally, certain towns were to be encouraged as service centres. As "service towns" these were to subsequently be identified by the Sub-regional plans formulated by the participating states.

The rural development strategy for the NCR proposed furnishing physical and economic infrastructure including banking facilities, promotion of markets and mandis, besides upgradation of workers' skills in non-agricultural sphere. Schemes were to be formulated for imparting vocational training and education with dissemination about innovation in agricultural farming methods.

Another important stipulation of the NCR-2001 Plan suggested that strategies for the location of all new government offices and its allied institutions. As a matter of policy, offices of public sector undertakings were not be located within

Delhi, the main criteria for location of new government and public offices was restricted to those portions that are responsible for liaison protocol, operation, maintenance and upkeep of the National Capital. Only they were to remain in Delhi; all others were proposed to be relocated outside the limited confines of the national capital. Offices which do not perform any of the above operational functions were to be carefully identified and a schedule for their shifting from Delhi to the cities of the NCR and even beyond were to be made.

The TCPO was entrusted with the assignment and a committee was formed in 1977 under chairmanship of Secretary, Urban Development to appraise all applications for new offices seeking location in Delhi. Naturally, the shifting of Public Sector Undertakings to town or cities outside the Union Territory cannot be done without first providing housing, office space and essential community facilities and services besides provision of the basic urban infrastructure and amenities like schools and health care facilities.

A systematic programme for the designated priority towns were to be incorporated in the respective Sub- regional Plans of the constituent states of the NCR. However, there is no documentation in the NCR Planning office or in the TCPO to this purpose although some action had been taken by U.P. and Haryana government by reserving land in some cities (example Ghaziabad and Fandabad). Even some housing was built, nevertheless despite all resolutions not a single major office of the Union government has been shifted out of Delhi.

Apart from the Central government offices, two other important sources of economic activity in Delhi were identified - (a) wholesale trade and business and (b) manufacturing or processing industries.

Both the MPD- 2001 and the NCR 2001 Plan envisaged the deconcentration of a number of wholesale trades specially those dealing with bulk commodities. But the NCR Plan-2001 envisaged shifting into the region while MPD-2001 envisaged shifting within Delhi itself to the peripheral areas of NCT. To effectuate such dispersal, a number of incentives and tax concessions were to

be worked out besides provision of adequate land area at carefully selected locations. Likewise, a large number of industries which were found to be non-conforming even in the first Master Plan of Delhi, 1981 and, subsequently, identified so and endorsed by the Courts, (including the Supreme Court of India) were to be relocated outside Delhi but within the metropolitan region.

Infact a time-table extending over a period of 20 years was appended in the Master Plan for Delhi:1962-81. However, the DDA never took this assignment seriously; successive Vice Chairmen did not even bother to familiarize themselves with the clear directives of the Plan, which had legal sanctity. Not only that, in the meantime the Delhi Administration followed a policy for encouraging new industries in Delhi at complete variance with the enunciated industrial location as envisaged and legally endorsed till it was "discovered" and pointed by the Court.

For the realisation of the objective of deconcentration and dispersal of economic activities from the Delhi metropolis to the designated priority towns in the metropolitan region, accessibility and availability of communication facilities are prerequisites, and these were given special emphasis in the NCR Plan 2001. As such, the transportation network stipulated under the NCR Plan 2001 envisaged inter-connection of various regional centres with Delhi, integrating of road and railway network between Delhi, its metropolitan area and the rest of the metro region. The main objective of the transport plan has been a fast network to inter-connect the anticipated traffic volumes and to maintain the necessary degree of inter-linkage between Delhi and various urban centres in the NCR. A number of bypasses were also indicated in the Plan to enable diversion of traffic not destined to Delhi through alternative routes. The Plan also suggested the extension of the existing sub-urban rail services to various cities and towns in the NCR.

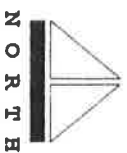
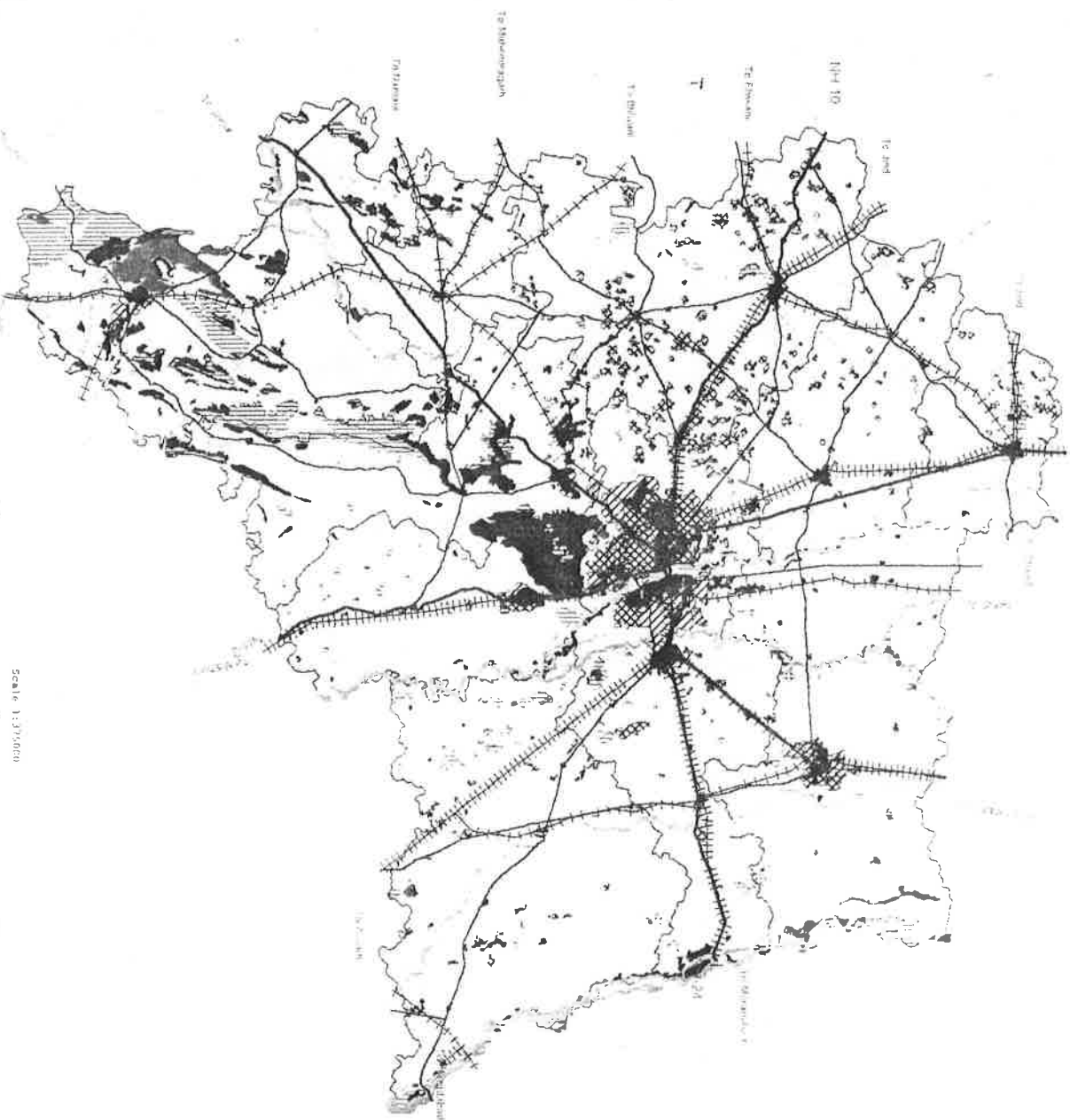
In the field of telecommunications the Plan suggested an effective communication network to provide the necessary impetus through automation and inter-connection of telephone and fax services, extension of subscribers

NCR-LANDUSE 1993

3

LEGEND

- Dense Builtup
- ▤ Moderate Builtup
- ▥ Low Builtup
- Cultivated Land
- Dense Forest
- ▤ Plantation Forest
- ▥ Open Scrub
- Marshy Land
- ▤ Gullied Land
- ▥ Saline/Salt Patch
- Water Logged
- Barren
- Water Body
- ▤ BG single railway line
- ▥ BG double railway line
- ▤ National Highway
- ▥ State Highway
-
-



direct dialing facilities to all towns within the metropolitan area and accessibility through reliable cable or other electronic connections.

The necessity of uninterrupted working of manufacturing industries through reliable electric supply meeting power demands were to be fully met on a priority basis. The review has indicated that notwithstanding the efforts electric supply remains unreliable and errake. Many large factories have to depend upon their own backup systems.

In terms of essential services and utilities like water supply, sanitation, solid waste collection and disposal, a number of schemes were formulated out and were to be elaborated for implementation by the respective participating states. Likewise for health care and education, the Plan provided a system of education and health facilities. Subsequently, the NCR Planning Board strongly recommended the creation of a university for the NCR; even a site or the new university was earmarked for that purpose in Ghaziabad in U.P.

The special framework for the sound development of Delhi's metropolitan region was to be through a regional Land Use Plan broadly designating 4 or 5 major land uses, specially emphasising the need to control the growth of urban areas within defined limits of the Sub-regional plans, the maintenance of good agricultural land and the maintenance and upkeep of the open space green areas in the form of forests, wetlands and flood plains. The Plan suggested the preparation of detail environmental protection plans for the Sub-regions forming the NCR. In addition, the Plan prescribed a minimum green buffer zone of 100 meters on both sides of the National Highways and new expressways while a minimum of 60 meters were proposed for other highways and major arterial roads indicated in the circulation network of the NCR.

Moreover, the NCR Planning Board strongly recommended the development of five cities as counter-magnets cities to counter the attractions of Delhi. These were Hissar in Haryana, Patiala in Punjab, Gwalior in Madhya Pradesh, Kota in Rajasthan and Bareilly in U.P. The philosophy behind developing these

"Counter-Magnet cities" already known and well established, to augment their urban infrastructure in the cities that are well beyond the daily commutation distance of Delhi. The underlined philosophy was also acknowledged by the Central and State governments. Till now four counter magnets have been taken up with an initial grant as follows:

Table 3 : Loans released to various priority and counter magnet towns of NCR.

Towns	Population 1991 (in lakhs)	Distance from Delhi (in Kms.)	Loan release upto 2/99 in Rs. (crore)
A) Priority Towns			
1. Panipat	1.91	89	38.89
2. Palwal	0.59	65	09.24
3. Rohtak	2.16	77	13.58
4. Rewari-Dharuhera & Bhiwadi Complex	1.06	83	97.81
5. Meerut	8.50	68	82.24
6. Hapur	1.46	57	62.73
7. Bulandshahr-Khurja	2.07	100	32.87
8. Alwar	2.10	157	38.44
Sub Total			375.80
B) Counter Magnet Towns			
9. Gwalior (M.P.)	7.17	317	01.00
10. Bareilly (U.P.)	6.17	252	20.00
11. Patiala (Punjab)	2.54	250	01.00
12. Kota (Rajasthan)	5.37	478	02.00
13. Hissar (Haryana)	1.81	200	NIL
Sub Total			24
Total (A+B)			399.80

Source : NCRPB

The idea behind this allocation is to assist State governments to formulate necessary urban development schemes for the development of these cities so they could attract industries and trades thereby enabling the prospective migrants alternative choices in finding meaningful employment. However, it seems not much development has actually taken place to equip these cities as alternative places to attract migration of people otherwise destined for Delhi !

EFFECTUATION OF REGIONAL PLAN -2001 (1988-2001)

3.1 OVERVIEW OF IMPLEMENTATION

In the process of development whether for a town, city, or metropolitan region, plan preparation is only the initial step. However, to ensure that Planning becomes a reality, the first step i.e., plan-preparation has to be followed-up by several steps, of which plan-implementation or effectuation is the most vital. This requires approval and sanction by the concerned authorities; after which the procedure of Plan implementation can be ensured. Only through implementation what is implicit in a long-range Plan would become explicit. This presages a series of programmes, functional Plans and a variety of projects. In fact, translating a perspective Plan requires programming involving elaboration, detailing and refinement. The actualisation of a Plan means detailing the long term Plan into time-bound programmes covering:

- a: various segments of the given region; in this case the NCR;
- b: variety of aspects topics i.e. subjects covering myriad forms of development.

A long range perspective Plan for a metro-region demands devising acceptable methods to work out priorities. In turn, the priorities are to be determined by relative importance of each area, segment of the region, or the subject matter of development which, in turn is much conditioned by the availability of resources, funds and subject to other constraints. Some of the constraints could be political, legal or administrative. All these factors are to be taken in defining procedures for determining priorities for effective implementation and sequences are to be fixed. In this procedure, it becomes important for the participating states forming the National Capital Region to formulate :

- (a) their Sub-regional Plans and,
- (b) detail out programmes and specific projects for implementation on a priority basis.

Before virtual reality of a perspective Plan transforms into actuality, a number of imperative steps are essential because spatial planning is not a one-time or one-shot

exercise. So that spatial planning becomes part of metropolitan communities and integral to the process of metropolitan-regional development, planning should actualize as a continuous process, with potential for community participation augmenting chances of meaningful dialogue with myriad groups and people.

In the ultimate analysis, a Plan must reflect the felt-needs and legitimate aspirations of the people living in the communities, rural and urban, forming the metropolitan region. Starting from plan - preparation, its subsequent approval and sanction, the planning exercise should lead to detailing of Functional Plans and a variety of Action Plans that may be required from time to time and from place to place. First, it is essential to appreciate that metropolitan physical planning, like other forms of Planning, involves Plans, not a single Plan. As elaborated in the Work Studies of the Delhi's first Plan :1962-81: *"Here, the point is not that a single Plan must be prepared repetitively, but rather that multiple Plans are required"*.

Very succinctly, the Planning process involving plan - preparation, its legal and final approval and sanction, review and revision. This has been aptly described in the Work Studies accompanying Delhi's first Master Plan : 1981-82:

"Planning, thus, does not signify a single stage of activity, the preparation of Plans. It also signifies sanctioning, and also again implementation. Planning is a continuous process. This is not merely to say that Plan -preparation is a repetitive task, which indeed it is. Nor is it to say that Plan -sanctioning and implementation are repetitive, which they are too. It is rather to reveal that Planning is a continuum, a seamless process of preparation, sanctioning and implementation". (from work studies, Master Plan for Delhi : 1962-81, p.427)

An overview of the implementation of the NCR Plan-2001 since it became legally binding reveals, one inescapable conclusion: that Planned development has not taken place in a proper systematic manner. The reasons for the inadequacy of timely implementation are many, and complex. But an important responsibility of the NCRPB- not fully acknowledged, is that plan - preparation is not the only function of the Board; rather its most important role is that of securing overall coordination of the development effort in its myriad manifestations among the constituent states forming the NCR. Universal impression is that the NCR-PB Act lacks teeth in the act besides the

unwillingness on the part of all actors to be disciplined. The NCR-PB should have been engaged to collate the multifarious activities and Plans of other development departments and agencies and to keep itself informed that developments take place within the envisaged framework furnished by the NCR Plan 2001 throughout the metropolitan region. That developments take place according to priorities and sequence agreed upon by the Board, the various authorities, central, state and statutory bodies/agencies must be made to play their assigned tasks, acknowledging the coordinating role of the Board. The NCR-PB has to have a effective statutory control over all the participants concerned with the development of the region. In this process, the role of the NCR Planning & Monitoring Cells created in each state becomes relevant in securing coordinating function of the NCRPB. Unfortunately, there is not much evidence to support the contention and this fact, been pointed out in this Report by several groups formed for reviewing the NCR Plan 2001; they have commented upon the management problems encountered insofar as Plan -implementation is concerned.

The lack of effective coordination has been seriously undermined by the peculiar attitude and mind-set of the various concerned authorities in states forming the NCR. Having accepted the idea and the concept of planned development of the metro- region around the National Capital, in effect the real usefulness of the NCR Plan has not been able to make significant impact because those who should be seriously concerned about the un- restrained growth of the nation's capital and its fringe areas, have in practice demonstrated a lackadaisical attitude bordering on indifference to the entire planning effort. By no means this is confined to one or two states, indeed all the constituent states and the various authorities forming the NCR are guilty of undermining the key stipulations of the Plan in spite of the requisite legal sanctity.

In fact, in Delhi itself, the government of the National Capital has been working at cross purposes insofar as planning objectives are concerned and often in dramatically opposite direction to what has been the object and purpose both of the Master Plan for Delhi (MPD-2001) as, also, against the agreed stipulations of the NCR Plan -2001. As a result, Delhi's predicaments have multiplied and the situation has become more and more untenable. Likewise, examples have been cited from Haryana and U.P., wherein they have gone for developments contrary to the directions outside the NCR Plan-2001;

in the process seriously jeopardising the entire objective of Planned development and creating unanticipated problems in the metro-region; the result is quite obvious in not being able to restrain the exodus of people towards Delhi.

3.2 SALIENT POINTS MADE : FROM REPORTS OF THE SUB-GROUPS FOR REVIEW

1) NCR Policy Zones, Demographic Profile and Settlement Pattern

The situation obtaining in Delhi is that population has continued to grow at pace faster than anticipated rate. Simultaneously, also the population of the NCR has shown an accelerated rate. All the trends indicate that there has been no let-up in the tendency of population to concentrate in Delhi; moreover this phenomenon is likely to continue upto the year 2001 and probably beyond. The most disturbing aspect of population growth trends in the NCR is that there appears to be a direct relationship between the growth rate of NCR's population and the tendency of population to concentrate in Delhi. This has a significant policy implication for the future development of NCR, since based on the relationship as observed above, it can be inferred that any induced population growth anywhere in the NCR could also lead to accelerated growth rate of population in Delhi as well. This paradox has to be resolved otherwise the entire *raison d'être* of NCR development could be defeated.

The critical area of concern in this sector have been observed as follows:

a: Inadequate definition of policy zones:

Boundaries of policy zones are not adequately defined in NCR Plan - 2001; certain distance should be taken as basis for definition of policy zones. For example, Noida is part of DMA while Greater Noida, which is developing contiguous to it is outside DMA as per NCR PLAN-2001.

b: Marked tendency of industrial and economic activities to locate in close vicinity of Delhi and along highways has been observed. For example, National Highway to Jaipur as a result has become a mere arterial road in Rajasthan segment because of many industrial estates coming up along the highway with funding provided from NCR Planning Board itself, a

manifestation of certain momentum which originally NCR Plan 2001 failed to acknowledge.

c: There is a need for review of definition of priority towns and names of priority towns as mentioned in NCR Plan 2001 because several of the proposed priority towns have been non-starter's and decentralisation of activities to these town is not taking place.

d: It has been observed that quite often the quality of urban development (urban facilities and services) experienced by the new migrants in adjacent areas of the metropolis such as, Faridabad, Gurgaon, Sonapat, Bhiwadi etc. results in subsequent secondary migration to the central city itself. In the adjacent towns where developments have taken place, 80% of these migrants are potential migrants actually coming to Delhi. As a result Delhi metropolis continues to grow unabated without any let or hindrance.

e: A review of settlement pattern of the NCR in the light of the demographic trends during 1971-81 and 1981-91 has led the sub-group to several observations which are presented below: —

i: Most of the priority towns did not grow at the desired rate as envisaged in the NCR Plan 2001; apparently, the;

ii.: Population assignment for priority towns for the year 2001 are generally on the higher side and difficult to achieve;

iii: Population wise, DMA towns (Gurgaon, Ghaziabad, Noida) have been growing at faster rate than those suggested in the NCR Plan 2001;

iv: Settlements located close to Delhi in the first ring (immediately outside the boundry of the NCTD) are growing at a faster rate. This belt now appears to be ripe for absorbing much larger population than what was earlier assigned in the NCR Plan 2001. There is a need for redelineating the DMA boundaries so that the entire belt outside the NCTD boundry, which has become conducive for development can be included in the DMA;

- v: Settlements along the major transport corridors and having manufacturing as the main economic activity are also growing at fast pace;
- vi: Settlement in certain pockets in the NCR are experiencing particularly low growth when compared to the settlements in the rest of the region; such towns include Bahadurgah, Rewari, Sonapat as also Hapur and Bulandshahr-Khurja,
- vii: Whereas in Uttar Pradesh, attempts has been made to Plan integrated townships along with the industrial development areas, no such effort has been forthcoming in Rajasthan where isolated industrial areas have been developed but workers are forced to commute long distances from urban settlements from various parts of the NCR or alternatively crowd into the neighbouring villages.

2) Economic Profile and Fiscal Resources

In terms of economic structure Delhi remains the largest centre within the NCR - with manufacturing, trading/commercial activities making for a high concentration of employment. The dispersal or shifting of economic activities including the government and public sector offices which were as a matter policy, meant to be located in other towns of NCR and beyond has unfortunately not materialised in any meaningful way. On the other hand, new developments further enhancing the economic activities have come up on large scale in Delhi itself. Example: the relocation of 40,000 non confirming industrial units identified under Supreme Court orders were initially proposed to be located outside Delhi. However, subsequently upon representation by PHD chamber of Commerce and Delhi government the Supreme Court finally acquiesced that a great many of the non-confirming manufacturing units could remain in Delhi but outside its present urban limits (near Bawana). This is bound to further accentuate congestion within Delhi in process frustrating the original directions of the Supreme Court for relocation of these factories outside Delhi.

Another critical problem confronting the existing structure of taxes and tariffs relates to lack of uniformity among the NCR states. This causes a mere diversion of trade and manufacturing activities from one state to another without any tangible benefit to Delhi. There is reasonable amount of uniformity in tax

and tariff rates among the participating states of the NCR, however as the effective tax rates and tariff is substantially lower in Delhi than in the neighbouring states the purpose is defeated. This has greatly influenced the decision making regarding location of industry and trade within NCT Delhi defeating the objectives of NCR Plan' 2001. In addition the investment requirements for NCR and the actual budgetary allocation have a wide gap prevailing from 8th to 9th Five Year Plan .

3) Regional Landuse, Environment & Eco-Development and Rural Development

Deliberating various development aspects, the following critical issues have been identified for serious consideration of the concerned authorities:

a: Large scale conversion of agriculture land to non-agriculture use

Large scale conversion of rich agricultural land into non- agricultural use has been observed in all participating States of NCR. In Ghaziabad district of U.P. alone 6,050 ha. were converted during 1984-93. Likewise, 1039 ha. in Haryana, 726 ha. in Rajasthan besides 800 hectare in Delhi have been converted. This is bound to have serious implications for overall settlement pattern as originally envisaged in the plan. Not only that, in Delhi and Rajasthan additional about 3000 ha. each is currently being proposed for similar conversion further accentuating the problem, as it would undermine the desired settlement pattern. It would have extremely deliterious consequences because very little agricultural land would remain in Delhi.

b: Unauthorised conversion of rural land along transport corridors.

Similar conversion of good farmland for urban uses along the major corridors have also been observed. These unabated conversion of rural land to urban industrial uses all along the major highways in DUA and particularly close to designated urban centres, has had serious implications on NCR Plan policies and proposals for overall Planned development.

Absence of effective guidelines for conservation of good agricultural land and the lack of effective controlling mechanism, (legal and institutional) in constituent states, both at the sub-regional and local levels, has led to such wanton conversion of good fertile land into urban use regardless of the NCR Plan. In some States particular land use change is permissible and could be enforced within controlled areas. However, no Planning control is available outside the controlled areas. Which makes it extremely difficult to maintain green belt reservations along the major corridors adjacent to National Highways. Under the circumstances highway zoning should be restored on Highways otherwise they would be reduced to ordinary streets and roads.

c: Absence of area Planning approach

The NCR Plan proposed a settlement hierarchy for rural settlements, besides a broad zonation policy. However, there is no tie-up between settlement development strategy and area development strategy at the Regional and Sub-Regional levels. This needs to be reconciled and operationalised within the framework of a District Planning mechanism following the 73rd and 74th Constitutional amendments.

d: Non-involvement of panchayati institutions in development process.

Plans and proposals for land and infrastructure development and others in the rural sector covered under DRDA, can effectively be implemented at local level, through the active involvement of Village and Block Panchayats. So also these Panchayats, when empowered could effectively exercise control on rural land conversion activities, thereby helping in rural land conservation through good management.

e: Need for diversification of rural economy

Delhi's metropolitan region, with a very strong metro-core, the rural areas and settlements are under acute pressure of socio-economic and physical changes. However, this needs guidance through long-term policy Plans and short term (5-10) years Action Plans. Area and Settlement

development strategy at Sub-regional and zonal level must be supported by appropriate zoning policy and should reflect guidelines for economic diversification.

f: Mechanism for maintenance of green reservations.

Even though the NCR Plan has stipulated extensive Green Belts and Buffer Zone along the highways and around major urban complexes and some sensitive areas, it is found that such zones are becoming vulnerable to encroachments and conversion of land use. While such zones continue to be under private ownership, their proper maintenance can be possible only if these are to be treated as agro-forestry belts to become economically remunerative and would have potential to increase revenues for local Panchayats.

g: Zonation of urbanisable areas.

The NCR Plan had indicated the direction and extent of urban expansion for priority and DMA towns. However, in several cases, the direction of growth and configuration has not adhered to the Zonation of the Plan. Moreover, while many of the priority towns have not grown to the desired level, un-intended growth and ad hoc expansion in proximate rural settlements, has led to changed configurations and changed direction for future agglomerations. When projecting a scenario for the future in terms of population and urban land requirements, it may be necessary to rationalise the existing zonation.

The concluding observation is that a form of Corridor development is emerging along the major highways converging on Delhi giving peculiar spatial pattern to the NCR. Though the settlement pattern has a perceptible *Polynodal/polycentric* form, unfortunately however, there is lack of optimisation of the benefits that could accrue from investments in land and infrastructure development.

4) Physical Infrastructure

The critical area of concern in this sector are as follows:

a: Power

Energy is indispensable for any urban development. The inadequate availability of electric power is one of the major constraints in the process of planned development and growth of economic activities in the National capital Region. The power supply adequacy within the NCR states at the end of the 8th Plan (1996-97) i.e. the population not covered is 31.1% in Delhi, 37.7% in U.P., 49.6% in Rajasthan and 50% in Haryana.

b: Telecommunications

A wide gap in availability of telecom services remain between towns of NCR and the Delhi metropolis. There are long waiting lists for obtaining telephone connection and the goal of providing telephones on demand in the entire region is yet to be fulfilled. Within NCR, the proposal for uniform local call system does not exist. Very recently some progress has been made but confined to the adjacent DMA towns that have the local call facility. These are Faridabad, Gurgaon, Bahadurgarh, Sonapat, Noida and Ghaziabad.

However, during the past ten years or so, large scale developmental and technological changes have taken place particularly in the telecommunication field and due to rise of standards of living of the people awareness of its importance and personal conveniences, demand for telephones has been generated in smaller towns and villages in the vicinity of DMA, priority or counter magnet cities.

Most of the outdated and life expired non-electronic exchanges have been replaced by electronic exchanges as per 8th Plan targets. In 1994 National Telecom Policy has been framed by Deptt. of Telecom with sole aim of providing world level quality telecom facilities upto village level by encouraging private investment and association of private sector in

big way to bridge the resource gap and to supplement the departmental efforts. If and when implemented the entire NCR area outside Delhi is likely to develop faster in absorbing economic activities attracting potential migrants from the metropolis.

c: Water Supply

In NCR the water resources are found to be totally inadequate to meet the demand of even the domestic sector, only limited availability of piped water supply is an evidence despite substantial town growth. During the summers water scarcity worsens in the entire region that does not exclude Delhi. The water demand in Delhi is 770 mgd while the total supply is barely 600 mgd. The consumers have been forced to resort to alternative sources either individually or on community basis through borewells/tubewells (ground water) which has resulted in unsustainable exploitation of ground water aquifers. Water table which was high (barely 3 or 4 meters) in Delhi has gone down to more than 20 to 50 metres in recent years. Quite often the water thus obtained is brackish and unpalatable.

The U.P. sub-region is however an exception because it is comparatively better placed as it has substantial ground water reserves, but the rest of the region lacking in ground water reserves and the quality of water is sub-standard.

d: Sanitation

High incidence of water borne diseases in NCR is indicative of the poor state of sanitation in the region. Partial sewerage system exists in 20 percent towns of NCR, while the rural areas have no access to such facilities. No sewage treatment Plants are available and in last decade no progress has been made in this direction. The rivers (mainly river Yamuna) and various seasonal streams are converted into ganda "Nallahs" which carry untreated sullage polluting downstream areas.

Some newly developed urban areas namely Faridabad, Gurgaon (in Haryana) and NOIDA (in U.P.) have installed sewage treatment Plants provided by development authorities but reportedly not fully functional due to a variety of reasons.

e: Solid Waste Management

Large quantities of solid waste (garbage) is generated daily, out of which very little is collected, while Delhi has comparatively better collection (70% of the waste). All the landfill sites are briming to the full and more vacant landfill sites are not available in Delhi.

Available inputs from state governments indicate that no specific landfill sites have been identified in any sub-regions for disposal of solid wastes.

4) Social Infrastructure

a: Education & Health

The level of education and health facilities in the NCR in terms of accessibility and equitable distribution is far from satisfactory. An analysis of these facilities in the region reveals that the rural areas are ill served and have to depend on the district towns. It is also observed that new educational and medical facilities prefer to locate only within or around Delhi or else in the DMA towns such as Gurgaon, NOIDA, Faridabad, all adjacent to Delhi, and the identified priority towns for attracting development as per the NCR Plan - 2001 are not preferred.

b: Shelter

Shelter in the region is generally inadequate, especially in the priority towns. A review of shelter scenario shows that the priority towns (targeted for accelerated development to absorb additional population) suffer from various forms of housing deficiencies. About 15-20% of the housing stock is dilapidated; either they are *kutcha* units made of non durable materials; over crowding and congestion is common, or without access to drinking water, toilet and lighting facilities etc. It is estimated

that priority towns in the NCR would need the supply of about 6.25 lakh dwelling units by 2001 (0.50 lakhs for removing the current shortage, 1.75 lakhs to cater to the normal population increase and 4.00 lakhs for absorbing the additional population proposed to be deflected to these towns.

The Public sector agencies like the Housing Boards, Development Authorities etc. have not been able to deliver the requisite number of housing units and, therefore, the housing problem is accentuating. Slums and squatter settlements are increasing.

6: Transport

On reivew of the transport sector following areas of critical concern have emerged which are listed as under:

- a: NCR Plan - 2001 has just partially been able to fulfil the targets/goals envisaged for the transportation sector. Various projects for the improvement of transportation infrastructure for example Regional Rapid Transport System (RRTS), Expressways, Bypasses etc. are yet to start.
- b: The National Highways Authority of India (NHAI), although taking up the upgradation work of existing national highway network within the NCR it is quite slow to meet the demands of traffic envisaged in NCR Plan - 2001.
- c: Integrated Mass Rapid Transport System (MRTS), planned to connect the NCR towns to provide better accessibility by saving travel time, though it is extremely essential has not been taken up, even though in the NCR area it may be primarily on surface, meaning lesser construction cost;
- d: As a result, the emerging scenario is that the National Highways have become very congested just like ordinary streets and arterial road;

e: Land acquisition being a state subject and due to lack of co-ordination and institutional mechanism, the private participation in inter-state issues like building expressways could not be focussed;

f: Infact, the various proposals of survey and studies in NCR Plan - 2001 and Functional Plan on Transport for NCR which is the preliminary necessity in several cases has not yet started or are yet in planning stage;

7) Management Structure

Deliberating various aspects of the existing management structure proposed in NCR Plan 2001 vis-a-vis its efficacy in the present day context the sub-group has identified the critical areas of concern as under –

a: The burgeoning megapolis is still attracting migrants from other parts of the country at alarming rate (around 3.5 lakhs per year). All planning effort in Delhi has failed to attend to the comprehensive needs of this vast influx of people resulting in disasterous degradation in the quality of life in the national capital. In short, the NCR Plan 2001 has not been able to attain its target to decongest Delhi; infact, nobody is in mood to move out of Delhi insofar as public and semi-public offices and institutes are concerned. Even for private entrepreneur Delhi has become a Bed-room for cities like Faridabad, Ghaziabad etc. The law and order situation in Noida and Ghaziabad is so poor, they are obliging top executives to reside in Delhi.

b: The NCR-PB Act falls short of measuring upto the rapid growth in several fault lines in NCT-Delhi and surrounding region. The existing urban management structure is grossly inadequate to meet the new situation. Lack of synchronisation of political will, fiscal policy, economic policy and developmental thrust between the government of India, the Dilli Sarkar and other participants of the NCR have brought about a situation of impasse.

- c: The implementation of the development programmes recommended in the NCR Plan - 2001 are the responsibility of the concerned Union Ministries and the State governments, and their allied agencies. While the respective states and Delhi government have their own priorities in conceiving and implementing industrial and other developmental activities, they are not particularly concerned about the proper development of National Capital or its metro-region. In most cases, their Plans do not synchronize with or conform with the expressed objectives spelled out in the NCR Plan, therefore, a host of contradictions has now become apparent;
- d: The Sub-regional Development Authority recommended in the NCR Plan, which were supposed to take care of the development of the entire sub-region, including the rural areas were not set up by the participating states of the NCR;
- e: In the participating states there is no provision in any law for synchronisation of urban and rural development activities, while the overall developmental thrust incorporated in the NCR-PB Act'85 calls for integrated spatial development closely related to the problems of the National Capital and its metro-region. Therefore, growing disparities continue in the thrust areas between urban and rural segments. While a distinct urban bias can be discerned, the rural areas are nonetheless getting neglected causing distress migration to the urban areas. This defeats the general purpose of the NCRPB Act and is evident of the weaknesses of the management structure which was proposed by the NCR Plan - 2001;
- f: The Central Govt. ministries like Railways, Communications, Surface Transport, Energy and Environment formulate their own Plans and budgets under Five Year Plans as well as specific Plans. These Ministries are not willing to apportion specific amounts from their budget for synchronised development activities in NCR.

3.3 IMPLEMENTATION PROCESS

Furnishing a spatial frame work of development for the national capital region, the NCR Plan-2001 also provides development policies and Planning parameters that includes almost all the principal facets of settlement areas (rural and urban) like population distribution, economic activities, shelter policies, transportation and telecommunication network, etc. The NCR Plan-2001 conceived implementation of the Plan through various ministries/departments, other agencies, organisations and development authorities operative at state and inter-state level such as HUDA, HSIDC, RIICO and local municipal bodies.

The preparation of respective Sub-Regional Plans were assigned to the participating states for which Planning and Monitoring Cells (P&MC) were subsequently established.

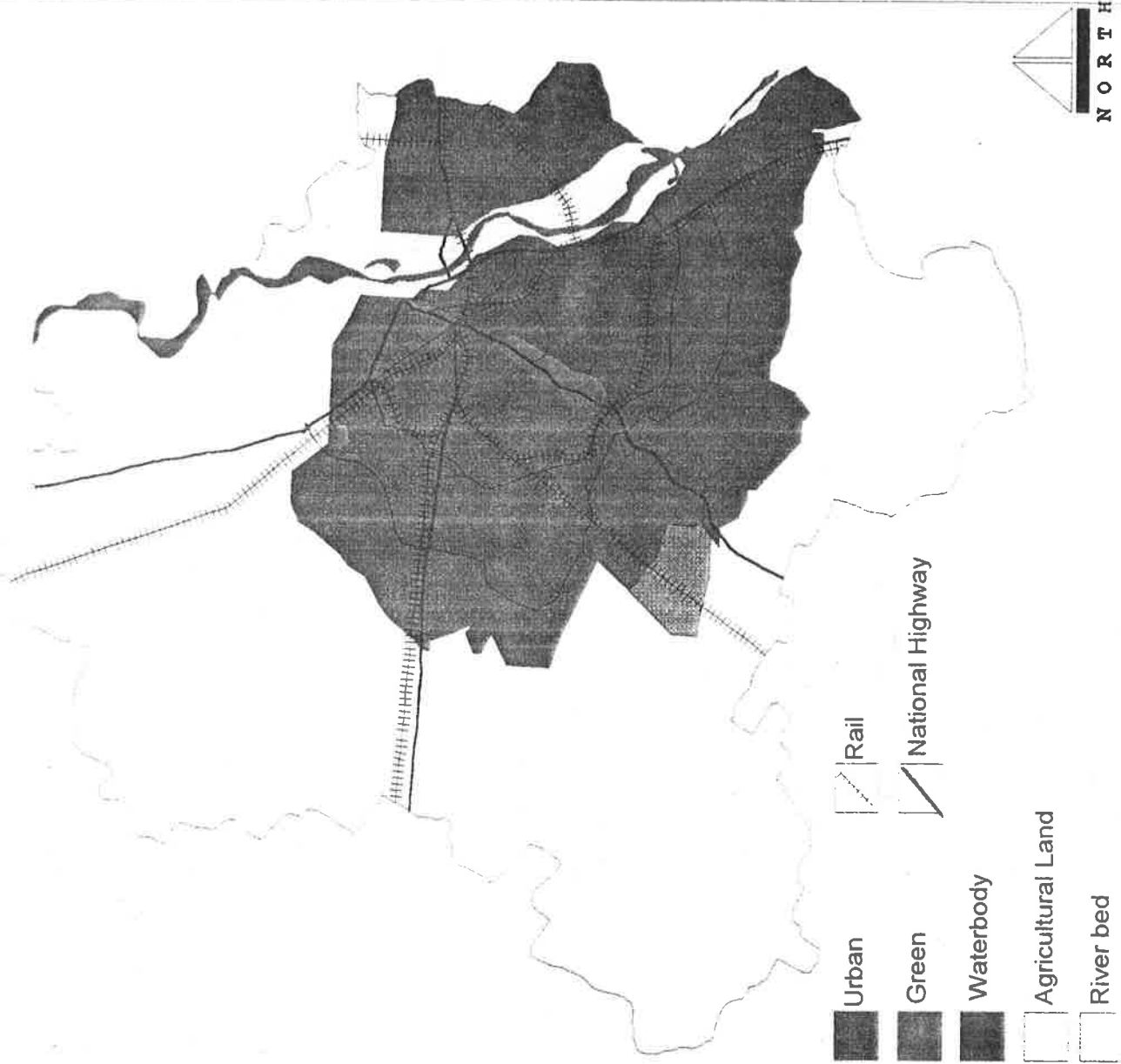
Apart from the Sub-Regional Plans to be drawn within the frame work of the overall NCR Plan, other Plans namely Functional Plans, Action Plans, Project Plans were to be formulated with the assistance and expertise available at the Planning office of the NCR Planning Board. To ensure coordination of this effort and development, high-level Steering Committees were formed in the concerned states with respective Chief Secretaries as chairpersons. However, in practice, they met rather sporadically. A review of the coordination, however, leads to the conclusion that Chief Secretaries being at the helm of the administrative hierarchy did not find adequate time, interest or aptitude to take up the work of the NCR with the seriousness required. The meetings, as and when held, were few and far between; in the meantime large variety of developments were allowed to take place regardless of the stipulations of the approved NCR Plan -2001.

3.3.1 NCR Planning & Monitoring Cells (P&MCs)

So as to assist coordination and timely implementation, the NCR Planning Board created four Planning & Monitoring Cells (P&MCs) in Delhi and three constituent states. The P&MCs were placed directly under the respective state town Planning departments. The tasks of the P&MCs in the first instance, involved the preparation of respective Sub-Regional Plans, reviewing and updating Master Plans for various towns and cities falling in the respective Sub-

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regions and, generally, to ensure that various implementing agencies and organisations work within the stipulated parameters of the NCR Plan.

In practice, however, the P&MCs could not assert, for several development schemes were taken up outside the frame of the Plan without any reference to them. In the preparation of project Plans and, subsequently, in supervising and monitoring the effectuation of the various Plans, an important role assigned to the P&MCs was to furnish feedback to the NCR Planning Board in matters relating to the Plan implementation and to keep the Board informed of developments taking place in respective jurisdictions. The Planning & Monitoring Cells were also to help in coordinating with various sectoral programmes and to keep them in line with the envisaged policies as furnished by the NCR Plan and/or Sub-Regional Plans/Functional Plans. Thus, the P&MCs were to emerge as an important tool for effectuating coordination between various departments and in keeping NCR Planning Board informed of all major development activities taken up by the concerned authorities in the metro-region.

The P&MCs are small team of professionals headed by a Coordinator Planner. The establishments of the P&MCs in the participating states were approved in 1987 with financial grant-in-aid provided by the Board. Initially, the Board covered 50% of expenditure on pay, allowances and establishment in the 7th Five Year Plan period. However, this financial assistance became 100 percent during 8th Plan period including a one-time non-recurring expenditure for establishment (purchase of vehicles, computers and other office equipment). In the 9th Plan period, the Board approved the continuation of the P&MCs within existing limit of Rs. 2.25 lakhs per annum for attendant office expenditure.

The P&MCs were created in January, 1988 in Meerut, in January, 1988 in Haryana initially at Gurgaon but, currently functioning from Chandigarh. A P&MC was also created in Rajasthan in December, 1988. In case of the National Territory of Delhi, two Planning Cells were created, one within the DDA (staff strength 6) and the other within the Delhi Government. The Planning &

Monitoring Cell in DDA started functioning from 1992 but was shut-down in 1994. While the P&MC within Delhi government became functional only from 1997 and is still operational. The current strength of the Planning & Monitoring Cells of U.P. and Haryana is 30 persons in each state, while Rajasthan has 21 persons while the Delhi Cell has only five persons. As of now, the U.P. P&MC is functioning in Ghaziabad; Haryana from Chandigarh and Rajasthan from Jaipur and Alwar.

Since their inception the amount of money given to all the P&MCs as grant-in-aid upto March 1997 comes to Rs. 280.45 lakhs. The statewise breakdown has been –

Table 4 : Funds reimbursed by NCR Planning Board to various P & MC's (1988 to 1997)

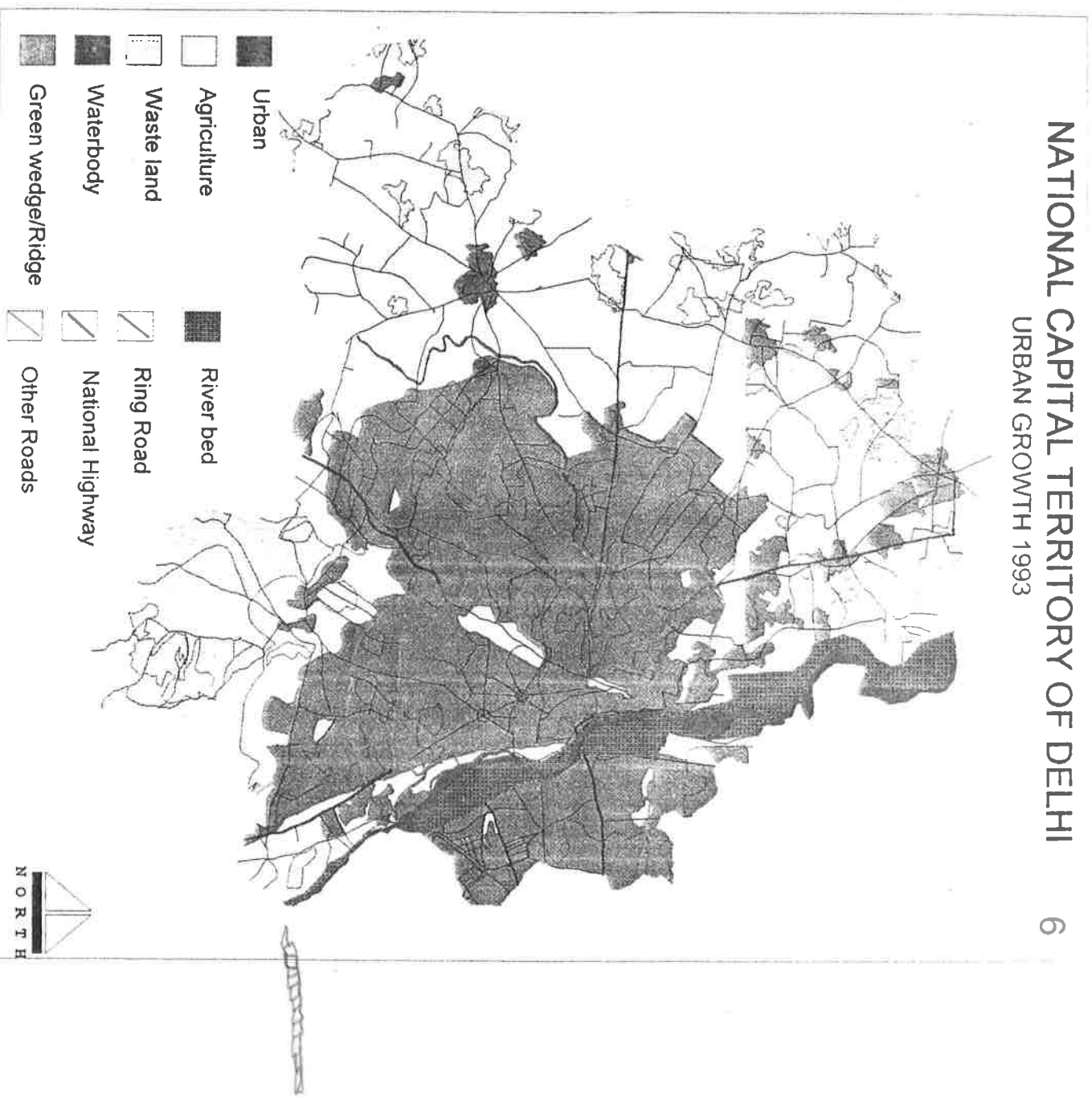
Name of the State	Grant in aid (Rs. in lakhs)
Haryana	90.39
U.P.	90.62
Rajasthan	90.26
Delhi	9.18
NCR	280.45

Source : NCR-PB 1999

In conclusion, it may be said that despite existence of the P&MCs, almost all State governments went ahead in prosecuting their own development schemes in their Sub-region often well outside and, in some cases contrary to the long term interests of Planned development thus jeopardising the enunciated policies and legal provisions of the NCR Plan -2001.

Insofar as financing of the NCR development projects are concerned, the Board did not receive the requisite level of support through Plan funds. During the 7th Five Year Plan period the Board's investment proposal of Rs. 234 crores were cut down to a meagre allocation of Rs. 35 crores. The annual Plans 1990- 91 and 1991-92 which proceeded the VIII Plan also gave only a token budgetary support of Rs. 22.25 crores to the Board.

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During the Eighth Five Year Plan , against the demand of Rs. 200 crores, the actual amount received by Board was Rs.135 crores. Incidentally, NCT-Delhi made a token contribution of Rs. 13.75 crores to the Board.

For the Ninth Plan , the Ministry of Urban Affairs & Employment has suggested a budgetary support of Rs.,400 crores against the Rs. 800 crores sought by the Board.

3.4 REPERCUSSIONS OF UN-ANTICIPATED (*Ad-hoc*) DEVELOPMENT

Outside the planning envisaged under MPD-2001 & NCR Plan 2001.

While reviewing the NCR Plan and its procedures it become evident that, despite the fact that the NCR Plan'2001, like the Master Plan for Delhi-2001 (MPD'2001) had been formulated as perspective plans under the legal backing of the plan - enabling legislation, (the DDAct 1957 and the NCR-PB Act 1985), nevertheless, their implementation has been *sans* carefully drawn time bound programmes for implementation. Nor any priorities were fixed after referencing with the participating States. In brief, whatever implementation has been taken up, it has been sporadic, half-hearted and without conviction or any commitment to undertake projects in time. After all, ***no Plan, however carefully prepared is capable of implementing itself.*** Unless certain concomitant steps are initiated and seriously pursued in a pre-determined time and sequence, things would remain on paper un-effectuated, or else growth and development would proceed regardless of plan, in the process creating unexpectedly and serious ramifications..

It can be stated without fear of contradiction that those at the helm and responsible for plan-implementation, both in Delhi - (DDA and *Dilli Sarkar*) and the NCR area did not have the requisite background, professional competence or sound understanding about the complexities of the National Capital and its metro- region. Infact, they took the planning exercise as yet another routine work, not an assignment that requires application of mind and persistent effort on a continous basis.

The most significant phase of planned development was left to tender mercies of band of neophytes with little or no interest or understanding of the planning process. Not only they did not have any professional competence, they seem not to have made any effort to familiarize themselves to understanding the basic assumptions and underpinings of the planning process and in its pertinence to Delhi and its metropolitan region. Despite more than 40 years of undertaking successive exercise in planned development, the effectuation of the Plan reveals a remarkable lack of aptitude and commitment on the one hand, and, the social-political compulsions of and un-called for interventions in an ever expanding metropolis.

To be meaningful in guiding spatial development, a perspective plan demands translation into carefully formulated time-bound programmes which process calls for enlisting the felt-needs and participation of concerned communities and organisations in the metropolitan region that include many municipalities, Zila Panshads, village, panchayats besides local Tehsil and District administration, as also of the non-governmental organisations, public and private institutions engaged in the region. Records indicate that such exercises were never taken up and, therefore, for most people and concerned authorities and agencies, the Plan and its provisions remained, more or less, like a multi-colored abstract painting on a canvas. Neither people nor authorities or local bodies could relate to it. As such appropriate and timely actions were not forthcoming at the right time at the right places. So that the National Capital is now saddled with more than 1,050 unauthorised colonies and jhuggi and jhopri clusters estimated to contain roughly three million people in the main because cities and towns identified beyond Delhi's metropolitan area (DMA) did not develop as envisaged in the Plan.

In this context, it needs to be reiterated that, despite the legal affirmation furnished by plan-enabling legislations (DDA Act 1957 and NCR-PB Act 1985), no systematic programming or priority fixation was undertaken to date. Nor any other available method for translating the long-term goals of the MPD - 2001 or NCR Plan 2001 were taken up. No effort was made to dovetail the two plans. No wonder hardly any Action or Operational Plans were formulated, much less taken up for execution.

Ironically, the constituent states and their planning organisations pursued plans of their own, to often in total disregard to the provisions of the Plans. Investments were made and developments did occur both within Delhi and in its metro- region, but causing serious consequences on the development process of the National Capital Region. Although major responsibility of un-planned development can be cited in Delhi and its prime development agency (DDA), the states forming the NCR, especially Haryana and U.P, had their own share of not faithfully following the NCR Plan - 2001.

And, ironically, the central government and the concerned ministry of Urban Development as also other concerned ministries and departments took their role vis-a-vis development of the metro-region around the nations capital, did not take their roles in the spirit expected of them. The adjoining states of U.P. and Haryana cashed on their being next door to Delhi. While Haryana went ahead developing its first ring of towns e.g. Faridabad-Ballabhgarh and Gurgaon, the U.P. government developed Noida across the river adjacent to the NCT Delhi which did not even have direct access. In the process incurring major commitments in terms of urbanising lands that should not have been urbanised in the first phase because it was not originally stipulated in the NCR Plan - 2001.

The attitude of concerned authorities, especially in Delhi, and their functional responsibility about the perspective plan itself, lacked a complete sense of priorities; they betrayed an astonishing lack of appreciation about the features unique to Delhi and did not bother to save those areas or places from imprudent developments. Notwithstanding their implicit commitments, both Delhi government and DDA never took the NCR plan seriously. Or perhaps, they did not adequately understood its concept or far-reaching implications in terms of saving the national capital from the myriad traumas it is now facing.

An overview of the developments that have taken place in and around the National Capital would indicate that major violations of the Plan can be traced to the concerned governments (local, state and central) as, also, to various decision-making agencies and institutions operating in Delhi and its metro-region. Records would indicate that all major violations that have taken place during and since the national emergency (circa

1975-77) ushered in a peculiar style that has subsequently continued in schemes being taken up that were clearly outside the Plans, and, quite often, against the clear stipulations of the respective Plans.

To cite a few examples: during emergency 1975-77, more than half-a-million people were physically shifted and relocated around the urban periphery of Delhi, more specifically in plots of no more than 25 sq.yards (21 meters) back to back without any ventilation in areas like Khichripur, Jahangirpuri, Patparganj area, east of Yamuna at sites 3 meters (10 ft.) below the HFL (Highest Flood Level) of the River. That area was not meant for urbanisation as indicated in Delhi's first Master Plan: 1962-81 to be kept "open" to act as a natural flood basin meant only to be afforested and kept as an open green. The emergency years (1975-77) also led to the subsequent development of Noida which, in planning sense and long term implications, was an imprudent policy that resulted in radical distortions to the entire concept of metropolitan-regional planning. The development of NOIDA had a far reaching repercussions on entire metro-region. As of now, Noida's population is probably not less than 3,00,000 and the investments that have been made (private, public including business and industries) in the past twenty years are of the tune of several thousand crores. Ironically, the development of NOIDA has not helped Delhi at all; indeed it has created a host of unanticipated problems of urban management, traffic congestion besides law and order. Like most area east of river Yamuna, NOIDA too has been built on a layer of 30-45 meters (100 to 140 feet) of alluvial sand a soil that is really not very suitable for city building, particularly when the entire Delhi region is prone to earthquakes.

But, insofar as the national capital, Delhi is concerned, following the emergency came the Asian Games (Asiad'82) during which period massive capital investments were made in a short span (3 years) in the National Capital further accelerated unanticipated influx of migrants in the form of labour, skilled and unskilled people. One estimate has it that within two years (1981-83) Delhi's population increased by more than one million! Though the Asiad'82 lasted for not more than two weeks, it left its far-reaching impacts on the entire scheme for the planned development of Delhi and its metro-region. Incidentally, not a single olympic facility was created in any of the NCR towns. And, despite all the new sport facilities created in urban Delhi (and they are on an

average used for no more than two or three weeks in a calendar year), the metropolis continue to reel under problems of perpetual traffic congestion, alarming shortage of basic urban amenities and services.

Other examples are to be cited which left extremely serious distortions in the pattern of planned development: Avantika developed by DDA during 1978-79 later enlarged into Rohini north west of Delhi. It was located in the prime agricultural land irrigated by Western Yamuna Canal. While the initial phase saw land acquisition and development for 3,500 hectares (8700 acres), the following phases involved an addition of 4,300 ha (10,760 acres) to accommodate 1.07 million population.

As if Rohini was not enough, during the 1985, the proposal to develop yet another city of one-million plus within the Delhi metropolis was taken up: originally called Papankalan, it was later renamed Dwarka involving in area 5,648 ha (13,120 acres). Both the proposals were opposed by knowledgeable professionals, as "disasters in making", nonetheless these were incorporated in the Delhi Plan despite serious reservations and objections of Delhi Urban Art Commission and the fact that both Rohini and Dwarka were completely outside the proposed urbanisable limits indicated in the Master Plan. Inevitably all these imprudent developments had a negative effect as it inhibited the developments of the metro-region (NCR), creating irrevocable ramifications. While Rohini usurped the prime farmlands of the national capital territory of Delhi, the Dwarka project has been most inopportune because that location has severe water and drainage problem. Moreover, a substantial part of Dwarka comes directly under the flight-path and "approach zone" of the major run-ways of the Indira Gandhi International Airport at Palam. It is a major flying hazard.

As of January'99, more than 17,000 dwellings built in Dwarka by the DDA ready for occupation are, in fact vacant-un-occupied due to non-availability of water supply and electricity. An equal number of apartments built by private and cooperative societies in Dwarka are also lying un-utilized due to the absence of basic urban services and utilities, not to speak of urban facilities and amenities. The underground water is found to be brackish containing salt compounds (like Arsenic) which are bound to eventually create serious health hazard to the residents.

All these projects undertaken by the DDA and all outside the plan frame inevitably intensified the "attractiveness" of Delhi. But this was not the end: in 1996, a proposal was announced by the DDA to develop additional 5,000 hotel rooms (in 10 or 12 five star delux category), plus an international Convention Centre and a huge Shopping complex proposed to be located in the vicinity of Vasant Vihar/Vasant Kunj, an area "not designated for urbanisation" in the Master Plan for Delhi because, that area happens to be part of the Aravalli Hills; it was meant for conservation so as to maintain the environmental and ecological balance of Delhi.

A rough estimate indicates investments of well over Rs.7000 crores in a short period would be required. All this would inevitably lead to yet another massive influx of people into Delhi, besides creating extremely serious shortages in water supply, and environmental problems. Rather ingeniously water for the complex has to be provided by harvesting sub-soil rain water during the monsoons, by creating a large lake (50 acres); in itself a dubious proposition as the original catchment area and the run off has been seriously mutilated with the coming up of unauthorized farm houses, colonies thus disrupting the natural drainage pattern. Incidentally, the assumption for water usage per person @ 250 liters per head is less than 363 liters per capita per day prescribed by DDA for its own colonies.

The agenda of development well outside the MPD'2001 goes on un-abated: Currently the DDA has a scheme underway for channalising the River Yamuna and reclaiming its riverbed which envisages utilisation of approx. 9100 hA. (22,240 acres); of which approx. 1500 hA. (4,400 acres) is meant for so-called public and semi- public uses. The scheme also stipulates the location of the Dilli State Secretariat, Assembly and the Financial District besides Convention Centres and Auditoria, Polo Ground, Golf Courses, Cricket Pavilions, Playgrounds, Spiritual Centre etc. Already, significant allotments have been made and it is estimated that, if this scheme is carried out, it has the potential to create about one-million jobs in the formal sector alone ! The informal sector could be another 4 to 5 million. So that by year 2021, this project alone could enhance Delhi's population by another 8 to 10 million !

But, apart from the population that could be generated by reclaiming Yamuna riverbed, the channelization of Yamuna into a narrow stream of 550 meters (2100 feet) could seriously affect the basic drainage regime and distorting the ecology and environment of Delhi. Such a scheme, as expert hydrologists and environmentalists have pointed out, is bound to cause irrevocable consequences on the aquifers and the natural flood-basin of a Himalyan monsoon - fed river. It would have extremely serious repercussion both upstream and downstream.

Ironically, many countries (Holland, U.K., U.S.A.) who had earlier effectuated 'channelisation of their rivers' are currently undertaking costly undoing involving several times the original investments. Because the marginal benefits extracted from ill advised "channelisation" has resulted to catastrophic consequences.

It may also be pointed out that in the year 1996, the Supreme Court of India declared a large number of manufacturing units as "non-conforming" and directed the closure of more 168 hazardous units, to be followed by as many as 80,000 units to be relocated in various areas outside Delhi in the metro-region. However, the concerned authorities are reluctant to follow the directions of the Hon'ble Supreme Court. It is understood that, as of January 1999, the Delhi government and the DDA are contemplating to develop some 1,500 ha. (4,500 acres) near village Bawana within the NCT which means loss of further good agricultural farmland besides seriously jeopardizing the development of Delhi's metropolitan region. Insofar as the NCR is concerned, it may be pointed out that with these developments, a large number of industries which had earlier booked plots and paid advances for land in Rajasthan have demanded the refunds to the tune of Rs. 17 crores.

Ironically, the Union Government that has a critical role to play in ensuring proper development of nation's capital and its metro-region, despite their implicit acceptance of the NCR Plan'2001 and commitment for its faithful implementation, have virtually abdicated their legitimate role to give the nation's capital respite by according positive direction to the planned development of the National Capital Region.

As far back as 1986, a large number of government offices and institutions were identified for shifting out of Delhi metropolis, either to other cities in India or to the designated towns in the NCR. Out of 24 public sector undertakings, only 4 have so far been relocated outside Delhi ! Even offices which do not have any operational or functional responsibility for the national capital besides a very large number of public sector undertakings (PSUs) remains ensconced in Delhi. Of these, the more well-known are the headquarters of public sector undertaking (SCOPE), the National Coast Guard Organisation, headquarters of the Northern Railway at Baroda House, the CBI, CRPF, Indo-Tibetan Border Security Force etc. Even organizations such as the State Trading Corporation, the Helicopter Corporation, offices of the Rural Electrification, Cement Corporation, National Textiles Corporation, FCI are all headquartered in the national capital and are loath to move out of Delhi thus adding to its problems.

While the critical shortages of basic urban services and amenities are quite well recognized such as extreme shortage of safe drinking water, inadequate sanitation and increasing traffic congestion, to name only a few, schemes have yet to be formulated to meet the alarming inadequacies and shortages in basic urban services. As of January, 1999, as many as 18 *nullahs* are discharging their untreated effluents and sullage into Yamuna so much so that acting upon a public interest litigation (PIL) the Hon'ble Supreme Court has declared Yamuna River water unfit for human consumption. Yet properly formulated schemes have yet to be taken up. Ironically, on the other hand there are no dearth of resources to take up schemes like the Yamuna River bed reclamation through channelising the River and undertaking projects involving massive capital investment that would only trigger influx of migrants into Delhi.

TABLE 5 : DELHI URBANIZED AREAS/CURRENT & PROPOSED BY DDA

	Area		Population Assignments (in millions)	
	hA.	acres	MPD'2001	NCR Plan'2001
1. Master Plan 1962-81				
- Delhi/81 Urbanizable limits	44,777	1,11,940	8.25	8.25
- Additional Lands/urbanized	4,000	9,890	0.73	0.73
TOTAL/DUA 1981	48,777	1,21,820	8.98	8.98
2. Master Plan 2001 (not indicated on the Land Use Plan)				
a: DUA'81 + urban extension	62,777	1,55,059	11.25	11.00
b: DUA'81 + urban extension	68,777	1,69,879	12.17	
Rural Population			0.63	
			12.81	11.20
3. Current DDA proposals / wholly outside the MPD'2001				
c: New Urban Areas @@	29,671	73,287		
d: Additional Areas **	3,360	8,299		
e: Dwarka (Phase II)	1,996	4,930		
f: Total Area	35,027	86,516	14.80	
now proposed under urban	83,804	2,06,996		

Source : NCR Review of NCR Plan 2001 and DDA Reports, February, 1999.

@ includes Mayur Vihar (Patparganj), Sarita Vihar & Vasant Kunj.
Total Area of the NCT Delhi is 1,48,300 hA; of which DDA would like to urbanize 83,804 hA (2,06,996 acres) plus another 9,700 hA (24,250 acres) from Yamuna Riverbed. About 1,500 hA (3,740 acres) of Riverbed is proposed by DDA for urban activities and uses in name public + semi-public uses.

@@ Includes DWARKA, Areas West of Rohini and areas in between, Dwarka (Pappankalan) and Rohini plus Narela, Najafgarh.

** Area of 3,360 hA (8,400 acres) includes areas proposed for urban development all along national highway No.1 (1,380 hA), No.8 (960 hA) and No.10 (960 hA). Thus practically condoning sumptuous ribbon development on all major highways converging on Delhi.

The review indicates that developments have taken place and investments have been made on a very large scale both in Delhi and in the participating states of the NCR, but, unfortunately, not in accordance with the stipulations either of the Delhi Plan 2001 or NCR Plan-2001. The result is that investments which could have been made in the designated towns and cities identified by the NCR Plan have not taken place, resulting in continuing concentration of economic activities accentuating population pressures in the Nation's Capital.

3.5 CONCLUSIONS AND FINDINGS

While reviewing the NCR Plan-2001, it became clear that the main players involved in the exercise for the planned development of the National Capital Region are: (a) The Central government (b) Delhi government; and (C) the States forming the NCR (U.P., Haryana & Rajasthan) and (d) the private sector.

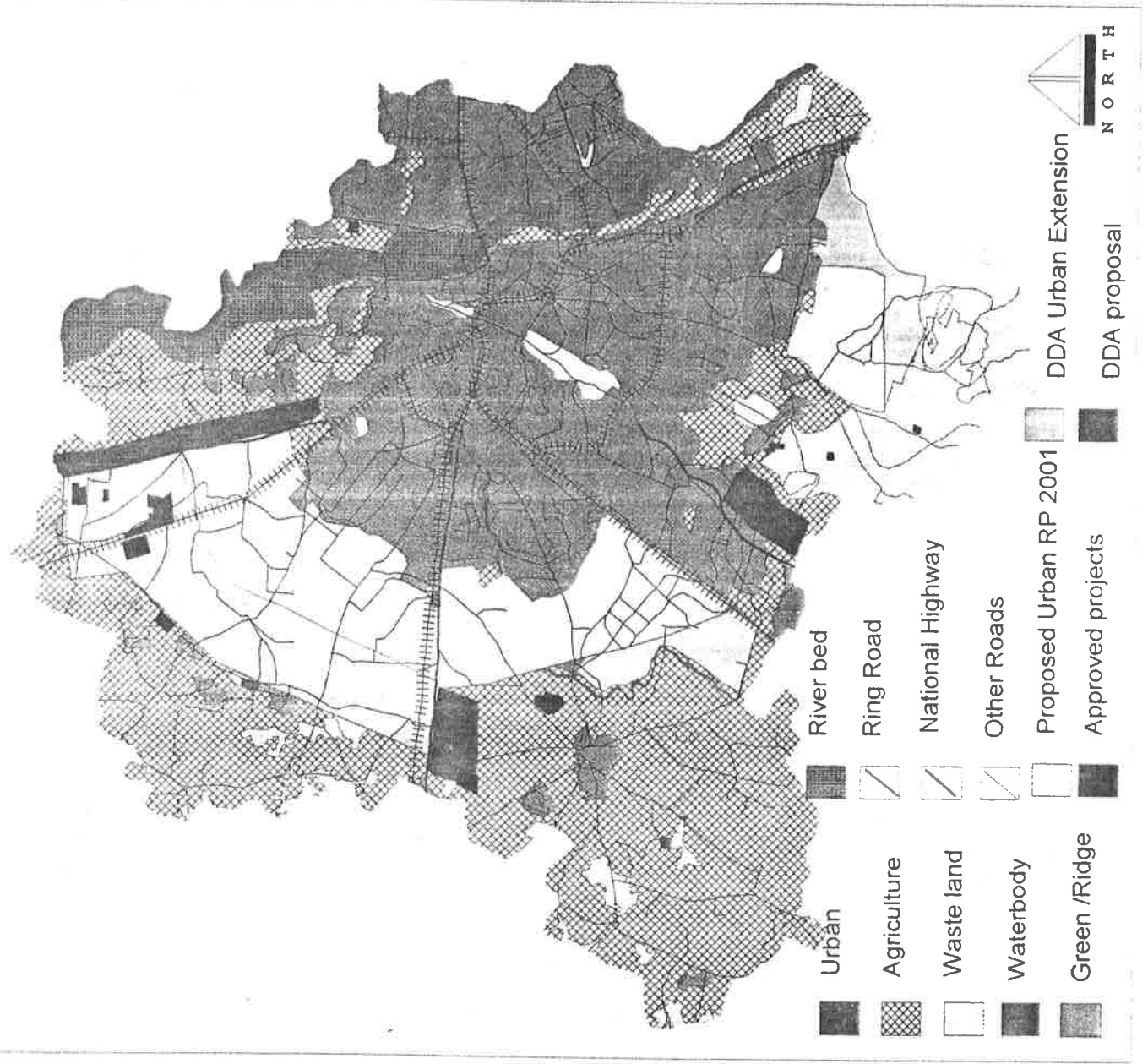
Insofar as the Central government is concerned, certain ministries have direct functional responsibility for Delhi being the National Capital Territory; these are mainly the Ministries of Home Affairs and Urban Affairs & Employment. While the Home Ministry has the direct responsibility for the National Capital and exercises supervisory control over the *Dilli Sarkar* and its various organs particularly the New Delhi Municipal Corporation (NDMC), it is also responsible for the general administration, law and order and allied set of activities not specifically accorded to the government of the NCT.

The second most relevant is the Ministry for Urban Affairs & Employment (MoUA&E) which exercises overall administrative control for the spatial development of Delhi, over all public lands, through its main organ, the DDA and L & DO. It has also under it the functional control of NCR-PB. Moreover, MoUA&E has parliamentary responsibility of other institutions including the Delhi Urban Arts Commission (DUAC), etc. Other ministries which have functional responsibilities are the ministries of Power (Electricity), Surface Transport, besides Railways & Telecommunications. Although the responsibility for energy distribution was formerly with the DESU (now with the DVB) and water- supply with the Delhi Jal Board, both of them have been placed under the

NATIONAL CAPITAL TERRITORY OF DELHI

7

UNANTICIPATED GROWTH



administrative control of the *Delhi Sarkar* which however, attained its legal status of statehood only recently : 1993-94 with the limited powers. Being the capital of India, Delhi is the direct responsibility of the Union government.

Despite four decades of planning the National Capital and its region, it seems that apparently a lot remains to be achieved, particularly in terms of metropolitan regional development. Although there are many reasons for the lack of plan implementation, one thing is apparent: lack of purpose and sense of common agenda, much less an agreed development strategy with time-bound programming. This has yet to be taken up as part of the on-going planning process. No priority fixation has been undertaken on a systematic basis and this in turn could only be fixed by defining the imperatives of the situation at a given time.

Although apparently, there has been no dearth of resources or funds that have been invested in Delhi and its metro-region yet two major criteria for the fixation of priorities have been missing : (a) identifying the imperatives of the situation at a given point of time and, (b) the availability of funds which, in turn, means the mobilisation of resources from various sources. Though, the administrator of the National Capital Territory is the Lt. Governor who also is the ex- officio Chairman of the DDA, in effect the primary function of the DDA, that is planning and coordination, have never been taken up with seriousness of purpose. For its successive managing heads (Vice Chairman) coming from the family of professional administrators, seldom had the requisite background in city planning or particular interest in Delhi, an unique metropolis in the country with its peculiar historical antecedents. A second important shortcoming has been that, while DDA have had full-time Engineer- Member, Finance-Member, it never had a Planning-Member.

It may look strange but the question remains to be asked as to who are all interested in the future of Delhi and the sound development of its metropolitan region (NCR) anyway?

While it is true that a metropolis of well-over 10 million is not composed of a single community and, in any case the majority is made up of migrants that have come to the

city in search of employment, yet it is important to acknowledge the major stake in the future well being for the multi-functional metropolis that is Delhi of today. Delhi has a large number of diverse communities from all over the country with different cultural backgrounds, expectations and aspirations. Unless, therefore, these are appreciated and incorporated, it is virtually, impossible to develop any realistic planning approach. That apart, there are the interests known but quite a few are unknown. Even more difficult is to fathom the attitude of Union government and its concerned ministries; then there is the mind-set and interest of the different state governments comprising the metropolitan region. Sometimes they work in conflict with each other generating uncertainties and discord; together with lack of well conceived programmes and agreed strategy results in loss of direction and credibility. Eventually, Delhi has to bear the resultant consequences.

In a democratic polity quite often the interest and immediate concerns of the various political parties differ besides professionals and local leaders of the various communities have their own interests, attitudes and viewpoints. One also has to take into account the peculiar interest of other well-organised and articulated groups such as chambers of commerce, industrialists, trade unions, NGOs, and, above all, the real estate developers. Often public agencies too are in conflict with each other and they can only be effective to the extent the political leadership wants them to be, without which however carefully made the Plan be, it can hardly be taken seriously. Since no system for fixation of priorities and programming had been taken, whatever the implementation, has been left to the exigencies of time subject to political propensities and not according to the real felt needs of the metropolis and its metro-region.

3.6 ANOMALIES BETWEEN THE NCR PLAN-2001 AND MPD-2001

As it were, it took the government 25 years to enact the plan-enabling legislation providing the legal backing to the NCR Planning. It came into being in 1985. Following the enactment of the NCR-PB Act, 1985 Planning Board was set up and formal planning for NCR commenced. Subsequently, the NCR Regional Plan-2001 was officially approved and notified for enforcement on January 23, 1989. Even though the review of Delhi Master Plan (February, 1973) had suggested formulation of new

perspective plans for Delhi and NCR through year 2001, as it were, it took more than 13 years for the DDA to produce a draft document which they were shy to call a new perspective plan due to generic defects in the Delhi Development Act, 1956. It was ultimately notified only in August, 1990. Under the given circumstances, time left for implementation was barely confined to a decade since its official sanction. Logically, the MPD-2001 should have taken into account the basic premises of the NCR Regional Plan-2001, (which was notified earlier) and dove-tailed, but this was not done ? As such there exists significant differences and anomalies between the two Plans, which in principle should have been complementary to each other based on common assumptions and development strategies.

Starting from population projections and the assumptions made by the two planning organisations, there have been important variances on other aspects too particularly on policy matters. Even though some of the more important difference have been pointed out from time to time, at no stage were these satisfactorily resolved or reconciled. Nor course corrections made or remedial steps taken. Not only that, notwithstanding plan sanction and approval by the concerned authorities, basically, at the central government level, the other participants particularly, the *Dilli Sarkar* as also, the governments of U.P. and Haryana proceeded to develop their sub-areas regardless of the specific stipulations of the plan; sometimes contrary to their own approved sub-regional plans. And, it is distressing to find that despite legally approved Plans both for Delhi and NCR, substantial imprudent developments have been taken up by the official agencies themselves, almost all of which have been outside the Plans. Greater NOIDA example is one of the most glaring one that finally landed through a petition made to Allahabad High Court.

To cite a few examples : While the NCR Plan-2001 assigned population for Delhi at 11.2 million and envisaged planned deflection of 2 million population out of the projected 13.2 million to the areas of the metro-region, the population assigned in the Master Plan for Delhi (MPD-2001) was kept at 12.81 million ? Secondly, while, the NCR Plan' -2001 had recognised the urban extension area to 18,000 hA. (45,000 acres) catering to an additional 2.75 million population within NCT-Delhi, it is to be noted that this was well outside the originally defined urban limits as given in the MPD-

2001 and defined as Delhi Urban Area in 1981. In actual practice, the DDA proposed a further extension between 18,000 to 24,000 hectare (over 60,000 acres) to accommodate as many as 4 million additional people ? This completely disturbed the planning of Delhi's metro-region. The NCR-PB was never consulted for such a significant change and variation. If there is no effective coordination between two important planning organisations which are expected to work in unison with clear understanding, the cooperation and collaboration with other operative departments become all the more problematic.

While the NCR Plan -2001 envisaged the relocation of some manufacturing industries, warehouses and wholesale trade from Delhi into the areas designated for them in the priority towns of the NCR, the DDA, instead of developing a time-bound programme for shifting industries from congested non-conforming areas (it was stipulated both in MPD-1981 and also MPD-2001) to areas outside NCT-Delhi into the metro-region, at the insistence of *Dilli Sarkar*, the DDA was obliged to provide for the development of additional 1,535 hA. (4400 acres) in the so-called "new urban extension areas" within Delhi in 16 locations which, incidentally, were never indicated in the MPD-2001 anyway. This was taken note of by the Supreme Court which issued an order, leading to the acquisition and development of yet another 1,300 acres (587 hA.) for industrial units within NCT-Delhi, for relocating the non-conforming industries. Which industrial units, declared non-confirming were, in first instance, ordered to move out of Delhi.

Although this review is not reviewing the efficacy of the Master Plan for Delhi (MPD-2001), the fact remains that, despite specific policy provision for restrictive growth of industries in Delhi (envisaged both in the Master Plan-1962-81 and in the MPD-2001), in effect the DDA on the urgings of the Delhi Administration have taken diametrically opposite direction in permitting proliferation of manufacturing all over Delhi. This fact was discovered by the Hon'ble Supreme Court of India. And most startling, it was pointed out that, unlike Delhi's first Master Plan 81, the MPD-2001 **did not furnish Land Use Plan for 2001**; which means that no Zoning regulations can be worked out and legally enforced ? A very serious lacuna : For no perspective plan can be considered complete without an accompanying landuse plan. Indeed, Land Use Plan is one of the most important end-product of a perspective planning exercise.

The absence of a legally enforceable landuse plan left room for making changes in the landuse pattern inevitably leading to frequent and un-wanted interventions in the plan. A thing which should have been rarely restored. The Delhi government compelled the DDA to virtually subvert the directions of the Supreme Court, by somehow finding ways and means to keep practically all the non-conforming industrial units to remain within the boundaries of the Delhi, in direct contradiction to the cardinal principle of dispersal and decentralization of the economic activities as envisaged in the Delhi Plan-2001 to the metro-region. This was enunciated and accepted by all the concerned governments both at the Central and State levels. Undoubtedly, this was in total contradiction of the NCR Plan-2001 inevitably intensifying pressures on Delhi besides creating avoidable demands for land, electricity and traffic further aggravating environmental pollution as well.

Even though the first Master Plan for Delhi-1962-81 strictly prohibited the location of any new large industry within Delhi, and these were to be primarily promoted in the metro- region and was categorically provided by the NCR Plan-2001. However, on the insistence of the Delhi industrialists, backed by Dilli Sarkar, the DDA was obliged to earmark as much as 265 hA. (675 acres) of area for extensive industry within the Delhi urban area. As both the Delhi Plan (MPD-2001) as also the NCR Plan-2001 have the legal backing, this cannot but be considered illegal, in turn generating problems of their own. Indeed, certain areas developed in the region and ready to receive declared non-confirming industrial firms from Delhi, eg. Rajasthan had to refund the advances to the tune of Rs. 17 crs. when the industrial units backed out deciding to stay-put in Delhi.

The second most important factor in the economic base of Delhi is the wholesale trade and commerce for which consecutive plans for Delhi have been suggesting their selective deconcentration and decentralisation. Notwithstanding clear recommendations, even certain wholesale trades which are of hazardous and inflammable nature have been provided relocation sites within the narrow confines of NCT-Delhi itself e.g. PVC market at Tikri Kalan - less than one km. from the Delhi border? Which action runs in total contravention to the specific provisions of the MPD-2001 as also NCR Plan-2001; It is really pathetic because only a few years ago a terrible fire burnt the Jwalaheri market.

One of the most important feature of Delhi being the National Capital deals with the location of government offices, and proliferation of headquarters of the public sector undertakings (PSUs) within Delhi. The planned development of Delhi envisaged shifting and relocation of a number of Central government offices and public sector undertakings. In any case, no fresh new government offices and PSUs were to be located in Delhi, particularly those that have no direct operational or functional responsibility in maintaining the National Capital. This policy required compliance and follow-up by the respective ministries of the Union government and the Standing Committee on Public Enterprises (SCOPE). Ironically, exactly the opposite has happened and the track record of the last 40 years of planning indicates only further proliferation of government offices and PSU offices having their corporate offices ensconced in Delhi itself ?

The review has discovered that the various departments and agencies operative in Delhi have adopted a peculiar attitude in terms of ignoring large scale unauthorised developments which has directly led to the proliferation of unauthorised colonies and JJ Clusters which, to date are reported to be over 1,050 in number are said to be accommodating around 3 million population! Though major proliferation of unauthorised colonies and JJ Clusters has taken place on public land in Delhi, they are also present in significant numbers in almost all adjacent towns like Faridabad, Ghaziabad, even NOIDA, etc.

Despite clear provisions and stipulations, the concerned authorities have continued to keep their eyes closed to the large scale additions and alterations of dwelling units turned into commercial space and this has thus encouraged the creation of extensive commercial space almost everywhere on the excuse of mixed landuses as traditional to Indian living style! The inescapable conclusion is that promoting development and creation of such space in Delhi continues to attract the expansion of existing offices and opening of new offices in Delhi on the one hand, and, compelling foreclosing attempts to attain any significant dispersal of economic activities in areas outside NCT-Delhi. In fact, this attitude has led to the enhancement of attractions in Delhi, even when the situation regarding basic urban service and amenities has reached an alarming situation.

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NATIONAL CAPITAL REGION : PROSPECTS

4.1 IMPLICATIONS FOR FUTURE PLANNING

The process of review and revision of a perspective plan, be that for a city or its metropolitan region, is an important stage in any planning exercise. The NCR-PB Act, 1985 (under Article 15) specifically provides for periodic (five year) review of the Plan. Through review and revision a critical pause is available for all concerned, indeed an opportunity to have a second look to enable introspection, a chance to make mid-course corrections and other changes in the original plan because, the growth processes in any metro-region are complex and not always amenable to projections, sequence and timing of development envisaged. Periodic review of the plan also helps to identify any shortfalls in implementation, as also of things that might have been ignored or left out earlier while formulating the plan.

The review also helps to find out the causes of delays and impediments; in the ultimate analysis providing an opportunity to rectify any defects that may be discovered during the implementation. However, while making course corrections and rectifying the defects or shortcomings, care has to be taken that changes should not be made to impair the basic concept, configuration or pattern of development envisaged unless legitimately required; rather the objective should be to remove hurdles in ensuring smooth implementation of the Plan and its myriad provisions. Whatever the changes should not be conditioned to the prevailing political propensities. All changes must be based on the criterion of larger public interest.

It is pertinent to point out that such a review is not an exercise for developing a new perspective plan. Although some changes may become necessary as a result of the review calling for either a brief extension of the original time-frame or introducing new measures that may be required as an additionality to the original plan. However, for any basic change such as radical area expansion should await not a review but a revision which, due to the dynamics of a growing region such as the NCR, should be

taken-up as a part of a new planning exercise extending the perspective by another 10 years or more. While the review is a critical stage in the planning process and it could help refinement of certain planning assumptions or postulates some of which might have been invalidated either due to passage of time, lack of development as envisaged, or unexpected development overtaking earlier stipulations, the review should help delineating new planning parameters appropriate to the process of planned development in the following years. Following this, the Review discusses the validity of the basic premises that has governed the planning exercise for the National Capital Region, its objectives and the implicit goals envisaged in the Plan. In general terms, the Review also points out the scope for a new planning exercise, the kind of field work studies, surveys and the research including the need of technical equipment that may be required.

Insofar, as the planning of the National Capital and its metro-region, the NCR is concerned, it may be said that it is fundamental premise has been based on a strategy to consciously restrain the fast pace of development of the National Capital (Delhi), its metropolitan area (DMA) and its surrounding region within manageable limits. The underlined spatial development strategy could be spelled out as :

- a: *restricted* growth of the Delhi metropolis;
- b: *restrained* but coordinated development of Delhi Metropolitan Area (DMA); and
- c: inducing *accelerated development* by encouraging development of the selected priority towns and cities forming varying rings of affiliation and influence.

It may be that time has come to examine the basic postulates because, unfortunately and, despite planning undertaken during the last 40 years or so, an impression has been created - almost like a myth - that, notwithstanding the acute problems encountered in Delhi, the metropolis would lose not only its pre-eminence but its *raison de 'etre* if some economic activities such as manufacturing industries and certain wholesale trades are shifted out of Delhi and located in its metro-region. It needs to be iterated that this is a false notion, shortsighted and counter-productive. Indeed such a notion, if it persists could lead to disastrous consequences for Delhi.

As the National Capital, Delhi may well be entertaining the notion that is deciding the fate and future of other States of the Union, nonetheless, the fact remain that its own future is not in its own hands! Its future and well-being depends upon what happens or does not happen in its metropolitan region. Indeed, Delhi is utterly dependant for its basic necessities like water, food, energy on areas forming its hinterland. Besides a large variety of goods of common consumption have to be imported from outside. Even the life giving waters of Yamuna cannot be tapped by Delhi without agreement with the concerned states of Himachal Pradesh, Haryana and Uttar Pradesh.

Geographically, the area under the National Capital Territory is very limited confined to 1483 sq.kms. As such, about 6 kms. east of Yamuna is the state of U.P. and about 20 kms. in other directions there is Haryana. In fact, there is absolutely no other metropolitan city in the country that faces Delhi's peculiar predicaments. Cities like Calcutta, Chennai, Mumbai, Ahmedabad, Hyderabad, Bangalore, all have their respective metro-regions within their State limits. The spatial development problems of Delhi could have been comparatively simpler had the national capital territory been larger in area. That not being so makes it all the more imperative to have its natural *umland*, the metro-region carefully planned and effectively implemented so as to subserve the larger interest of the entire region. Which amounts to sharing the growth prospects of Delhi with its metropolitan region.

As it is, Delhi is the National Capital of the Republic, therefore, it needs to be emphasised that the Union government has the prime responsibility for keeping the national metropolis – and not merely New Delhi – manageable. Moreover, the Government of India has a positive formative role in giving Delhi and its metropolitan region purposeful direction. Given the critical situation, the Union government cannot afford to abdicate its inherent responsibility towards the national capital and its metropolitan – region.

Unless the Union government affirms this prime responsibility, the very existence of Delhi could be in serious jeopardy. Delhi's survival has reached a critical point and, unless the federal government plays its legitimate role with a sense of purpose and

determination, the situation could get completely out of hand because almost all the urban systems essential for the existence of the national metropolis have been over-stretched to the limit and there has emerged real possibility of system collapse. Acute water shortage, environmental pollution, traffic congestion, erratic electric supply, deteriorating law and order situation have become permanent features. But they are mere indicators of the urban crisis.

The planned development of its metropolitan region and development should be pursued with firmness according to determined and time-bound sequences. While certain imperatives have been identified in the following paragraphs, it may be said that the key instrument to carry out these policies is the formulation of new perspective plans for Delhi and the National Capital Region through year 2021. Meanwhile, it is imperative that large scale urban developments involving land contemplated for Delhi should be avoided because they would pre-empt whatever options are still available.

4.2 ACTION IMPERATIVES

Taking into cognizance the critical situation encountered by the National Capital where even the basic urban services, utilities and facilities have been grossly over-stretched beyond their limits, the necessity for decentralisation and dispersal of economic activities is an absolute must. In fact, it should start with the central government and its policies particularly in regard to the location of new government offices, its allied institutions and public sector undertakings. Despite this policy having been accepted in principle, the record of the follow-up over previous decades is dismal indicating an abysmal lack, so that not a single central government office of significant employment has been shifted out of National Capital even to towns and cities in the DMA such as Ghaziabad, Faridabad or Gurgaon. Even though in some cities land areas had been kept reserved and, in some cases (Ghaziabad), even office buildings and housing were built, yet nothing worthwhile has been accomplished. Not only no major government office has been shifted from Delhi or New Delhi, fresh new offices have continued to proliferate in Delhi and its adjoining areas.

Following imperative actions are identified as they have relevance to the sound development of Delhi and its metro-region :

→ Piecemeal ad-hoc decisions on location of government offices, its allied institutions and PSUs should be stopped. Any changes / proposals should await formulation of a new perspective plan for Delhi and the NCR through year 2020;

→ No massive investment should be made in Delhi except for filling gaps and meeting acute shortages pertaining to the basic infrastructure (services and utilities) beginning from water supply, electricity and sanitation (solid waste collection and disposal);

A large number of drains (18 in number) are dumping untreated sullage / industrial effluents into River Yamuna. This must stop and an alternative system should be devised and made operational on a priority basis in order to clean the Yamuna river water.

⇒ Though both banks of Yamuna river front should be landscaped and afforested through out its passage in Delhi and the National Capital Region, any scheme to channelise the river into a narrow channel and, or reclaiming its riverbed for urban uses and activities should be strictly forbidden, because such schemes could have extremely serious repercussions. Environmentally and ecologically, the consequences for such reclamation of riverbed for the entire region could be extremely disastrous adversely affecting the aquifer.

It is relevant to note that countries (USA, UK, Netherlands) that had earlier undertaken channelisation of rivers are currently in the process of de-channelisation their streams at a considerably higher cost due to the consequences that have now become apparent;

→ The review has uncovered a large number of projects being contemplated in Delhi almost all of which are outside the stipulations of the MPD 2001 as, also, of the NCR Plan-2001. They involve urbanisation of thousands of acres of prime agricultural land that, in case of Delhi, would inevitably trigger accelerated migration causing swelling of population at a much higher rate than could be managed. Already acute shortage of water, extreme insanitation, and erratic electric supply besides severe environmental pollution are encountered in Delhi.

→ The idea of a Common Economic Zone (CEZ) already fully endorsed by the highest policy level should be pursued in earnest and made operational at the earliest, if necessary in phases, as it would help rationalisation of the tax structure and other relevant factors presently giving Delhi an extra ordinary but unfairly advantageous position; in the process inhibiting accelerated development of designated towns and cities in the metro-region;

⇒ Union government

Having accepted the policy for dispersal of some of its offices out of Delhi; that should draw a time-table to relocate offices that have already been identified; they should be shifted through a time-bound schedule to the designated cities in the NCR; and some even in cities beyond the "daily commuting distance of Delhi" identified to be developed as counter magnet-cities in the context of the NCR;

As a corollary and even more important, from now on, no fresh government offices and public sector undertakings or their (PSU) offices should be located in Delhi. While it would be desirable to have them located close to their functional requirements, some of them could however, be located in the metro-region, some in the counter magnet cities, others in other major cities of the country.

- ⇒ Apart from the central government offices, PSUs, a strong tendency has been lately discerned among the private entrepreneurs, including the MNCs, to hunt for office space location within central areas of Delhi, or in the District Centres. However, with the advent of modern communications, telecom facilities, fax, tele-conferencing facilities, etc. it should be possible to develop office space for them in the towns and cities of NCR.

In Europe and America there are many examples where headquarters of a well-known corporations (IBM, Readers Digest, Microsoft, General Motors, Ford, Boeing, etc.) have been located well-outside the core areas of metropolitan cities. Examples of New York City, Chicago, Los Angeles, San Francisco, besides London and Paris could be cited.

However, this can only be made possible with the creation of adequate infrastructure facilities, decent housing and health care facilities and social infrastructure.

- ⇒ Insofar as wholesale trades are concerned, the MPD-2001 had identified 8 or 10 bulk commodities with the strong storage component (Oil, LPG Depots, Iron & Steel stock yards, Timber, Motor Parts, Building Materials) besides fruit & vegetable in various towns of the DMA & NCR viz. Ghaziabad, Faridabad, Gurgaon, Kundli, etc. To this list certain other wholesale items could also be added like Foodgrains, plastic, textile products and machinery parts.

Ironically, however, on the same page (P.20) of the MPD-2001 while recommending dispersal of wholesale trade, nonetheless, all the same provides an elaborate table indicating the location of some of these vary trades in an area of 630 hA. (1500 acres) plus another 107 hA. (256 acres) within the NCT-Delhi itself? This is an apparent contradiction to their own policy stipulations and creates avoidable confusion; besides gives the impression of not taking the proposal seriously.

Rohtak in the West and Hapur in U.P. in the East have been functioning as "grain mandis" and there is all the more reason to promote development of these cities in collaboration with wholesale traders of Delhi.

- ⇒ The two planning agencies viz. DDA and NCR-PB should be more effective in their assigned tasks and must assume active collaboration with each other and their primary role of planning, coordination and supervisory functions. While, it will be necessary to have a close coordination within these two planning organisations, it is found that a number of amendments and modifications to the respective plan-enabling legislations (DDA Act 1957 and NCRPB Act, 1985) are required, therefore, appropriate amendments must be carefully worked out to ensure effective coordination and supervision of developments throughout Delhi and its metro-region;
- ⇒ Keeping in view of the situation currently obtaining in the National Capital, it would be only appropriate that in effectuating reasonable dispersal of economic activities from the core areas of the metropolis, development of the essential regional

infrastructure in the designated cities and towns should be taken-up on a top priority basis in the form of time-bound programmes for each designated city in the NCR;

- ⇒ To effectuate dispersal of economic activities and promote urban growth in NCR, vital importance of extending the rapid transit lines (MRTS) to the NCR cities is an essential prerequisite. A feasible time-table should be formulated to connect all the towns within the NCR in a phased manner.

4.3 GIST OF RECOMMENDATIONS MADE BY SUB-GROUPS

4.3.1. Redefining the Planning Area for NCR :

As it is, the area included within the NCR had 30,242 sq. kms. is about the largest in the country so far with the exception of the Kanpur metropolitan region, while Bombay metropolitan region is only 4,164 sq.km. and Hyderabad is 12,174 sq.km. The point to be noted, is, the effectiveness of the planning activities and development for the region of this magnitude. As it is, despite the planning for the NCR having been initiated almost since the inception of planning of Delhi during the late fifties, the plan development of the Region has not gone very far. A lot remains to be done. Moreover, the availability of funds, including those from the Union Government is limited. Even though the benefits of the planned development would primarily accrue to the areas of the participating states, so far, none of states has been able to spare any special development funds of their own. On the other hand, the adjoining states (U.P. & Haryana) have been taking advantage of their being adjacent to the National Capital Territory of Delhi. The most prominent being the case of Noida and its expansion in the form of Greater Noida.

Studies have revealed that in the last 20 years, this particular segment of U.P. has received the highest investments in the state of U.P. Compared to Noida, cities like Kanpur, Lucknow, Gorakhpur etc. have hardly got any investments worth the name. Notwithstanding concentration of major investments in Western U.P. other concomitant

urban facilities and amenities to make the area a viable unit of the NCR has not been forthcoming from the state of U.P. As of now, it would therefore be prudent not to go for increasing the area of NCR, rather, the aim of all the participating states should be to earmark investment resources and facilitate the development of respective sub-regions to be comparable in terms of utilities, services and urban amenities, available in Delhi.

4.3.2. Common Economic Zone (CEZ)

About the Common Economic Zone and market, the idea was mooted more than 20 years ago. Although a general agreement has been there, unfortunately not much has been accomplished, with the result that as the federally administered area, Delhi has more advantages the communities within NCR, which could foster the development of wholesale trade, manufacturing and other allied activities. More than a year ago (September, 1997) a special meeting of the NCR was taken up by the then Prime Minister (I.K. Gujral) in which the idea was fully endorsed and instructions were given to all the concerned ministries to make the CEZ operational. However, no concrete action has been forthcoming.

- As part of effectuating CEZ, the sub-committees formed on the fiscal policies for the development of the NCR have suggested rationalisation of the tax structure throughout the NCR, the abolition of octroi duty, introduction of the VAT (Value Added Tax) and have recommended that no tax should be levied on raw material brought into the NCR from the rest of India.
- The fiscal sub-committee has suggested to levy some new taxes like a Pollution Tax on industries and trades which cause pollution of one kind or the other.
- An entry tax for generating congestion for every truck entering in the NCT Delhi.
- Likewise, the rates for electricity, water supply, sewage treatment should also be rationalized as also of the sales tax, particularly on goods of high unit value like cars, jewellery, consumer durables and the like.
- The Committee has also suggested somewhat a higher rate of taxes in Delhi, compared to other towns outside Delhi in the metropolitan area (DMA).

- Shifting and relocation of certain commodities from Delhi to its metropolitan area and the designated towns in the NCR: Commodities identified are Oil and Gas Depots, Iron & Steel stockyards, Hardware, Inflammable materials (PVC), Bitumen (Hotmix plants), Building Materials and Foodgrains. Special mention has been made of the cities of Hapur and Rohtak known for their importance regional mandis dealing with foodgrains etc.
- Insofar as Delhi is concerned, following the industrial location policy enunciated in Delhi's Master Plan-1962-81, no new industry (with 10 or more workers) should be encouraged, if not altogether stopped. Only industries dealing with high technology & skill should be made in Delhi and that, too, in the designated industrial parks. In the towns of the DMA, these industries could be located and further induced for location in the priority towns of the NCR.

4.3.3 Additional Items / topics for inclusion of the new plan for NCR-2021.

- While formulating a new Perspective Plan for the NCR through year 2021, District Planning should be recognised and the various sub-regions must help the respective authorities including the Panchayati Raj institutions to develop appropriate plans for the districts and for rural village development.
- All care should be taken not to make use of fertile farmland for non-farm urban activities in the NCR, which needs to be protected at all cost;
- Planning for the irrigation and drainage system alongwith good water management practices including harvesting of water during the monsoon, Bio-diversity of wet lands must be carefully identified, recognised and area plans be made to ensure their conservation;
- In order to protect environment within the NCR, all the industries (existing and proposed) should be subject to an acceptable Environmental Impact Assessment (EIA)
- Efforts should be made to promote use of CNG – (Compressed Natural Gas) for vehicles, which should be made available in all the metro-towns and cities of the NCR.
- The review have indicated large number of Jhuggi Jhonpri clusters not only in Delhi, but, also, in the industrial towns like Faridabad, Ghaziabad, even NOIDA and Gurgaon. Moreover, evidence have been found that unauthorized construction, (additions and alterations especially) in the towns of the DMA including Delhi has been rampant. One way to assist new arrivals (migrants) in these towns is to earmark a minimum of 10 to 15 percent area in each sub-division for their accommodation in the form of transit camps with provision of basic urban services, they should be treated as transit camps till such time as the new migrants are encourage to find more permanent shelter.
- To fulfil increasing demand for housing, private and cooperative entrepreneurs should be encouraged with the loans from HUDCO and in state financing agencies and housing bank for all strata of the residents.

- Areas of historical interest including archaeological monuments and natural lakes and landscapes or forests should be identified, and earmarked for conservation.
- The Review has also indicated that certain changes may be required in the plan enabling legislation i.e. NCRPB Act, 1985 as also the DDA Act, 1957. Expert groups may be formed to work out the scope of these modifications so that appropriate amendments can be made.

4.4 SUGGESTIONS AND RECOMMENDATIONS BY SUB-GROUPS:

1. NCR Policy Zones, Demographic Profile and Settlement Pattern

The Sub-group has the following suggestions for reorienting the policies for the future development of the NCR in respect of the policy zones and settlement patterns.

- The DMA boundry needs to be redelineated so as to allow a concentric belt along the NCT of Delhi to be considered as a consistent policy zone.
- The corridors along the major highways leading out of Delhi should be considered as a separate policy zone since these areas are attracting considerable industrial activity and need to be planned in an integrated manner.
- The present criterion of considering only towns which have the likelihood of reaching a population of 3 lakhs by the year of 2001 as priority towns should be discarded. Instead, the basic criterion should be the potential for growth in the immediate future and hence the town's usefulness in diverting population load away from Delhi. The settlements located close to industrial development areas, particularly in Rajasthan should be considered for being designated for priority development. Similarly, population assignments of the existing and proposed towns should be made considering their growth potentials.
- Identified areas in the NCR which are developing particularly slowly should be investigated carefully to pinpoint the factors which keep them backward. Suitable policies should be evolved for the development of these areas.
- Large scale industrial and commercial development in the NCT Delhi should be avoided.
- Efforts should be intensified to achieve accelerated rate of counter-magnet cities which have been already identified by the NCR Planning Board for the purpose of redirecting future population load away from Delhi.

- NCR Planning Board should influence the Government of India to encourage similar efforts of Metropolitan Regional Planning in relation to metropolitan cities located in areas which have urbanisation potential. These efforts can be highly instrumental in relieving Delhi of the potential population load.
- Additional towns can be included in the DMA category. The issues of selecting new DMA towns and population assignments for the existing and proposed DMA towns should be looked into detail and necessary changes incorporated in the Regional Plan (Population assignments for the existing and new proposed DMA and Priority Towns have been provided in the sub-group report appendix 10 enclosed at Appendix-V).

2. Economic Structure and Fiscal Resources

For an integrated development of the NCR, it is necessary to look at the NCR as an economically unified area. That is, in spite of its constituent parts belonging to different States, for a proper development of the region, the economic policies within the region should be so harmonised that the region comes to have the character of a unified whole and the growth of the different constituents of the region takes place on the basis of their comparative advantages. Hence, the sub-group favours establishment of a Common Economic Zone for the entire NCR with uniformity in fiscal structure. All fiscal policies which create locational preferences causing diversion of industries, trade and economic activities to the preferred area should be done away with. It is recommended that:

- The existing structure of sales tax in the NCT of Delhi and in the other States of the NCR be replaced by a system of value added tax (VAT) with a floor rate of 4, 8 and 12 percent on all commodities as per the recommendations of the committee of the States' Finance Ministers (August, 1998). The rate of CST in all the NCR states be reduced to 3 percent to begin with and be gradually brought down to 1 percent.
- With the introduction of VAT, there should be no tax on raw material used by manufacturers in the NCR region. This would give a boost to industrial activities in the entire NCR and discourage the unnecessary movement of goods from one state to another.
- The effective combined burden of the motor vehicle tax and passengers and goods tax in Delhi be rationalised to bring it at par with the NCR states.

- To evolve the NCR as an unified economic region the octroi should be abolished in the NCR. To compensate for the loss of revenue, the states comprising the NCR could adopt entry tax as prevalent in many other states.

- Pollution tax on the ownership of new commercial properties constructed in Delhi be levied. This would discourage concentration of new commercial properties in the NCT of Delhi.

- A congestion tax be levied at the rate of Rs.50 per truck entering the UT of Delhi. This would help discourage the concentration of trade in Delhi.

- It is proposed that a few select core economic activities should be located in selected priority and DMA towns (list of towns and suggested core economic activities - refer Appendix-V)

- As regards to Delhi a policy which has following elements should be pursued:

- Only those industries which are required either for marketing and market related activities and/or for providing consumer needs of Delhi's population should be allowed in Delhi.
- The requirements on civic services viz. power, water ect. should not exceed the standards and norms permissible for the residential areas
- The industries should meet the standards laid down by the local pollution control authorities
- Only Hi-Tech industries should be allowed in Delhi.
- In the existing industrial areas Low-Tech industries should be recycled into Hi-Tech.

- The offices which perform ministerial, protocol or liaison functions be retained in Delhi and the rest to be shifted to the NCR region outside the NCT.

- Restructuring of the activities in the NCR and keeping these away from the NCT, it would be necessary to provide additional infrastructural in the towns of the NCR.

- It is suggested to create a institutional machinery to ensure interaction between the NCT of Delhi, the concerned state governments and the Central government ministries.

3. Regional Landuse, Environment & Eco-Development and Rural Development

a: Regional Land Use - The sub-group recommends following policies -

- Recognising the rapid pace of urbanisation witnessed in different parts of the region, there is a need for upward revision in the density norms as suggested in the Regional Plan-2001 in order to conserve good agriculture land, and also to have compact Urban development.
- In order to supplement the afforestation programmes, it is recommended to encourage social forestry at individual village level by utilising community lands for the purpose under the auspices of the Gram Panchayats. Such social forestry would also meet the local fuelwood needs and improve the area under forest cover. A specific funded scheme for this should be included in the DRDA package of development schemes for rural areas in the NCR.
- It is also suggested to intensively vegetate the lands designated as pastures and grazing lands in the villages so that local village environment could be improved and optimal use of land could be possible for socio-economic development
- Rationalise the uses permissible in the green belt/green wedge and remaining rural land to thwart proliferation of urban- oriented activities. Further while emphasising on conservation of green belt and rural character, it is recommended that specific controls for permissible uses be also specified.
- To declare the green buffer along the major transport corridors as controlled area as it is practised in UP and Haryana with stipulated distance restrictions from either side of ROW for different hierarchy of roads, for any development purpose.

b: Environment & Eco-Development

Following policies suggestions have been made to arrest further environmental deterioration and for restoration of environmental quality in the NCR.

- For the priority towns which have good agricultural land around them, urban expansion would need to be considered in a way that conserves good agricultural land, in accord with Plan objectives of the NCR.

- Many priority and DMA towns such as Rohtak, Palwal, Fardabad, Bahadurgarh have substantial degraded lands in vicinity. These lands should either be brought under waste land reclamation or, alternatively, made available for urban and/or industrial use depending on locations, and infrastructural attributes.

- To meet the increasing water demand, good water management practices such as recycling, water harvesting, etc., should be adopted and land should be specifically designated for such purposes in the new Development Plan to accommodate such water reservoirs.

- To control discharge of effluents by polluting and high water consuming industries, (located adjacent to water courses like in Bhiwadi) suggestion is that such industries should be located away from the water courses to monitor their effluent discharge. Relocation of existing industries at Bhiwadi may also be explored. This would encourage recycling of effluent because passage of time would make water more scarce and expensive.

- The critical Bio-diversity of the NCR like rivers, river bed/wet land forests, sanctuaries and the Aravallis need conservation and are to be effectively managed: development, particularly those that are likely to affect air and water, around the Sariska National Park, Saras Lake, Damdama Lake near Nuh, Sultanpur Bird Sanctuary, Indira Priyadarshini Park, Najafgarh Jheel and the flood plains of rivers example river Yamuna area should be carefully reviewed so that conservation of these area is meaningfully sustained.

- Environmental considerations should be integrated while encountering industrial growth, by following these steps:

- Incentives for environmentally clean technologies;

- Operationalisation of polluter pay principle;

- Fiscal incentives to SSI for pollution control and reduction of waste;

- Location of industries as per environmental guidelines for siting of industry;

- Enforcement of pollution control norms;

- Installation and operation of common effluent treatment facilities for industrial estates, and in areas with cluster of industries;

- Environmental impact assessment from the planning stage and selection of sites for location of industries ; and

- Clearance by the MOEF of all projects above a certain size and for all projects in fragile areas

- Recently Supreme Court has issued an Order to relocate polluting and hazardous industries from Delhi to outside in the identified districts in NCR in the already existing industrial estates. It calls for careful allocation of organised industrial areas for these units rather than allowing them to locate within NCT Delhi. The respective states should carefully identify suitable industrial areas exclusively for these relocating units with strict pollution control measures to avoid any environmental hazards. It is also recommended that each priority/DMA towns should have detailed Environmental Management plans along with their respective Master Plans.

- To mitigate environmental repercussions in mining and mining quarrying operations, there is to enforce scientific practices for which guidelines may be issued. Specific actions be directed to:

- Rehabilitation of mined areas and implementation of environmental management plans concurrently with on-going mining operations to ensure adequate ecological restoration of affected areas;
- Ensure environmentally safe disposal of mining by-products;
- Restriction of mining and quarrying activities in sensitive areas such as hill slopes, areas of natural springs and areas rich in biological diversity; and
- Environmental impact assessment prior to selection of sites for mining and quarrying activities.

c: Rural Development

After detailed deliberations on the various policy proposals of the RP-2001, on rural development. The following are suggestions:

- In order to efficiently locate different order of facilities, the Sub-group feels that a hierarchy of rural settlement needs to be proposed and incorporated in the overall settlements hierarchy. Therefore, for rural areas, the Sub-group proposes the following levels, below the level of Service Centres as proposed in the Regional Plan-2001.
 - i: Basic villages at the lowest level;
 - ii: Central villages at the intermediate level;
- The Sub-group also recommends prioritising infrastructure development in NCR villages, in DRDA programmes.

- The process of District Planning in the NCR be initiated without loss of time so that the rural development plans and programmes may be concretised and incorporated in the respective District Plans. Each constituent state of the NCR should establish the planning and development mechanisms at district levels, and integrated district development plans should be prepared on priority basis within the framework of the Sub-regional plans as mandated in the 73rd Constitutional Amendment Act.
- In order to manage the unauthorised conversion of rural land use and to control the large scale urban based activities in the rural areas it is essential to notify the entire rural area in NCR as one unified planning area under a common legislation. This is essential as none of the participating states has control mechanism outside notified/controlled areas of the identified urban areas. This calls for a detailed review of existing legislations of the constituent States and the NCRPB Act to explore option to incorporate provision in existing Acts to meet the objectives of effective land use control in the entire sub-regional territory
- Empowerment of Panchayats to effectively exercise control on rural land conversion and help in rural land management is also recommended.
- The existing Town Planning Acts of the constituent states are not comprehensive enough to enable effective land use control in the rural areas. Vast parts of the NCR territory is outside the designated controlled areas, and it is essential to bring them under control, through appropriate modifications in the existing Acts and enabling laws. It should be desirable to have statutory provision in the Town Planning Act to designate the entire sub-region as controlled area in each constituent state and set up appropriate sub-regional level planning and development mechanism to exercise land use and development control.

4. Physical Infrastructure

a: Power Supply

- The possibility of having a sub power grid primarily for NCR in the northern grid system must be seriously explored at a very early stage.
- The distribution system in the NCR sub-regions specially the nodal sections need modernisation as also augmentation of sub-transmission and distribution lines preferably laid underground with sub-stations indoors equipped with proper protective devices. The system should be provided with supervisory control

and data acquisition system (SCADA) with complete automation of the occasion of the power supply system.

- The priority towns (nodal centres) should have their own power generating stations or assured backup specifically for the areas which are earmarked for industrial units from Delhi to the desinated towns.
- The proposed investment for generation (estimated Rs.3000 cr.) for the NCR power supply could be under private sector distribution networks. Rs.600 crs. to be under state sector equally divided in 9th and 10th five year plan in the State Plans of Haryana, Rajasthan and U.P, while 25% of the total cost be given by the NCR Planning Board for the proposed annual plan expenditure on power generation and distribution projects in NCR.

b: Water Supply

The NCR Plan 2001 prescribed centre, water supply norms and standards for the urban areas, particularly of the DMA towns and priority towns, or such should be comparable to that of Delhi and should also be uniform in the entire region for rural and urban areas. During the meeting of working group for finalisation of Functional Plan for water supply in NCR standards and norms prescribed in NCR Plan 2001 were found not achieved nor attainable in the near future. Hence, the working group proposed to scale down the norm to 180 –200 lpcd for all towns with population above ONE lac as approved need to pursued.

- For the DMA towns and priority towns, the starting point should commence @150 lpcd with the target of achieving 200 lpcd by 2011. The requirements should be graded according to the size of the projected population of the concerned urban centre. In four towns viz Rewari, Palwal, Dharuhera and Bhiwadi, where water scarcity is experienced as a chronic problem, minimum of 150 lpcd may be taken as the target to be achieved.
- In no urban centre, the supply should be lower than 70 lpcd which is the minimum technical requirement.
- The sources of water supply to the rural areas should be identified and the water supply should be organised to supply water at the levels commensurate with the functional character of the rural areas.
- A minimum of 70 lpcd including a supply of 30 lpcd for cattle is proposed for rural areas. If independent connections are given, a minimum of 70

lpcd is advised. Spot sources may supply a minimum of 40 lpcd which can supplement the piped supply.

- In view of the low levels of coverage in water supply the targets which have been agreed to by the Government of India under the International Drinking Water Supply and Sanitation. Decade 1981-1990 programmes to be achieved by March, 2005 may be adopted for the NCR (refer report of the sub-group at Appendix-V).

c: Sewerage & Sanitation

- The DMA and priority towns, should treat their sewage before it is let off into water courses or on land or for irrigation. The other towns where it is not possible to provide a proper system due to topography and for want of resources, low cost sanitation measures may sewage system subsequently as the conditions improve.
- Open drains, which are by and large the sources of nuisance and pollution should be discouraged and discontinued. Sewage should be treated to bring the pollution level to permissible limits as stipulated by the Indian Standards Institution, and Pollution Control Boards irrespective of the type of disposal of the sewage. As far as possible, areas where the annual rainfall exceeds 75 cm. separate systems for sewage and storm water are recommended. As regards NCT of Delhi a lot of progress has been made for construction of treatment plans under Ganga Action Plan (GAP). The other proposed treatment plans under GAP for Delhi shall be completed in a time bound manner such that no raw sewage is disposed in the river Yamuna.
- The rural areas, where piped water supply system exists should be provided with sewerage system with treatment facilities. Low cost sanitation measures such as sanitary latrines, septic tanks and pit privies should be resorted to in villages with hand pumps for water supply.
- The targets set to be achieved in the NCR are:
 - cent percent coverage for class I cities by providing sewerage indicating treatment facilities;
 - in other towns and rural areas low cost sanitation methods could be used.

d: Telecommunication:

Important policies and provisions recommended necessary for telecom sector in the region are below:

- Uniform local call system in whole of NCR to be provided by DOT which could be in two phases. In Phase I all DMA towns and in Phase II other remaining areas could be covered.
- Extension of MTNL boundaries covering entire NCR to provide uniform local call system and single STD Code.
- DOT to bridge the present gap and bring the availability of telephones in the NCR to be provided on demand by the end of 9th Five Year Plan.
- The left out telephone exchange should be upgraded from electro-mechanical to electro-digital and connected with modern transmission media such as PCM and optical fibre cables.

5. Social Infrastructure

a: Education & Health

The sub-group recommends as under:

- To achieve the NCR Plan objectives of decongestion of Delhi this trend needs to be reversed by providing health & education facilities in NCR towns at par with Delhi.
- Higher level of health/education facilities (universities, hospitals, research institutes) should be established and the existing infrastructure upgraded in the NCR towns comparable with Delhi standards.
- The branches of reputed schools and colleges and hospitals/nursing homes should be established in DMA, priority and sub-regional centres where the induce development through industrialisation and generation of economic activities has been proposed.
- Land at concessional rates should be given to health and educational institutions by state governments who are ready to open their branches in NCR towns.
- An institutional mechanism including DDA should be develop so that agencies approaching DDA for allotment of institutional land for health/education related activities could be referred to the

DMA or other towns in NCR.

- The comprehensive work on education and health standards done by Institute of Town Planners (1997-98) as a part of the manual UDPFI guidelines is suggested for standards and norms for health and education facilities. The details of the standards and norms of the manual UDPFI guidelines are enclosed in the sub-group report at Appendix-V).

b: Shelter

A review of shelter scenario shows large deficiencies housing and related infrastructure in the DMA and priority towns identified in the NCR Plan to accommodate the deflected populations. In order to achieve desired targets the sub-group recommends that the shelter strategy should focus on:

- Housing activity in NCR being inseparably linked to the availability of physical as well as economic infrastructure support in the settlement, the infrastructure component like transportation network, telecommunication, social infrastructure, industries, trade and commerce are crucial for shelter related integrated development.
- As envisaged in the National Housing and Habitat policy 1998, public agencies should perform the role of facilitators by providing developed land and legal & infrastructure support to enable the private sector to make heavy investments in housing.
- Cost-effective construction techniques involving local materials and innovative housing designs should be extensively propagated to make the housing units not only cheaper and durable, but also energy-efficient, aesthetically pleasing, functionally fulfilling and environment - friendly.
- Innovative concepts like 'work-cum-shelter', incremental housing', etc. should be adopted to cater to the specific needs of individual households thereby effecting savings as well as opportunity costs.
- Access to convenient housing finance for all segments of the population should become a reality through financing institutions liberalising credit terms and mortgage requirements.
- In housing programmes the role of Housing co-operatives should be appropriately recognised.

6. Transport

The sub-group recognise and reaffirmed the solution to the increasing transportation problem as developing settlements outside the Delhi metropolis at appropriate distance and providing interconnection between Delhi and these settlements to reduce the burden of population pressure on Delhi's transport infrastructure. The sub-group proposes/suggests as under:

- Develop activities having regard to rail and road linkages in Delhi Metropolitan area, to provide better accessibility and at the same time relieving pressure on the existing transport routes converging at Delhi.
- The development of Common Economic Zone (CEZ) for NCR will hold good for transport sector.
- Certain inter-state related issues (for example, land acquisition which is a state subject) need to be focused and workable co-ordination/institutional mechanism needs to be evolved on priority basis to encourage private participation and completion of pending proposals as per NCR Plan
- Integrated Mass Rapid Transit System (IMRTS), Regional Rapid Transport System (RRTS), expressways bypasses as proposed in the NCR Plan need to be executed without any further delays
- Need to have periodic reviews/monitoring and active involvement of the Planning cells (NCR) in participating states. These cells are funded by NCRPB and it (NCRPB) should have more active control to ensure implementation of NCR PLAN 2001. The project proposals from the independent agencies like UPSIDC/HSIDC/Municipal Corporation and Development Authorities etc. should be routed through Planning Cells to NCRPB.
- The LRTS system needs to be explored for the development of transport in NCR. The proposed MRTS should be extended to DMA towns in stage 1 and than 250 miles distance.
- The various proposals of survey and studies in NCR PLAN 2001 and Functional Plan on Transport are pending (have not started or are yet in Planning stage). The pending studies and survey need to be completed well in advance if need be possibilities should be explored to give these pending studies to other agencies for timely completion.
- All the office with no direct function or operational need for locating themselves in NCT Delhi should be taken/shifted out.

7. Management Structure

The on-going developments in metropolis Delhi makes it clear that infact no one is a mood to move out of the NCT. These anomalies suggests that an over view of the existing NCRPB Act is necessary. Keeping futuristic aspects of long term planning for Delhi, perhaps a time has come to have a second look into the efficacy of the existing machineries for comprehensive development of the vital capital region. Delhi has transcended the limits and capabilities of DDA. A minor bureaucratic body headed by a generalist cannot handle these problems any more. The suggestions and the recommendations of the sub-group are as under:

- Effective modalities are required to be worked out to make the concerned central Govt. Ministries to apportion specific budget provisions for the NCR plans falling in their sphere of activities. For example, Ministry of Railways and Ministry of Surface Transport.
- To examine whether the NCRPB can be vested with certain executive functions for the purpose of preparing budget estimate, projecting budget allocation and apportioning financial sanction to the appropriate ministry/deptt. of the Central and State Govts. Unless the NCRPB is empowered and given an affirmative role, it is apprehended that the scheme ultimately may not take-off.
- Economic development is always followed by societal and human problems for example, law and order situation in certain areas of NCR. Therefore, it is suggested that a Security Advisory Body should be created in the new organisational structure to aid and advice the participating state govts. as well as to coordinate activities between the participating states for bringing about rapid improvement in law and order situation. Perhaps a small body consisting of 4 officers of the rank of Dy. Inspectors General of Police headed by a more senior police officer can be created to aid and advice the Member Secretary, NCRPB.
- It is suggested that the ministries of Water Resources, Industry, Tourism, Forest, Rural Development, Agriculture and Civil Aviation may also be incorporated in the proposed new organisational structure with a view to give a comprehensive dimension.

4.5 NEW PERSPECTIVE PLAN THROUGH YEAR'2021

Planning like politics in a democracy is an art of the possible. The planning of a metropolitan city is a complex undertaking because it involves not a single plan, (a landuse plan), but several plans covering myriad development topics and

communities that make up the metropolis. It also means reconciling conflicting viewpoints and adjusting to ever-changing realities in a given space and time frame. The planning of India's national capital and its metropolitan region is, thus, not merely a physical planning exercise confined to making colourful maps, charts, diagrams and land use and zoning plans. Neither planning a metro-region is like painting an impressionistic canvass. Planning to be useful, to be meaningful, influencing future growth and development, must reflect the potential possibilities of the given area/region; it should reflect the dreams and desires of the people forming its many and diverse communities. Which means policy formulation at several levels and scales.

The planning of India's national capital, Delhi and its metro-region (i.e. NCR) has peculiarities rather unique, because its hinterland and its orbit of influence and affiliations are outside its formal political boundaries. Nevertheless, the NCR planning should be able to articulate between what is desirable and what is feasible. What can be made possible given the time, circumstances and the constraints.

The regional plan should also evoke and, be able to enlist cooperation, collaboration with the different States as, also, their active participation in defining agreed goals and objectives. In a huge metropolis such as Delhi, it is exceedingly difficult because, unlike a small town or city, the metropolis is composed of many segments and sectors each having communities and people who have different expectations besides many departments, agencies and institutions of the government which quite often differ in terms of their functions and responsibilities having their own agendas. All this needs conciliation and adjustments.

In recent years, it has often been fashionable to decry the necessity of developing long term plans for cities or metropolitan areas. It is also a fact that, while excellent plans have been prepared and legally approved, actually it is their implementation, which has been lagging behind. Indeed, it is the crux of the problem; for planning does not end by making plans; rather, the perspective

plan needs to be translated into a variety of functional, action and precise plans and programmes covering various segments of a metropolis and the cities and towns in its metro-region. In the main, all important activities following the Plan should reflect the basic ethos of the Plan in letter and spirit.

At one point of time, a number of Indian metro-cities, instead of going for perspective plans choose to go in for structure plans composed of a compendium of projects and schemes that were considered more useful and expedient. Calcutta and the CMDA is a good example; so also, to an extent is the example of Madras (Chennai) and the MMDA. However, in a dynamic situation, where Indian cities, particularly metropolitan cities, have been registering unprecedented increments in their populations some doubling in a single decade or two (like Delhi following the partition of the country, or Bangalore during 1970-80), one cannot but have long-term comprehensive development plans to give direction to guide their growth along desired lines. Given the Indian situation and the predicaments encountered in metro-centres, it would be a pity if things are allowed to drift, or, alternatively, left at the mercy of the market forces alone, in urban areas, where more or less, 40 percent of the people are living in sub-standard or slum like conditions, the nation's capital is no exception.

Secondly, in the absence of well-conceived development strategy, it's more often than not that piecemeal and *ad-hoc* decisions are frequently taken which, in effect reduce the exercise of planned development to a farce or often to a fire fighting operation. Unless, therefore, a sense of objective reality and perspective is taken into account, with the necessary legal backing, urban problems by nature are complicated and cannot be resolved in a satisfactory manner.

Thirdly, certain problems encountered in the metropolis are by nature amenable only to sustained effort over spans of time which makes it imperative that competently formulated plans are made to appropriately respond to such situations. For example, the river training of Yamuna, precluding the dumping of

industrial effluents and untreated sullage cannot be accomplished in one year or two. Likewise, developing realistic water conservation, flood control and drainage plans would take time to develop and effectuation would involve sustained effort till completion of the scheme. Other project that may be mentioned in this context is the development of a mass rapid transit system (MRTS) in Delhi with connections to the towns and cities of the national capital region.

Fourthly, a new perspective planning exercise has become essential because

- a: proposals stipulated in MPD-2001 have not been realised; and
- b: the large scale developments that have over taken the plans (MPD-2001 and NCR Plan - 2001) are outside the ambit of the plans and they have generated their own momentum and repercussions, therefore, they require critical appraisal and certain adjustments that may have to be made as a consequence.

The following is a brief recapitulation of the policy parameters that should govern the formulation of a new Plan for Delhi and NCR'2021:

- ⇒ It is absolutely important that the practice of piecemeal and *ad-hoc* decisions should come to an end.

As a corollary to this all development schemes currently been contemplated either by Dilli Sarkar, the DDA or the participating States of the NCR and which proposals are clearly outside the approved plans viz. MPD'2001 and NCR Plan'2001 should not be taken up.

In fact, it is virtually impossible to discern the tearing hurry which tentamounts to preempting the options left for the national capital and its region. It may be pointed out that almost all such schemes outside the approved plans are, infact, illegal. Moreover, in case they are taken up for implementation, they would practically nullify the entire planning effort.

- ⇒ While the reasons for non-implementation and non-effectuation of the plan, have been pointed out in this report, in the main this has been so, because no systematic fixation of priority was ever established; time-bound programs were never formulated responding to the felt-needs of the various segments and communities within the metropolis and its metro-region.

It is, therefore, necessary to make the necessary modifications in the plan-enabling legislation to mandate systematic programming and fixation of priorities without which no long-term plan can be implemented in the envisaged time frame;

- ⇒ The Union Government has a special responsibility for the sound development of the national capital and its region, therefore, location of new

offices, allied institutions and offices of the public sector undertakings (PSUs) within Delhi should be completely stopped.

Offices and institutes, which have already been identified, should be shifted out the national capital territory of Delhi in the metropolitan area, but preferably in the metro-region.

In this connection, the relocation of Abattoirs (slaughter houses), Fish and Poultry from the congested central areas of Delhi (Shahjahanabad) to alternative locations must be undertaken on a top priority basis.

Also relevant, in this connection is the necessity of the relocation of certain wholesale trades that have strong storage component and have already been identified in earlier sections of this Report. Programmes need to be prepared and a time-bond schedule made for their relocation in a programmed manner in the designated towns and cities of the NCR.

- ⇒ In the interest of the future and survival of Delhi, makes it imperative that no massive investment, especially in short-time, should be made in Delhi that is bound to further enhance its magnetism. Example : development of ten or twelve, Five-Star deluxe hotels with a large Shopping Complex and a Convention Centre.

However, investments are nonetheless required to fill the increasing gaps in urban infrastructure and services including water supply, electricity, sanitation, flood control and drainage.

- ⇒ Operationalising and implementing the principle of Common Economic Zone (CEZ)

Although the idea was first mooted as far as back 15 years and was rapidly accepted. It was also endorsed as recently as September, 1997 yet, it has yet to be taken up in a serious manner.

- ⇒ Finally, amendments and modifications required to be made in the plan enabling legislation, viz. DDA Act, 1957 and NCRPB Act, 1985.

It may be necessary to appoint a small Task Force to identify important changes as are required in the above laws, so that they become more responsive and are in tune with the changing realities.

- ⇒ To effectuate understanding and consideration of planning schemes, a small Standing Committee be formed between the technical personnel of the NCR and DDA.

They should review and reconcile their plans and schemes in close collaboration. While the terms of reference of this Committee could be worked out in due course, among others, the Chief Planners of the DDA, NCR PB, DDA's Commissioner, (Planning) later, Member Planning, (as and when made) should be its member, including the Chief Planner, TCPO. Meeting may be held at least once in a month or as frequently as may be required.

Delhi is said to have crossed the 11 million population mark and is composed of many and diverse communities hailing from practically every region and state of the country. Despite the wonders of the media and communications, it is not easy to arrange meaningful articulation of their views and aspirations and, subsequently its reflection into tangible form of plans and policies. To do so realistically, and, with a degree of flexibility, is the art and skill of planning. Then, there are a number of groups each with their own interests and view points; their agendas are sometimes in conflict with each other. These, too, need to be resolved through enlisting their cooperation and participation. Yet this can best be accomplished at the local community level. And, though plans should help specific sub-areas and communities within metropolis and its region, these plans are but indications of the initial efforts which must be sustained to be meaningful, they require translation into attainable programmes covering the many areas, sub-regions and segments making up the metro-region. So goes spatial planning as a continuous quest, part of the eternal search for a better quality of life.

While the key to the future of Delhi lies in the sequential development of its metropolitan region, enough has not been done despite all the plans. A lot remains to be accomplished in the coming decades. The planning of the NCR is only the initial first step to the next and the following. The steps have to be taken in right earnest with implicit faith in the future of Delhi, for otherwise the nation's capital cannot survive, much less be in a position to perform the tasks the nation has promised its peoples in the next century and the new millennium.

ANNEXURE – V

**REVIEW OF NCR REGIONAL PLAN-2001
(FINAL REPORTS OF VARIOUS SUB-
GROUPS CONSTITUTED BY
STEERING COMMITTEE)**

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PART-II
APPENDIX

REVIEW OF NCR REGIONAL PLAN – 2001

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**COMPOSITION OF THE STEERING COMMITTEE FOR THE REVIEW OF
REGIONAL PLAN-2001**

List of members as follows:

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FORMER CHIEF PLANNER
TCPO & UN EXPERT ON URBAN PLANNING
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HARYANA CIVIL SECRETARIAT
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- | | | |
|-----|-----------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------|
| 14. | PROF. A K MAITRA
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| 15. | VIJAY RISBUD
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| 16. | R K BHANDARI
MEMBER ENGG.
DDA, VIKAS SADAN
NEAR I N A MARKET
NEW DELHI | MEMBER |
| 17. | R K VOHRA
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THE HIGH COURT OF JUDICATURE AT ALLAHABAD

**CIVIL SIDE
ORIGINAL JURISDICTION**

Dated ALLAHABAD 1.10.1996

BEFORE

The Hon'ble Ravi S. Dhavan.....

The

A..B.Srivastava,.....

Hon'ble

Civil Misc Writ Petition No. : 26737 of 1993

alongwith

Writ Petition Nos. 22352, 26733, 26736, 26738, 26747, 29874, 29875,
29876, 29877, and 31870 of 1993

Order of the petition of Ravindra Singh and others
.....Petitioner.

.IN RE

1. **Ravindra Singh**
2. **Mahendra Pal Singh**
3. **Pratipal Singh**
4. **Darshan Veer Singh**

All sons of Shri Bhag Singh.

Residents of village Tugalpur,

Tehsil Sikandrabad.

Paragana Dankaur,

Distt. Bulandshahr.

Petitioners

Versus

1. State of Uttar Pradesh.
2. Collector, Bulandshahr.
3. The Greater NOIDA Industrial Development Authority
through its Chairman.
Sector 20, NOIDA,
District - Ghaziabad Respondents.,

Counsel for the petitioners, Sri Vinod Sinha.

Counsel for the respondents, S.G.

BY THE COURT

(Delivered by Hon'ble Ravi S. Dhavan, J)

Land acquisition proceedings are the subject of these proceedings. But the matter is not so simple so as to consider the issues isolated to the Land Acquisition Act, 1894. The aspects before the Court of beyond acquisition proceedings. No issue would have been before the court but for the fact that a planned exercise has been on for decade and now will continue in continuity to depressurise Delhi so that it does not spew like a volcano and bring and end to itself by a self-indulgent unknowing exercise to put by everything under the sun in Lutyens Delhi where there is no more space left. Thus saving

Delhi a consequential circumstance is a matter not unconnected before this court. Initially, when the writ petitions came to this Court the petitioners did make a passing reference to the National Capital Region. So did the respondents. But neither the petitioners for the respondents submitted nor applied formally to the one very crucial and essential party was conspicuous by its absence and be added to the proceedings. Eliminating or not arraying this particular party would have been fatal to the proceedings. This party is the National Capital Region Planning Board which owes its origin to the National Capital Region Planning Act, 1985.

The National Capital Region is a concept which has been given by an Act of Parliament and it co-ordinates planning in the spread of Delhi with the States which adjoins the State of Delhi (Previously known as the Union Territory of Delhi). The States which border the State of Delhi are the Uttar Pradesh, Rajasthan and Haryana. As Delhi's presence is being lost over beyond 100 kms. within its strict periphery it can not develop the lack of space. To decongest the National Capital the Parliament enacted the National Capital Region Planning Act, 1985. The direct result of this was that it was planning and development of satellite townships in the surrounding States. The purpose of this satellite townships was primarily to place industry outside Delhi so as make breathing within easier and given the occasion, take out of it in a planned manner. Habitat was a consequential circumstance.

This clearly implies that the Greater NOIDA satellite township itself became a circumstances arising out of the National Capital Region and to establish this region a notification was issued by the State of U.P. on 28 January, 1991 under the UP industrial Areas Development Act, 1976. Thus, if the total import of these proceedings are to be understood, not referred to be the petitioner nor emphasized by the respondents, the National Capital Region Planning Act, 1985, could not to be overlooked. The Land Acquisition Act, 1894, was only an exercise to co-ordinate the intention of the two enactments; one which attempts to decongest Delhi and the other which makes a satellite town outside it. This being the National Capital Region Planning Act, 1985 and the other the establishment of the Greater NOIDA under the U.P. Industrial Areas Development Act, 1976.

The issues in these writ petition thus will have to be seen in the perspective of the legislations referred to by the Court.

The specific villages where the land acquisition proceedings gave an occasion to the petitioners to come to this Court are the villages of Kasna and Surajpur, otherwise part of the district of Bulandshahr.

The issues raised by the petitioners broadly are of the abadi (in other words, urbanisation or habitat) which the respondents attempted to create. The petitioners contend that they also have a declaration from the Competent Authority under yet another legislation being the U.P. Zamindari Abolition and Land Reforms Act, 1950 and the Rules framed thereunder. The submission is that the petitioners have a certificate of a declaration by the Competent Authority, in a statutory proceeding to a certified abadi and, thus, the land acquisition proceedings to divert them in lieu of the urbanisation planned is ultra vires. They challenged the notifications under Sections 4, 6, and 17(4) of the Land Acquisition Act, 1894, on various grounds but their main line of attack is that between a declaration accorded to them under Section 143 of the U.P. Zamindari Abolition and Land Reforms Act, 1950, certifying an urban area, the acquisition under the Land Acquisition Act is a contradiction and the notifications could not hold. Consequent to this, there is also a plea that section 5-A of the Act having been eliminated in the exercise to acquire land, thus, there is no occasion for them to contend anywhere else except by these writ petitions.

What was given to this Court as a Plea, apparently, is a plea which needs to be considered seriously as the matter does need to be looked into in an entirely different manner than it has been done either by the respondents or the petitioners. The petitioners urged that they have invested right which cannot be dislodged. The respondents submit of a development programme. Neither have

succeded and all are embroiled in litigation. This is a third round of litigation.

Section 4 notification is dated 30 April, 1993. Not to be lost track of is the aspect of the development of the Greater NOIDA . If the petitioners were in the way of planning they received a notice, not the subject matter of an issue in these petitions but otherwise on record, under section 10 of the UP Industrial Area Development Act, 1976. These notices were issued to the in 1992 but prior to the notification under section 4 of the Land acquisition Act, 1894. These very petitioners filled other writ petitions before the High Court. They were unsuited. They went to the Supreme Court. The order of the Supreme Court has been placed before this Court. It is dated 8 July, 1996. The Court will revert to this aspect later.

Last year when the matter was under hearing the Court indicated to the petitioners that not impleading the National Capital Region Planning Board may be fatal to the proceedings. Thus, the petitioners applied for impleading the National Capital Region Planning Board as a party respondent. The impleadment was permitted.

The resistance to the acquisition proceedings by the petitioners, was met in arguments of the Greater NOIDA. The latter submitted that all planning is compatible with the Regional plans which have been approved by the National Capital Region Planning Board. Reliance was placed in court on a

correspondence between the Chairman of the Greater NOIDA and the National Capital Region Planning Board that everything was right for executing the urbanisation plans in the scheme Kasna and Surajpur but for the proceedings and interim orders granted by another Division bench in these cases. Beyond the record on which reliance was placed there was nothing before this court that the exercise as was contemplated for ratifying the plan of a particular State had been gone into. The correspondence which was referred to only talked of funds and finance sought by the Greater Noida from the Housing and Regional Development Corporation, a federal housing finance institution, which allocates funds for urbanisation development by the State. This was not a record showing consultation between the Greater NOIDA and the State of UP with the National Capital Region Planning Board. Thus, the National Capital Region Planning Board had been impleaded the Court required the requisite exercise to be undertaken by the Greater NOIDA and the State of UP setting about to deliberate and seek consent of the National Capital Region Planning Board. The following order of the Court is relevant:

"27.2.1996

Hon'ble Ravi S. Dhavan, J.

Hon'ble A.B. Srivastava, J.

Present:

Mr. V.K. Gupta, Advocate and Mr. A.K. Yog.,

Advocate, for the petitioners.

Mr. V.B. Upadhyaya, Senior Advocate, and

Mr. Pradeep Kumar, Advocate for the Greater NOIDA.

Mr. K.B. Mathur, Advocate and Mrs. Sheila Sethi,

Advocate for the National Capital Region Planning Board.

Mr. Prabodh Gaur, Senior Standing Counsel, and

Mr. Krishna Prasad, Standing Counsel.

National Capital Region Planning Board has entered the scene when during hearing the petitioners felt the necessity to implead this authority as party for better perspective of the case but without seeking any relief against this authority. In this regard orders of the Court dated 28th Aug., 1995 and thereafter need to be referred to. Representatives of the National Capital Region Planning Board (NCRPB) appeared yesterday, and have also entered appearance through counsel.

The Court had indicated to the parties that a hearing cannot be effective in these cases for any planning which may happen or may be affected in areas which are in issue without participation of the NCRPB.

Prima facie upon perusal of the record and upon hearing the parties, the Court at present is not satisfied that the contention of either parties can be objective. It considered without the development plans attaining finality without consultation of the National Capital Region Planning Board.

On behalf of the Greater NOIDA much emphasis was laid on certain correspondence which was exchanged between the Chairman of the Greater NOIDA and the Member Secretary of the Board. Yesterday after submission were made by Member Secretary and today by counsel for the Board Mrs. Sheila Sethi it is clear that the Board had not an occasion as of date to approve any detailed development plan for the simple reason that these have neither been submitted nor has there been any occasion for the Board to scrutinise these plans which have yet to be sent to the Board. In these circumstances and on the statement which has now come from the National Capital Region Planning Board the doubts of the Court have not been unfounded.

The issues which remain in the petition are to the effect that a possibility cannot be ruled out that of the acquisition of land which have been made, it may be subject of scrutiny by the National Capital Region Planning Board and possible the merits and the purpose of the acquisition may need a revision. The calim of some of the petitioners that they have certificate of an appropriate authority under section 143 of the UP Zamindari Abolition and Land Reforms Act, 1951

The crucial question which was facing the court is whether of every aspect regarding plans for Greater NOIDA. approval and has been had from the National Capital Region Planning Board . The Court refers to the different types of plans as are mentioned in the 'definition' clause of the Act and references to which are reiterated subsequently in the Act, for review, approval or consultation with the Board within the meaning of section 8, for discussion under section 12, for modifications to be considered under section 14, review and revision under section 15 and then preparation of the National Plans, sub regional plans and Project plans under chapter V within the meaning of sections 16, 17, 18 and 20.

(One stipulation is inescapable that unless the National Capital Region Planning Board gives the green signal nothing can go ahead. The necessary implication of this is also that at every stage in reference to the plans, aforesaid, each constituent State a part of the National Capital Region plan has to keep a close consultation with, the federal agency which is the Board.)

The petitioners challenge the acquisition of certain areas for the development of Greater NOIDA, particularly of village, Tugalpur and Rampur Jagir.

may not be of much help because if the conforming use of the area is agriculture, and the Regional Plan 2001 respects agricultural areas any diversion from the conforming use to urbanisation may violate the spirit of Regional Planning 2001.

The question is the scope of these proceeding on a writ of certiorari by the High Court. One authority whose business it is to go into these matter has yet to engage it's attention to it. This is the NCR PB an authority specially vested with functions to discharge its obligations under the Act. Clearly before the Court, today, there is no document to verify that the plans on which the Greater NOIDA may yet proceed have the seal of approval by the National Capital Region Planning Board and this aspect stands confirmed by the submission which was made on behalf of the Board by its Member Secretary, yesterday, and its learned counsel today.

The National Capital Region Planning Act, 1985 under section 27 in no uncertain term makes it clear that the provision of Act, aforesaid, shall have effect notwithstanding any other law. This implies that the Board while examining this matter must have absolute discretion notwithstanding that a notification under Section 4 of the Land Acquisition Act has been issued. The Board may thus, examine the plans of Greater NOIDA, in contest, without inhibition and come to an independent decision while scrutinising plans for development of Greater NOIDA. Suffice it to say that the reservations which have been provided to the

Board under Section 27 could not be reservations for a High Court when matters are examined under a prerogative writ.

(Thus, to permit aspects, in context, to be examined by the Board, the Court adjourns these proceedings for a period of two months to enable the Board to approve, review, consult, affirm or confirm the plans which are the subject matters of these writ petitions in total freedom notwithstanding that a notification has been issued for acquisition of land by the State of Uttar Pradesh or for that matter that these proceedings are pending before the High Court. The only guidance which this court gives to the Board is to give effect to the intentions of the Act coordinating, monitoring and scrutinising the implementation of the plans and for harmoniously building urban planning with excellence without disturbing the ecological balance of nature and by respecting the green cover, agriculture and not abdicating either in favour of urbanisation but with a dedicated effort to respect the forests and strive to retain the balance of nature and ecology and at every given occasion not losing the perspective in so far as the Board is concerned in these matters, of the fundamental duties enshrined in article 51 A(g) (h) and (j) read with 48 A of the constitution of India.")

As of now, the deliberations have been completed. Today, minutes have been placed on record that the meeting of the National Capital Region Planning Board has confirmed the minutes of its 20th meeting which was held on 19th

August, 1996. The detailed agenda in so far as these cases are concerned, are in the agenda notes of this meeting. The minutes as were confirmed, referred to planning in the region of Kasna and Surajpur at pages 21 and 22. Agenda notes which were placed for consideration and subsequent confirmation specifically mention to the present subject matter in Item No.3 at pages 2, 3 and 4.

This only shows that a contemplated exercise had been left out even by the Greater NOIDA and a formality was yet to be completed in the regional and sub regional plans being considered, discussed and affirmed by the National Capital Region Planning Board. On the last occasion, when the Member Secretary, Mr. Omesh Saigal, IAS, attended the proceedings, the court asked him two pointed questions. The first question was whether in the absence of the proceedings by which the Greater NOIDA was required to submit its plan, in reference to the context, to the National Capital Region Planning Board, would there have been a Lacunae but for carrying out the exercise? The second question was Whether of the plans submitted under the direction of the High Court the exercise is now complete under the National Capital Region Planning Act, 1985? His answer was in the affirmative. He explained to the Court that but for the orders of the Court by which these plans were deliberated, undoubtedly, there would have been a vacuma in the totality of the exercise. The exercise of the State of UP or the Greater NOIDA consulting the Board has now taken a full circle.

The balance of the record which now remains, only reflects on a situation that there are no short cuts to acquisition proceedings and the shorter the cut the

more elongated the proceedings become. The Court is specially referring to the aspect of eliminating section 5A from the acquisition proceedings as a generality. Three years have passed since the notification of 30 April 1993 was published. In between, the same petitioners have opened up four fronts of Litigation. There were two sets of proceedings by writ petitions. The first set were the proceedings challenging the notice under the UP industrial Areas Development Act, 1976. The second set is the present set of cases. The third set of cases of the petitions pending are after remand by the Supreme Court and the fourth, of suits before the Courts below when the petitioners impugning action under Section 10, aforesaid, made the first attempt to protect their lands and dispossession from it.

Counsel for the petitioners have shown the order dated 8 July, 1996 of the Supreme Court in Civil Appeals No.9087 and 9088 of 1996 about the cases which were to join these cases. Those cases have not been placed before this Division of the Court.

A very pertinent question arises whether taking recourse to Section 5-A would have been a composite exercise where the matter would have been examined on whatever the petitioners contend as objections not in acquisition proceedings, but in these writ petitions. There are still many aspect which need to be sorted out and this cannot be done as a fact finding spree in the jurisdiction of prerogative writs. Not going into this question will also leave a void and encourage further litigations and bog planned development. Seeing the totality

of the circumstances, in generality, the Court is of the view that where planned development has been undertaken as part of an exercise as a statutory obligation, the dominant purpose of this planned development is the National Capital Region. The petitioners would like to insist this and prevent their property from being wrested out of their hands. The Greater NOIDA does not desire to see anything beyond the land acquisition proceedings which has been initiated in its favour. The State of U.P. has taken no interest in these proceedings. Planning Urban development itself, regard being had to the National Capital Region has come to stay. The petitioners cannot dislodge this exercise. There are certain cardinal principles in executing plans within the National Capital Region which are sacrosanct. Confirming uses, whatever they may be, have to be respected. The petitioners forgot that their abadi is only consequential to agriculture and cannot stay independently so as to take up rivalry with planned urban development. Section 143 of the UP Zamindari Abolition and Land Reforms Act, 1951 recognises that within an agricultural holding, there may be a habitat. Declaring an area as abadi is not in juxtaposition to agriculture. It is compatible with it. Thus, the petitioners cannot challenge the acquisition proceedings to submit that for the abadi which the Greater NOIDA will develop, they also are entitled a proprietary right in the abadi which has been declared by the sub Divisional Magistrate in their favour under section 143. The Greater NOIDA is developing the region as a consequential aspect of preventing the constriction and asphyxiation of Delhi. Except that this exercise has a method in its madness.

Delhi cannot be contained and yet it cannot eat up as a routine the sprawl of what lies in its hinterland.

But, if agriculture and forestry is a recognised conforming use and it is to be protected and there are several references to this aspect in the report referred to in the order of 27 February 1996, entitled Urban Plan 2001, itself and off-shoot directly of the Greater NOIDA under the UP Industrial Areas Development Act, 1976 and indirectly of the National Capital Regional Planning Act, 1985, then, the spirit of the sanctity given to these areas, as greens, forests and agriculture, is to be respected. These areas were not meant to disappear, but protected with bias towards increasing them. The constitution says so.

Fortunately, in the present cases, on certain relevant facts there is no issue. There is no issue between the petitioners and the respondents that while the Greater NOIDA was constituted by a notification which gave birth to it, on 28 January, 1991, any declaration of abadi under section 143 of the U.P. Zamindari Abolition and Land Reforms Act., 1951 as may have been received by the petitioners from the concerned authority, it was in December, 1990. The regional development, in context of the confines of villages of Kasna and Surajpur were declared as a regulated area under the U.P. (Regulation Building Operations) Act, 1958, by notification dated 19 September 1989. During the course of arguments it was submitted on behalf of the Greater NOIDA that assuming that the petitioners received an order declaring an abadi in their

favour under Section 143, then, knowingly that they had a declaration of an abadi but before putting it into effect, they did not take recourse to applying for and receiving permission before making any construction under the UP (Regulation of Building Operations) Act, 1958. The petitioners contend that the declaration which they received under section 143 is prior to the creation of the Greater NOIDA. On behalf of the Greater NOIDA, it is contended that it is of no consequence as once a declaration is made under Section 143, thereafter if any construction is to be made within the abadi, the requisite obligations by seeking permission, is an exercise which has to be gone into under the U.P. (Regulation of Building Operations) Act, 1958. The Court is not answering these questions as this enquiry cannot be enquired into these proceedings. The reasons are that Section 143 in itself contemplated that if there be an abadi, a declaration may be sought. In the circumstances, whether an abadi existed and a declaration was sought and whether a declaration was sought and an abadi existed, is not for this court to answer.

This only leads to a conclusion that in today's context regional planning is complex and taking recourse to short cuts and leaving grey areas and without permitting those who are eclipsed by acquisition proceeding to have their say in the ultimate speeds up nothing. All these aspects would have been enquired if the procedure under Section 5 A had not been eliminated. Any orders passed by the State of UP in any case, would have been final. Sub-

clause(2) to Section 5A says so in no uncertain terms that the decision of the appropriate government on the objection shall be final.

There is a very relevant aspect which cannot be ignored today when there are acquisition proceedings, particularly, referring to rural areas and agricultural holdings. After the constitution was amended in 1953 by insertion of the Chapter Panchayats as part IX under Article 243 of the Constitution of India, the village is a concept of basic democracy. It is entitled to be consulted for whatever is to be done if it is to affect the rural economy or agriculture. Of the abadi which may be establishment in villages and rural areas, whatever form it may taken hereinafter will have to be planned also. But the village Panchayat is the body which will need to be consulted. This is a constitutional obligation. But this, where the writ petitions are, is not a forum. Otherwise, the Court would keep on adding party respondents to offer consultation between the authorities concerned. The Court refers to this aspect only to point out that planning will have to be a coordinated effort by taking into account the functional institutions which have been given a sanction by the constitution of India, to be consulted in spheres of planning which affect them.

In the present context, the Court cannot ignore the possibility that if the National Capital Region is to be planned in the spirit it was meant to be planned, then not adhering to the plan in the spirit it was formulated, will crash Delhi into the villages. This was not meant to happen.

If the issue plainly is what has to happen to the petitioners abadi? The answer is provided by a recent decision of the Supreme Court. The Court has already considered the particular aspects on the acquisition proceedings and certifies that these are the parts of the National Capital Region and Planning within it. It is planned urban development. The petitioners cannot jeopardise the larger Plan in public interest if their intention is to sell their abadi and make capital out of it. To the extent they may desire to retain it as a consequence of agriculture, then, the only question is of compensation and how much of it. The Court cannot separate and identify pockets of abadi so that in the clutter of is distinct from a planned regional development. Such of those agricultural areas which may be on the fringe of the development area may be retained within the development plan, as reflected in the document entitled Regional Plan 2001. Then, these could be identified as a case for exemption. Of the abadi which was declared in favour of the petitioners, at best they may be entitled to what has been prescribed under section 23 read with the definition of 'land' as is referred to under section 3 of the Land Acquisition Act, 1894. In this regard, the observations of the Supreme Court in the matter of State of Haryana and another V. Jaipal Singh and others¹ need to be recalled. In this

1. JT 1996 (7) SC 574

case the Supreme Court observed that it has repeatedly held in several cases that there is no general policy as such that all lands on which constructions have come to be made, are required to be deleted from the acquisition. But, the Supreme Court did reflect on a situation that such constructions would need to be enquired into by an appropriate authority. The Supreme Court declined to enquire into the aspect itself as it observed that would be hazardous to conclude whether or not the land in question is the state in which it may have existed was with or without constructions in chronology with reference to acquisition proceeding. Not to be over looked is an another decision of the Supreme Court following the judgement in State of Haryana v. Jaipal Singh (Supra). A declaration in the nature of 'abadi' within or next to an agricultural holding may see a necessary correction in the records, the revenue records, in the change of status of the user of land and in whose name. But such entries in revenue records neither create or extinguish title nor has any presumptive value on title. It only varies or modulates land revenue. In this regard the observations of the Supreme Court in Smt. Swarni v. Smt. Inder Kaur and others are relevant. The inquiry on title, user and nature of land, for the purpose of land acquisition proceedings for consequential compensation or otherwise would yet have to be made². Likewise, this court also cannot make an enquiry in its jurisdiction. In

the net result, the enquiry which otherwise could have been made, if recourse to section 5 A had been taken, would yet have to be made. This court is not quashing the notifications under Section 4 or 6. But, these issues also cannot remain lingering in litigations, in the context and in the circumstances of the present case of acquisition proceedings as a consequence of planned development. During the course of hearing the Court was intimated by one of the counsel for the petitioners, an aspect which was not disputed by the Greater NOIDA. One of the petitioners in writ petition 26747 of 1993 Chandroo Singh and three other v. State of UP and two others, filed an application before the Court that they be permitted to withdraw their petition as they have been assured by the Secretary of the Greater NOIDA that they would agree to release the petitioner's land on which the residential house stands alongwith the appurtenant vacant land on the condition that the petitioners withdrew the writ petition. In the circumstances, the situation is not entirely without an example that somebody was seeking consideration for exemption and the administration, whether the Greater NOIDA or the State of UP was not prepared to accept (a) an enquiry into the matter and (b) an exemption after the enquiry. The contention on this behalf of the Greater NOIDA is that the acquisition has been made and put into effect. The land of this particular petitioners had been possessed by the Greater NOIDA but to mitigate the hardship and for the convenience of both, it has been reconveyed to these petitioners but now by a lease.

Thus, to remove doubts and further to ensure that planning of the National Capital Region is not jeopardised nor any conforming uses which have been given sanctity within it and further to eliminate reeketering in real estate, Let the State Government appoint an officer in the rank of secretary to the Govt. State of UP to enquire and ensure certain aspect of:

- (a) Conforming uses as are part of the National Capital Region, the plans having been approved by the National Capital Region Planning Board are given their due sanctity and respect without compromising on them notwithstanding that industry is being developed;
- (b) Of the abadi which the petitioners claim individually on a declaration received under Section 143 under the UP Zamindari Abolition and Land Reforms Act, 1951, by some of them, to marshal out the case which required for special compensation under Section 23 read with section 3 of the land Acquisition Act, 1894; if the award has already been given, then, it will be followed by a supplementary award;
- (c) While enquiring into whether the abadi on which the petitioners claim protection was constructed or came into existence prior to the notification of 19 September 1989, the date of issue of notification under the UP (Regulation of Building Operations) Act, 1958, or prior to 30 April, 1993, the date of issue of the notification under Section 4 of the Land Acquisition Act, 1894, hearing will be provided to the petitioners;

(d) Of any exemption which needs to be granted without disturbing the scheme of the National Capital Region or of any plans within it, this may be considered by hearing the petitioners with a rider that exemption will be considered provided there is no alienation from the hands of the petitioners to a third party failing which the land will be eclipsed by the acquisition already made. Lease of this land may be considered, like done in a case already;

(e) To dispose of these matters indicated by the court within a period of three months of a certified copy of the order being placed before the Secretary, aforesaid, by either party of the case. We refer to the Secretary, Industry, as the Court is indicated that the Greater NOIDA comes within the administration of the Department of Industries.

The writ petitions succeed partially in the light of the observations made by this court. They however, stand dismissed in respect to challenge vires of section 4,6 and 17 of the Land Acquisition Act, 1894.

Parties will bear their own costs.

Dt. 1.10.1996

sd/- Ravi S. Dhavan

sd/ A.S. Srivastava.

Ty. by: Raj Kumar Pandey.

Ex.by:

under the NCR Act would not benefit the respondents by giving them the same approval. We do not find any merit in the challenge made on behalf of the respondents on the basis of Article 14 of the Constitution.

For the aforesaid reasons these appeals are allowed with costs. The impugned judgments of the High Court are set aside resulting in the dismissal of the two writ petitions, namely, Writ Petition No. 16382 of 1992- Delhi Auto & General Finance Pvt. Ltd. Vs. State of U.P. & Anr., and Writ Petition no. 25461 of 1992- Maha Maya General Finance Co. Ltd. Vs. State of U.P. & Anr.. The appellants are to get the costs from respondent No. 1. Costs fixed at Rs. 10,000/- in each appeal.

Sd/-
.....J.
(J. S. Verma)

Sd/-
.....J.
(R. M. Sahai)

New Delhi;
March 31, 1994.

1762
214/94

Assistant Registrar (Judl.)
15/4/94
1994
Supreme Court of India

IN THE SUPREME COURT OF INDIA
CIVIL APPELLATE JURISDICTION

509288

CIVIL APPEAL NO. 4324 OF 1993

Ghaziabad Development Authority ...Appellant.

Versus

Delhi Auto & General Finance Pvt. Ltd. & Ors. ...Respondents.

WITH

CIVIL APPEAL NO. 4385 OF 1993

State of U.P. ...Appellant.

Versus

Delhi Auto & General Finance Pvt. Ltd. & Ors. ...Respondents.

AND

CIVIL APPEAL NO. 634 OF 1994

Ghaziabad Development Authority ...Appellant.

Versus

Maha Maya General Finance Co. Ltd. & Anr. ...Respondents

J U D G M E N T

VERMA, J.

These appeals are disposed of by this common judgment since the points for decision are common. Writ petition No. 16382 of 1992- Delhi Auto & General Finance Pvt. Ltd. Vs. State

of U.P. & Anr.- filed in the Allahabad High Court was allowed by the judgment dated 22.12.1992 and for the same reasons Writ Petition no. 25461 of 1992- Maha Maya General Finance Co. Ltd. Vs. State of U.P. & Anr.- was allowed by the High Court by its judgment dated 21.5.1993. Civil Appeal Nos. 4384 and 4385 of 1993 are separate appeals by special leave by the two respondents in the Writ Petition No. 16382 of 1992 while similar Civil Appeal No. 634 of 1994 is by one of the respondents in Writ Petition No. 25461 of 1992. The material facts may now be briefly stated.

The Master Plan (Annexure I) was prepared under Section 8 of The Uttar Pradesh Urban Planning and Development Act, 1973 (hereinafter referred as 'U.P. Act') for development of the area shown therein on 1.6.1986 for the period upto 2001 A.D. In this Master Plan certain lands in villages Makanpur, Mohiuddinpur Kanauni, Chhajarasi and Lalpur were set apart and shown for use for 'recreational' purposes. This area indicated for recreational use in the Master Plan included certain lands of two private colonisers, namely, Delhi Auto & General Finance Pvt. Ltd. (hereinafter referred as 'Delhi Auto') and Maha Maya General Finance Co. Ltd. (hereinafter referred as 'Maha Maya'). Maha Maya as well as Delhi Auto applied to the Ghaziabad Development Authority constituted under the U.P. Act, for permission to develop and construct on their lands according to their lay-out plan, in accordance with Section 15 of the U.P. Act. The plan submitted by Maha Maya was granted conditional permission on 22.6.1991/11.7.1991. The application of Delhi Auto being found

to be defective was returned for correction and was then presented again after removal of the defects on 20.7.1991. It appears that by a Notification dated 20.4.1991 the Government of Uttar Pradesh had amended the land use of the area indicated originally in the Master Plan for 'recreational' use and converted it to 'residential' use. On 3.7.1991 the National Capital Region Planning Board constituted under the National Capital Region Planning Board Act, 1985 declined to approve the change of land use of that area from 'recreational' to 'residential' made by the State Government, on the ground that it was not in conformity with the policy decision of the State Government. Accordingly the Government of Uttar Pradesh reviewed its earlier decision and by order dated 24.9.1991 directed the Ghaziabad Development Authority not to sanction the lay-out plan of any person or any coloniser in respect of that area which was originally meant for recreational use. This action was taken to effectuate the purpose of the National Capital Region plan in the larger public interest for the plan development of that area. The State Government ultimately restored the original position indicated in the Master Plan of use of that area for recreational purposes. On 23.4.1992 Delhi Auto was refused the permission it had sought under Section 15 of the U.P. Act. The same was the effect of the communication to Maha Maya which amounted to revocation of the earlier permission. On facts, the only difference between Delhi Auto and Maha Maya is that in the case of Maha Maya a conditional permission had been granted by the Ghaziabad Development Authority prior to restoration of the land use to the original 'recreational' purpose, while in the case of Delhi Auto the pending

application was rejected after restoration of the original position.

As earlier stated, the writ petitions filed in the Allahabad High Court by Delhi Auto and Maha Maya challenging the refusal of permission sought by them under Section 15 of the U.P. Act have been allowed. The reasons given by the High Court for deciding in favour of the two private colonisers are the following:

1. By virtue of bye law 7.2 of the Ghaziabad Development Authority it would be deemed that the plan of the writ petitioners stood sanctioned on 22.11.1991. Notwithstanding the fact that the bye-laws have not been approved by the State Government, this consequence follows since the Ghaziabad Development Authority has been following the bye-laws in practice. There is deemed approval of the bye-laws by the State Government under Section 57 of the U.P. Act;

2. After conversion of the land use of the area, including the land of the writ petitioners, from 'recreational' as shown in the master plan to 'residential', the writ petitioners had a legitimate expectation that they can construct a housing colony according to their plans. Accordingly amendment of the master plan under Section 13 of the U.P. Act to restore the original land use, in the absence of any scheme to meet strong

public necessity, is arbitrary and illegal.

3. The Ghaziabad Development Authority has merely followed the order of the State Government dated 24.9.1991 which has changed the land use from 'recreational' to 'residential' and back again to 'recreational' within a short period.

4. Sanction of the lay-out plan of Maha Maya while refusing the permission to Delhi Auto is discriminatory.

However, in view of the revocation of permission given to Maha Maya this ground does not survive.

On behalf of appellants the learned counsel appearing for the State of Uttar Pradesh and the Ghaziabad Development Authority have assailed the High Court's judgment on several grounds. The arguments advanced to support the High Court's judgment, as finally crystallised in the submissions of Shri Soli J. Sorabjee appearing for Delhi Auto may be summarised, thus:

1. The change of land use from 'recreational' to 'residential' was not prohibited in the master plan; and it was also proper and reasonable in the facts and circumstances of the case.

2. 'Indirapuram' housing project covered at least 1626 acres which includes the lands of Delhi Auto and Maha Maya and not merely 1288 acres excluding the lands of these two private colonisers.

3. There was violation of Article 14 of the Constitution inasmuch as there is no rational basis for distinguishing between the lands of Ghaziabad Development Authority and those not of Ghaziabad Development Authority belonging to private colonisers. It is urged that the object of housing is equally met by the Ghaziabad Development Authority as well as private colonisers and, therefore, the private colonisers also should be permitted to build houses in that area.

4. There are planning commitments made by the private colonisers and expenses incurred for that purpose which have to be taken in conjunction with de facto operation of bye-laws in the practice followed. Thus fair treatment to Delhi Auto and Maha Maya required grant of permission and sanction of their lay-out plans on that basis.

Shri C.S. Vaidyanathan learned counsel for Maha Maya also advanced the same arguments and submitted further that the right of Maha Maya was greater in view of the permission accorded to it earlier under Section 15 of the U.P. Act before the direc

tions given by the State Government not to grant such permission. Learned counsel submitted that the planning committee made by Maha Maya was much more in view of the investments made by it because of the permission accorded to it. He also submitted that the reason for change of land use back to 'recreational' from 'residential' was never disclosed and no notice or hearing was given to Maha Maya which had already been granted permission. He also submitted that private colonisers alone being excluded while Ghaziabad Development Authority was permitted to construct in a part of that area, the action was discriminatory.

We may first dispose of the point relating to deemed approval of the bye-laws by the State Government under Section 57 of the Act and the deemed sanction of the plans of respondents under bye-law 7.2 as held by the High Court. Learned counsel for the respondents rightly made no serious attempt to support this untenable view. Section 57 of the U.P. Act provides for the making of bye-laws and says that "the authority may, with previous approval of the State Government, make bye-laws....". It is obvious that the provision empowers the authority to make bye-laws only with the previous approval of the State Government. This being so, there can be no question of any deemed previous approval of the bye-laws. Merely because the authority chooses to follow certain procedure in the absence of any bye-laws which happens to correspond with the draft bye-laws awaiting approval of the State Government, the draft bye-laws do not become those framed under Section 57 of the Act with the express approval.

The basic premise on which the High Court proceeded to assume the existence of any bye-laws, is clearly non-existent. The further question of a deemed sanction under bye-law 7.2 which has not come into operation does not, therefore, arise. It is unnecessary to discuss this point any further. Suffice it to say that the view taken by the High Court on the basis of bye-laws and particularly bye-law 7.2, is wholly untenable.

The next ground of legitimate expectation, on which the High Court's conclusion is based, is equally tenuous. That view results from a misreading of the decision of this Court in F.C.I. Vs. Kamdhenu Cattle Feed Industries (1993 (1) SCC 71). It was clearly indicated in that decision that non-consideration of legitimate expectation of a person adversely affected by a decision may invalidate the decision on the ground of arbitrariness even though the legitimate expectation of that person is not an enforceable right to provide the foundation for challenge of the decision on that basis alone. In other words, the plea of legitimate expectation relates to procedural fairness in decision making and forms a part of the rule of non-arbitrariness; and it is not meant to confer an independent right enforceable by itself. That apart, the manner in which legitimate expectation has been relied on by the High Court in the present case, is difficult to appreciate. The High Court on this aspect has stated as under:

"After the notification of the State Government dated 22.4.1991 converting the use of petitioners' land from recreational to residential the petitioners had a legitimate

expectation that they can construct the colony and submitted plans. They have invested substantial amounts and people have made investments. They acted on the assurance of the State Government and have altered their position. This legitimate expectation of the petitioners has to be balanced with the general public interest. In the instant case it is admitted that the authority has not made any plans or scheme for the use of this vast land for recreational purpose and no proposals to this effect had been sent to the State. The State has not disclosed the reasons for which the user of the land is again being changed. In the absence of any scheme to meet strong public necessity, the present exercise of power under Section 13 of the Act is arbitrary and illegal."

It is difficult to appreciate how the change of land use of the area in the Master Plan from 'recreational' to 'residential' could give rise to a legitimate expectation in a private coloniser owning land in that area that he could construct a housing colony therein simply because he had submitted some plan for approval, when grant of the permission under Section 15 of the U.P. Act is not automatic and the statute permitted amendment of the Master Plan by change of the land use even thereafter. The mere fact that the area was shown originally as meant for 'recreational' use, shows that reversion to the original land use is equally permitted by the statute. No legitimate expectation of the kind claimed by these private colonisers could arise on these facts and in a situation like this clearly contemplated by the Statute itself.

It is for this reason that learned counsel for the respondents modified their argument to contend that the planning

commitments and incurring of expenses together with the de facto operation in practice of the bye-laws for grant of the permission gave rise to the legitimate expectation that their lay-out plans would be sanctioned. In the case of Maha Maya it was urged by Shri Vaidyanathan that the planning commitments were much more on account of permission being granted earlier under Section 15 of the U.P. Act. The question, therefore, is whether even this modified argument merits acceptance. In our opinion, it does not.

As earlier indicated, the decision in FCI Vs. Kamdhenu Cattle Feed Industries (supra) clearly says that legitimate expectation does not form an enforceable right to provide an independent ground of challenge. The modified stand taken by the learned counsel for respondents on this aspect is equally met by this proposition. In substance the contention of learned counsel for the respondents is that the planning commitments and the investments made by the two private colonisers confer on them or at least on Maha Maya the indefeasible right to grant of the permission and sanction of their lay-out plan which cannot be defeated by exercise of the power of amendment of the master plan under Section 13 of the U.P. Act. The fallacy in this contention is that it upgrades the so called legitimate expectation, assuming it to be so in the present case, to a legally enforceable right which a legitimate expectation is not, it being merely a part of the rule of non-arbitrariness to ensure procedural fairness of the decision. It is clear that the requirements of public interest can outweigh the legitimate expectation of

private persons and the decision of a public body on that basis is not available. This contention of learned counsel for the respondents fails.

Before dealing with the remaining submissions, it would be appropriate to refer to certain provisions of the Uttar Pradesh Urban Planning and Development Act, 1973 and the National Capital Region Planning Board Act, 1985 (referred hereafter as "NCR Act").

The UP Act is made to provide for the development of certain areas of Uttar Pradesh according to plan and for matters ancillary thereto. In the developing areas of the State of Uttar Pradesh the problems of town planning and urban development need to be tackled resolutely, the existing local bodies and other authorities being unable to cope with the problems to the desired extent. In order to improve the situation, the State Government considered it advisable that in such developing areas, Development Authorities on the pattern of Delhi Development Authority be established.

Section 3 of the U.P. Act provides for declaration of development areas for this purpose. Section 4 provides for constitution of a development authority for any development area declared under Section 3 of the Act. The Ghaziabad Development Authority is one such authority and the lands in question in the present case are within the development area declared under Section 3 of the Act. Chapter III contains Sections 8 to 12 relating to preparation, approval and commencement of master plan

and zonal development plan. Chapter IV contains Section 13 which relates to amendment of the master plan and the zonal development plan. Chapter V relates to development of lands. Therein, Section 14 provides that after the declaration of any area as development area under Section 3, no development of land shall be undertaken or carried out or continued in that area by any person or body unless permission for such development has been obtained in writing in accordance with the provisions of the Act. It also provides that no development shall be undertaken or carried out or continued in that area unless the same is also in accordance with such plans. Section 15 deals with the application for permission referred to in Section 14. It contemplates making of the requisite enquiry before making an order refusing or granting such permission. Section 16 prohibits use of any land or building in contravention of the plans. Chapter VI relates to acquisition and disposal of land required for the purpose of development. The remaining provisions relate to ancillary matters. Section 56 empowers the development authority to make regulations with the previous approval of the State Government for the administration of the affairs of the authority. Section 57 empowers the authority to make bye-laws with the previous approval of the State Government for carrying out the purposes of the said Act.

It is by virtue of the provisions of the U.P. Act that the two private colonisers, Delhi Auto and Maha Maya, in the present case applied for permission of the authority under the Act for the development of their lands and making construction

therein. Those lands were within the area set apart originally in the master plan for 'recreational' use, to which it reverted finally on amendment in accordance with Section 13 of the act.

Some provisions of the National Capital Region Planning Board Act, 1985 (hereinafter referred as "NCR Act") may now be referred. The enactment is 'to provide for the constitution of a Planning Board for the preparation of a plan for the development of the National Capital Region and for co-ordinating and monitoring the implementation of such plan and for evolving harmonized policies for the control of land-uses and development of infrastructure in the National Capital Region so as to avoid any haphazard development of that region and for matters connected therewith or incidental thereto.' Section 2 contains the definitions. Clause (j) therein defines "Regional Plan" to mean the plan prepared under this Act for the development of the National Capital Region and for the control of land-uses etc.. Clause (m) defines "Sub-Regional Plan" to mean a plan prepared for a sub-region. Section 3 provides for constitution by the Central Government of the National Capital Region Planning Board, in the manner provided therein. Section 7 specifies the functions of the Board which include preparation of the Regional Plan and to arrange for the preparation of Sub-Regional Plans and Project Plans by each of the participating States. Section 10 indicates the contents of the Regional Plan which include the manner in which the land in National Capital Region shall be used and the policy in relation to land use and the allocation of the land for

different uses. Section 14 deals with modification of the Regional Plan and Section 15 provides for review and revision of the Regional Plan. Section 17 requires each participating State to prepare a sub-regional plan for the sub-region within that State. It has also to indicate the specified elements including the reservation of areas for specific land-uses. Section 19 requires that before publishing any Sub-Regional Plan, each participating State shall refer such plan to the Board to enable the Board to ensure that such plan is in conformity with the Regional Plan. Section 20 lays down the obligation of each participating State for the implementation of the Sub-regional plan, as finalised. Section 27 provides for the overriding effect of this Act notwithstanding anything inconsistent therewith contained in any other law, instrument, decree or order etc. Section 28 empowers the Central Government to give directions to the board for the efficient administration of the Act, which the Board is bound to carry out. Section 29 expressly provides that on coming into operation of the finally published Regional Plan, no development shall be made in the region which is inconsistent with the Regional Plan as finally published. Thus the overriding effect of the Act by virtue of Section 27 and total prohibition of any activity of development in violation of the finally published Regional Plan provided in Section 29 of the Act is sufficient to indicate that any claim inconsistent with the finally published Regional Plan in the area cannot be sustained on any ground.

different uses. Section 14 deals with modification of the Regional Plan and Section 15 provides for review and revision of the Regional Plan. Section 17 requires each participating State to prepare a sub-regional plan for the sub-region within that State. It has also to indicate the specified elements including the reservation of areas for specific land-uses. Section 19 requires that before publishing any Sub-Regional Plan, each participating State shall refer such plan to the Board to enable the Board to ensure that such plan is in conformity with the Regional Plan. Section 20 lays down the obligation of each participating State for the implementation of the Sub-regional plan, as finalised. Section 27 provides for the overriding effect of this Act notwithstanding anything inconsistent therewith contained in any other law, instrument, decree or order etc. Section 28 empowers the Central Government to give directions to the board for the efficient administration of the Act, which the Board is bound to carry out. Section 29 expressly provides that on coming into operation of the finally published Regional Plan, no development shall be made in the region which is inconsistent with the Regional Plan as finally published. Thus the overriding effect of the Act by virtue of Section 27 and total prohibition of any activity of development in violation of the finally published Regional Plan provided in Section 29 of the Act is sufficient to indicate that any claim inconsistent with the finally published Regional Plan in the area cannot be sustained on any ground.

The four villages in question in which the lands of Delhi Auto and Maha Maya are situated are part of the U.P. Sub-Region of the National Capital Region. In the Master Plan of 1986 operative till 2001 A.D. (Annexure 1) the lands of Delhi Auto and Maha Maya are included in the area set apart for 'recreational' use only. On this basis the Regional Plan was prepared and approved under the NCR Act on 3.11.1988 and finally published thereunder on 23.1.1989 according to which the area in question was set apart for 'recreational' use only. Admittedly no change in this Regional Plan to alter the land use of that area to 'residential' purpose was made any time thereafter in accordance with the provisions of NCR Act. The overriding effect of the NCR Act by virtue of Section 27 therein and the prohibition against violation of Regional Plan contained in Section 29 of the Act, totally excludes the land use of that area for any purpose inconsistent with that shown in the published Regional Plan. Obviously, the permissible land use according to the published Regional Plan in operation throughout, of the area in question, was only 'recreational' and not residential since no change was ever made in the published Regional Plan of the original land use shown therein as 'recreational'. This being the situation by virtue of the overriding effect of the provisions of NCR Act, the amendment of land use in the Master Plan under U.P. Act from 'recreational' to 'residential' at an intermediate stage, which is the main foundation of the respondents' claim, cannot confer any enforceable right in them. However, if the first amendment in the Master Plan under the U.P. Act altering the land use for the area from 'recreational' to 'residential' be

valid, so also is the next amendment reverting to the 'original land use, i.e., 'recreational'. Intervening facts relating to the private colonisers described as planning commitments, investments, and legitimate expectations do not have the effect of inhibiting the exercise of statutory power under the U.P. Act which is in consonance with the provisions of the NCR Act, which also has overriding effect and lays down the obligation of each participating State to prepare a Sub-Regional Plan to elaborate the Regional plan at the Sub-Regional level and holds the concerned State responsible for the implementation of the Sub-Regional Plan. The original land use of the area shown as 'recreational' at the time of approval and publication of the Regional Plan under the NCR Act having remained unaltered thereafter, that alone is sufficient to negative the claim of Delhi Auto and Maha Maya for permission to make an inconsistent land user within that area.

The only surviving point is, whether change permitted by the NCR Planning Board for the 'Indirapuram' project in that area by conversion of the land use from 'recreational' to 'residential' is of the whole 1626 acres including the respondents' land as claimed by them or only of 1288 acres which does not include the respondents' land, and its effect?

In a letter dated March 10, 1992 of Secretary, Housing & Urban Planning Department, Government of Uttar Pradesh to the Secretary, Ministry of Urban Development, Government of India

there is a denial of violation of NCR plan in the U.P. Sub-Region. To the letter is annexed a note in the form of clarification and justification. Reliance is placed on this document and particularly on the portion at pages 234 to 236 of the paper book. The document says that in Master Plan for the Ghaziabad Development Area, an area of about 2880 acres was reserved for recreational activities and this was incorporated as such in the NCR plan. Then it says "a land use of a part of this area (1288.0 acres) has been changed to residential use by U.P. Government Gazette notification dated 22.4.1991." ... "Out of the total area of 2880 acres proposed in Ghaziabad Master Plan only 1288.0 acres are being now developed as residential. While rest around 1500 acres are still under recreational land-use." ... "Of this 1288.0 acres an area of about 328.0 acres is still undeveloped and 125.0 acres is under Village abadi. Hence only about 835.0 acres is actually being developed for residential use and 1920.0 acres is available for recreational use." In between these extracts are given the details of planned regional recreational facilities, in which at Sl.No. 1 is 'Indirapuram' against which the area shown as 1592 acres. Deducting 1592 from the total area of 2880 acres, the remaining area left is only 1288 acres which is indicated throughout as the area of which the change of land use to 'residential' was made by the State Government. Reading this document as a whole there is no inconsistency therein and the area consistently shown as altered to 'residential' use by the State Government is only 1288 acres and not 1600 acres. Admittedly, the lands of Delhi Auto and Maha May

are not within this area of 1238 acres. This being so, it is unnecessary to discuss at length the permission for alteration of land use of the smaller area given by the Board under the NCR Act which does not include the respondents' lands.

However, reading all the related documents together, it would appear that the NCR Planning Board finally permitted conversion of land-use from 'recreational' to 'residential' at 'Indirapuram' of an area lesser than even 1263 acres confining it only to that part which was shown in Govt. of U.P.'s letter dated 10.3.1992 and its enclosure (P.231-236 of Paper Book) as already utilised for 'residential' use. This area was mentioned as 835 acres only by saying (at page 236) 'only about 835 acres is actually being developed for residential use and 1920 acres is available for recreational use'. The NCR planning Board, on 3.6.1992 approved the Sub-Regional Plan for U.P. Sub-region (P. 118 of the Paper Book) clearly stating as under:

"2. The land use changes made vide Government of Uttar Pradesh Gazette Notification dated 22.4.1991 in respect of Indirapuram at Ghaziabad from 'recreational' to 'residential' use may be confined only to those parts where planning commitments have already been made.

3. Any further major land use change in Ghaziabad may not be effected without consultation NCR Planning Board."

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Learned counsel for the respondents relied on the expression 'planning commitments' in the above extract to support their modified argument of legitimate expectation, rejected by us earlier. We may add that the expression in the above extract has to be read with the particulars given in Government of U.P.'s letter dated 10.3.1992 wherein (at page 236) that area is reduced clearly from 1255 acres to 835 acres only. Admittedly, the respondents' lands are not even within 1268 acres. It is clear that the NCR Planning Board did not at any time permit the change of land use of lands belonging to Delhi Auto and Maha Maya from 'recreational' to 'residential'. In such a situation there is no foundation for their claim for the permission sought under Section 15 of the U.P. Act for development of their lands and making any construction therein.

The argument of discrimination between the development authority constituted under the U.P. Act and a private coloniser does not arise for serious consideration on the above view. It is the approval of the Board under the NCR Act of conversion of land use to 'residential' of a smaller area and not the larger area including the respondents' lands which results in this consequence. Unless the approval of the Board can be successfully assailed, this point does not merit any serious consideration. This point was neither urged before the High Court nor relied on for allowing the writ petitions. Even before us there is no direct challenge to the same. Moreover, assailing the approval of conversion of land use of a part of that area

**FINAL REPORT OF VARIOUS SUB-GROUPS
CONSTITUTED BY STEERING COMMITTEE**

REVIEW OF NCR REGIONAL PLAN - 2001

**SUB GROUP ON
NCR POLICY ZONES,
DEMOGRAPHIC PROFILE AND
SETTLEMENT PATTERN**

FINAL REPORT

**STEERING COMMITTEE FOR REVIEW OF
REGIONAL PLAN 2001 - NATIONAL CAPITAL REGION (NCR)
NATIONAL CAPITAL REGION PLANNING BOARD, NEW DELHI**

Final Report of the Sub-Group on 'NCR Policy Zones, Demographic Profile and Settlement Pattern'

1. BACKGROUND

The National Capital Region Planning Board, New Delhi, constituted a Steering Committee, in December, 1996, under the Chairmanship of Sh. Syed S. Shafi, formerly Chief Planner of the Town and Country Planning Organisation, Government of India and also UN Expert. The main objective of this Committee was to ensure a properly guided mid-term review of Regional Plan 2001 (NCR). The terms of reference of the Steering Committee are enclosed in Annexure I.

The Steering Committee, in turn, constituted 7 sub-groups in March 1997 to review the various aspects of the Regional Plan in relation to the effectuation of specific policy measures indicated in the Plan. One of the sub-groups of the Steering Committee was constituted under the Chairmanship of Prof. Jamal H. Ansari, Professor and Head, Department of Physical Planning, and also the Dean of Studies at the School of Planning and Architecture, New Delhi. This Group was required to review the matters related to NCR Policy Zones, Demographic Profile and Settlement Pattern and suggest suitable revisions in the Regional Plan.

Composition of the Sub-group, and the list of experts who attended various meetings is enclosed in Annexures II and III. This Sub-group was given about six months time to complete their report and submit it for consideration of the Steering Committee.

2. WORKING METHODOLOGY OF THE SUB-GROUP ON NCR POLICY ZONES, DEMOGRAPHIC PROFILE and SETTLEMENT PATTERN

The Sub-group met 5 times during the period June-December, 1997 to discuss and analyse the changes in the demographic profile and settlement pattern in the NCR since 1989, the year in which the Regional Plan 2001 (NCR) was enforced. The basic premises, stipulations, assumptions and policies relating to NCR policy zones, demographic profile and settlement pattern were reviewed during these meetings. The Sub-group was, at the same time, ceased with the issue of lack of effectuation of the various policy measures, leading to development trends which are substantially contrary to the expectations of the Regional Plan 2001 (NCR).

The sub-group carried out its own analyses of the emerging demographic profile and settlement pattern in the National

NCR. These existing trends were projected upto the year 2011 to formulate a view about the future directions and their implications in respect of the stipulations of the Regional Plan concerning policy zones, demographic profile and settlement pattern. The sub-group also invited submissions on the above from its member-experts representing the various sub-regions of the NCR. The experts also provided feedbacks regarding the problems faced by them in implementing the Plan in the various sub-regions and forwarded suggestions about corrective measures and changes in the stipulations of the Regional Plan.

At the suggestion of the members of the Sub-group from Rajasthan, a day-long field visit was undertaken to study industrial development in the Rajasthan Sub-Region along the National Highway connecting Delhi to Jaipur. The ongoing industrial developments and the proposals of the Rajasthan Government regarding future industrialisation of the Sub-Region were also reviewed during the visit. The Sub-group members noted the impact of these developments on the settlements in the area and pondered about the spatio-economic scenario that would emerge in future if all the proposals of the Rajasthan Government regarding industrial development were realized.

2.1 Limitations

A mid-term review of the Plan of a region as dynamic as the NCR requires a detailed feedback mechanism, particularly when the region is beset with administrative complexities due to the jurisdictional involvement of the Central Government and four prominent State Governments of the Indian union, including a number of public and semi-public institutions operating at central, state and local levels. In such situations, for a properly guided review, detailed information is required to analyse what had happened in the Region after the plan came into being, what was implemented, and what could not be implemented. Also, it becomes necessary to study the various technical, socio-economic, administrative and political factors which could be responsible for non-implementation of plan proposals or delayed development. Detailed information is also required to arrive at specific conclusions relating to these issues. But in the absence of such a feedback framework and considering the relatively short period of six months available to the Sub-group, only broad structural suggestions were considered as a part of the review. Also, keeping in mind that the target date for the Regional Plan 2001 is proposed to be extended upto the year 2005 by the National Capital Region Planning Board, the Sub-group decided to restrict itself to suggesting relatively minor adjustments in the existing stipulations and policies of the Regional Plan, leaving out relatively major changes to a more comprehensive exercise at the time of preparation of the plan for the period beyond 2005.

The settlement policy of the National Capital Region has been essentially determined in the context of the accelerating population growth rate of Delhi since the independence in 1947. Due to the increasing population pressure, the capital city has been experiencing acute shortage of housing, water, electricity and other essential facilities. The planners thus thought of instituting certain policy measures by which it would become possible to re-direct potential migrants to Delhi to identified urban centers located at appropriate distances from the metropolitan city. Planners also stipulated that, if possible, efforts should be initiated to decongest the capital city by progressive decentralization of offices and other employment generating economic activities out of the city.

The Regional Plan 2001 (NCR) thus aims for a balanced and harmonious development of the Region, leading to a dispersed pattern of economic activities and population within the region and thus keeping population growth and aerial spread of Delhi within manageable limits. To achieve this objective, the Plan proposes a package of policies relating to transportation and communication, physical and social infrastructure, regional land use, environment and eco-development, and also development management with the intention of achieving a dispersed pattern of population distribution and settlement. Thus, the focus of attention in the Regional Plan 2001 is the city of Delhi whose networks of essential infrastructure and services are stretched beyond their functional limits due to extra-ordinary growth in the city's population during the past few decades. It is expected that a vigorous implementation of the policies contained in the Plan would help in maintaining the quality of life in the India's prime city at a reasonably high level.

3.1 Policy Zones

The settlement policy of the NCR has been evolving since 1962 when the first Master Plan of Delhi was enforced. The Master Plan had assigned a population of 46 lakhs to the city against the trend based projection of 53 lakhs. It was assumed that it would be possible to divert the remaining 7 lakh persons to ring towns such as Ghaziabad, Faridabad, Ballabgarh, Gurgaon, Bahadurgarh, Narela and Loni, located in the National Capital Territory of Delhi and the surrounding states of Haryana and Uttar Pradesh within a distance of 30 km from Delhi. These ring towns were to be developed with appropriate infrastructural facilities for industries and related activities which in turn were expected to generate additional employment opportunities. The planners suggested, that these measures would make the ring towns attractive to migrants. Backed with the support of the concerned state governments, and also due to nearness to Delhi, these ring towns grew by leaps and bounds registering much faster growth rate than the national capital itself. For example, between 1951

and 81, Faridabad registered a growth rate of 774 per cent, Gurgaon 380 per cent and Ghaziabad 567 per cent, against Delhi 300 per cent. In spite of this, the 1981 Census revealed that Delhi grew to a population of 57.7 lakhs against the estimated population of 46 lakhs as per the Master Plan (excess of 11.7 lakhs), and against the revised population of 53 lakhs after mid-term assessment of Master Plan in 1976 (excess of 4.7 lakhs).

The Regional Plan 2001 for the National Capital Region, thus, proposed making large investments in many more selected settlements at appropriate distances from the metropolis to relieve the National Capital from the intensifying population pressure within a reasonable period of time. To give this policy a practical shape the Regional Plan identified three distinct zones, namely :

- i) Delhi Union Territory (Delhi UT), now the National Capital Territory of Delhi (NCTD);
- ii) Delhi Metropolitan Area (DMA) excluding NCTD; and
- iii) The area beyond the DMA upto the NCR boundary.

3.2 Settlement System

The Regional Plan suggests a settlement system for the period of 1981 to 2001 in which the towns which are required to play an instrumental role in diverting pressure of population away from Delhi are divided into following categories.

a. The DMA Towns

These are the original ring towns which subsequently were contained within the Delhi Metropolitan Area with Delhi as the core. These have become more and more attractive for development of industries mainly due to nearness to Delhi. These towns are more or less contiguous with Delhi's conurbation and have lead to the phenomenon of large scale commuting over the entire conurbation. Hence any further growth of economic activities in these towns is not desirable as it would lead to additional urban problems for Delhi. As per the Regional Plan 2001 for NCR, the Delhi Metropolitan Area, as envisaged, comprises the Controlled Areas of the contiguous towns of Ghaziabad including Loni and NOIDA, in Uttar Pradesh; and Faridabad-Ballabgarh complex, Gurgaon, Bahadurgarh, Kundli and the extension of Delhi ridge, in Haryana.

b. Regional Centers or Priority Towns

In the Regional Plan, these centers have been assigned the role of inducing urban development beyond DMA but within the NCR. It is further proposed in the Plan that these towns should be developed so that they are able to attract and

contain Delhi bound potential migrants to the extent of 20 lakhs. Eight such Regional Centres have been identified. These are:

- | | | |
|------------|-----------|-------------------------------------|
| 1. Meerut | 2. Hapur | 3. Bulandshahar - Khurja Complex |
| 4. Panipat | 5. Rohtak | 6. Rewari-Dharuhera-Bhiwadi Complex |
| 7. Palwal | 8. Alwar | |

These identified regional centres have been accorded priority in development and will be encouraged to accommodate additional population. Growth trend and regional potential of each of the selected regional centres have been assessed.

The regional centres, namely, Bulandshahar and Khurja would be developed as a complex while Rewari would be planned in relation to Dharuhera and Bhiwadi industrial townships in the form of another complex. The identified regional centres (priority towns) and their assigned population for the year 2001 are given in Table 1. As per the table, each priority town/complex is expected to reach a population of atleast 3.0 lakhs by the year 2001. But if the Plan's target date is extended upto the year 2005, the year for attainment of these population figures will also be extended accordingly.

Table 1
Regional Centres and their Population for the Years 1981 and 2001 (assigned)

Sub-region	Regional Centre	Population (in Lakhs)	
		1981	2001
Uttar Pradesh	1. Meerut	5.36	15.50
	2. Hapur	1.02	4.50
	3. Bulandshahar-Khurja Complex	1.03	5.00
Haryana		0.67	3.00
	4. Palwal	0.47	3.00
	5. Panipat	1.38	5.00
	6. Rohtak	1.68	5.00
Rajasthan	7. Rewari-Dharuhera-Bhiwadi Complex	0.52	1.10
		-	0.75
		-	1.15
	8. Alwar	1.47	5.00

c. Sub-regional Centres, Service Centres and Basic Villages

The Regional Plan suggests that the desirable population sizes of these settlements should be as follows:

- Level of Service
1. Sub-regional Centres
 2. Service Centres
 3. Basic Villages

0.5 to 3.0 lakhs
10,000 to 50,000
Less than 10,000

Whereas the Regional Centres are identified as part of the Regional Plan itself, according to the stipulations of the Plan, the sub-regional centres, the service centres and the basic centres are to be identified as part of the Sub-regional plans. The Regional Plan proposes that, with development of the Region, the Sub-regional centres should serve as functional focal points and assume the role as that of sub-divisional headquarters with corresponding facilities. In addition, they should also serve as first stage industrial centres with agricultural and marketing facilities. Similarly, the service centres should cater to the rural hinterland as agro-service centres in the collection and distribution of agricultural goods and services with marketing, warehouses and cold storages. Finally, the basic villages should develop to cater to the day-to-day needs of a cluster of villages with cooperatives for distribution of fertilizer, agricultural implements and also for collection of agricultural goods for marketing in higher order centres.

4.0 DEMOGRAPHIC POLICY OF THE REGIONAL PLAN 2001

The demographic policy of the Regional Plan for NCR, for 2001, was evolved in the context of the phenomenon of excessive population concentration in Delhi. The NCR Planning Board, which was responsible for preparing the plan, had observed that the city's population was increasing rapidly (at the rate of more than 50 percent per decade) since 1951 and that a large part of this growth had occurred due to migration. It was also observed that the tendency for migration towards Delhi was increasing over the years.

Moreover, it was seen that Delhi's growth was not confined within the NCTD. Infact, the entire DMA had begun to show intense growth characteristics. This was especially observed in Faridabad-Ballabgarh Urban Complex, Ghaziabad and Gurgaon where, during 1971-81, population grew by as much as 169.4, 141.6 and 76.5 percent respectively as compared to the growth rate of 53 percent observed in Delhi during the same period.

In addition to the above trends, the NCR Planning Board, while finalising the Regional Plan, had also taken into consideration the Census of India projections according to which the NCR's population was expected to grow at a decadal rate of 34.73 per cent during 1981-2001, to reach a figure of 325 lakhs. It was also estimated that NCTD's share would be around 132 lakhs, i.e., about 40.6 percent of the estimated population of NCR. In the light of the trends and projections as stated above, the Regional

Plan for the NCR for the year 2001 had suggested a conscious policy of:

- i) decelerated and restricted growth in the NCTD;
- ii) controlled moderate growth of the DMA towns excluding Delhi; and
- iii) accelerated growth of Regional Centres through provision of adequate infrastructure and services to enable them to attract potential Delhi bound migrants towards themselves.

The Regional Plan also outlined a demographic policy to achieve objectives as stated below:

- i) a fifty percent fall in the rate of migration to Delhi during 1991-2001;
- ii) the population of NCTD would be 112 lakhs by the year 2001 instead of the projected 132 lakhs;
- iii) a moderate growth rate of DMA towns so that by the year 2001, DMA excluding Delhi would achieve a population of 38 lakhs of which one lakh would live in rural areas; and
- iv) deflection of potential migrants away from Delhi to areas outside DMA, 19 lakhs to urban centres and one lakh to rural areas during 1981-2001.

5.0 National Capital Region of Delhi (NCR) in 1997 - An Appraisal

Population of the National Capital Region increased from 19.02 million in 1981 to 26.4 million in 1991, recording a growth rate of 39.1 percent during the period (Appendix 1). When this increase is compared with the corresponding figures for 1961-71 (32.8%) and 1971-81 (35.3%), it becomes evident that during the 30 years between 1961 and 1991, population of NCR has grown at an increasing rate.

It should also be noted that simultaneous to the increase in the NCR's population, the share of NCTD in the population of NCR has been increasing from 25.1 percent during 1951-61 to 28.9, 32.7 and 35.6 percent during 1961-71, 1971-81 and 1981-91 periods respectively. More significantly, out of the total 91 lakh urban population in 1981, as much as about 63 per cent was concentrated in NCTD, mainly in Delhi. The demographic trends thus clearly project the tendency of population to concentrate in Delhi.

In addition, the share of the various constituent sub-regions, barring, of course, the NCTD, has been declining during successive decades. The share of U.P. Sub-Region, which stood at

42 percent of the population of NCR in 1961, declined to 34 percent in 1991; and similarly the drop for Haryana and Rajasthan Sub-regions was from 27.37 and 5.52 percent respectively in 1961 to 25.1 and 5.2 percent respectively in 1991.

The comparison of the growth rate of the NCR's population with that of the respective states indicates that, during 1981-91, the population of NCR has grown at a faster rate as compared to the constituent states.

Thus, from the study of population growth rates and distribution trends in the NCR and the constituent states, it can be inferred that the population of Delhi is not moving out of Delhi. On the contrary, Delhi's population is still increasing at a rapid rate. Infact, as per the 1991 Census, Delhi's population is growing at a faster rate as compared to other major metropolitan cities, such as Mumbai, Calcutta and Chennai.

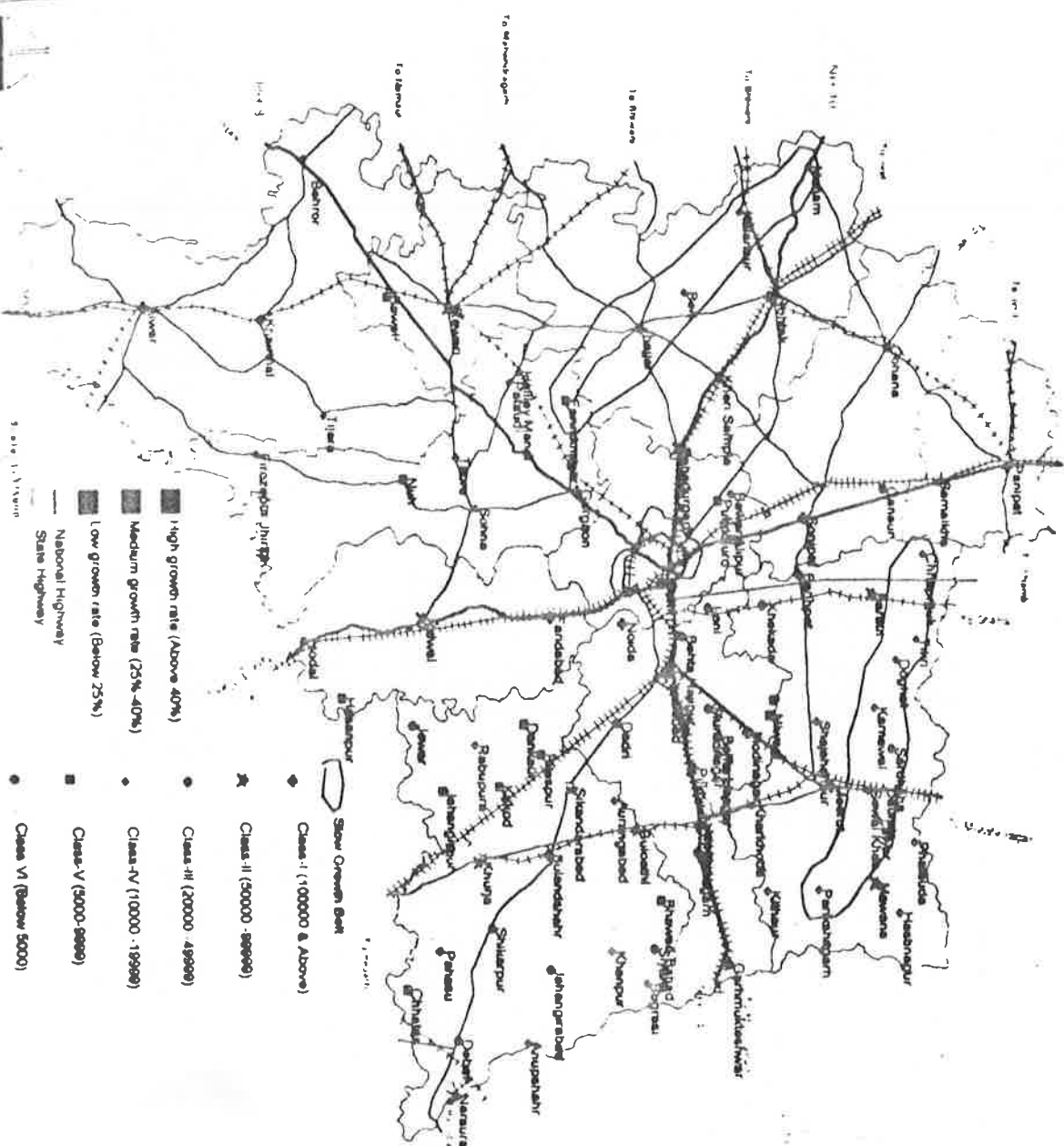
The most disturbing aspect of population growth trends in the NCR and surrounding states is that there appears to be a direct relationship between the growth rate of NCR's population and the tendency of population to concentrate in Delhi. This has significant policy implications for future development of NCR, since based on the observed relationship, it can be inferred that any induced population growth in the NCR would lead to accelerated rate of growth of population of Delhi. In this context, it may be better to devise a policy whereby it would be possible to divert migration streams away from Delhi to the identified counter-magnet cities in the adjacent states and other regions with urbanisation potential.

5.1 Migration Trends to Delhi

As per the data collected for the Regional Plan 2001, migration to Delhi was mainly from the surrounding states. During 1981-91 the NCR States together accounted for about 68 percent of the total migrants in Delhi, of whom about 50 percent came from Uttar Pradesh, 12 percent from Haryana, and 6 percent from Rajasthan. Significantly, during 1981-91, about 11 percent of the migrants came from the State of Bihar suggesting that Delhi has also begun to attract substantial number of migrants also from backward areas of relatively distant States (Appendix 2).

Presently, it is not known that exactly how much migration is taking place to Delhi from within the Region. A NIUA study of Migration Patterns in NCR has concluded about the existence of a large intra-regional migration in NCR and has also observed that about 80 per cent of the potential migrants within the Region are likely to head towards Delhi. Thus, the demographic policy for NCR should address the issue of checking migration to Delhi not only from areas outside the Region but also from the rural areas and small towns within the Region.

NCR LOCATION & CLASSIFICATION OF URBAN SETTLEMENTS



5.2 Settlement Pattern

5.2.1 Population Growth Trends of Towns in the NCR During 1971-81 and 1981-91

The sub-group undertook a study of the population growth trends for 1971-81 and 1981-91 periods for all the towns listed as such in the 1991 census. The main economic activities of these towns were also listed alongwith the population in 1991 (Appendix 3).

The decadal growth rates for 1971-81 and 1981-91 were later used to find the average growth rate for 1971-91 period and based on the results so obtained, the towns were classified into high growing, medium growing and slow growing categories. All these towns were plotted on a map of NCR and the categories were highlighted through coloured presentation, using red for high, green for medium and blue for low growth rate towns (Map 1).

A review of the settlement pattern of the NCR in the light of the demographic trends during 1971-81 and 1981-91 and study of economic bases of towns has lead to several observations which are presented below.

- a) It is found that most of the Regional Centres identified in the Regional Plan 2001 did not grow at the desired rate.
- b) Regional Plan 2001 assignments for priority towns were generally on a higher side and difficult to achieve.
- c) Populationwise, DMA towns are generally growing faster than the rates suggested in the Regional Plan 2001.
- d) Settlements in certain pockets of the NCR are experiencing particularly low growth rates as compared to settlements in the rest of the Region. These pockets/ belts are identified as:
 - i) an areal belt running along NW-SE axis immediately south of Rohtak in Haryana and containing the settlements of Maham, Kalanaur, Beri, and Jhajjar; and
 - ii) another belt running East-West immediately north of Meerut in Uttar Pradesh and containing the settlements of Chaprauli, Tikri, Karnawal, Daurala and Parikshitgarh.
- e) On the contrary, many settlements have shown fast rate of population growth. These can be divided into two categories. These are:
 - i) settlements close to Delhi in a concentric belt immediately outside the DMA. Examples in this category are Greater Noida in Uttar Pradesh, and Samalkha and Kundli in Haryana. This belt now appears to be ripe for absorbing much larger population than what is

ii) settlements along the major transportation corridors (highways moving out of Delhi) and having manufacturing as the main economic activity. Examples of urban areas in this category (other than DMA towns) are Hapur, Babugarh, Pilkhwa and Garhmukteshwar along Highway No. 24 ; Muradnagar, Modinagar, and Meerut along the highway leading to Rishikesh and Hardwar; Dadri, Sikandrabad and Bulandshahr along the highway leading to Aligarh; Khekda, Bagpat and Baraut along the highway leading to Saharanpur and Dehradun. Incidentally, all the above urban areas lie in the UP Sub-region of the NCR.

f) Generally, it is found that the districts containing fast growing towns are mainly Panipat, Sonipat, and Faridabad in Haryana; Ghaziabad and Bulandshahr in Uttar Pradesh; Alwar in Rajasthan; and, of course, Delhi itself.

6.0 Population Projections for the NCR, 1996-2016

The sub-group used the 1996-2016 projections of population made by the Office of the Registrar General of India for use in the 9th Plan for the states of Haryana, Rajasthan, U.P. and Delhi. Using State projections, the population has been estimated for the various sub-regions of the NCR Region. The population has been projected by Urban-Rural Growth Differential method advocated by the UN for projecting population of urban areas, cities, etc. The projected population is indicated in Appendix 4. It is noticed from the table that the population of the NCR would be in the range of 36.4 million in the year 2001 and 56.7 million in the year 2016. The earlier projections had indicated a figure of 32.5 million for the year 2001. This upward revision is due to the fact that during the decade 1981-91, all the sub-regions of the NCR have recorded acceleration in population growth rate. It is also noticed that the NCTD is expected to have a population of more than 14 million in 2001, as against the figure of 13.2 million that was projected in the NCR Plan 2001.

6.1 Urban - Rural Growth Differentials

Appendix 5 shows the population of rural and urban areas of the NCR as per the censuses of 1961, 1971, 1981 and 1991. The annual exponential growth rates of the rural and urban population have also been shown. A study of these growth differentials leads to certain contradictory observations. Whereas in the U.P. sub-region of the NCR, the growth differential between urban and rural areas (URGD) has been increasing steadily between 1961-91, in Haryana and Rajasthan it declined during 1981-91, after showing increase in 1971-81 as compared to 1961-71. In the NCTD, however, URGD is negative. The main reason behind this kind of trend is that certain rural areas, which over the years have

qualified to be reclassified as urban, according to the census criteria, have not been so reclassified. The revised urban-rural growth differentials after reclassification were used to make population assignments in various sub-regions of the NCR for the years 1991, 2001 and 2005, as shown in Appendix 6.

The projection of population of towns was then done based on the revised urban-rural growth differentials (URGD).

6.2 Population Projection of Towns

The urban population of NCR is expected to increase to 41.7 million by the year 2016. The population of towns has been projected using the above figure as a datum. The proportion and population of each town to the total urban population has been worked out for 1981 and 1991. The change in this proportion has been extrapolated using logistic curve. Then population of individual towns so projected has been adjusted pro-rata to conform to the projected urban population for future years. The projected population figure are shown in Appendices 7, 8 and 9 for Haryana, Rajasthan and UP respectively, and Appendix 10 for Priority Towns.

7.0 Emerging Settlement Pattern in Sub-Regions of the NCR

7.1 Rajasthan Sub-Region

Rajasthan Sub-Region was assigned two priority towns (regional centres), namely, Bhiwadi (together with Rewari-Dharuhera) and Alwar. The population assignment for these two priority towns are 5.00 lakhs for Alwar and 1.15 lakhs for Bhiwadi for the year 2001. The State Government of Rajasthan has prepared a Master Plan for Bhiwadi according to which the town's population is planned to go up to 2.25 lakhs by the year 2011.

Till 1991, whereas Alwar had reached a population of 2.1 lakhs, Bhiwadi had achieved a population of 15,000, increasing respectively from 1.47 lakhs and 1,700 in 1981. In order to reach the assigned population targets, between 1991 and 2001, Alwar's population growth rate should accelerate to 136 % in 1991-2001 as compared to 44% in 1981-91. Likewise, Bhiwadi should grow at a rate of 666% during 1991-2001 as compared to growth rate of 782% already achieved during 1981-91.

As against the above stipulations of the Regional Plan, it is necessary to highlight recent developments in the Sub-Region, particularly the developments related to the manufacturing sector. The Rajasthan Industrial Investment Corporation (RIICO) has, of late, made enormous investments in development of industrial areas mainly along Delhi-Jaipur Highway. The details are as given in Table 2.

**Industrial Areas along Delhi-Jaipur Highway,
Rajasthan Sub-Region, NCR**

<u>Industrial Area</u>	<u>Area in ha.</u>
1. Bhiwadi	817
2. Bhiwadi Extension	543
3. Khushkhera-Tapookra	1160
4. Chowpankhi	332
5. Kotkasim	730
6. Neemrana	237
7. Shajahanpur	56
8. Behror	112
9. Sota Nala	136
Total	4123 ha

If we assume a gross workers density of 100 per ha, 30% share of manufacturing sector in employment, and a worker's participation rate of 33% in the total population, the development of an industrial area of the above magnitude can easily form the economic base of a city of population of about 40 lakhs. However, presently, the largest town in the transportation corridor along the NH 8 is Behror, having a population of about 16,000 persons only in the year 1991. In the absence of appropriate urban centres, the workers are forced to reside in a congested manner in the surrounding small settlements (both rural and urban) or else commute long distances from Alwar, Sohna, Gurgaon, Delhi and other such relatively large size urban centres leading to excessive volumes of commuter traffic on the Delhi-Jaipur highway.

A major proportion of the proposed as well as recent industrial development is located in the vicinity of three settlements, namely, Shajahanpur, Neemrana and Behror. Many industrialists from Delhi are purchasing land in the area and establishing industrial units. The urban-industrial complex comprising the three settlements is conveniently located midway between Delhi and Jaipur and has good transportation links with the two metropolitan cities. The industries in this complex alone can support a population of about 5 lakhs. Considering the industrial development in the area and realising the potential for urban development in the immediate future, it may not be out of place to accord Shajahanpur - Neemrana - Behror Complex the status of a regional centre (priority town). This would then be the third priority town for Rajasthan sub-region, after Alwar and Bhiwadi (as part of Bhiwadi-Daruhera-Rewari Complex).

However, now that about 1400 ha of industrial land is assigned for development as part of Bhiwadi Industrial Area and its extensions, this industrial work centre can on its own support an urban population base of about 10 lakhs. Given proper encouragement, it may be appropriate to consider giving Bhiwadi itself the status of a priority town than clubbing it with Dharuhera-Rewari for the purpose.

It was specifically observed during the field visit that industrial development in and around Bhiwadi and Behror was coming up without complimentary residential/ institutional/ recreational/ commercial developments except in some isolated locations. Though the NCR Planning Board also financed some residential developments in RIICO area around Bhiwadi, neither RIICO nor the State Town and Country Planning Department has prepared an overall development plan for the area. There is a danger that such industrial development would lead to the surrounding villages being converted into slums through unauthorised occupation and encroachment on land.

Hence, it is all the more necessary to designate Bhiwadi as a priority town on its own (and not as an urban complex with Dharuhera and Rewari). Also Shajahanpur-Neemrana-Behror Complex should be accorded the status of a regional centre (priority towns) in the region. Through this measure, it would be possible to induce settlement development to compliment the industrial development.

7.2 Haryana Sub-Region

Haryana sub-region was assigned four priority towns (regional centres), viz., Panipat, Rohtak, Palwal and Rewari-Dharuhera-Bhiwadi Complex.

Table 3 indicates the population of these towns in the years 1981, 1991 and assigned population for the year 2001.

Table 3 Population of Priority Towns in Haryana

Name of the Priority Towns	Population in Lakhs		
	1981	1991	2001(Assigned)
Panipat	1.37	1.91	5.00
Rohtak	1.66	2.16	5.00
Palwal	0.47	0.59	3.00
Rewari	0.51	0.75	1.10
Dharuhera	0.10	0.11	0.75

Table 4 compares the population growth rates of the priority towns of the sub-region during 1981-91 with the rate which should be achieved during 1991-2001 in order to reach the assigned targets in terms of population.

Table 4 Population Growth Rates of Priority Towns in Haryana

Name of the Priority Towns	Growth Rate of Population	
	1981-91	1991-2001*
Panipat	36.69	161.78
Rohtak	29.58	131.48
Palwal	25.02	408.47
Rewari	46.12	46.67
Dharuhera	10.00	581.81

* required to achieve the assigned population

The desired growth rate in respect of each of these priority towns (except for Rewari) for the towns to reach the assigned population targets in the year 2001 is quite high, and as such, unlikely to be achieved by then. It is, therefore, appropriate to postpone the year of reaching the target population from 2001 to 2005.

As against the above stipulations of the NCR Regional Plan, it is observed that major industrial developments are taking place in and around urban centres along transport corridors. The examples are Gurgaon and Dharuhera-Rewari along NH 8, Faridabad along NH2, Bahadurgarh along NH 10 and Sonipat-Kundli and Panipat along NH1. Out of the above Gurgaon, Faridabad, Bahadurgarh and Kundli, being part of the DMA, have accordingly been declared as DMA towns. However, now that Kundli alongwith Sonipat is being developed as an Urban Complex with the concurrence of the NCR Planning Board, it is necessary to accord the entire Kundli-Sonipat Complex the status of a DMA town.

Similarly, other industrial complexes are being developed near the settlements which are located close to the border of NCTD, some by the Government of Haryana and the others by the private sector. It is, therefore, necessary that the DMA boundaries may be suitably altered to constitute a continuous belt around NCTD. The width of this belt may correspond to the maximum distance which presently exists in the context of the DMA along Ghaziabad. Taking this as the basic width, a continuous belt may be delineated along NCT of Delhi adjusting it to the nearest tehsil boundary incorporating the control area limits of the urban centres falling within.

However, as pointed out by the representative from Haryana, this would act contrary to the industrial development already taken up by the Haryana Government in some parts (e.g., in Manesar), and therefore required discussion at higher level. The idea of altering the DMA boundaries was, thus, left for a stage when a full review of the Regional Plan would be taken up.

Besides the above, since Bhiwadi in Rajasthan is proposed to be designated as a priority town on its own, Bawal in Haryana which is showing signs of rapid population growth may be incorporated

Bawana village within the NCT of Delhi boundary. This proposal is, of course, quite contrary to the objectives of the Regional Plan and efforts should be made to discourage such developments.

8.0 Summary of Proposals

1. The target year for attaining assigned populations for priority towns should be shifted from the year 2001 to 2005.
2. The present criterion of considering only those towns as priority towns which have the likelihood of reaching a population of 3.0 lakhs by the year 2001 should not be insisted upon and relaxed upto 1.5 lakhs in exceptional cases. The basic criterion for designating a priority town, either individually or in association with other neighbouring towns in form of a complex, should be the potential for its growth in the immediate future and hence its usefulness in diverting population load away from Delhi.
3. The proposals for new priority towns are given below, sub-region wise:

Haryana	Dharuhera-Rewari-Bawal Complex;
Rajasthan	Bhiwadi (independent of Dharuhera-Rewari); and Shahajanpur-Behror-Neemrana Complex
U.P.	Surajpur-Kasna Complex; and Baghpat-Baraut Urban Complex
4. Sonapat-Kundli Urban Complex be accorded the status of a DMA town.
5. The proposed industrial development at Bawana (in the NCT of Delhi) should be discouraged, keeping in view the judgement of the Hon'ble High Court of Delhi.
6. Efforts should be intensified to achieve accelerated rate of growth of counter-magnet cities which have been already identified by the NCR Planning Board for the purpose of redirecting future population loads away from Delhi.
7. NCR Planning Board should influence the Government of India to encourage similar efforts of Metropolitan Regional Planning in relation to metropolitan cities located in areas which have urbanisation potential. These efforts can be highly instrumental in relieving Delhi of the potential population load.
8. Population assignments for the existing and new proposed DMA and Priority towns have been provided in Appendix 10. These were worked out keeping in view the growth trends, development potential and a consensus view of representatives from participating states.

As desired in the meeting of the Committee, rural-urban break-up of the population assignments for different sub-regions for the year 2005 have been provided in Appendix 6.

8.0 Summary of Proposals

The target year for attaining assigned populations for priority towns should be shifted from the year 2001 to 2005.

The present criterion of considering only those towns as priority towns which have the likelihood of reaching a population of 3.0 lakhs by the year 2001 should not be insisted upon and relaxed upto 1.5 lakhs in exceptional cases. The basic criterion for designating a priority town, either individually or in association with other neighbouring towns in form of a complex, should be the potential for growth in the immediate future and hence the need to divert population load away from Delhi.

The proposals for new priority towns are given below, sub-region wise:

Haryana

Dharuhera-Rewari-Bawal Complex;

Rajasthan

Bhiwadi (Independent of Dharuhera-Rewari) and Shahjahanpur-Bahar Neemrana Complex

U.P.

Suratpur-Kaena Complex; and
Bagpat-Sarai Urban Complex

Sonepat-Kundli Urban Complex be accorded the status of a DMA town.

The proposed industrial development at Narela (in the NCT of Delhi) should be discontinued, keeping in view the judgement of the Hon'ble High Court of Delhi.

Efforts should be intensified to achieve accelerated rate of growth of counter-magnet cities which have been already identified by the NCR Planning Board for the purpose of redirecting future population load away from Delhi.

NCR Planning Board should influence the Government of India to encourage similar efforts in metropolitan regional planning in relation to and hope, in cities located in areas which have substantial potential. These efforts can be highly instrumental in relieving Delhi of the population load.

Population assignments for the existing and new proposed DMA and priority towns have been provided in Appendix 10. These were worked out keeping in view the growth trends, development potential and the consensus view of the concerned States.

Constituent	Population of MCR (1)						State Population (2)						Rest of the state population (3-1)					
	1961	1971	1981	1991	1961	1971	1981	1991	1961	1971	1981	1991	1961	1971	1981	1991	1961	1971
Delhi N C T	2658612	4065698	6220406	9420644	2658612	4065698	6220906	9420644	0	0	0	0	0	0	0	0	0	0
U P (NCR)	4450172	5440296	6968646	9001704	7375457	8834152	11086251	13391122	769304401	82901225	103893866	130110583						
Maryana	2893365	3798228	4867846	6643604	7590524	10036431	12922119	16463648	4697159	6238203	8064273	9820044						
Rajasthan	584204	757399	962011	1380228	2015560	25765806	34267862	44005990	19571398	25008407	33299851	42625762						
Total	10586358	14061628	19018908	25446180	10415931	128209456	164266099	209002569	93572950	114147835	145247990	182556389						

Growth Rates of the MCR Constituents States, 1961-91

	MCR Region of the State			State			Rest of the state		
	1961-71	1971-81	1981-91	1961-71	1971-81	1981-91	1961-71	1971-81	1981-91
Delhi	4.25	4.25	4.15	4.25	4.25	4.15	0.00	0.00	0.00
U.P.	2.01	2.48	2.65	1.80	2.27	2.27	1.79	2.26	2.25
Maryana	2.72	2.48	3.11	2.79	3.53	2.42	2.84	2.56	1.98
Rajasthan	2.60	2.39	3.61	2.46	2.85	3.50	2.45	2.86	2.47
Total	2.84	3.02	3.30	2.80	3.48	2.41	1.99	2.41	2.29

Delhi NCT Populations % of MCR

1961	25.1
1991	35.6
2016	37.1

Appendix 2

Migrants to Delhi by States, 1981-91

	Total Migrants to Delhi between 1981-91	Percentage of Migrants from the states of India	Percentage of Migrants including from outside India
Andhra Pradesh	10,365	0.67	--
Arunachal Pradesh	639	0.04	--
Assam	5,929	0.38	10.68
Bihar	1,69,609	10.99	--
Goa	597	0.04	--
Gujarat	8,015	0.52	11.50
Haryana	1,82,547	11.82	--
Himachal Pradesh	22,416	1.45	--
Jammu and Kashmir	13,962	0.90	--
Karnataka	7,821	0.51	--
Kerala	24,909	1.61	--
Madhya Pradesh	41,916	2.71	--
Maharashtra	22,897	1.48	--
Manipur	903	0.06	--
Meghalaya	946	0.06	--
Mizoram	299	0.02	--
Nagaland	544	0.04	--
Orissa	9,878	0.64	--
Punjab	83,806	5.43	5.28
Rajasthan	95,282	6.17	6.00
Sikkim	448	0.03	--
Tamil Nadu	24,057	1.56	--
Tripura	602	0.04	--
Uttar Pradesh	7,65,914	49.91	48.25
West Bengal	43,219	2.79	2.72
Andaman	317	0.02	--
Chandigarh	5,802	0.38	--
Dadar, Nagar Haveli	76	--	--
Pondicherry	194	--	--
Total from within India	15,43,959	100.00	97.26
From Abroad	43,533	--	2.74
Total including from Abroad	15,87,492		100.00

Appendix 3 Population, Growth Rate and Main Activity of Towns in the HCR, 1991

Name of Town/ District	Population 1991	Growth Rates (%)		Main Activity/Activities - 1991 Census
		1971-81	1981-91	
<hr/>				
<u>Panipat District</u>				
1. Sealkha	10,384	--		35.86 Trade & Commerce cum Industry cum Services
2. Panipat	1,91,212	56.77	38.63	Industry
<u>Sonepat District</u>				
3. Ganaur	20,952	96.12	27.07	Trade & Commerce cum Primary Activity cum Services
4. Kharkhoda	13,151	New Town		Primary Activities cum Services cum Trade & Commerce
5. Sonepat	1,43,922	75.29	31.59	Services cum Industry
<u>Rohtak District</u>				
6. Gohana	32,496	56.31	24.09	Services cum Trade & Commerce
7. Mahan	15,083	11.20	28.67	Primary Activities cum Trade & Commerce
8. Kalanaur	14,524	--	17.32	Primary Activities cum Services
9. Kherisampla	7,838	New Town		Primary Activities
10. Beri	14,508	9.35	7.55	Primary Activities
11. Bhajjar	27,692	27.97	14.21	Primary Activities cum Services cum Trade & Commerce
12. Bahadurgarh U.A.	57,335	45.23	52.68	Services
13. Rohtak	2,16,096	33.68	29.58	Services cum Trade & Commerce
<u>Faridabad District</u>				
14. Palwal	59,168	38.72	25.82	Trade & Commerce cum Industry cum Services
15. Massampur	7,130	--	39.56	Primary Activities
16. Model	25,635	32.49	36.79	Primary Activities cum Trade & Commerce cum Services
17. Mathin	7,863	--	19.99	Primary Activities cum Services
18. Faridabad Complex Adm.	6,17,717	N.A.	86.78	Industry
<u>Gurgaon District</u>				
19. Pataudi	11,278	39.32	23.91	Primary Activities cum Trade & Commerce cum Services
20. Haileymandi	13,263	350.27	30.80	Services cum Trade and Commerce Industry
21. Farrukhnagar	8,046	16.04	26.37	Primary Activities cum Service cum Trade and Commerce
22. Dundahera	6,767	New Town		Industry cum Services cum Primary Activities
23. Sohna	16,348	44.35	29.06	Trade & Commerce cum Services cum Primary Activities
24. Taoru	12,534	--	81.34	Trade & Commerce cum Industry cum Services

25 Muh	7,492	26.60	25.03	Trade & Commerce cum Services
26 Ferozpur Jhirka	12,413	18.06	13.05	Trade & Commerce cum Services cum Primary Activities
27 Punhana	8,679	New Town		Trade & Commerce cum Services
28 Gurgaon U A	1,35,884	76.51	34.70	Services

Rewari District

29 Bawal	9,010	18.85	16.11	Primary Activities cum Services
30 Dharuhera	10,848	New Town		Industry
31 Rewari	75,342	17.49	46.12	Trade & Commerce cum Services

Meerut District

32 Baraut	67,705	48.07	46.25	Trade & Commerce cum Industry cum Services
33 Mawana	51,701	51.32	37.42	Industry cum Trade & Commerce cum Services
34 Sardana	42,980	36.48	42.61	Industry cum Trade & Commerce
35 Khokda	35,191	47.07	41.30	Primary Activities cum Industry
36 Baghpat	24,939	--	45.35	Primary Activities cum Trade & Commerce cum Industry
37 Chhaprauli	16,008	--	15.95	Primary Activities
38 Kithaur	19,270	30.91	39.72	Primary Activities
39 Hastinapur	15,081	--	29.60	Primary Activities
40 Lavar	14,471	--	25.45	Primary Activities cum Industry
41 Parikshitgarh	13,677	--	20.72	Primary Activities cum Trade and Commerce cum Services
42 Tikari	12,784	--	12.98	Primary Activities
43 Phalaunda	13,970	--	14.88	Primary Activities
44 Seval Khao	14,402	--	30.23	Primary Activities
45 Doghat	12,309	--	22.85	Primary Activities
46 Karnwal	11,047	--	11.64	Primary Activities
47 Aggarwal Mandi	10,871	--	16.23	Primary Activities cum Industry cum Services
48 Daurala	10,025	--	9.61	Primary Activities
49 Shahjahanpur	12,443	20.80	40.33	Primary Activities
50 Kharkhoda	10,550	--	21.15	Primary Activities
51 Behauma	9,060	--	14.60	Primary Activities
52 Aminagar Sarai	8,274	21.97	21.02	Trade & Commerce cum Industry cum Services
53 Meerut U.A.	8,49,799	44.34	58.36	Industry cum Services

Ghaziabad District

54 Pilkhua	50,162	58.24	32.40	Industry cum Trade & Commerce
55 Muradnagar	44,395	86.25	70.44	Industry cum Trade & Commerce
56 Dadri	32,883	51.01	66.72	Services cum Trade & Commerce cum Industry
57 Garhmukteshwar	25,241	63.79	40.90	Primary Activities cum Industries Services
58 O F Muradnagar	12,792	45.66	(-12.70)	Industry
59 Dasna	16,963	New Town		Industry
60 Loni	36,561	--	256.38	Industry cum Services
61 Faridnagar	10,940	20.89	20.00	Primary Activities cum Industry
62 Patala	9,181	--	17.00	Primary Activities
63 Pasaunda	12,387	New Town		Industry cum Primary Activities cum Services
64 Niwadi	9,841	--	24.91	Primary Activities

66. Kalchhala	10,373	New Town		Primary Activities
67. Dujana	7,313	New Town		Primary Activities
68. Banta Majra	30,160	New Town		Services cum Industry cum Primary Act
69. Babugra	3,541	..	49.90	Services
70. Chaslabad U.A.	5,11,759	134.86	78.15	Industry cum Services
71. Kapur	1,46,262	44.30	42.23	Services cum Trade & Commerce cum Industry
72. Modinagar U.A.	1,23,279	101.67	40.63	Industry
73. Moida	1,46,262	New Town		Industry cum Services
Bulandshahr				
74. Khurja	80,305	33.88	19.65	Trade & Commerce cum Industry cum Services
75. Sikandarabad	60,992	34.67	41.40	Industry cum Trade & Commerce cum Services
76. Jahangirabad	37,981	35.79	29.62	Primary Activities cum Trade & Commerce cum Industry
77. Gulaothi	33,982	40.52	39.18	Trade and Commerce cum Services cum Industry
78. Debal	27,721	31.62	23.58	Trade and Commerce cum Services cum Industry
79. Siana	29,888	35.79	33.27	Trade and Commerce cum Primary Activities cum Industry
80. Shikarpur	29,197	29.79	35.81	Primary Activities cum Trade and Commerce cum Services
81. Jewar	21,376	..	39.94	Primary Activities cum Trade and Commerce cum Services
82. Anupshahar	19,684	33.99	29.56	Services cum Trade and Commerce cum Primary Activities
83. Aurangabad	15,482	..	32.52	Primary Activities cum Services cum Trade and Commerce
84. Matsura	15,652	..	63.50	Services
85. Pahau	13,127	45.66	45.60	Primary Activities
86. Rabbupura	10,769	..	19.67	Primary Activities
87. Khanpur	11,420	..	37.41	Primary Activities
88. Bugraei	11,093	16.12	32.54	Primary Activities cum Trade and Commerce cum Industry
89. Dankaur	9,531	14.18	20.11	Trade and Commerce cum Services cum Primary Activities
90. Bhawan Bahadurnagar	9,101	..	34.25	Primary Activities
91. Jahangirpur	8,306	..	27.28	Primary Activities
92. Chhetri	8,382	..	39.92	Primary Activities cum Trade and Commerce
93. Bilsapur	6,127	..	31.45	Primary Activities
94. Rakod	5,838	..	35.88	Primary Activities
95. Bulandshahr	1,27,201	72.83	22.98	Services cum Trade & Commerce
Alwar District				
96. Behror	16,238	New Town		Industry cum Primary Activities cum Services
97. Khairtal	22,741	49.36	42.47	Trade and Commerce cum Primary Activities cum Services
98. Bhivadi	15,295	New Town		Industry
99. Tijara	15,399	..	26.26	Primary Activities
100. Alwar U.A.	2,10,146	45.25	44.14	Services cum Industry

Delhi District

101 Alipur	0.00	27.03	Services cum Industry
102 Bavana	0.00	50.34	Industry
103 Pooch Khurd	0.393	46.07	Industry
104 Pehladpur Bangar	4.833	(-13.57	Service cum Primary Activities
105 Kanjhowla	6.100	New Town	Services cum Industry
106 Asola	9.061	New Town	Service cum Primary Activities cum Industry
107 Delhi U.A	64,19,064	57.09	46.95 Service cum Industry

Appendix 4 Summary of the Projections, 1996-2016

Projection 1: Population projection - NCR and its Components (000's)

Year	NCR population	Delhi	UPNCR	HARNCR	RAJNCR
1996	31297.34	11618.32	10249	7774.07	1655.95
2001	36366.81	14055.08	11443.44	8920.14	1948.15
2006	43198.58	17364.28	13045.36	10449.12	2339.42
2011	48994.20	20462.21	14181.38	11671.05	2679.57
2016	56657.33	24560.67	15698.7	13273.40	3124.56

Projection 2: Population projection - NCR and its Components (000's)

Year	NCR population	Delhi	UPNCR	HARNCR	RAJNCR
1996	31297.34	11736	10187.71	7727.58	1646.05
2001	36366.81	14366	11283.97	8795.84	1921.00
2006	43198.58	17162	13147.50	10530.94	2358.14
2011	48994.20	19507	14656.15	12061.78	2769.28
2016	56657.33	21008	17436.33	14742.58	3470.41

Appendix 5 Rural and Urban Population - NCR Sub-Regions of Delhi-National Capital Territory

Population Projection - NCR and its Components (000's)

Year	Rural	Urban	Total	Population
1961	299204	2359408	2658612	2658612
1971	418675	3647023	4065698	4065698
1981	452206	5768200	6220406	6220406
1991	949019	8471625	9420644	9420644
1991 (alter nate)	351167	9069477	9420644	9420644

Rural Urban Total Urban Proportion Exponential Growth Rate Rural Urban URGD

1961	299204	2359408	2658612	88.75%			
1971	418675	3647023	4065698	89.70%	3.36	4.36	1.00
1981	452206	5768200	6220406	92.73%	0.77	4.58	3.81
1991	949019	8471625	9420644	89.93%	7.41	3.84	-3.57
1991 (alter nate)	351167	9069477	9420644	96.27%	-2.53	4.53	7.05

Uttar Pradesh(NCR)

1961	3671496	778676	4450172	17.50%			
1971	4351826	1088470	5440296	20.01%	1.70	3.35	1.65
1981	5019579	1949067	6968646	27.97%	1.43	5.83	4.40
1991	5884092	3117612	9001704	34.63%	1.59	6.78	5.19

Haryana (NCR)

1961	2432155	461210	2893365	15.94%			
1971	3120856	677372	3798228	17.83%	2.49	3.84	1.35
1981	3668902	1198944	4867846	24.63%	1.62	5.71	4.09
1991	4808344	1835260	6643604	27.62%	2.70	4.26	1.55

Rajasthan(NCR)

1961	511497	72707	584204	12.45%			
1971	646334	111065	757399	14.66%	2.34	4.24	1.90
1981	788055	173956	962011	18.08%	1.98	4.49	2.50
1991	1115704	264524	1380228	19.17%	3.48	-4.19	0.71

POPULATION PROJECTIONS AND ASSIGNMENTS : 1991-2005									
SUB-REGION	POPULATION CENSUS - 1991		TOTAL		POPULATION PROJECTIONS 2001		POPULATION PROJECTIONS 2005		POPULATION ASSIGNMENTS 2005 TOTAL
	RURAL	URBAN	RURAL	URBAN	RURAL	URBAN	RURAL	URBAN	
NCT-DELHI	949	84.72	94.21		11.64	132.02	143.66	11.61	171.62
MARYANA	48.08	18.35	66.43		60.79	27.17	87.96	70.94	105.31
UTTAR PRADESH	58.84	31.18	90.02		64.75	48.09	112.84	69.49	131.47
RAJASTHAN	11.16	2.64	13.8		15.31	3.9	19.21	18.66	23.58
NCR	127.57	136.89	264.46		152.49	211.18	363.67	261.28	431.98

(IN LAKHS)

APPENDIX - 6

Source: Census Commission, Government of India

Appendix 7

Population Projection - Haryana Towns

Name of the town	Pop-1981	Pop-1991	Projected population of towns					Annual Exponential growth rates						
			1996	2001	2006	2011	2016	1981-91	1991-96	1996-2001	2001-06	2006-11	2011-16	
Faridabad	330864	617717	847340	1114345	1524774	1975417	2704718	6.24%	6.32%	5.48%	6.27%	5.18%	6.28%	
Rohat	166767	216086	248985	276675	321868	356791	420685	2.59%	2.83%	2.11%	3.03%	2.06%	3.29%	
Panipat	137927	191212	228049	262426	316287	363375	444215	2.27%	3.52%	2.81%	3.73%	2.78%	4.02%	
Sonpat	109369	143922	167189	187363	219882	245944	292678	2.75%	3.00%	2.28%	3.20%	2.24%	3.48%	
Gurgaon	100877	135884	159735	181166	215193	243648	293524	2.98%	3.23%	2.52%	3.44%	2.48%	3.72%	
Rewari	51562	75342	92269	109041	134981	159297	200057	2.79%	4.05%	3.34%	4.27%	3.31%	4.56%	
Palwal	47328	59168	67000	73195	83744	91325	105965	2.23%	2.49%	1.77%	2.69%	1.73%	2.97%	
Bahadurgarh	37488	57235	71648	86550	109515	132107	169586	4.23%	4.49%	3.78%	4.71%	3.75%	4.99%	
Gohana	26188	32496	36666	39917	45515	49470	57215	2.16%	2.41%	1.70%	2.62%	1.67%	2.91%	
Jhajjar	24247	27693	29972	31295	34221	35669	39558	1.33%	1.58%	0.86%	1.79%	0.83%	2.07%	
Hodal	18740	25635	30375	34730	41595	47491	57702	3.13%	3.39%	2.68%	3.61%	2.65%	3.90%	
Ganaur	16489	20952	23925	26363	30425	33474	39191	2.40%	2.65%	1.94%	2.87%	1.91%	3.15%	
Samalkha	13532	18304	21709	24736	29524	33594	40678	3.06%	3.32%	2.61%	3.54%	2.58%	3.83%	
Sohna	12667	16348	18815	20894	24305	26952	31805	2.55%	2.81%	2.10%	3.02%	2.07%	3.31%	
Maham	11722	15063	17333	19220	22324	24718	29125	2.52%	2.78%	2.07%	2.99%	2.04%	3.28%	
Kalanaur	12380	14524	15935	16870	18706	19772	22239	1.60%	1.85%	1.14%	2.07%	1.11%	2.35%	
Beni	13490	14508	15238	15442	16388	16580	17848	0.73%	0.98%	0.27%	1.19%	0.23%	1.47%	
Hailey Mandi	10140	13263	15367	17181	20121	22463	26688	2.68%	2.94%	2.23%	3.16%	2.20%	3.45%	
Kharikhoda	9279	13151	15862	18461	22507	26159	32355	3.49%	3.75%	3.04%	3.96%	3.01%	4.25%	
Taoru	6912	12534	17098	22506	31028	40778	57025	5.95%	6.21%	5.50%	6.42%	5.46%	6.71%	
Firozpur Jhirka	9400	12413	14451	16234	19103	21430	25583	2.78%	3.04%	2.33%	3.25%	2.30%	3.54%	
Palauli	8422	11278	13222	14958	17725	20024	24073	2.92%	3.18%	2.47%	3.39%	2.44%	3.68%	
Dhanuhera	5266	10848	15771	22120	32491	45487	67746	7.23%	7.48%	6.77%	7.69%	6.73%	7.97%	
Bawal	7760	9010	9835	10359	11428	12019	13451	1.49%	1.75%	1.04%	1.96%	1.01%	2.25%	
Punhana	4325	8697	12493	17314	25133	34773	51188	6.99%	7.24%	6.53%	7.45%	6.49%	7.73%	
Farukknagar	6367	8046	9163	10070	11592	12720	14855	2.34%	2.60%	1.89%	2.81%	1.86%	3.10%	
Hathin	6553	7863	8726	9343	10480	11205	12749	1.82%	2.08%	1.37%	2.30%	1.34%	2.58%	
Khen Sampla	6249	7838	8893	9736	11166	12207	14202	2.27%	2.53%	1.81%	2.74%	1.78%	3.03%	
Nuh	5992	7492	8487	9277	10622	11595	13468	2.23%	2.49%	1.78%	2.71%	1.75%	3.00%	
Hasanpur	5190	7130	8467	9702	11645	13325	16226	3.18%	3.44%	2.72%	3.65%	2.70%	3.94%	
Durdahera	4604	6767	8312	9852	12231	14477	18235	3.85%	4.11%	3.40%	4.33%	3.37%	4.62%	

Name of the town	Population		Projected population-Method I					Annual Exponential growth rate					
	1981	1991	1996	2001	2006	2011	2016	1981-91	1991-96	1996-2001	2001-06	2006-11	2011-16
										2001			
Alwar	145795	210146	205216	182359	163858	151142	161115	3.66%	-0.47%	-2.36%	-2.14%	-1.62%	1.28%
Khairthal	15962	22741	22367	20219	18684	17921	20126	3.54%	-0.33%	-2.02%	-1.58%	-0.82%	2.31%
Behror	1085	16238	47269	105317	178017	234821	307650	27.06%	21.37%	16.02%	10.50%	5.54%	5.40%
Tijara	12199	15399	14245	12106	10513	9478	9991	2.33%	-1.56%	-3.25%	-2.82%	-2.07%	1.05%
Bhiwadi	1729	15285	35583	69898	121326	181391	267588	21.79%	16.90%	13.50%	11.03%	8.04%	7.78%
	176770	279809	324680	389900	492399	594763	766470						

Name of the town	Pop-1981	Pop-1991	Projected population-Method2					Annual Exponential growth rates					
			1996	2001	2006	2011	2016	1981-91	1991-96	2001-06	2006-11	2011-16	
									2001				
Alwar	145795	210146	229605	256980	299131	329133	381485	3.66%	1.77%	2.25%	3.04%	1.91%	2.96%
Khairthal	15962	22741	23440	24052	25086	24303	24197	3.54%	0.61%	0.52%	0.84%	-0.63%	0.15%
Bhiwadi	1729	15285	34534	69895	130433	209810	334228	21.79%	16.30%	14.10%	12.48%	9.51%	9.31%
Tijara	12199	15399	8012	2887	857	211	51	2.33%	-13.07%	-20.42%	-24.29%	-28.01%	-28.44%
Behror	1085	16238	29089	36087	36892	31306	26308	27.06%	11.66%	4.31%	0.44%	-3.28%	-3.71%
	176770	279809	324680	389900	492399	594763	766470						

POPULATION GROWTH RATES, PROJECTIONS AND ASSIGNMENTS FOR PRIORITY AND DMA TOWNS									
OF NCR : 1971-2005									
TOWN	POPULATION		DECENNIAL GROWTH(%)			PROJ. 2001 RP-2001	ASSIGD 2005	PROJ. 2005	(IN LAKHS) ASSIGD 2005
	1971	1981	1961-71	1971-81	1981-91				
A. Priority Towns:									
Panipat	0.88	1.38	31.28	56.77	38.63	2.62	5.00	3.16	4.00
Palwal	0.36	0.47	29.95	30.72	25.02	0.73	3.00	0.84	1.50
Rohtak	1.25	1.67	41.46	33.68	29.60	2.77	5.00	3.22	4.00
Rewari	0.44	0.52	18.62	17.49	46.12	1.10	1.10	1.35	2.50
Dharuhera - Bawal		0.12			33.33	0.32	0.75	0.43	0.75
Meerut	3.72	5.37	29.69	44.34	58.36	12.31	15.50	15.30	18.00
Hapur	0.71	1.03	28.99	44.30	42.23	1.90	4.50	2.24	4.50
Bulandshahr	0.60	1.03	34.74	73.83	22.98	1.43	5.00	1.56	3.00
Khurja	0.50	0.67	21.10	33.58	19.65	0.88	3.00	0.95	2.50
Chola - Khurja G. Centre									2.50
Surajpur-Kasna	0.43	0.63		46.51	46.03	1.24	3.00	1.48	3.00
Baraut-Baghat	1.00	1.46	38.06	45.25	44.14	2.57	5.00	2.99	2.50
Alwar		0.02			650.00	0.70	1.15	1.30	4.00
Bhiwadi						0.36		0.52	1.50
Shahjahanpur-Behror-Neemrana									1.50
B. Delhi Metropolitan Area Towns:									
Bahadurgarh	0.25	0.37	72.29	45.23	52.68	0.87	2.00	1.10	1.50
FCA	1.23	3.30			86.70	11.15	10.00	15.25	15.50
Gurgaon	0.57	1.01	50.92	76.51	34.70	1.81	7.00	2.15	7.00
Kundli-Sonapat	0.62	1.18	35.98	90.32	31.36	2.00	1.50	2.34	4.50
Ghaziabad-Loni	1.27	2.97	81.29	132.91	84.35	10.13	11.00	13.10	14.00
Noida						5.08	5.50	6.23	6.50
NCT-Delhi	40.63	62.2	52.93	52.98	51.45	143.68	112	171.62	151.21

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**TERMS OF REFERENCE OF THE STEERING COMMITTEE TO REVIEW THE
REGIONAL PLAN - 2001, NATIONAL CAPITAL REGION PLANNING BOARD, NEW
DELHI**

1. To review the NCR Plan 2001 in terms of basic premises, stipulation, assumptions and policies.
2. To review the effectuation of specific policy measures indicated in the plan in terms of
 - a. major elements/ subjects/ topics, etc.
 - b. in terms of various integral components making the NCR, i.e., segments of Uttar Pradesh, Haryana and Rajasthan.
3. To identify major problem areas in carrying out the various planning measures and policies as envisaged in the NCR Plan - 2001.
4. To review the adverse impacts arising out of the delayed and non-implementation of the NCR Plan and its impact on the National Capital.
5. To identify the major thrust areas and future line of action/ approach taking into account the anticipated growth in terms of spatial components with a view to fulfil the declared objectives of long range planning of the NCR.
6. To suggest policy alternatives and planning strategies with a view to ensure the systematic implementation of the NCR Plan in close cooperation of the participating states.
7. Any other such measures which may be required in order to fulfil the NCR objectives.

COMPOSITION OF THE SUB-GROUP ON NCR POLICY ZONES, DEMOGRAPHIC
 PROFILE AND SETTLEMENT PATTERN, OF THE STEERING COMMITTEE
 REVIEW THE REGIONAL PLAN - 2001, NATIONAL CAPITAL REGION PLANNING
 BOARD, NEW DELHI

Chairman

Prof. J. H. Ansari
 Professor and Head
 Department of Physical Planning
 School of Planning and Architecture
 Indra Prastha Estate, New Delhi

Dr. Mahavir
 Asst. Professor of Planning
 Department of Physical Planning
 School of Planning and Architecture
 Indra Prastha Estate, New Delhi

Dr. K. S. Natarajan
 (Formerly Addl. Registrar General, Census of India)
 Population Foundation of India
 B-28, Tara Crescent
 Qutub Institutional Area
 New Delhi

Sh. V. K. Kapoor/ Sh. B. D. Gulati
 Chief Coordinator Planner (NCR)
 Town and Country Planning Department
 Government of Haryana
 SCO, Sector VI
 Office of the Administrator, HUDA
 Panchkula (Distt. Ambala)
 Haryana

Sh. R. K. Sharma/ Sh. C. S. Mehta
 Chief Town Planner (NCR)
 Town and Country Planning Department
 Government of Rajasthan
 Jawahar Lal Nehru Marg
 Jaipur

Sh. Tribhuvan Singh/ Sh. M. P. Aneja
 Chief Coordinator Planner (NCR)
 NCR - Cell, 2nd Floor, Navyug Market
 Commercial Complex
 Ghaziabad
 Uttar Pradesh

Sh. Vijay Risbud
 Commissioner (Planning)
 Delhi Development Authority
 Vikas Minar
 New Delhi

Research Officer
National Capital Region Planning Board
New Delhi

Convenor

ANNEXURE III

LIST OF PERSONS ATTENDED VARIOUS MEETINGS OF THE SUB-GROUP ON
POLICY ZONES, DEMOGRAPHIC PROFILE AND SETTLEMENT PATTERN, OF THE
STEERING COMMITTEE TO REVIEW THE REGIONAL PLAN - 2001, NATIONAL
CAPITAL REGION PLANNING BOARD, NEW DELHI

Prof. J. H. Ansari	(SPA)
Dr. Mahavir	(SPA)
Dr. K. S. Natarajan	(Population Foundation)
Sh. Anil Barai	(DDA)
Sh. K. K. Bandopadhyay	(DDA)
Sh. Chandu Bhutia	(DDA)
Sh. R. K. Jain	(DDA)
Sh. S. S. Chauhan	(Haryana)
Ms. Geeta Prakash	(Haryana)
Sh. O. P. Thakral	(Haryana)
Sh. Subhash Goyal	(Rajasthan)
Sh. C. S. Mehta	(Rajasthan)
Sh. S. Sen	(Rajasthan)
Sh. R. K. Sharma	(Rajasthan)
Sh. V. K. Gupta	(Rajasthan)
Sh. R. C. Agarwal	(U.P.)
Sh. J. N. Burman	(NCRPB)
Sh. N. K. Dhiran	(NCRPB)
Sh. Manmohan Singh	(NCRPB)

REVIEW OF NCR REGIONAL PLAN - 2001

**SUB GROUP ON
ECONOMIC STRUCTURE
AND FISCAL POLICY**

FINAL REPORT

REPORT OF THE SUB-GROUP ON FISCAL POLICY

1.0 INTRODUCTION

1.1 In pursuance of the decision taken at the first meeting of the Steering Committee for Review of Regional Plan - 2001, a sub-group on fiscal policy of the NCR Plan was constituted. The following are the members of the Group:

1. Dr. M. C. Purohit Chairman
Professor
National Institute of Public Finance & Policy
Satsang Vihar Marg, Special Institutional Area
New Delhi - 110 067
2. Shri C. S. Mehta
Chief Town Planner (NCR)
Town & Country Planning Deptt.
Nagar Niyojan Bhawan
J. L. Nehru Marg
Jaipur
3. Mr. B. D. Gulati
Chief Coordinator Planner (NCR)
Town & Country Planning Deptt.
Haryana, Sec. 18A
Chandigarh
4. Shri M. P. Aneja
Chief Coordinator Planner
Town & Country Planning Deptt.
7, Bandaria Bagh
Lucknow (U.P.)
5. Shri P. Sisupalan
Research Officer
NCRPB, New Delhi
6. Mr. V. K. Thakore Convenor
Senior Research Officer
NCRPB, New Delhi

The Group met in the NCR Planning Board and after discussions prepared the following report.

2.0 ECONOMIC PROFILE

2.1 Background

The Regional Plan envisages deflection of 20 lakh population from Delhi Union Territory during 1990-2001. Based on this, a population of 10 lakh was needed to be deflected during the Eighth Five Year Plan (1992-97) itself. The deflected population would have to be accommodated mainly in the 8 priority Towns/complexes viz. Meerut, Hapur, Bulandshahar-Khurja in Uttar Pradesh Sub-region, Palwal, Rohtak, Panipat, Rewari-Dharuhera in Haryana Sub-region, and Alwar and Bhiwadi in Rajasthan Sub-region and DMA towns viz. Bahadurgarh and Kundli through a process of induced development of self-contained integrated townships in the vicinity of the existing towns.

The strategies which have been approved by the NCRPB in its 15th meeting held on 14th Sept., 1992 in order to achieve the above objectives are:

- i. Developing new townships alongside the identified Priority/DMA towns in accordance with specific Master Plans each providing for a total population growth assigned in accordance with the overall population profile of NCR envisaged for the year 2001. The State Governments and their implementing agencies would be mainly responsible for development of these townships including the trunk services infrastructure.
- ii. The townships to be so developed should be centered around core economic activities such as large/medium industries, large commercial complexes like ICD and wholesale 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 Governments.
- iii. High-order social facilities of regional or national 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.
- iv. Such major infrastructural works such as expressways, national highways, railway lines and telecommunications and power supply facilities, which are essential to the balanced and harmonious development of NCR, should be dovetailed with the development activities in these townships and funded by the concerned ministries of Central Government through a special NCR component plan.
- v. As a part of the process of dispersal of economic activities beyond Delhi UT concrete linkages should be developed, as far as possible, between the core economic and other activities to be developed in the new townships and those activities which are identified for relocation out of Delhi. Without these linkages it would not be possible to ensure that the twin objectives of NCR Plan are achieved simultaneously.

2.2 Regional Plan 2001 - Policies, Proposals and Subsequent Developments

2.2.1 Economic Structure

The 1991 Census shows that Delhi remains the largest growth centre in the region in terms of manufacturing, trading/commercial activities and hence there is higher concentration of employment. The number of workers in manufacturing (both households and non-households) in 1991 was 6.69 lakh constituting 60% of the manufacturing in the Region. Similarly, the workforce engaged in its trade & commerce works out to 6.73 lakh accounting for as high as 66% of the overall trade and commerce in the region. Delhi's construction activity is considerably high (2.08 lakh) constituting nearly 74% of the overall construction force in the Region.

The work force participation ratio in the Haryana Sub-region has increased from 25% in 1971 to 27.7% in 1981 and to 28.1 % in 1991. Workers engaged in the agricultural activities were 60% of the total workers as per the 1971 Census. It declined to 54% in 1981 and to 51% in 1991 showing thereby some diversification of occupations from agricultural activities to non-agricultural activities. Unlike Delhi, the participation ratio did not increase in the urban work force - in fact, it registered a decline from 29.2% in 1981 to 28.4% in 1991.

The total number of workers in the Rajasthan Sub-region stood at 4.03 lakh in 1991. The workforce participation ratio had increased from 25.6% in 1981 to 28.0% in 1991, mainly because of significant development of industrial and economic activities in the Sub-region. In Alwar district there was a growth of 25% in the total main workers.

In the U.P. Sub-region, the work force participation ratio remained unchanged at 27% during successive Censuses of 1971, 1981 and 1991. Among the three districts, Bulandshahar showed 10% increase in the main workers during 1971-81; but Meerut had a drastic fall of 50% during the same period, perhaps due to separation of Ghaziabad district and shifting of industries there.

2.2.2 Core Economic Activities

The Regional Plan has identified three main economic generators which have shown strong tendency of growth in Delhi. They are: Industry, Wholesale Trade and Commerce and Govt. and Public Sector Offices. These activities as part of their dispersal from Delhi as well as by adopting promotional measures can form the core economic activities in the 10 selected towns. Besides this the Regional Plan also lays great emphasis on the role of informal sector activities in the development of these towns. A brief account of broad policies contained in the Plan and also the proposals

which have emerged out of various studies commissioned by NCRPB and subsequent development which have taken place are as under:

2.2.3 Industry

i. The industrial location policy in NCR has taken due note of the process of over-concentration of industrial enterprises, leading inter alia to the problems of continually expanding investments, resources and environmental degradation in Delhi.

ii. The industrial location policy, as envisaged in the Plan, for the three policy zones is as follows:

a) Control within the Union Territory of Delhi

The present policy of not promoting location of medium and large scale industries within Delhi UT should be continued

b) Control outside Delhi but within the DMA

While in the long term perspective, the growth of large and medium scale industries in DMA towns may have to be restricted, these industries may be permitted in the DMA towns for a period of 10 years, whereafter the policy shall be reviewed. The emphasis will be on promoting growth of large and medium scale industries in priority towns in preference to DMA towns.

c) Incentives for industries outside the DMA but within the NCR

The towns selected for priority development should have a strong industrial content, and incentives comparable to those given to industries in centrally declared backward areas should be given for location of large, medium and small scale industries. Industrial estates should be developed in these towns. Specific areas should be earmarked in the region outside the DMA for relocation of industries which cannot be accommodated any longer in National Capital Territory as per the provisions of the Delhi Master Plan -2001.

iii. As per Regional Plan priorities, read with the strategy adopted by the Board, the selected towns need to be provided with a strong industrial content as shown in the statement given below.

Occupational Structure in Selected Towns by 2001

Selected Towns	Participation Ratio-2001 (%)	Proportion (%) of Workers in					
		Primary	Indus-try	Const-ruktion	Trade & Com-merce	Trans-port & Storage Comm.	Service
1 Meerut	32	2	29	4	20	9	36
2 Hapur	30	6	28	4	22	13	27
3 Bulandshahr-Khurja	30	4	40	4	20	12	20
	30	4	40	4	20	12	20
4 Panipat	32	4	40	4	20	12	20
5 Rohtak	30	7	28	4	20	13	28
6 Palwal	30	9	15	4	17	21	34
7 Rewari	30	9	15	4	21	15	36
- Dharuhera	30	5	50	4	16	7	18
- Bhiwadi	30	5	50	4	16	7	18
8 Alwar	30	5	30	4	20	11	30
9 Kundli	35	2	40	10	16	10	22
10 Bahadurgarh	35	6	30	4	25	10	25

iv. The NCR Planning Board in the 17th meeting of the Board held on 23-4-94 had decided upon a set of modalities for speedy implementation of the decentralisation of economic activities and a package of incentives and constituted a Standing Committee with the Chief Secretary, NCT-Delhi as the Chairman and representatives of Haryana, U.P., and Rajasthan Govts. as Members to formulate programmes for shifting of economic activities from Delhi to the NCR. A Sub-Group constituted by the Standing Committee further deliberated upon the various issues in connection with the shifting of industries and finalised the proposal.

v. A major thrust in this direction came from the Hon'able Supreme Court which has issued orders for the closure of certain industrial units and asked them to move out of the capital as they are not permitted under the law. In this context, the Supreme Court took note of the provisions of the Delhi Master Plan which has asked all such units to give their relocation plan within one year of the notification of the Master Plan in 1991 and shift thereafter in the next two years to the NCR. It also took note of the provisions of the NCR Planning Board Act, 1985 and the Regional Plan - 2001 drawn up by the NCR Planning Board. Some of the important orders issued by the Hon'ble Supreme Court in this regard are as under:

Sl. No	Supreme Court Order (Date)	Contents (Industries to be Shifted/Closed Down)	Closing Date
1	19.04.96	Non-Conforming Industries (about 39,000 units)	01.01.97
2.	08.07.96	168 Industries	30.11.96
3.	06.09.96	513 Industries	31.01.97
4.	10.10.96	43 Hotmix Plants	28.02.97
5.	26.11.96	246 Brick Kilns	30.6.97
6.	26.11.96	21 Arc/Induction Furnaces	31.03.97
7.	19.12.96	337 Industries	30.06.97

To implement these orders the Court issued following directives:

- The allotment of plots, construction of factory buildings, etc. and issuance of any licenses/permissions etc. shall be expedited and granted on priority basis.
- In order to facilitate shifting of industries from Delhi, all the four States constituting the NCR shall set up Unified Single Agency consisting of all the participating states to act as a Nodal Agency to sort out all the problems of such industries.
- The single window facility shall be set up by the four states.
- The use of the land which would become available on account of shifting/relocation of the industries shall be permitted in the following manner:

Sl. No.	Extent	Percentage to be surrendered and dedicated to the DDA for development of greenbelts and other spaces	Percentage to be developed by the owner for his own benefit in accordance with the use permitted under the Master Plan
1	2	3	4
1.	Upto 2000 sq. mt. (including the first 2000 sq. mts. of the larger plot)	-	100% to be developed by the owner in accordance with the zoning regulations of the Master Plan
2.	02. to 5 ha.	57	43
3.	5 ha. to 10 ha.	65	35
4.	Over 10 ha.	68	32

On the percentage of land as shown in Col.4 the owners at SI.NO. 2, 3 and 4 shall be entitled to one and half time of the permissible FAR under the Master Plan.

v. The shifting industries on their relocation in the new industrial estates shall be given incentives in terms of the provisions of the Master Plan and also the incentives which are normally extended to new industries in new industrial estates.

vi. The workmen employed shall be entitled to the rights and benefits as indicated hereunder:

- The workmen shall have continuity of employment at the new town and place where the industry is shifted. The terms and conditions of their employment shall not be altered to their detriment;
- The period between the closure of the industry in Delhi and its restart at the place of relocation shall be treated as active employment and the workmen shall be paid their full wages with continuity of service;
- All those workmen who agree to shift with the industry shall be given one years wages as shifting bonus' to help them settle at the new location;
- The workmen employed in the industries which fail to relocate and the workmen who are not willing to shift along with the relocated industries, shall be deemed to have been retrenched with effect from the date of closure provided they have been in continuous service (as defined in Section 25B of the Industrial Disputes Act, 1947) for not less than one year in the industries concerned before the said date. They shall be paid compensation in terms of Section 25-F(b) of the Industrial Disputes Act, 1947. These workmen shall also be paid in addition, six years wages as additional compensation;
- The gratuity amount payable to any workmen shall be paid in addition.

In the case of non-conforming industries mentioned at SI.NO. 1 (about 39,000 units) the Hon'ble Supreme Court vide its orders dated 30.10.96 and 18.12.96 had permitted Delhi Administration to make use of 102 acres of land available with them in the existing industrial areas and acquire and develop additional 1300 acres of land at three locations to accommodate non-conforming industries. The Court has also directed Delhi Administration to file progress report in the Court every three months.

vi. With stringent measures proposed in Delhi for the location of certain type of industries and subsequently directives issued by the Hon'ble Supreme Court in this regard, the State Govts. have acquired and developed larger number of industrial areas in the sub-regions, as given below:

A. Rajasthan Sub-region

		Area in Acres
1.	MIA, Alwar	2638.28
2.	Bhiwadi	2025.19
3.	Khuskhera	995.60
4.	Chopanki	820.00
5.	Behror	280.50
6.	Shahzahanpur	148.00
7.	Neemrana	585.00
8.	Sota Nala	143.00
	Total	7635.57

B. U.P. Sub-region

1.	Meerut	100.00
2.	Khurja	1200.00
3.	Massori Gulawati	550.00
4.	Greater Noida (EPIP)	150.00
5.	Surajpur	50.50
6.	Sikanderabad	50.00
7.	Loni	600.00
	Total	2700.00
	Grand Total	10335.57
		Acres

2.2.4 Wholesale Trade and Commerce

i. In Regional Plan-2001, wholesale distributive trade and commerce has been identified as one of the major employment generators in Delhi, which need to be more widely dispersed throughout the National Capital Region. The policies proposed in order to achieve this objective are as under:

a) Decentralisation of wholesale trade and commerce in Delhi

There should not be any special advantage in terms of preferential treatment or lower taxes by way of incentives to wholesale trades in Delhi vis-à-vis the adjoining States. Wholesale trading in plastic and PVC goods, chemicals, timer, food-grains, iron and steel and building materials which caters to the whole of NCR and beyond and requires extensive space may be decentralised by developing suitable additional locations outside Delhi for the purpose.

b) Development outside Delhi within DMA

There are certain wholesale trades and storages in Delhi which involve bulk-handling of commodities such as PVC goods, chemical, timber, food grains, iron and steel and building material and are hazardous in nature by virtue of their location in congested localities. Facilities for the functioning of these wholesale trades (as well as others) and related activities should be developed in the satellite towns in DMA. The possibility of developing modern super markets in the Delhi Metropolitan Area towns should also be explored.

c) Development outside DMA within NCR

i. Incentives, concessions and infrastructure facilities should be made available in the various regional towns in order to encourage and accelerate the growth of trade centres on a wider scale within NCR.

ii. In a study commissioned by NCR Planning Board, based on various factors affecting location of wholesale trade such as volume of commodity flow, direction of flow, trade linkages, mode of transport, preferences of traders etc., the following locations have been suggested for the 7 major commodity groups being handled in Delhi.

S. No.	Trades	Suggested Locations
1.	Food-grains	Panipat, Hapur & Kundli (Sub-regional)
2.	Fruit & Vegetables	Panipat (for apples and vegetables); Hapur (for potato and onion; Kundli (mango and vegetables).
3.	Textiles and Ready-made Garments	Meerut and Rohtak.
4.	Iron & Steel	Ghaziabad, Faridabad/Gurgaon
5.	Auto Parts	Faridabad.
6.	Fuel Oils	Rewari
7.	Hardware & Building materials	For hardware-Ghaziabad; For building material - Alwar, Dharuhera or Bhiwadi.

iii. The matter regarding decentralisation of distributive trades within NCR was discussed in the 2nd meeting of the Steering Committee on NCR in Delhi held on 15.3.1991 under the chairmanship of Chief Secretary, Delhi where the recommendations of the aforesaid study report were accepted.

2.2.5 Government and Public Sector Offices

i. The Regional Plan - 2001 has identified unrestricted growth of the Government and Public Sector Offices as an important factor which has resulted in to faster rate of growth in Delhi. Accordingly the Plan has proposed following policies for restricting their growth in Delhi.

a) Strict control within the Union Territory of Delhi:

With regard to Government offices, the present policy and mechanism for screening the location of new Government offices and expansion of existing Government offices should be continued. The main criterion for location of offices in the Capital should be that they perform ministerial functions, protocol functions or liaison functions which, by their nature, cannot be performed anywhere else except in the National Capital. The existing offices which do not perform any of the above functions should be identified and shifted from Delhi. In the case of Public Sector Offices, there is an urgent need to scrutinise the list of existing offices and allow them to retain only very small establishments to cater for ministerial and liaison functions. The rest of the establishments should be shifted out of Delhi. The accommodation which may thus become available could be used to cater to the needs of the essential growth of Central Government offices.

b) Control outside Delhi but within the DMA:

A similar control on the opening of new Central Government and Public Sector offices in the DMA towns should be exercised. Relocation or expansion of Government offices which have ministerial, protocol or liaison functions which make it incumbent upon them to be located in Delhi alone should be allowed to be located in the DMA towns. In so far as Public Sector undertakings are concerned, the restrictions on their opening new offices or expanding the existing ones should apply equally to the DMA also. Rest of them have to go out to the priority towns to be developed in the NCR or in the Counter-magnet areas identified by the Board.

c) Incentives outside DMA but within NCR:

- i. The Central Government offices which are considered for being shifted from Delhi and the DMA towns should be located in other towns of the NCR and, incentives in the form of CCA, HRA etc., as given to employees working in Delhi should be given to employees who may be affected by this shifting for a limited period. Other incentives like providing Government accommodation, allowances for study of their children also be given to act as an incentive. For locating the new Central Government and Public Sector offices in the DMA and/or the priority towns, alternative sites should be identified and developed by the development agencies in consultation with the Board's secretariat.
- ii. In the process of identification of Public Sector Offices, based on the criterion laid down in the Regional Plan-2001, a high powered Committee, under the Chairmanship of Cabinet Secretary was constituted by Government of India in 1986. The Committee has identified 24 Public Sector Offices which are to be shifted out of Delhi. Besides this, Ministry of Urban Development has also identified 13 Government Offices, out of these only 4 offices of the PSU's have moved out of Delhi.

2.2.6 The Role of the Informal Sector

- i. The informal sector contributes significantly to employment and offers income opportunities to a substantial proportion of the economically active population in the urban and rural areas of NCR. Some of these activities are being carried out since long and are also well recognised from the point of view of specialisation and their export potentials.
- ii. The studies carried out by NCR Planning Board have identified the following informal sector activities which could be incorporated in and fully integrated with, the process of planned development of the DMA/priority towns in NCR viz.

Alwar:	Engineering and metal work, Leather work, Murti Kari, Carpet weaving and Pottery.
Meerut:	Handloom, Sports goods and Scissors and blades industry.
Khurja:	Pottery and Ceramics.
Panipat:	Handloom Industry.
Rewari:	Brasswares.
Mewat Region:	Potteries,

Inquiries have also shown that there is scope for development of Informal sector activities in the field of gem polishing, garment manufacturing and the services sector.

These activities have tremendous scope for upgradation & expansion and it is felt that if properly nurtured they can play the role of a vibrant component of the economy in NCR and can provide gainful employment to the potential migrants to Delhi. Since in the past no efforts have been made with regard to provision of adequate infrastructure facilities for these activities in an organised way they are being carried out in substandard conditions in congested areas of towns. An improvement in the working conditions by suitably locating them with provision of adequate infrastructure and improvement in the technology will enhance the prospects of these activities and generate more employment.

- iii. On the basis of the findings of these studies NCR Planning Board has undertaken some informal sector projects in the priority towns of the NCR in collaboration with the local agencies. These projects are:

Meerut: Sports Goods Complex.
Handloom Complex.
Scissors and Blades Complex.

Alwar: Leather Work
Murtikari
Potteries
Carpet weaving

Rewari: Brassware Complex

The objectives of these projects would be to provide access to shelter, access to services and hygienic living and working environment to the workers; working capital for marketing of products; facilities for skill upgradation etc.

3.0 ISSUES INVOLVED

The Sub-group feels that the basic issues involved in the effective formulation and implementation of the policies and proposals of Regional Plan on a time-bound basis are;

- a) Review of Locational Policies for economic activities proposed in the Regional Plan.

- b) Identification of economic activities which could form a part of the core economic activity in each of the 10 new proposed townships in NCR;
- c) Drawing up a set of policy incentives and guidelines which could be uniformly adopted by both Delhi Administration and the respective development agencies of the member-States in order to help operationalise these core economic activities in the said new townships in a time-bound manner.,
- d) Evolving Strategies for Speedy implementation of the dispersal of economic activities.
- e) Suggesting the institutional machinery to be set up to ensure joint action for timely implementation in each and every case.

3.1 Regional level policies

- i. For the development of economic activities in the National Capital Region, a three tier approach should be followed. A policy of strict control for location of industrial activities within the Union Territory of Delhi, moderate control outside Delhi within the Delhi Metropolitan Area and, encouragement with Incentives in the area outside the Delhi Metropolitan Area within the NCR is proposed for the balanced development of the Region.
- ii. The policy of development of economic activities in the Region should take into account the impact of various proposals made in the Regional Plan 2001, Sub-regional Plans and the Functional Plans approved by the Board. Moreover, it should be an integrated policy for the Region as a whole and should be pursued at the Sub-regional levels so as to effectuate the broader objectives of the Plan. It should have the twin objectives of fostering rapid economic growth and achieving balanced development of the Region.
- iii. There should be definite attempt to change the basic character of the regional economy of the Region from the agricultural and pre-industrial to more diversified one, in order to raise the earning capacity of the people. By 2001, nearly 70% of the population would be living in urban areas. This would entail the creation of more jobs in non-agricultural occupations, mainly in industry which has a strong multiplier effect, than at present. For this purpose there should not only be an injection of additional activities in existing and new centres outside urban Delhi but also development of agro-based industries in rural areas in order to support urbanisation on the one hand and to stabilise the rural economy on the other.
- iv. In the Region, the land is generally good for agriculture, and hence selection of sites for the development of industrial activities should be

done judiciously in strict compliance to development plans of the area and local environment laws.

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

3.2 Industry

a) NCT - Delhi

- i. A city like Delhi should opt for an industrial policy which is highly technology intensive, non-polluting, sophisticated and high value addition generating. In this context, the primary consideration for location of industry in Delhi should not be the fixed investment limit but should be the availability of limited space, large scale relating immigration, pollution and strain on already deficient civic services.

In order to maintain quality of life and to provide its citizens a better living in terms of clean environment and adequate level of civic services, it becomes imperative that all those manufacturing activities which demand consumption of services/utilities viz. power, water, etc. higher than what is permissible in the residential areas, should be discouraged.

- ii. With these considerations, Delhi should follow a policy which have following elements:

- Only those industries which are required either for marketing and market related activities and/or for providing consumer needs of Delhi's population should be allowed in Delhi.
- The requirements on civic services viz. power, water etc. should not exceed the standards and norms permissible for the residential areas.
- The industries should meet the standards laid down by the local pollution control authorities.
- Only Hi-Tech industries should be allowed in Delhi.

- iii. In the existing Industrial areas Low-Tech Industries should be recycled into Hi-Tech.

b) Delhi Metropolitan Area

- i. Owing to the location of DMA towns adjacent to Delhi, no hazardous, polluting industry should be allowed in DMA.
- ii. Hi-Tech industries should be allowed to flourish in DMA.
- iii. The industries existing before 1986 should be made to conform to Environment Protection Act, 1986.

c) Rest of NCR outside DMA

- i. The towns selected for priority development should have a strong industrial content, and incentives comparable to those given to industries in centrally declared backward areas should be given to all types of industries.
- ii. Modern Industrial Townships/Estates should be developed in the area outside DMA.
- iii. Specific areas should be earmarked in the Region outside the DMA for relocation of polluting, hazardous, heavy and large and non-conforming industries proposed for shifting out of NCT- Delhi.

3.3 Wholesale Trade and Commerce

The similar policies as proposed in the Regional Plan for the three policy zones should be followed. In order that there is no special advantage in terms of taxes, tariffs etc. which influence choice of the people the entire NCR should be treated as a 'Common Economic Zone'.

3.4 Government and Public Sector Offices

The similar policies as proposed in the Regional Plan should be followed. The progress made on the recommendations of shifting of PSU's by the committee constituted by Govt. of India under the Chairmanship of Cabinet Secretary should be reviewed by the committee, and a time bound action programme should be prepared.

3.5 Suggested locations for the Core-economic activities:

It expected that integrated township projects will be prepared by the States in the vicinity of the selected towns in NCR and with suitable industrial/commercial activities serving as the core economic activity for generating the requisite scale of income and employment without which the new township cannot be developed within a definite time-frame such as 2001 AD. In order to fully sub-serve the objectives of Regional Plan-2001, it is also essential to see that the core economic activity in respect of all the proposed

new townships provides, as far as possible, the requisite base for shifting of the aforesaid wholesale trades from Delhi to the satellite towns in NCR.

Keeping in view the recommendations made in the expert studies conducted by the Board the following Core-economic activities are suggested in the selected Priority and DMA towns.

	Name of the Towns	Core-Economic Activities
1.	Meerut	(i) Industry (ii) Govt. and Public Sector Offices (iii) Wholesale Trade - Textile & Ready-made garments (iv) Informal Sector - Sports goods - Handlooms - Scissors and Blades
2.	Hapur	(i) Industry (ii) Wholesale trade - Foodgrains - Fruits and vegetables
3.	Bulandshahar	(i) Industry
4.	Khurja	(i) Industry (ii) Informal Sector - Pottery & Ceramics
5.	Palwal	(i) Industry (ii) Inland Container Depot
6.	Rohtak	(i) Industry (ii) Govt. & Public Sector Offices (iii) Wholesale trade - Textiles & Ready-made garments
7.	Panipat	(i) Industry (ii) Wholesale trade - Foodgrains - Fruits and Vegetables (iii) Informal Sector
8.	Rewari	(i) Industry (ii) Wholesale trade - Fuel Oil (iii) Informal Sector - Brasswarés
9.	Dharuhera	(i) Industry (ii) Wholesale trade - Hardware and Building material

10.	Alwar	(i) Industry (ii) Govt. and Public Sector Offices (iii) Wholesale trade - Building material (iii) Informal Sector - Leather work - Murtikari - Potteries - Carpet weaving
11.	Bhiwadi	(i) Industry (ii) Wholesale trade - Hardware and Building material
12.	Bahadurgarh	(i) Industry
13.	Kundli	(i) Industry (ii) Wholesale trade - Fruits and Vegetables

3.6 Package of Incentives

To encourage units to shift the following package of incentives be provided:

Land

- First priority for allotment of land be given to existing units who are willing to shift outside.
- The land so provided be given at a concessional rate, viz. predetermined rates including cost of acquisition and cost of development and administrative charges.
- Early possession of this land be given to the owners so that the entrepreneurs are able to undertake internal development of the land.
- Proper infrastructure required for functioning of the industry to be developed by the concerned public agencies.
- The land so allotted be more than the existing areas so as to allow for renovation/modernisation and technical development depending on the need of each unit subject to a minimum of twice the existing area.
- The land so allotted should be free hold and not leasehold.
- Entrepreneurs be allowed to retain part of their existing lands from where the units are shifting and the said land be allowed to be developed by the owners as per provisions and land uses under the Master Plan.

- Land be also provided for developing housing facilities on priority and concessional rates for the workers and officers in the vicinity of relocation site.

Other Incentives

- Financial institutions may be requested to examine provision of Loans on soft terms for shifting units. This could be in terms of greater moratorium, lower rate of interest and longer period of repayments etc. comparable to those extended to rehabilitation of sick units.
- Exemption from Central and Local Sales Tax and local octroi for five years as is given to new units be extended to those units which shift.
- Rebate in electricity and water charges be given to the units which shift.
- Exemption from property tax for a period upto five years be given to such units which shift.

3.7 Strategies

i. Regional Infrastructure

In order to implement the strategies in respect of the regional infrastructure, the Board has finalised Functional Plans for Transportation, Power and Telecommunication.

The Transportation Functional Plan aims at :

- interconnection of the Priority Towns both with Delhi and each other;
- decongesting the Delhi transport network by diverting all by-passable traffic;
- providing a Regional Rapid Transport System (RRTS) for the NCR which fully integrates the Regional Towns with the Transport network of Delhi.

The functional Plan on Power aims at making the NCR Towns power cut free by:

- Providing captive generation upto 50% of the additional capacity requirements in each of the NCR towns.
- Strengthening the Power T&D Systems in order to cater to future needs of these towns.

In order to link up the entire NCR through an efficient system the Telecom Functional Plan envisages:

- The provision of local call system amongst NCR Towns and Delhi and a uniform STD code (011) for the whole of NCR including NCT Delhi.
- Making Telephones available on demand in the NCR.
- Developing a single Pin Code system for entire NCR.

ii. Common Economic Zone (Uniformity in Fiscal Structure)

The entire National Capital Region should be treated as a single economic zone so as to minimize advantages of a specific location in terms of choice of location of Industries. The scope of Common Economic Zone should not only confine to fiscal and economic policies like taxations etc. but should also include matters like tariffs on various user services like power, water, etc., taxation on goods and passenger traffic and their free movement in NCR and any other matter which by way of creating preferences for location causes diversion of manufacturing, trading or any other economic activity from one state to another. Some of the important areas where uniformity is to be achieved are as under;

- i. Enacting a Sales Tax Act to provide for uniform rate of taxation in the entire NCR and removing all inter-state tax barriers.
- ii. Making the Central Sales Tax rate uniform throughout the NCR

iii. Institutional finances:

The commercial banks in the NCR should provide the same level of services as available in Delhi, more specifically as under:

- a) all NCR Banks should participate in Delhi clearing housing
- b) all bank branches in NCR be computerised and interconnected by a network for smooth and expeditious completion of all financial transaction and transfer
- c) branches of banks in DMA and Priority Towns be authorised to deal in foreign exchange
- d) all NCR banks to provide letter of credit facilities to customers and
- e) NCR banks to be included in the mandatory clearing centre for public issues, right issues, debentures, etc.

iii. Development of Modern Industrial Estates/Townships

Modern Industrial Estates/Townships with all the necessary infrastructure for industry should be developed in NCR outside DMA. Simple streamlined procedure should be adopted for the expeditious allotment of land to the entrepreneurs in these Estates so that there is no delay in commissioning of the projects. Simultaneous effort to provide necessary housing and other social infrastructure should also be made for the industrial workers from the very beginning so that they are not forced to take shelter in unauthorised colonies which may later grow into slums.

iv. Rural Industrialisation

The rapid growth of population of Delhi is mainly due to immigration of people in search of employment from the rural areas where the capacity to generate employment are either exhausted or under - utilised. Thus, there is a need to develop agro-based industries in the rural areas in order to support urbanisation in the NCR as a whole on the one hand and to stabilise the rural economy on the other. In the long run this will prevent exodus of people from rural areas to Delhi.

The studies have shown that the lower order settlements in the NCR (service centres and basic villages) have enough localised traditional skills like potteries, handloom weaving, leather work, murtikari, carpet weaving etc. which if properly nurtured can play the role of a vibrant component of the rural economy and provide gainful employment to the potential migrants to Delhi.

v. Training and Skill upgradation

In view of the demand for diversification and expansion of industrial activities in the NCR there is an immediate need of strengthening and upgrading the training facilities in the Region. Introduction of new courses, specially in Hi-tech areas, regulatory controls, supervision and maintenance of uniform standards and curricula, particularly in those institutions which are run privately are some of the areas which need consideration.

vi. Setting up of Regional Commercial Centre to provide linkages

Delhi being the major marketing outlet, financial capital of North India and the seat of the Central Govt. every industry wants to have a front office in Delhi, from where all national and international transactions, and liaison work can be handled. As such, it is desirable to have split units of industries where the main industry can be located in the NCR towns while their front offices can be located within Delhi. To achieve this, Specific Regional Commercial Centres could be set up in Delhi, where office space

may be allotted to these industries which have their establishment in NCR at predetermined rates.

3.8 Institutional Machinery

As regards the setting up of institutional machinery to ensure joint action for timely implementation in each and every case, it is felt that such a mechanism could only be worked out when detailed time bound functional plans for different sectors of core economic activities are prepared. This mechanism will, however, differ from case to case. In general, it was felt that a mechanism consisting of a mix of following may help to achieve the required objective:

- i. Guidelines which establish 'give and take' relationship between the 'exporting authority' (i.e. Delhi Administration) and the receiving authority (i.e. concerned State Government). This will include package of incentives and concessions offered by these authorities and laying down who is to do what. This can be in the form of resolution of the Board in lieu of Statutory provisions as done in U.K. in the form of Town Development Act 1952.
- ii. Setting up 'Joint venture' projects by various agencies of Delhi Administration with their counter-parts in the States (the relationships for such joint ventures to some extent can be covered in the guidelines).
- iii. Evolving the Common "Specified Commodities Marketing Act" to enable the dispersal of Wholesale Distributive Trades to the NCR towns. The whole sale markets in the NCR are normally regulated through the agriculture produce marketing act of the various states, which have three major limitations:
 - firstly, they can regulate only the marketing of agricultural produce;
 - secondly, their jurisdiction is limited to the state only; as such under them only wholesale trade in agriculture products can be dispersed/relocated within the concerned state and
 - thirdly, they allow each of the state Govts to impose a different market fee thereby inducing the farmers to sell their produce in markets outside their state of production

It is therefore necessary to have a specified commodities marketing act which could cover the entire NCR, making it possible for major space extensive commodities like Building materials including Iron & Steel, Cement etc., chemicals, Petroleum products and plastics in addition to food grain, all commodities of any particular type, to be subjected, to be charged the same market fee anywhere in the Region.

- iv. Aggressive marketing by the various development agencies of the State Governments (in the light of benefits accruing out of 'give and take' relationship).

4.0 FISCAL POLICY

4.1 Background

One of the problems confronting the existing structure of taxes and tariffs relates to the lack of uniformity of the rates. This causes diversion of trade and manufacturing activity from one state to another. It has been strongly argued at various forums that whereas there is a reasonable amount of uniformity in tax and tariff rates among the States, the effective rates of tax and tariff is substantially lower in Delhi than in the neighbouring States. It is being argued that these differentials in tax rates added with advantage of better social and physical infrastructure in Delhi have greatly influenced in past the decision making regarding location of industry and trade. In this respect it is pertinent to point out that in Delhi food-grains and pulses are exempted from levy of tax whereas, in the participating States of NCR, these attract taxation at the rate of 4%. The tax on textile material range from 2% to 5% in Delhi whereas the rates in States are from 2% to 10%. The tax rates on petrol is 8% in Delhi whereas as it ranges from 10% to 20% in the NCR States. The tax on cement and cement products is 8% in Delhi whereas it ranges from 10% to 16% in the states. It would be observed from the list of selected commodities at Annexure-II that there is a wide variation in the rates of tax. In articles where the margin of profit is low and transportation costs are not so high, such variations result in attracting buyers from far-off places.

In the case of Central Sales Tax the variations exist on account of the provisions under Section 8(5) of the Central Sales Tax Act which permits variation in rates to suit the specific requirement of a particular State. To illustrate, whereas the rate of tax on re-export of goods from Delhi is 2%, in the other NCR constituent States this rate is 4%.

Taxation of road transport is another important issue which might be a contributing factor in sub-optimal decisions regarding location of economic activities. In fact, variation in the annual combined tax burden of both, motor vehicle tax (road tax) and the passengers and the goods tax among different constituent States of the NCR might cause diversion of vehicles for registration in low-tax State. Consequently, the cost of transporting goods could be much more in low-tax area.

4.2 Efforts made by NCRPB

The proposals and efforts made in the NCR Planning Board in this regard are recapitulated below:

- a) The Interim Development Plan NCR - 2001 approved by the Board (August, 1986) made following recommendations:
- i. In order to achieve uniformity to some extent in tax structure in the NCR, Delhi Union Territory should have minimum floor level of taxation.
 - ii. Consignment tax should be levied by way of follow-up action of 46th constitutional Amendment Act, 1982 as per the recommendations of the Chief Ministers' Conference held in 1984.
- b) A Committee was appointed by the Ministry of Urban Development on the recommendation of the Board headed by Secretary (Urban Development) and consisting of the Finance Secretaries of the States and Delhi UT and other related central ministries in July, 1987. The Committee could not come to any unanimous conclusion due to the dissenting note of Delhi Administration.
- c) The Board appointed yet another Committee consisting of Urban Development Ministers of the States and officials in June, 1988 which again could not reach unanimity due to the dissenting note of Delhi and as a result the chapter relating to fiscal measures was not included in the Regional Plan-2001.
- d) The Board appointed a Committee headed by Dr. Raja J. Chelliah, then Member, Planning Commission in July, 1989. The Chelliah Committee arrived at consensus on some basic principles which are as under:
- i. No State should follow any tax policy or structure which may not be in the national interest.
 - ii. Wherever there was a national consensus in matters of floor rates on individual items, that should be followed by all.
 - iii. In case of the remaining items, a policy of adjustment of "give and take", should be followed to sub-serve the broader interest of the Region.
- The Committee directed the Board Secretariat to have further deliberations with the Finance Secretaries of the States.
- e) Member Secretary of the Board then had further discussion with the Finance Secretaries and after getting consensus identified 36 commodity groups which needed rationalisation besides 29 commodities on which there was already a National Consensus.

Besides the rationalisation of sales tax, other recommendations made by the Chelliah Committee and subsequent discussions by Member Secretary with Finance Secretaries are as under:

- i. Consignment Tax should be levied by way of follow up action to the 46th constitutional Amendment Act, 1982 and as per the recommendations of the Chief Ministers Conference held in 1984.
- ii. Effective combined burden of tax on goods vehicles i.e. road tax and goods tax in Delhi also needs to be raised to minimum floor level.

f) The status of these recommendations is as under

ITEMS	STATUS
i. Sales Tax rates	Implemented in respect of
Minimum proposed floor rates	a) Delhi - 14 out of 36 commodities and 23 out of 29 commodities
	b) Haryana - 28 out of 36 commodities and 28 out of 29 commodities
	c) U.P. - 24 out of 36 commodities and 16 out of 29 commodities
	d) Rajasthan - 27 out of 36 commodities and 23 out of 29 commodities
ii. Levy of Consignment tax	The action is to be taken by Ministry of Finance

- g) The matter regarding bringing in uniformity in fiscal policy in the entire National Capital Region was discussed in the special meeting of the NCR Planning Board held on 2.9.97 under the Chairmanship of the Hon'ble Prime Minister. In this meeting, it was decided that the matter of rationalisation of taxes in the NCR should be sorted out through a meeting of the Secretaries of the participating States to be followed by a meeting of the Chief Ministers of NCR States to be taken by the Prime Minister. Accordingly, the Member Secretary, NCRPB held meetings with the Secretaries and concerned officers of Delhi, U.P., Haryana and Rajasthan.

A note on Common Economic Zone for the entire NCR was

also sent to the Planning Commission as decided in the meeting of the Board.

5.0 FISCAL PLAN & DEVELOPMENT RESOURCES

5.1 Fiscal Plan for NCR

According to the FISCAL PLAN FOR NCR approved by the Board, in its 21st meeting held on 15th March, 1997, the overall investment requirements during the Ninth & Tenth Five Year Plans for implementing NCR projects have been estimated to be of the order of about Rs. 58,000 crore (at 1995 prices) through both public and private sector agencies as detailed below. The public sector investments are envisaged for the creation of core infrastructure components for which the funds are expected to flow out of the Central Ministries of Railways, Surface Transport and Communications, while for township development the funds are to come through the participating states and the NCR Planning Board. However, a major part (over 65%) of the investments are envisaged to come from the private sector mainly for the setting up of economic infrastructure of industries and trade and also for the construction of housing units for the population to be re-settled in the NCR townships. The private sector is also expected to handle the construction of infrastructure projects through innovative financing mechanisms like BOT, BOLT, BLT etc.

5.2 Investment Requirements for NCR upto 2005 AD [Rs. Cr.]

Development Programme	Private Sector	Public Sector	Sector Total
1. Development of Townships:			
Housing	17,000	-	17,000
Industry/Wholesale trade	5,000	-	5,000
Social infrastructure	1,790	1,040	2,830
Internal (Local Infrastructure)	1,615	1,170	2,785
External (trunk) services	362	3,253	3,615
Land Acquisition	1,000	4,000	5,000
Sub Reg. Centres & Counter Magnets	-	540	540
Sub Total	26,767	10,003	36,770
2. Regional Infrastructure:			
Transport Network	6,900	5,656	12,556
Power Generation and T & D	3,000	1,000	4,000
Telecommunications	2,000	2,100	4,100
NCR University	30	35	65
R & D for Infrastructure Projects	-	100	100
Sub Total	11,930	8,891	20,821
Grand Total for NCR	38,697	18,894	57,591

Development projects in NCR are proposed to be funded through:

- a) budgetary sources of the Central Ministries and states as NCR components;
- b) Selected project components of core infrastructure to be implemented jointly by the nodal Central Ministries and the states and the private sector. While initial investment through acquisition of land is contemplated through the Central Ministries and/or the states, the construction component is envisaged to be through the private sector.
- c) Some infrastructure projects are envisaged to be taken up jointly by the Central Ministries and States Governments by sharing their overall investment requirements e.g. on the CIDCO pattern of financing Suburban Rail System in the ratio of 1/3 by the Central Government (Ministry of Railways) and 2/3, by the State Government.
- d) In joint ventures, for selected project components, part of the State's contribution can be provided as loan assistance by the Board to the State Government, who would ultimately be greatly benefited through the rapid development of their towns by establishing strong transport and communication links. The consequential increase in the property values therein could more than help the States in recovering their investments. An eloquent example of such value addition in the properties has happened in the case of New Bombay where, the extension of rail lines to New Bombay has completely changed the land economics of the earlier dormant area and the resultant increased property values are more than compensating the CIDCO for their investments made in the suburban rail extension project.
- e) Selected Central Sector projects can also be taken up on BOT basis with major investment coming from the private sector but requiring essential initial investment from the Central Government agencies, e.g. for the development of Expressways in NCR land acquisition cost would initially have to be borne jointly by the Ministry of Surface Transport and the State Governments and ultimately form a part of the total project cost. Thereafter, the construction of the Expressways could be taken up by the private sector on BOT basis. Herein also, a large part of the state's contribution can be provided as loan assistance by the NCR Planning Board to the State Governments.
- f) The Board participates in the financing of various projects which are envisaged to be funded jointly by the states and the Board, especially those under the township development programmes where it advances loan upto 75% of the project cost. The Board also would finance selected components of core infrastructure implemented jointly by the Central Ministries of Surface Transport/Railways and the states where the Board's contribution will be limited to granting loans to the states equivalent to 75% of their share in the overall project cost.

- g) Under the new financing pattern adopted by the NCR Planning Board, 25% of the project cost is required to be provided by the State governments/their implementing agencies out of their own funds, free-of-interest at project level. For this, necessary budgetary provisions are required to be made by the state/implementing agency. The balance 75% of the funds are provided by the NCR Planning Board as loan assistance out of the NCRPB Fund consisting of:

- i. Budgetary resources of the Board;
- ii. Internal accrual of the Board;
- iii. Contribution by NCT Delhi to the NCRPB Fund; and
- iv. Extra Budgetary Resources like capital market and financing institutions.

- h) Some state sector projects are required to be exclusively funded out of the states' own budget. For these projects like transmission & distribution of power, regional roads (inner and outer grids) etc., the funds are required to be provided in the respective state's plan budget. However, in certain cases where long term loans are being taken from national or international funding agencies like the World Bank, ADB etc., the refund of loan may start after a long moratorium period of 8 to 10 years and the repayment period itself may stretch for 20-25 years and, as such each state would have to make adequate financial provisions in their subsequent Plans concurrent with the actual repayment schedule drawn-up.

5.3 Investment Needs During the Ninth Five Year Plan

In the Ninth Plan the envisaged development programmes are expected to cost about Rs.28,000 crore of which the share of the public sector agencies is estimated to be about Rs.12,000 crore and that of the private sector Rs.16,000 crore.

Proposed NCR Sub Component Plans:

Surface Transport	Rs. 601	cr.
Railways	Rs. 1015	cr.
Communications	Rs. 1300	cr.
Haryana	Rs. 1468	cr.
Rajasthan	Rs. 206	cr.
U.P.	Rs. 1441	cr.
NCT-Delhi	Rs. 1060	cr.
NCRPB	Rs. 4835	cr.
Total	Rs.11,926	cr.

5.4 NCR Sub-Component Plans of States

As a comprehensive economic planning exercise for the entire NCR, it would be necessary for each state to structure separate sub-components within their respective Five Year/Annual Plans, to adequately reflect the various projects and related investment aspects including tying-up of the requisite resources for implementing these projects. Such State Sub Component Plans of Haryana, Rajasthan, Uttar Pradesh and NCT Delhi along with similar Sub Components of concerned Central Ministries of Surface Transport, Railways and Communication would aggregate to the overall fiscal Plan for the entire NCR and, this exercise would be an essential pre-requisite for the planned spatio-economic development of the Region.

6.0 ROLE OF PRIVATE SECTOR IN THE DEVELOPMENT OF NCR

In the present era of liberalisation and the limited availability of public sector funds through the budgetary route for development works, more and more dependence on privatisation of development programmes is envisaged so that the projects do not suffer for want of resources. At the same time, private sector would also have to take a lead in the regional development both for infrastructure as well as townships programmes.

Out of the overall development programmes envisaged for the NCR, the following components accounting for over 65% of the estimated investments are expected to be undertaken by the private sector - some of them exclusively and some others jointly with the public sector:

- | | | |
|----|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------|
| 1) | TOWNSHIP DEVELOPMENT
(L.A. - 5,000 Ha; Housing - 5 lakh units,
Industries & Wholesale trade - 5 lakh jobs,
Social Infrastructure, Local &
Trunk Services etc.) | Rs. 26,767 cr. |
| 2) | CORE INFRASTRUCTURE DEVELOPMENT
(Construction of expressways, Mass
Transport System, Captive Power
Generation, Telecommunication etc.) | Rs. 11,930 cr. |
| | TOTAL | Rs. 39,697 cr. |

6.1 Strategy for Involvement of Private Sector

As a facilitative step and also as an incentive to motivate the private sector entrepreneurs to get involved in the development programmes in the NCR, it would be necessary for the Public Sector to take the lead in the implementation of atleast certain preliminary stages of regional infrastructure development like assembling land for expressways, social infrastructure of

higher educational and medical institutions, shelter, and provide essential support facilities like R&D and policy regulations, etc. This would possibly help the private sector to step in and handle the construction, operation and management segments of various infrastructure components.

Though normally it would be expected that the projects envisaged to be funded through private sector are remunerative enough and capable of generating sufficient re-investible surpluses, it may be possible that a few components of projects may not give sufficient returns on their own to become commercially viable. Such project components with comparatively lower FIRR's may have to be clubbed together with other project components which may have higher rate of returns so that the composite profits of the two could make the whole project viable. As an example, the expressways proposed to be taken up through the private sector on BOT basis in the NCR may not yield a very high return simply on the basis of user charged alone i.e. toll rates and for improving their FIRR's, development rights for certain additional pockets of land may have to be provided.

For encouraging the private sector to actively involve in the development programmes in the NCR and in order to sustain their continued participation, a climate of mutual trust and cooperation with their counter-part public agencies are pre-requisite. Immediate steps are therefore required for:

- EVOLVING stable and transparent official policies for entry and functioning of private enterprises in a competitive environment;
- ESTABLISHING single window system for processing official clearances for development projects;
- ADOPTING independent regulatory mechanisms;
- CREATING modalities for expeditious settlement of disputes between private and official agencies involved in the development projects;
- SETTING UP machinery for quick redressal of grievances of targeted beneficiaries (consumers) of various project components; etc.

6.2 Using Land as Resource for Development

Development programmes, especially those related to township development would certainly boost the overall development prospects and improve the general economic conditions in the NCR towns. Thus, the land of these towns are expected to become a highly valuable asset which should be very judiciously used to raise resources to fund the repayment of loans taken for initial development and for funding future development programmes.

Even the private sector projects in the NCR towns are likely to derive large benefits because of the overall NCR development and hence a considerable value would be added to their assets. It will be therefore desirable that a part

of this net value addition should be recovered in the form of development/betterment charges and use the same for funding further development programmes in the Region by loading it on to the land cost.

Optimal utilisation of land through appropriate pricing and distribution mechanisms and land use control measures can yield substantial surpluses for the Area Development Authorities for undertaking additional development works. Creation of land banks by the public agencies for utilization in future requirements, permitting the private sector to develop the land recovering a part of the value added on account of such permitted development, grant of transferable development rights (TDR), funding of infrastructure projects on innovative methods like BOT, BOLT BOOT etc. by providing land as initial input, permitting commercial use of precious land by the private sector and deriving returns in the form of social housing/development for the occupants of that land, recycling of land for facilitating the shifting/relocation of industrial units located thereon, etc. are some of the methods through which land could be used as a resource for financing various urban development programmes.

It has been assessed that through the dedicated development of about 100 acres of land in Delhi for establishing regional commercial complex for NCR, an investible surplus of about Rs. 3,700 crore could be generated which could be shared among the Central Ministries and NCT Delhi to meet part of their budgetary requirement for financing the NCR programmes.

7.0 POLICY RECOMMENDATIONS

7.1 Introduction

For an integrated development of the NCR, it is necessary to look at the NCR as an economically unified area. That is, in spite of its constituent parts belonging to different States, for a proper development of the region, the economic policies within the region should be so harmonised that the region comes to have the character of a unified whole and the growth of the different constituents of the region takes place on the basis of their comparative advantages.

In our study of the NCR as an economically unified area, among commodity taxes of the sub-national governments, sales tax and octroi are largely responsible for variations in the cost of production for the industry and creating inefficiencies through an undesirable diversion of trade in the region.

As regards sales tax, the lack of uniformity in the rates is striking. The effective rate of tax in Delhi is very low as compared to the rates prevalent in the adjoining States of Haryana, Rajasthan and Uttar Pradesh.

An important aspect of the sales tax structure relates to input taxation. An examination of the provisions of the sales tax laws of other States of the country shows that raw materials bought by manufacturers are exempt from

tax in Punjab, Himachal Pradesh and Jammu & Kashmir. In Himachal Pradesh and Punjab, exemption is granted only for the raw materials used in the manufacture of taxable goods sold within the State. However, a number of other States do not fully exempt inputs bought by manufacturers. Several States provide for some concessional treatment. Assam falls in this category.

A careful consideration of the existing provisions of concessions under the sales tax systems in the country suggests, that in the interests of economic development and for creating a higher tax base in the NCR States, it would be advisable not to levy any tax on raw materials used by manufacturers. A move in this direction would be an important step towards an economically rational tax policy for the NCR States. It would give a boost to industrial activity and discourage the unnecessary movement of goods from the State to another.

7.2 Incentives

The States have been introducing various concessions and incentives in their sales tax system.¹ In evaluating these, we have to examine their efficacy and assess the resultant loss of revenue. Information required for such an exercise is not available. We have, therefore, no alternative but to analyse them on a *priori* grounds only.

First, it should be appreciated that in a federal set-up, when one State offers liberal tax concessions, it may, in the short run, succeed in diverting investment from other States, but in the long run, the advantage is neutralised when the affected States follow suit to avoid outflow of investment. It is, therefore, important that the States should give only reasonable tax concessions for industries in backward areas both for attracting them and for making them competitive, until they are established and can stand on their own. At the same time, the States should not vie with one another to attract industries through over-generous tax concessions because, collectively, the NCR States stand to lose revenues and if the concessions influence the location decisions, the regional industrial development of the NCR would be achieved only at the cost of uneconomic location of industries in the region as a whole.

Second, blanket exemption to a small-scale sector is not desirable. It causes an unduly large loss of revenue to the Government and opens up avenues for evasion.

Besides, a small-scale unit may not necessarily be a very small or tiny unit which could merit concession. To understand this aspect, its implications need to be examined. A small-scale unit is defined as one, whose investment in plant and machinery does not exceed Rs. 3.5 million. Investment, including

¹ For details of sales tax incentives in different States in India, see Purohit, Mahesh C. (1988), *Structure and Administration of Sales Taxation in India*, New Delhi, Reliance Publishing House.

building may exceed this level. A manufacturing unit having fixed investment of this order, would have a turnover ranging anywhere between Rs. 30 million and Rs 80 million or even more. Even at the most conservative estimate, it would be seen that the exemption of a dealer with a turnover of Rs 30 million would not be warranted, while non-manufacturing dealers with as low a turnover as Rs. 20,000 to one million are required to be registered with the government and pay taxes.

Keeping the above points in view, the following policy imperatives emerge:

- a) Total exemption of small-scale industries is not desirable;
- b) All new industrial units could be granted an interest-free "tax loan" for a period of five years. However, in granting the tax-loans, selectivity or industry specification could be introduced. As in many States, specific industries could be given preferential treatment. Also, the States could define their own categories of 'essential' industries for such loans; and
- c) Finally, there should be a ceiling on the tax loan as a proportion of the productive capital of the entrepreneur. A reasonable ceiling could be 50 per cent of the productive capital beyond which the collected tax must be paid by the industry.

7.3 Taxation of Road Transport

For comparing the tax burden on road transport in the different NCR States, it is necessary to take their combined incidence. It is found that the amount of tax paid by goods vehicles is the highest in Uttar Pradesh. Rajasthan and Haryana follows it. Delhi, with the lowest combined tax burden among the NCR units, exerts a strong gravitational pull on the transport industry in the region. In fact, many of the representations from the trade and commerce submitted to the Study Team of the NIPFP bring out the fact that the easy availability of transport in Delhi is an important factor and also a great hindrance in shifting industry and trade out of Delhi. It is, therefore, important that the effective combined burden of the motor vehicle tax and passengers and goods tax in Delhi be substantially raised to bring it at par with the other States of the NCR.

7.4 Octroi

Like sales tax at the State level, octroi is very important at the local government level. It continues to be a predominant and growing source of revenue for these governments in the NCR States. However, there is a general feeling that this tax has several demerits, such as hindrance to smooth traffic flow, corruption in its administration, high cost of collection, regressively of incidence, collection of large revenue from inputs and producers' goods leading to cascading, and perfunctory assessment of the tax. It is, therefore, necessary that to evolve the NCR as a unified economic

region, we do away with such an obnoxious tax. To compensate for the loss of revenue, the States comprising the NCR could adopt entry tax along the lines recommended by the Gujarat Taxation and Enquiry Commission, 1980.² However, the entry tax should not be levied on raw materials.

7.5 Property Tax

Compared to the other NCR constituents, property tax rates are high in the Union Territory of Delhi. Notwithstanding a gradation of rates according to residential and commercial or industrial use, the concentration of property ownership in Delhi has increased over the years. It is, therefore, recommended that to achieve a synergy effect on the diversification of ownership of assets to neighbouring districts, an additional tax could be levied on the preferences of the persons owning property in Delhi. This could be in the form of an additional tax on new commercial properties constructed in Delhi for commercial and industrial purposes. The rate of the tax should be related to the present tax liability borne by owners. That is to say, the tax would be in the nature of an additional levy on new properties only. While this may not be a great inducement to go out of Delhi, it would surely have some deterrent effect on the decisions to own new property in Delhi. Also, this would collect extra revenue for the use of the infrastructure facilities within the Union Territory of Delhi.

7.6 Congestion Tax

As examined in relation to the concentration of trade in Delhi, there is a heavy traffic inflow as well as outflow. From a trade Flow Survey conducted by the Delhi Development Authority in 1981, it is very clearly seen that the wholesale trade in most of the commodities is concentrated in Delhi for redistributive purposes. This is because of the fact that Delhi works as an *entrepot* for the whole of North India. Although various measures are required to shift the wholesale trade, a token levy in the form of a congestion tax of Rs 50 per truck entering the Union Territory of Delhi could be considered. This would be in the nature of a toll tax on each truck entering the territory. As this would not be related to value, goods of less value and requiring more space would have to pay more in the form of this tax. It would, therefore, possibly be exerting a positive effect on diversifying the wholesale market outside the Union Territory of Delhi for commodities using more space.

7.7 Infrastructure Facilities

Notwithstanding the fact that the objectives of our study is to confine our observations to tax policy alone, the area of fiscal policy (the subject matter of the title of the study) is not restricted to tax alone. Fiscal policy covers both aspects, namely, tax and public expenditure. As we do not have data on

² Government of Gujarat (1980), Report of the Gujarat Taxation Enquiry Commission, Gandhi Nagar.

public expenditure for the districts of the NCR, this study has attempted to examine infrastructure in a very limited way. It has been revealed that the NCR districts, with the obvious exception of Delhi have poor infrastructure facilities. Power, transport, communication, road, warehouses, etc. are conspicuously meager in most of the districts. This lacuna has been an important factor causing concentration of industry and trade in Delhi. This has been corroborated by the members of the PHD Chamber of Commerce, New Delhi, in response to our questionnaire. In fact, the most important hindrance is the inadequate availability of electricity in these districts, as corroborated by the data made available by the Central Electricity Authority. We are, therefore, of the view that tax policy alone would not be able to diversify industry from Delhi. What is important is to create the requisite infrastructure in all these districts. In this regard it is important to note that the Bombay Metropolitan Regional Planning Board (BMRPB) had taken the right step in setting up the City and Industrial Development Corporation of Maharashtra Ltd. (CIDCO) for shifting the thrust of activity from the island city of Bombay to an area across Thane Creek. In this context, the CIDCO was instrumental in the shifting of wholesale iron and steel market from Bombay to Kalamboli, New Bombay. For this purpose, the CIDCO carried out a detailed study of the existing market of iron and steel. The study included an in-depth analysis of flow of goods, movement of trucks, space requirements, housing and commercial space requirements, etc. The result was a new wholesale market with all infrastructure facilities. In this process, the CIDCO invested Rs 40 crore. This has helped reduce a great deal of congestion in Bombay. The CIDCO's experience suggests that specific studies are required to be carried out for each commodity on the basis of flow of goods to and from Delhi in relation to congestion of traffic in the city. On the basis of the recommendations of these studies, new wholesale markets in designated area outside Delhi would have to be developed by the NCR or by an agency similar to CIDCO. This agency would be responsible for providing all the requisite infrastructure in the designated new markets. Thus, a detailed layout has to be prepared for each of the commodity markets. In addition, a modern truck terminal service as well as transport, communication and housing facilities have to be provided for. To conclude, the push factors to divert industry to the neighbouring districts would be relevant when some pull factors are also created in the neighbouring districts. In the absence of the requisite infrastructure facilities, fiscal policy alone would be ineffective.

REVIEW OF NCR REGIONAL PLAN - 2001

**SUB GROUP ON
REGIONAL LANDUSE, ENVIRONMENT &
ECO-DEVELOPMENT AND RURAL
DEVELOPMENT**

FINAL REPORT

REVIEW OF NCR REGIONAL PLAN - 2001
Sub Group On
REGIONAL LAND USE, ENVIRONMENT & ECO-DEVELOPMENT
AND RURAL DEVELOPMENT
Final Report

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1.0 BACKGROUND

The National Capital Region Planning Board (NCRPB), New Delhi, in the process of ensuring mid-term review of the existing Regional Plan-2001 constituted a Steering Committee in December, 1996 under the Chairmanship of Shri. Syed S. Shafi. The Steering Committee, in turn, constituted seven sub-groups in March 1997 to review various components of Regional Plan. One of the sub-groups related to aspects of Regional Land use, Environment & Eco-development and Rural Development was constituted under the Chairmanship of Prof. R. C. Gupta, then the Head, Department of Regional Planning, School of Planning and Architecture, New Delhi in March, 1997. The composition of the Sub-group is enclosed in Annexure I.

The Sub-group formally met 4 times to discuss on various proposals laid out in the Regional Plan-2001 and to critically examine the amendments that are required to be incorporated in view of fast changes in the regional land use and its implications in the region. The Chairman and selected members of the Sub-group have also made two exhaustive field visit in the Region to appreciate the recent land use developments along the selected corridors in UP and Haryana sub-regions. The sub-group also had several informal meetings with the Convenor before finalising the Draft Final Report.

In order to carry out the review of the above mentioned sectors in the context of NCR Plan - 2001, an appreciation of the present status of the same is inevitable. It is also important to understand the efforts taken by all the participating states with regard to implementation of some of the policies envisaged by NCR Plan - 2001 through Master Plans for their cities and towns and others development programmes. However, the quantified data base/information has been a major constraint faced by the Sub-group. Therefore, the Sub-group relied primarily on the deliberations discussed and finalised in the meetings coupled with the field observation and discussion with various state level officials during the field visit. This draft report is the result of the concerted effort of the Sub-group.

2.0 NCR REGIONAL PLAN - 2001 : AN APPRECIATION OF REGIONAL LAND USE POLICIES AND PROPOSALS

With regard to Regional Land use, the Plan aimed to achieve a rational land use pattern in order to protect and preserve good agricultural land and utilising unproductive land for urban areas. Accordingly the Plan suggested the land use policies under the following five heads:

2.1. Land for Urban Development

Realising the fact that out of the projected population of 325 lakhs by 2001 A.D. for the NCR, the Plan estimated to accommodate about 234 lakhs in the urban areas. Accordingly, out of the total population assignments for NCR, assignments for Delhi Urban area was made to the tune of 110 lakhs; 37 lakhs for the DMA towns excluding Delhi, and the remaining 49 lakhs to the eight priority towns/complexes by 2001.

in order to accommodate the additional population consequently additional urban land, the Plan proposed to develop both urban and rural settlements reasonably as compact manner as possible and on lands unfit for agricultural use. With this in view, the Plan suggested the following density norms especially for the urban settlements:

- a) For urban centres upto 10 lakh population a density of 80 persons per hectare;
- b) For urban centres of 10 lakh to 50 lakh population, a density of 110 persons for hectare; and
- c) For urban centres of more than 50 lakh population, a density of 125 persons per hectare.

Whenever these norms are not really obtained in the existing urban centres the Plan had also suggested an appropriate re-densification exercise to be taken up to attain the density norms.

2.2 Land for Forest

The forests occupied a meagre proportion of 1.2% the NCR area at the time of preparation of Regional Plan-2001 and were observed to be under constant danger of encroachment and denunciation. Therefore, the Plan suggested that forest cover should be increased in any form such as protected, reserved community and social forestry in all those areas which are not fit mainly for agricultural use. The main targets of operation envisaged are:

- a) to afforest and vegetate barren lands, rocky areas cultivable waste land etc. So that the forest for vegetative cover is raised at least to 10% of the land area;
- b) to intensify the forest cover by planting suitable species in the sparsely forested zones and denuded areas; and
- c) to identify alternate sources of energy for fuel and also to find methods of increasing the efficiency in the use of the forest fuel especially from the social community forests. These should be taken up in a phased and planned manner so that afforestation and vegetation sustain and stabilise over time.

2.3 Land for Agriculture

For meeting the growing demand for food and food products, the Plan suggested preservation of the then existing cultivated land of 23.92 lakh hectares for agricultural use. Further, it proposed that efforts should be made to increase the production through intensive cultivation by providing irrigation facilities and other necessary infrastructure. The Plan also envisaged a need for a rational policy to the utilise less and least valuable land for urban expansion/new urban centres.

2.4 Conservation Area

In order to achieve the development and environment interface, the Plan suggested a special attention to be given to check the damage to natural features and environment by man's interference for development purposes. Special mention is made to conserve the following: the Ridge, an extended part of the Aravalli range; the forest areas; the rivers of Yamuna and Ganga; sanctuaries of Sariska and Sultanpur

2.5 Land use control Zoning regulation

The Plan, keeping in view the anticipated rapid urban expansion of the NCR towns and also the rate of environmental degradation in the Region, suggested the following four distinct zones for application of strict land use control and development. An attempt has been made to identify the likely major economic activities in the following use zones/areas : a) *Urbanisable area*; b) *Green belt/green wedge*; c) *Areas along the major transport routes*; and d) *Remaining rural land*

2.5.1 Urbanisable area -2001

Within the urbanisable area 2001, which is proposed in the Master Plans of the respective towns, the functions and uses designated which could be continued : a) Residential; b) Commercial; c) Industrial; d) Government offices; e) Recreational; f) Public and semi-public; g) Circulation; h) Open spaces, parks and playgrounds; and i) Grave yards/cemeteries and burning ghats

The Plan also proposed that the detailed uses within the urbanisable area will be governed by the local authority according to the prescribed uses in the Master Plans. It also suggested the need for preparation of Master Plans for Delhi Metropolitan Area and Priority towns under the existing rules and acts of the participating States/UT and in consultation with the NCRPB.

2.5.2 Green belt/green wedge

In order to arrest undesirable growth in peripheral agricultural zone in the immediate vicinity of the urbanisable area the Plan proposed an orderly and compact urban development with a control belt all around the expected developable area and strict control of development in this green belt. The major landuses that could be permitted in these zones are: 1. Agriculture, particularly high value cash crops; 2. Gardening; 3. Dairying; 4. Social forestry/plantation; 5. Quarrying; 6. Cemeteries; 7. Social institutions such as School, hospital; and 8. Recreation or leisure

In the cases of settlements particularly those which are in close vicinity to each other either along the roads or interior, the Plan suggested the intervening space between the settlements should be kept green which can be designated as **green wedge** and proposed that they should be forested/or in other forms of greens (wherever is not possible for pressing reasons).

2.5.3 Green buffer along the major transport corridors

With a view to avoid continuous ribbon development along the major transportation routes, the Plan proposed a width of 100 meters on either sides along the National Highways and the proposed Expressways and 60 meters on either sides along the State Highways should be kept as green buffer. The Plan proposed afforestation programme in these belt under the control of the Forest Departments and permitted only those activities permitted in the green belt.

2.5.4 Remaining rural land

To restrict the large scale development in rural areas along transport corridors the Plan suggested a restricted land uses: in the rural lands. 1. Intensive agriculture and allied activities; 2. Afforestation especially on the hills, rocky lands; 3. Regional recreational facilities such as, regional parks, wild life sanctuary; 4. Cemeteries, schools, institutions like hospitals may be permitted; 5. Quarrying; 6. Brick kilns; 7. Existing village *Mandies*; and, 8. Rural industries.

3.0 NCR REGIONAL PLAN - 2001 : AN APPRECIATION OF ENVIRONMENT & ECO-DEVELOPMENT POLICIES AND PROPOSALS

With regard to environment and eco-development sector, the Plan proposed the following:

- a) Regarding air pollution, it suggested the need to undertake field research studies to identify pollution impacts at sub-regional level;
- b) Regarding water pollution, the Plan suggested measures such as treatment of waste water through treatment plants before discharged;
- c) Regarding Sewage disposal, the Plan proposed the need for undertaking detailed studies for DMA, Priority and other towns;
- d) Regarding Solid waste, it suggested the need to adopt a scientific approach in solid waste management and its re use in all urban areas;
- e) The Plan also suggested the need to set up a Co-ordination Committee for prevention and control of pollution of water, land and air in NCR;
- f) The Plan proposed to take up afforestation programmes on all barren and uncultivable lands by the concerned agencies;

4.0 NCR REGIONAL PLAN - 2001 : AN APPRECIATION OF RURAL DEVELOPMENT POLICIES AND PROPOSALS

With regard to rural development sector, the Plan proposed the following:

- a) Provision of basic services to all villages;
- b) For location of various order of facilities, the Plan proposed to provide lower order basic facilities in each village and higher order in service centres and basic villages;
- c) The Plan proposed the need to undertake programmes for training rural artisans and create employment opportunities for them;
- d) Improvement of shelter to EWS and LIG households;
- e) Need for organising vocational and adult education in appropriate places;
- f) Encouragement of voluntary organisation to encourage public participation; and
- g) Adoption of low cost rural sanitation programmes.

5.0 CRITICAL DEVELOPMENT ISSUES AFTER PREPARATION OF NCR REGIONAL PLAN - 2001

The Sub-group observed many issues regarding implementation of land use plan proposed under the Regional Plan - 2001. Although the Regional Plan - 2001 land use plan was prepared with active involvement of NCR's participatory States and approved by them in 1988, none of the States seem to follow them. For instance, the respective states have prepared many Master Plans of urban areas within NCR as the prevailing Acts, in consultation with NCRPB and taking into account the proposals envisaged in the Regional Plan-2001. However, many development efforts which have come up after 1988 in these States seem to have not adhered to the Plan proposals and there appears negligible interference of NCRPB in the implementation of spatial land use plan. Therefore, there is a need to amend the proposals of Regional Plan - 2001 in general to suit to the changing development scenario and particularly in the areas of zoning regulations and guidelines for land use control, conversion and so forth. Some of the emerging critical issues are listed as under.

5.1 Large Scale Conversion of Agriculture land to Non-agriculture Use

One of the main issues that the Sub-group witnessed is the large scale conversion of rich agricultural land into non-agricultural use in all participatory states. This would have a serious implication on environment. For instance, it is observed that nearly 6050 hectare of agriculture land has been converted to non-agriculture use in Ghaziabad district in Uttar Pradesh sub-Region alone during 1984-93. It is noted that about 2017 hectares of agricultural land use changes in UP sub-region have been approved by NCRPB after NCR Plan is approved. The figures for sub-regions of Haryana, Rajasthan and Delhi are 1039, 726 and 212 respectively.

It is to mentioned here that all 726 hectares of converted land in Rajasthan sub region are located just outside the boundary of Bhiwadi controlled area (but not within the Bhiwadi-Dharuhera complex, one of the proposed Priority Towns in NCR, as ideally it should have been). It is also learnt that most industrial entrepreneurs prefer to locate in rural areas in Rajasthan sub-region near Bhiwadi as it is close to NH8 and proximity to DUA. According to the plans of Rajasthan another 3000 hectares of land south of Bhiwadi are identified for different non-agricultural uses in the near future.

As against the proposals of NCR Regional Plan - 2001, such type of development have led to two important issues: One, the large scale conversion of agriculture land to non-agriculture use; and non-conformity to the proposed settlement pattern of Regional Plan - 2001.

5.2 Unauthorised Conversion of Rural Land use

Unabated conversion of rural land to urban industrial uses along all the major corridors (National Highways) from DUA and particularly next to designated urban centres, has had serious imperatives as NCR Plan policies and proposals for overall planned development. Besides reducing the overall area of agricultural land with consequent decline in agricultural production, such change of land use in rural areas, has led to urban sprawl and ribbon development in various sections of the corridors which have their own serious planning implications.

There is noted absence of both overall guidelines for conservation of good agricultural lands, as well as effective controlling mechanism (both legal and institutional) in constituent states, and sub-regional and local levels to thrust such conversion. In some states, particularly Haryana while controls on land use changes is possible and enforced within controlled areas, no planning control is available outside the controlled areas. In absence of effective control, maintenance of green belt reservation along major corridors (NHs) and elsewhere has not been possible.

Such unintended development perhaps have also created the channelisation of urban industrial activities in the designated urban nodes of the NCR Plan, particularly the Priority Towns, where in some cases, considerable areas/land of industry, are still lying vacant and the towns have not been able to act on the desired level of development.

Further, under prescribed zoning regulations, certain urban type of uses have been permitted in the-green belt zones, which are not conducive in maintaining the sanctity and green character of the designated green belts. In fact, such uses eventually lead to emergence of new nodes of development which is not in conformity to the Plan.

5.3 Absence of Area Planning Approach

The NCR Plan has proposed a settlement hierarchy for rural settlements, besides a broad zonation policy. There is no tie-up between settlement development strategy and area development strategy both in the Regional and Sub-Regional Plans. This needs to be reconciled and operationalised within the framework of a District Planning mechanism in accordance with the 73^{re} and 74th Constitutional amendments.

5.4 Non-involvement of Panchayati Institutions in Development Process

Plans and proposals for land and infrastructure development and others in the rural sector covered under DRDA, can effectively be implemented at local level, through the active involvement of Village and Block Panchayats. So also these Panchayats if empowered, can effectively exercise control on rural land conversion activities, and help in rural land management.

5.5 Diversification of Rural Economy

Being a metropolitan region, with a very strong metro core, the rural areas and settlements, would inevitably be under the pressure of socio-economic and physical changes. However, this would need to be guided through a long term Policy Plan and short term (5-10 yearly) Action Plans. Area and Settlement development strategy at sub-regional and zonal levels, supported by a zoning policy, should reflect guidelines for economic diversification.

5.6 Maintenance of Green Reservations

Even though the Plan has stipulated extensive Green Belts and Buffers along Highways and around major urban complexes and sensitive areas, it has been seen that such zones are extensively vulnerable to encroachments and conversion of land use. While such zones continue to be under non-governmental ownership, their proper maintenance can be possible only if these are treated as Agro-forestry belts and become economically remunerative properties for local Panchayats and private agencies.

5.7 Zoning of Urbanisable Areas

The Plan has indicated the direction and extent of urban expansion for Priority and DMA Towns. However, in several cases, the direction of growth and configuration has not adhered to the Zonation of the Plan. Moreover, while many of the Priority Towns has grown to the desired level, unintended growth and expansion in proximate rural settlements, has led to a changed configuration and direction for future urban agglomeration. While projecting a scenario for the future in terms of population and urban land requirements it may be necessary to rationalise the existing zonation.

5.8 Implementation of Overall Settlement Pattern

It is observed that Corridor form of development is emerging stronger in the spatial fabric of the NCR. The settlement pattern is based on a strong Poly-Nodal Concept which does not seem to yet optimise the benefits from investments in land and infrastructure development.

6.0 RECOMMENDED POLICIES BY THE SUB-GROUP

6.1 REGIONAL LAND USE

6.1.1 Land For Urban Development

Realising the fast changing urbanisation in different parts of the region, the Sub-group felt that there is a need for changes in the density norms as suggested in the existing Regional Plan - 2001. Accordingly, after a careful examination of the existing density norms followed in the constituent states suggested the following:

- a) For urban centres below 50,000 population a density of 60 to 80 persons per hectare;
- b) For urban centres 50,000 to 1 lakh population a density of 80 to 100 persons per hectare;
- c) For urban centres of 1 lakh to 5 lakh population, a density of 110 to 125 persons per hectare; and
- d) For urban centres of more than 5 lakh population, a density of 125 to 150 persons per hectare.

6.1.2 Land for Forest Cover

While the NCR Plan had envisaged increasing the existing forest cover from 1.2 percent to 10 percent of the total area, by afforestation of waste lands, barren and rocky lands, only a marginal increase has been reported. It also appears impossible to achieve the target even if all such wastelands and barren and rocky lands were to be eventually afforested.

In order to supplement the afforestation programmes, it is recommended to encourage social forestry at individual village level by utilising community lands for the purpose under the auspices of the Gram Panchayats. Such social forestry would also meet the local fuelwood needs and improve the area under forest cover. A specific funded scheme for this should be included in the DRDA package of development schemes for rural areas in the NCR.

It is also suggested to intensively vegetate the ^{lands} levels designated as pastures and grazing lands in the villages so that local village environment could be improved and optimal use of land could be possible for socio-economic development.

6.1.3 Land use Control and Zoning regulation

The Sub-group, while largely agreed to the proposals of Regional Plan - 2001 for urbanisable area, emphasises the need to suggest the specific uses to be permitted in the **green belt/green wedge** and **remaining rural land**. Before doing so, the Sub-group examined the existing regulation practised in the NCR constituent states. (See Annexure 2). The following are the suggested uses to be permitted:

6.1.3.1 Green Belt/Green Wedge

- ☐ Agricultural, Horticultural crops and Cash crops
- ☐ Dairy and Poultry Farming including Milk Chilling Station and Pasteurisation Plant
- ☐ Social forestry/plantation including afforestation development of any of its parts for reservation

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☐ Non-polluting industries registered as RSI/SSI units subject to one of the following conditions:

- 1) Located within half kilometre belt encircling the existing village *abadi* and approachable from a public road/rasta other than scheduled road, National Highway and State Highway.
- 2) On public road/rasta not less than 30 feet wide other than scheduled roads, National Highways and State Highway outside the half kilometre zone referred to in (1) above up to a depth of 100 metres along the approach road.

☐ Non-polluting medium and large scale agro based industries on public roads/revenue rasta not less than 30 feet wide other than scheduled roads, National Highway and State Highway.

☐ The site should not fall within 900 M restricted belt around Defence Installation

☐ Any other use which Government may in public interest decide.

☐ Land drainage and irrigation by hydro-electric works and tube well for irrigation

☐ Mining and extraction operations including line and brick klins, stone quarries and crushing subject to the rules and art approved site

☐ Bus Queue Shelter and Railway Station

☐ Airports with necessary buildings

☐ Wireless Station

☐ Grain godowns, storage spaces at site approved by Competent Authority

☐ Weather Station

☐ Telephone and electric transmission lines and poles

☐ Cremation and burial grounds

☐ Petrol filling station and service garages

☐ Hydro-electric/thermal power plant/sub-station

☐ L.P.G Gas storage godowns with the approval of Competent Authority

☐ Village houses within *abadi-deh*.

☐ Farm houses outside *abadi-deh*

☐ Expansion of existing village contiguous to *abadi-deh* if undertaken a project approved or sponsored by the Central Government of State Government.

6.1.3.2 Green Buffer Along the Major Transport Corridors

Regarding the green buffer along the major transport corridors, the Sub-group suggests that in order to control the large scale ribbon development outside urban area, there is a need to declare the area as controlled area as it is practised in UP and Haryana. For instance, in UP, the Uttar Pradesh Road side Act, 1945 offers provision to declare the region as controlled area. As per Section 5 of this Act, building construction, digging/excavation, development of subway etc., are permissible only after obtained permission from the District Magistrate. Further, according to Section 7 of Uttar Pradesh Road side Land Control Directive Act, 1964, the construction of any house and kiln is completely banned from minimum distance from the centre of the road. Thus, the Sub-group suggests the following norms/distance by use:

Type of Major Transport Network	Distance from the Either Side of RoW (in Mts)
• Expressways/Bye-pass	100
• National Highway	60
• & State Highways	35
• Major District Roads	15

6.1.3.3 Remaining Rural Land

The Sub-group suggests the following major land uses in the remaining rural area:

- ☐ Intensive agriculture and allied activities such as dairying and poultry farming;
- ☐ Afforestation especially on the hills and rocky lands;
- ☐ Regional recreational uses such as, regional parks, wild life sanctuary etc.;
- ☐ Cemeteries, Schools, Institutions like Hospitals strictly within the existing *abadi* and extended *abadi* area;
- ☐ Petrol Filling Station
- ☐ Bus Queue Shelter
- ☐ Quarrying;
- ☐ Brick kilns;
- ☐ Existing village *Mandies*/ Agricultural Markets; and,
- ☐ Rural industries.

6.2 ENVIRONMENT & ECO-DEVELOPMENT

The Sub-group suggests the following policies to arrest further environmental deterioration and restoration of environmental quality in NCR:

- ☐ The Priority towns which have good agricultural land surrounding the towns would need to consider urban expansion in a way that conserves good agricultural land, as per NCR Plan objectives;
- ☐ Many Priority towns such as Rohtak, Palwal, Fardabad, Bahadurgarh have substantial amount of degraded land in near vicinity. These lands should either be brought under waste land reclamation, or alternatively used for urban or industrial use depending on locations, and infrastructural attributes;
- ☐ In order to meet the growing water demand, good water management practices such as recycling, water harvesting, etc., should be adopted and land should be specifically designated for such uses in the Development Plan to accommodate such considerations;
- ☐ In order to control the discharge of effluents by selected high water consuming industries (located adjacent to water courses like Bhiwadi) the Sub-group suggests that they should be located away from the water courses to monitor their effluent discharge. This would encourage recycling of water as it would become more expensive to obtain water;
- ☐ The critical Bio-diversity of the NCR like rivers, sanctuaries and the Aravallis need conservation and are to be effectively managed; Development, particularly those that are likely to affect air and water, around the Sariska National Park, Sultanpur Bird Sanctuary, Indira priyadarshini Park, Najafgarh Jheel and the flood plains of rivers should be carefully reviewed so that conservation of these area are meaningfully sustained;
- ☐ Environmental considerations should be integrated while encountering industrial growth, by following these steps:
 - Incentives for environmentally clean technologies;
 - Operationalisation of *polluter pay* principle;
 - Fiscal incentives to SSI for pollution control and reduction of waste;
 - Location of industries as per environmental guidelines for siting of industry;
 - Enforcement of pollution control norms;

- Installation and operation of common effluent treatment facilities for industrial estates, and in areas with cluster of industries;
 - Environmental impact assessment from the planning stage and selection of sites for location of industries; and
 - Clearance by the MOEF of all projects above a certain size and fragile areas.
- ☐ Recently, Supreme Court has issued an Order to relocate polluting and hazardous industries from Delhi to outside in the identified districts in NCR in the already existing industrial estates. It calls for careful allocation of organised industrial areas for these units rather than allowing to locate in the existing industrial area. The respective state governments should carefully identify appropriate industrial areas exclusively for these units and a strict pollution control measures should be enforced to avoid similar experiences of Delhi. Therefore, all the above mentioned environmental issues of the priority towns calls for preparation of a detailed Environmental Management Plan along with their Master Plans. According to expert studies conducted for NCRPB, the existing environmental status of majority of the Regional and Sub-regional centres is poor and substandard to varying degrees. At the same time schemes are underway to relocate polluting industries (1227 units) from Delhi to locations in the NCR as directed by the Supreme Court. While deciding upon the actual relocation, it should be considered necessary to carry out both feasibility and Environmental Impact Studies for proposed relocation areas to ensure that the environmental quality of the recipient towns is not impaired.
- ☐ To mitigate environmental repercussions in mining and quarrying operations, the Sub-group suggests the following actions must be directed to:
- Rehabilitation of mined area and implementation of management plan concurrently with on-going mining operations to ensure adequate ecological restoration of affected areas;
 - Ensure environmentally safe disposal of mining by-products;
 - Restriction of mining and quarrying activities in sensitive areas such as, hill slopes, areas of natural springs and areas rich in biological diversity; and
 - Environmental impact assessment prior to selection of sites for mining and quarrying activities.


6.3 RURAL DEVELOPMENT

The Sub-group suggests the following:

- ☐ The provision of basic services and infrastructure in the rural areas have be planned in an orderly manner. In order to efficiently locate different order of facilities, the Sub-group feels that a hierarchy of settlement pattern needs to be proposed. Therefore, at the rural level, the Sub-group proposes the following levels. ***These levels of settlement pattern are below the level of Service Centres as proposed in the Regional Plan - 2001.***
- (a) Basic Villages at the lowest level; and (b) Central villages at the intermediate level;

Besides the 2 tier hierarchy of rural settlements proposed above, it is necessary to initiate the process of District Planning in the NCR so that rural development plans and programmes may be concretised and incorporated in the respective District Plans. It is therefore recommended that each constituent states of the NCR should establish the planning and development mechanism at district level, and integrated district development plans may be prepared on priority basis within the framework of the Sub-regional plans as mandated in the 74th Constitutional Amendment Act.

- ☐ In order to manage the unauthorised conversion of rural land use and to control the large scale urban based activities in the rural areas it is essential to notify the entire rural area in NCR as one unified area under a common legislation. This is essential as none of the participating states has control mechanism outside notified/controlled areas of the identified urban areas. This calls for a detailed review of existing legislation of the constituent states and the NCR Regional Plan Act to make necessary provisions. Prioritising infrastructure development in NCR villages, in DRDA programmes to explore option to incorporate provision in existing Acts to meet the objectives of effective land use control in the entire sub-regional territory.
- ☐ Empowerment of Panchayats to effectively exercise control on rural land conversion, and help in rural land management; and
- ☐ The existing Town Planning Acts of the constituent states are not comprehensive enough to enable effective land use control in the rural areas. Vast parts of the NCR territory is outside the designated controlled areas, and it is essential to bring them under control, through appropriate modifications in the existing Acts and enabling laws. It should be desirable to have statutory provision in the TP Act to designate the entire sub-region as controlled area in each constituent state, and set up appropriate sub-regional level planning and development mechanism to exercise land use and development control.


Professor R C Gupta

Annexure 2: COMPARISON OF ZONING REGULATIONS PRACTICED IN GREEN BELT BY NCR CONSTITUTENT STATES

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HARYANA	UTTAR PRADESH	DELHI
<p>Permissible Uses:</p> <ul style="list-style-type: none"> <input type="checkbox"/> Agricultural, Horticultural, Dairy and Poultry Farming <input type="checkbox"/> Village houses within abadi-deh. <input type="checkbox"/> Farm houses outside abadi-deh (subject to restriction at laid down in zoning regulation XIX) <input type="checkbox"/> Afforestation development of any of it parts for reservation 	<p>Permissible Uses:</p> <ul style="list-style-type: none"> <input type="checkbox"/> Agriculture, forest, garden, nursery, poultry farming, dairy farming, farm house, relevant house, sale and resale of agricultural products like preparation of jaggery and unrefined sugar, milk collection centre. <input type="checkbox"/> Within 200 metre of rural built-up (Lal-dora) sewage treatment plant and farm, milk collection centre, general housing <input type="checkbox"/> Within the extended existing rural built-up area (Lal-dora) poultry, electric power plant, water supply establishment and water treatment plant, educational institutions up to high school, animal breeding centre, police station, government/semi-government inspection house. <p>Permissible uses under special circumstance by competent authority:</p> <ul style="list-style-type: none"> <input type="checkbox"/> Area along the major district roads, cold storage, petrol filling station, servicing/repairing for agricultural implements, brick kiln with maximum 100 sq. mt. of covered area, cottage industry based on husk and wood, sugar mill, outside 500 metre boundary of rural built-up area (Lal-dora) milk processing centre, seed and manure godown, park, amusement park, play ground/golf club, stadium, playground, public and semi-public, recreational uses like fair, circus, mobile cinema, picnic spots, etc., stadium, paly ground, public meeting place. 	<ul style="list-style-type: none"> <input type="checkbox"/> The social economic facilities such as hospital health centre, dispensaries, veterinary hospital rural industrial areas and commercial centre are proposed in the selected growth centres in the rural zone. In the commercial centre which is about 3 ha. area and the facilities like cinema hall, shopping, bank, post office, co-operative store etc., are permitted <input type="checkbox"/> To cover the deficiencies of lower level health facilities, school and location of rural industry in selected six rural settlement have been identified. <input type="checkbox"/> Each individual settlement would require improvements in water supply and other facilities. Housing for the landless is required to be taken up through public housing agencies. Rural village abadies and extensions shall be regularised as per GOI orders of Feb 1977. <input type="checkbox"/> Milch cattle from the urban area should be 1 ha. land could be located in the rural use zone. These could be developed for flowers, vegetable, poultry farming etc., <input type="checkbox"/> To establish a green belt all along the border of the Union Territory up to a depth of about two kms. A lesser depth may have to be accepted where such a depth is available.

Annexure 2 : COMPARISON OF ZONING REGULATIONS PRACTICED IN GREEN BELT BY NCR CONSTITUENT STATES

HARYANA	UTTAR PRADESH	DELHI
<p>Expansion of existing village contiguous to abadi-deh if undertaken a project approved or sponsored by the Central Government of State Government.</p> <p>Milk Chilling Station and Pastenisation Plant</p> <p>Bus Stand and Railway Station</p> <p>Airports with necessary buildings</p> <p>Wireless Station</p> <p>Grain godowns, storage spaces at site approved by the Director</p> <p>Weather Station</p>	<p><input type="checkbox"/> Processing of farm products, sale, maintenance and with godown, parking facility under it, special educational institutions like high level medical and technical institutions, swimming pools, buses and truck terminal, helipad and air strip, milk filling plant, posturing plant, gas establishment and gas refilling station, hospitals for infectious diseases and psychic patients, agricultural research centre, research and training centre, religious buildings and memorials, cremation ground, burial ground, electrical ground of public utility, agricultural based industries like rice sheller, flour mill, jaggery and un-refined sugar, sugar mill etc., hotel road side restaurants, extractive industry, and stone crusher, brick and lime stone kiln, storage of short living, dangerous and inflammable products, shooting range, flying club, radio/television centre, camp ground, slaughter house, ashram, maximum protected land portion 20 percent, yoga training centre, construction and development of PAC police line, etc. to maximum safety and law.</p> <p>Prohibited Uses:</p> <p><input type="checkbox"/> Residential, Commercial, Industrial, Storage and Godown and any other uses which is not mentioned above.</p>	

HARYANA	UTTAR PRADESH	DELHI
<p><input type="checkbox"/> Land drainage and irrigation by hydro-electric works and tubewell for irrigation</p> <p><input type="checkbox"/> Telephone and electric transmission lines and poles</p> <p><input type="checkbox"/> Mining and extraction operations including line and brick kilns, stone quarries and crushing subject to the rules and art approved site</p> <p><input type="checkbox"/> Cremation and burial grounds</p> <p><input type="checkbox"/> Petrol filling station and service garages</p> <p><input type="checkbox"/> Hydro-electric/thermal power plant/sub-station</p> <p><input type="checkbox"/> L.P.G Gas storage godowns with the approval of Director.</p> <p><input type="checkbox"/> Non-polluting industries registered as RS/SSI units subject to one of the following conditions:</p> <p>1) Located within half kilometre belt encircling the existing village abadi and approachable from a public road/rasta other than scheduled road, National Highway and State Highway.</p> <p>2) On public road/rasta not less than 30 feet wide other than scheduled roads, National Highways and State Highway outside the half kilometre zone referred to in (1) above upto a depth of 100 metres along the approach road.</p> <p><input type="checkbox"/> Non-polluting medium and large scale agro based industries on public roads/revenue rasta not less than 30 feet wide other than scheduled roads, National Highway and State Highway.</p> <p><input type="checkbox"/> The site should not fall within 900 M restricted belt around Defence Installation</p> <p><input type="checkbox"/> Any other use which Government may in public interest decide.</p>		

REVIEW OF NCR REGIONAL PLAN - 2001

**SUB GROUP ON
PHYSICAL INFRASTRUCTURE**

FINAL REPORT

NATIONAL CAPITAL REGION PLAN 2001 REVIEW POWER

I National Capital Region Plan 2001 Proposal

Regional Plan for NCR 2001 made the following major observations/Proposals.

1. The following forecasts and targets were set out in the NCR plan - 2001.

i) Electricity forecast 2001

	Energy required in mw	Peak load in mw
NCTD	28233	5871
Haryana subregion	18024	3678
Rajasthan Subregion	3716	706
Uttar Pradesh subregion	31651	2883
Total NCR	61624	12032

ii) The plans Identified power development projects under construction as below

Rajghat (DVB)	135 mw
Panipat stage III	210 mw
HSEB Thermal	
Kakroli Hydel	0.3 mw
Narora	470 mw
Dadri	840 mw

2. The following gas based power plants were identified under consideration / constructions.

NCTD	180 mw
Dadri	400 mw

3. In order to meet the objectives of NCR, the NCR 2001 emphasised the necessity to provide by any means, additional power to the region.

It was suggested more such power plants should be established to use Gas from HBJ pipeline and the consequently required distributions network should be constructed.

4. The plans also suggested to set up an coordinating body for the NCR to coordinate distributions of power.

II Experience of plan implementation

1. From the power load requirements now worked out by the CEA, it is concluded that the demand as worked out in the NCR plan was on the higher side though the lower demand as of now, is also not met.

Electricity forecast 2001 of the NCR plan and load requirement for (1996-97) worked out by CEA (m/w)

NCR Subregion	Load Requirement 1996-97 CEA	Load Requirement 200-2001 NCR Plan
Haryana	919	3678
Rajasthan	305 (624-2000-2001)*	706
U.P.	1244	2883

Source : Back ground note on Power Development in NCR

* Rajasthan NCR Planning unit.

2. The power supply position in the NCR states at the end of 8th plan (1996-97) is as follows.

Power Supply	NCR States				
Position	Northern Region	Delhi	Haryana	Rajasthan	U.P.
Peak Demand (mw)	24234	2532	3058	3851	8263
Peak Availability (mw)	14896	1745	1530	1942	5150
Surplus / Deficit	- 9388	-787	-1528	-1909	-3113
(%)	-38.5	-31.1	-50.0	-49.6	-37.7
Energy Requirement (mu)	129587	14416	15183	22232	43967
Energy Availability (mu)	105401	13153	101148	12572	37852
Surplus / Deficit	-24186	-1263	-5035	-9660	-6105
(%)	-18.7	-8.8	-33.2	-43.5	-13.9

Source : Functional Plans for power Development in NCR.

3. The pattern of energy consumption in the sub regions of the NCR in the last decade have changed with increasing consumption in the domestic sector in all the region :

Haryana subregion	1986	1996
Domestic	16.12	24.05
Commercial	3.62	4.03
Industrial	51.33	34.40
Agricultural	27.36	29.07
Other	1.55	8.45

Delhi subregion	1986	1996
Domestic	32.32	40.15
Commercial	20.20	13.38
Industrial	28.16	26.21
Agricultural	--	0.01
Other	19.32	19.35

Uttar Pradesh subregion	1986	1996
Domestic	10.80	N.A.
Commercial	3.71	N.A.
Industrial	39.15	N.A.
Agricultural	34.68	N.A.
Other	11.66	N.A.

Rajasthan subregion	1986	1996
Domestic	4.69	6.8
Commercial	2.35	2.23
Industrial	80.86	86.50
Agricultural	9.66	3.44
Other	2.44	1.03

III New Issues and Proposals

1. The development of growth centres envisaged in the NCR Plan is most significant for dispersal of economic activities from NCTD. The power requirement of these centres should be met on priority within the NCR region. The power requirements of these nodal centres has been worked out as following.

Power requirements in the nodal centres in mw

	1996-97	2000-2001
Uttar Pradesh		
Meerut	160	230
Hapur	50	75
Bulandshahr-Khurja	140	220
Noida	150	240
Ghaziabad	300	430

<u>Haryana</u>		
Panipat	193	306
Rohtak	148	243
Rewari	78	124
Gurgaon	122	219
Faridabad	315	483
<u>Rajasthan</u>		
Alwar	165	281
Bhiwadi	130	266
Total	1951	3417

2. The priority towns nodal centres should have their own power generating stations specifically for the areas which are earmarked for identifying of industry from Delhi to these towns. The generating capacity at 50-60% of the demand for these areas would be as following.

Power generation requirements in nodal centres (in mw)

	Generation Capacity
<u>Uttar Pradesh</u>	
Meerut	80
Hapur	30
Bulandshahr-Khurja	70
Noida	75
Ghaziabad	150
<u>Haryana</u>	
Panipat	100
Rohtak	75
Rewari	30
Gurgaon	50
Faridabad	150
<u>Rajasthan</u>	
Alwar	75
Bhiwadi	60
Total	945 mw

3. The distribution system in the NCR sub regions specially the nodal centres should be modernised to have sub transmission and distributions lines laid underground and substations indoors with equipment having proper protective devices. The system should be provided with supervisory control and data acquisition system (SCADA) with complete automation of the operation of the power supply system.

4. The total investment worked out for above system is to the tune of Rs.3600 crores at 1995-96 prices level i.e. Rs.3 crore for power generation per mw and 0.6 crore for transmission and distribution per mw. The proposed investment for generation (Rs. 3000 crores) for this power should be under private sector and distribution net works Rs.600 crores to be under state sector equally divided in ixth and xth Five Year Plans in the state plans of Haryana Rajasthan and Uttar Pradesh. 25% of the total cost be given by the NCR Planning Board for the proposed annual plan expenditure on power generation and distribution projects in NCR.
5. There should be a sub power grid for NCR in the Northern Grid system.

REVIEW OF REGIONAL PLAN 2001: TELECOMMUNICATIONS

1. For socio-economic development, postal and telecom infrastructure is a vital and essential requirement. A good postal and Telecom network replaces personal travel to a large extent, and therefore is cost effective. Postal & Telecommunication services are complementary to investments in other development sectors and enhance their productivity and efficiency.
2. In the context of NCR Plan wherein decentralisation of economic activities are envisaged from the metropolies to areas outside, provisioning of effective and efficient postal and Telecom, facilities assumes a special importance. These areas are proposed to be developed with a diversified economic base where secondary and tertiary sectors will dominate economic activities. For quick and effective development, these sectors are much more dependent on the availability of adequate, latest and matching postal & telecom services. For the development & promotion of commercial, business and industrial activities, provisioning of postal and Telecom services in whole of NCR at par with Delhi is essential as Delhi, the mother city, will continue to remain the centre of decision making of all activities.
3. At the time of drafting of the original Regional Plan, postal and telecom services were restricted to the

towns identified as DMA, Priority and Counter magnet towns in the NCR. During the past ten years or so, large scale developmental and technological changes have taken place particularly in the telecommunication field and due to rise of standards of livings of the people awareness of its importance and personal conveniences, demand for telephones has been generated in smaller towns and villages in the vicinity of DMA, priority or counter magnet towns. Many new telephone exchanges have been commissioned and number of post offices and telegraph offices have come up in these surrounding areas. Large scale changes have been incorporated by the postal and telecom authorities in provisioning and charging policies to meet out huge demands involving modern facilities like dynamic locking, call-transfer etc. Most of the outdated and life expired non-electronic exchanges have been replaced by electronic exchanges as per VIII plan targets. In 1994 a National Telecom Policy has been framed by Deptt. of Telecom with a sole aim of providing world level quality telecom facilities upto village level by encouraging private investment and association of private sector in a big way to bridge the resource gap and to supplement the departmental efforts. In view of this changed scenario whole of the NCR area outside NCT Delhi is bound to develop faster to absorb economic activities and to attract the Delhi bound potential migrants of 20 lakhs by 2001 A.D. For an effective realisation of this goal and

development of economic activities especially relating to industries, trades and commerce, various type of postal and telecommunication facilities would be essential. Moreover, in order to make the NCR areas (outside NCT Delhi) as attractive as Delhi in respect of provision of employment opportunities and standard of living, all facilities, in these areas are to be made comparable to that of Delhi.

4. The position of telephone exchanges, their capacity, working telephones & waiting list as compared to the position of 1987 is as follows:

	1987	1.4.97	Whole Area (covered by 20 towns)
	-----	-----	-----
I) No. of DMA & Priority Towns	19	20	-
II) Total No. of Exchanges	22	60	630
III) Type of exchanges			
a) Manual	5	-	-
b) Electro-Mechanical	15	-	-
c) Electronic (Analogue)	2	90% exchanges are electronic	
IV) Capacity	50,250	3,77,980	5,67,310
V) Working Telephones	not given	3,02,888	4,43,869
VI) Waiting List	19,103	46,846	92,104
VII) Waiting period	20 years	1 to 3 years.	2 to 5 years
VIII) Expected Demand (growth) by			
2001	2,86,795	6,57,332	9,31,966
2005	Not projected	12,28,301	17,08,819

5. COMPARISON OF TELECOM FACILITIES BETWEEN DELHI & NCR
AREAS (OTHER THAN DELHI) as on 1.4.1998:

	NCR	Delhi
	(only for 20 DMA, & Priority towns)	
1. Installed capacity	4.28 lakh lines	17.73 lakh lines
2. Working Telephones	3.55 "	15.51 "
3. Waiting List	43,865	1047
4. Waiting period	2 to 6 yrs.	Almost nil (on demand)
5. Waiting list as %age of working telephones	11	0.06
6. Rise and fall of demand (in lakh lines)		
1996-97	0.65	1.96
1997-98	0.96	1.80 (fall)
7. No. of Telephones per 100 population	2.70	10

Above table indicate a wide gap of availability of Telecom services between 20 NCR towns and Delhi. The gap is more wide when all exchanges in the entire region are taken into account.

6. Long term proposals of RP-2001 and their present status:

Following 8 proposals were given in RP 2001 for long term achievements. Their present status as on 1.4.97 is revised as under:

i) full automation of tele- All Telephone services are
phone services. fully automatic.

ii) replacement of all life All the life expired
expired exchanges and exchanges & related
related accessories. accessories have already
been replaced.

iii) provision of telephone The goal of providing
and telex facilities telephones on demand in
practically on demand. the entire region is yet
to be achieved. It is
because of the higher rate
of demand than expected
and penetration of telecom
services upto the village
level on large scale
basis. According to DOT
instructions, whenever a
demand for telephones goes
beyond 10, DOT has to
open a new telephone
exchange in that
village/area.

For telex services,
practically there is no
demand now-a-days because
of introduction of better
& latest communication

methods such as FAX, E-MAIL etc. etc.

iv) extension of subscribers dialling facilities to DMA and priority towns.

Subscriber dialling facility is available to DMA & Priority town subscribers and also to all those subscribers who are located in vicinity of DMA & Priority towns. For example, Ghaziabad town is having subscriber dialling facility for its own subscribers but also it is available for all those subscribers who are located in the nearby adjacent areas, smaller towns and villages viz Kaushambi, Pratap Vihar, Shahdara East, Rajinder Nagar, Chironi, Duhai, Farrukhnagar, Heronagar, Loni, Mussorie, Vidyutnagar, Noida, Surajpur, Tilpata, Dadri, Kasna, Chholas & Govindpuram.

v) connection of priority and DMA towns

All exchanges covered by DMA & Priority towns are

with Delhi by reliable on latest type of cable or radio media. transmission medias such as optical Fibre cables, PCM etc. with Delhi and among themselves.

vi) provision of reliable All exchanges of DMA & trunk services either by Priority town areas are direct dialling or through having reliable trunk demand services among the dialling facility. They priority towns and DMA also have direct dialling towns. facility with any part of the country and with most of world countries. Reliable Trunk Demand service is also available to all subscribers.

vii) extension of telegraph All DMA & Priority towns office facilities to all are having telegraph the towns as may be facility. justified; and

viii) replacement of all the All manual exchanges manual and mechanical have already been replaced exchanges in Delhi as well in Delhi and in other as other towns of the towns of NCR e.g. Dharuhera, Palwal, Bhiwadi, Region by electronic exchanges. Khurja etc.

7. Proposals as per Functional Plan for Telecommunication:

Following are main recommendations of the Functional Plan:

- (a) Uniform local call system in whole of NCR to be provided by DOT, in two phases. In phase-I all DMA towns and in the 2nd phase other remaining areas are to be covered.

DOT has not so far agreed to meet this requirement as proposed by NCRPB. However, local call (3 minutes unit call) system has been provided between Delhi and all the DMA towns through a special code "91". With effect from 15.8.98, the facility of local call (unit call of 3 minutes duration) has been extended to many areas on the basis of adjacent exchange system rule. For this purpose a particular area (generally a Revenue Distt.) called SSA (Secondary Switching Area) has been divided into smaller areas called SDCA (Short Distance Charging Area) and calls from one SDCA to another adjacent SDCA are local calls of 3 minutes duration. Among the SDCA subscribers local call is of 5 minutes duration and calls to other SDCA (not adjacent) are on STD code.

Due to introduction of this system, subscribers of NCR towns are now able to talk on local call pattern i.e. without use of STD codes. For example, eighteen exchange subscribers of

Ghaziabad SDCA are now able to talk among themselves and with other 6 SDCA subscribers namely, Delhi, Modinagar, Hapur, Sikandrabad, Faridabad & Baghpat. Sonapat which hitherto was on STD Code, has now been connected to Delhi on local call pattern of 3 minutes duration. NCRPB has already been insisting to DOT that local call system should be introduced in NCR areas on the basis of adjascent exchange system rule as applied by Mumbai Telecom authorities in Mumbai, New Mumbai, Thane, Vasai etc. etc. This facility has been introduced by using an extra prefixed code of '92' in place of '0' and then by dialling local number. The NCRPB further desires that all DMA town subscribers should be able to make a local call among themselves and with Delhi in the first phase and rest of the NCR areas in the 2nd phase. The present adjascent exchange system rule however does not permit this and that is the reason that Ghaziabad subscribers can contact Gurgaon subscribers (and vice versa) through STD code only whereas both area subscribers can dial Delhi subscribers on local call pattern using code '91'.

- (b) EXTENSION OF MTNL BOUNDARIES COVERING ENTIRE NCR TO PROVIDE UNIFORM LOCAL CALL SYSTEM & SINGLE STD CODE (011)

For introduction of uniform local call system and single STD code (011) in whole of NCR including Delhi, it is essential that there is only one numbering scheme for whole of NCR & Delhi i.e. NCR subscribers should have Telephone numbers like Delhi Telephone numbers and no prefix code like "91" or "92" is used. Though the available numbering plan of Delhi has sufficient scope to extend 7 digit numbering scheme upto the NCR areas. Extension of MTNL boundary solves all Telecom problems of NCR.

(c) TELEPHONES ON DEMAND: Against a projected demand of 2,86,795 telephones by the end of 2001 in 1987, more than 4 lakh telephones have already been provided in DMA & Priority town areas as on 31.3.97 itself. In the year 1987 when the Regional Plan 2001 was drawn, there were only 22 telephone exchanges in the DMA & Priority towns. Today there are more than 600 exchanges in these town areas alone. In 1987, the waiting period for provision of Telephones was 15-20 years. As on 1.4.98, the waiting period has reduced considerably and it varies from 1 year to 6 years only. In Delhi, Telephones are being provided 'on demand' According to present projections, about 5 lakh more telephones are proposed to be provided in NCR by the end of 2001.

DOT has not been able to provide the telephone on demands due to many technical constraints such as non-availability of suitable transmission media/systems. This has left a wide gap in the availability of Telephones in NCR areas and Delhi. As on 31.3.1998, there exists a demand for 43,865 telephones in 20 NCR towns alone against a demand of only 1047 telephones in Delhi. The waiting period for telephones is much more in NCR areas than Delhi. However, NCRPB is repeatedly impressing upon DOT to bridge the gap and bring availability of telephones in NCR at par with Delhi. As per 9th Plan proposals DOT will be able to provide phones on demand during the 9th Plan period.

(d) QUALITY OF TELECOM SERVICES IN NCR:

Today the quality of Telecom services in NCR areas are much better than that of the year 1987. In 1987 all the exchanges were either manual or non-electronic (electro-mechanical) and transmission media was either overhead wires or old type underground cables. Today, more than 90% exchanges are electronic (mostly digital) and connected by latest and modern type of transmission medias such as PCM and optical fibre cables.

The telephone exchanges need to be further upgraded and augmented with the latest technology

and the capacity of the transmission system/media to be increased and made quite adequate to handle the present and future load requirements.

8. MONITORING: The Board shall monitor the status of the Postal & Telecom developments from time to time. For this purpose, Deptt. of Posts & Telecom shall submit a quarterly status report to the Board indicating achievements made or reasons for shortfalls etc. separately for each & every exchange/postal zone in the National Capital Region including NCT Delhi.

REVIEW OF REGIONAL PLAN 2001: WATER SUPPLY, SEWERAGE, DRAINAGE AND SOLID WASTE MANAGEMENT

Background

i) Water Supply

The Region is endowed with three perennial rivers namely the Yamuna, the Hindon, both traversing through and, the Ganga skirting its Eastern boundary. A good network of water canals benefit the districts of Karnal, Rohtak, Faridabad, Bulandshahr and Ghaziabad providing water for irrigation and domestic consumption. Other districts draw water from sub-surface sources through handpumps, wells, tubewells and, in Delhi, Ranney wells also.

Some supplies are also imported from Bhakra Dam on river Sutlej as well as from Ram Ganga for augmentation of supplies in the NCT of Delhi.

The Sub-surface water resources to the west of the Yamuna are, however, insufficient, and often brackish in quality rendering it unpalatable for domestic consumption. Scanty rainfall in this area leaves the groundwater resources limited and, the tubewells go dry as the water table sinks deep in the summer months. There is generally shortage of water supply in the areas west of the Yamuna and, the problems assume acute proportions in dry months.

Eastern Part of NCR in Uttar Pradesh covering Distts. of Meerut, Ghaziabad & Bulandshahr having an area of 11000 sq.km lying between rivers Ganga & Yamuna have copious availability of quality ground water upto 450 mt. depth.

a) Urban: All the 94 urban centres except 20 have organised water supply systems of drawing water from tubewells, wells and canals. The per capital supply ranges from 17 to 240 lpcd. Only in 20% of the urban centres, the water treatment is complete and in others, it is partial (Table 10.1).

b) Rural: Rural water supply position in the Region presents a very dismal picture. Many villages do not have adequate sources of water supply. Only one in every eight villages has some form of protected or organised water supply. The main sources of water supply are canals and wells in the Haryana Sub-region whereas handpumps are invariably restricted to the Uttar Pradesh Sub-region (Table 10.2).

ii) Sanitation:

a) Sewerage: Poor sanitation gives rise to high incidence of water-borne and, water and sanitation related diseases. The percentage of high infant mortalities in the NCR is indicative of the poor state of sanitation measures available in the Region. Sewerage system, that too partly, exists only in one-fifth of the number of towns. The system is mostly water-borne often supplemented by septic tanks and sanitary latrines. A number of urban centres have only sanitary latrines. The sewage is treated partly in four towns. In all the others, the raw sewage is let off into the drains, rivers and in many cases, the sewage stagnates in the depressions or in drains that create an unhygienic environment (Table 10.1).

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b) Storm water drainage: In nearly 60% of the towns, the storm water drainage system exists; but in all, only in two towns the coverage is full. Almost in all cases, the drains are open. In many towns, the system is combined where storm water and the sewage flow together. The disposal of the storm water is invariably unplanned and is allowed to flow its natural way on land, into depressions, ponds and drains (Table 10.1)

c) Solid waste disposal: A system exists to dispose of the solid waste in nearly 60% of the towns. Unscientific land refill and open dumping are the methods prevalent in the towns for disposing the wastes. (Table 10.1)

d) Rural sanitation: In none of the villages, a system to take care of its sanitation is reported to exist.

Issues

i) To improve the quality of life in the regional towns, one of the strategies is to upgrade the essential services such as water supply, sewage and sanitation in them at norms and standards comparable to that of Delhi. Presently, the supply standards are far below the desired norms in the towns and, in the rural areas organised or protected water supply is rarely provided for want of institutional and financial arrangements.

Reports from various sub-regions indicate that in most of them the water resources are totally inadequate to meet the demands of even the domestic sector, with the result that there is very limited piped water supply and

consumers are forced to resort to alternative sources either individually or on community basis. The strategy of improving the quality of life in the regional towns by upgrading the essential services such as water supply, sewage and sanitation at norms and standards comparable to that Delhi, has not worked due to financial & resource constraints. Water supply norms in these regional towns will have to be provided as per CPHEEO standards rather than aiming at the ambitious Delhi standards which even need to be scaled down to a maximum of 200 lpcd as against the present provision of 363 lpcd as suggested by Ministry of Works and Housing.

ii) Sanitation in the Region is poor resulting in high incidence of water borne diseases. The environmental degradation and insanitary conditions need proper and immediate attention with the conscious efforts of the local bodies and the State Governments concerned.

iii) Storm waters are invariably allowed to flow their natural way on land into depressions, ponds and drains. More often, it is combined with sewage. Unregulated flow of storm water erodes as well as silts agricultural fields and stagnates creating environmental problems. This needs a planned and integrated approach alongwith sewage disposal.

iv) Disposal of garbage in general is given the least attention. Scientific management of solid wastes would help in recycling it partly and through sanitary refilling, that would render the environment hygienic and clean. This

requires proper education and training of the people in general and institutional arrangement in particular.

v) Rural zone which greatly lacks sanitation measures needs adequate attention to be given so that healthy living environment is ensured which will help the rural population live healthily and also avoid possible out-migration to urban areas.

Policies and proposals

i) Urban water supply: The water supply norms and standards of the urban areas particularly of the DMA towns (excluding Delhi UT) and priority towns should be comparable to that of Delhi and should also be uniform in the entire region for rural and urban areas. Accordingly, keeping in view the minimum level of water supply expected to be achieved. The following norms are proposed:

Urban Centres with population	lpcd
- 5 lakhs and above	275
- 2 to 5 lakhs	225
- 1 to 2 lakhs	100 minimum

Though about 85% of urban population has been provided with safe drinking water supply facilities as on 31st March 1997, the beginning of 9th Five Years Plan, the situations in most of the towns and cities is not satisfactory. As per studies carried out during last part of eighties, the per capita water supply ranges between as low as 30 lpcd to as high as 800 lpcd in class I cities having population more than 1.0 lacs. Most of the urban centres in the NCR fall in this category. The National

average for class I cities has been 147 lpcd. Even in the given cities and towns, equitable distribution of water to all the citizen is not available. Distribution is so inadequate and inequitable that while, on the one hand, those who have storage facilities are able to corner a major chunk of water supply, a large portion of the city population has to make do with public hydrants, intermittent piped supply or even drawl from non-municipal sources. More than lack of water, it is inequitable distribution which is causing real problems. Due to poor operation and maintenance water losses of the order to 20-40% of total flow in the system have been observed. Most of the DMA & priority towns draw water from very distance places as all the nearby water sources have been fully tapped. In most of the cases, surface sources located several hundred kilometres away from these DMA /priority towns/regional centres with lot of pumping are now being tapped to meet the increasing demand. In the present circumstances it appears absurd to even hypothesise a situation in which the entire urban population would be covered, in the foreseeable future, by a piped water supply system as envisaged in the policies and proposal covered in NCR Region Plan 2001.

Planning Commission in the Eighth Five Year Plan document has prescribed a norm of 125 lpcd for urban areas where piped water supply and under ground sewerage system are available and 70 lpcd where no sewerage system is available. Norms proposed under this head are too high to be achievable in the near future. As such during the

meeting of working group for finalisation of Functional Plan for water supply, proposal to scale down the norm to 180 lpcd for all towns with population above 1.0 lac has been approved and need to followed.

For the DMA towns and priority towns, the starting point should be 150 lpcd with the target of achieving 180 lpcd by 2001. The requirements should be graded according to the size of the projected population of the concerned urban centre. In four towns viz Rewari, Palwal, Dharuhera and Bhiwadi, where water scarcity is experienced as a chronic problem, minimum of 150 lpcd may be taken as the target to be achieved.

In no urban centre, the supply should be lower than 70 lpcd which is the minimum technical requirement.

ii) Rural Water supply: The sources of water supply to the rural areas should be identified and the water supply should be organised to supply water at the levels commensurate with the functional character of the rural areas.

A minimum of 70 lpcd including a supply of 30 lpcd for cattle is proposed for rural areas. If independent connections are given, a minimum of 70 lpcd is advised. Spot sources may supply a minimum of 40 lpcd which can supplement the piped supply.

iii) Targets for water supply: In view of the low levels of coverage in water supply the targets which have been agreed to by the Government of India under the International Drinking Water Supply and Sanitation. Decade 1981-1990 programmes to be achieved by March, 2005 may be adopted for the NCR:

	Coverage	Level of Service
Urban water supply	100%	Piped water supplied in all communities, where feasible: Demand range 70-180 lpcd; average 140 lpcd.
		Stand posts in fringe areas, if necessary at strategic localities, average 40 lpcd.
Rural water supply	100%	Piped water supplies for 30% of the population, demand range 25-70 lpcd; spot source water supplies for 70% of the population in the form of dug or tubewells with handpumps and or power pumps; average demand 40 lpcd.

It is proposed that in all towns other than DMA and priority towns and all rural areas, the foregoing targets be achieved by 2005.

Delhi and the other Delhi Metropolitan Area towns - Ghaziabad, NOIDA, Faridabad and Gurgaon have been experiencing inadequacy of water supply recently. The recent drought has also shown that this severity could become quite acute in the absence of normal rainfall. Perennial sources of water supply such as the Ganga, the Yamuna and the Sutlej with their systems are subject to a number of agreements between the various Governments. The NCR occupies a special position and, its water supply need should be given special consideration. It is, therefore, necessary that comprehensive proposals identifying the sources of water supply are prepared for the Region. Likewise, the Delhi Metropolitan Area towns would also need an integrated drainage system.

The NCR Planning Board had constituted a Study Group to look into the various aspects of physical infrastructure particularly, water supply, sanitation and drainage in the Delhi Metropolitan Area towns and, its findings having been received could be the basis for further indepth studies in assessing the needs and identifying the sources of water, etc. These findings are suitably being incorporated in the Functional Plan for Water supply, drainage etc. under finalisation in NCR.

iv) **Urban sanitation:** The DMA and priority towns, should treat their sewage before it is let off into water courses or on land or for irrigation. The other towns where it is not possible to provide a proper system due to topography and for want of resources, low cost sanitation measures may have to be adopted but only to be replaced by regular sewage system subsequently as the conditions improve.

Open drains, which are by and large the sources of nuisance and pollution, should be discouraged and discontinued. Sewage should be treated to bring the pollution level to permissible limits as stipulated by the Indian Standards Institution, and Pollution Control Boards irrespective of the type of disposal of the sewage. As far as possible, areas where the annual rainfall exceeds 75 cm. separate systems for sewage and storm water are recommended.

As per information supplied by the State Govt. the position in respect of various regions has been updated in Annexure 10.1 (b) which indicate that in the NCT of Delhi a lot of progress has been made for construction of new treatment plants under Ganga Active Plan I & II. At present six sewage treatment plants at Okhla, Keshopore, Rithala, Coronation Pillar, Kondli and Vasant Kunj are in operation with an installed capacity of 1270 mld as against generation of 1900 mld. The entire existing capacity is not capable of treating the sewage to a secondary level. Additional sixteen STP's are being constructed in a phased manner so as to raise the capacity of sewage treatment from 1270 mld to 2280 mld and by the end of IXth Five Year Plan

the capacity is to be proposed to be raised to 2736 mld. Generally the sewage generated is 80% of total water supplied and if the same could be brought down by scaling down the supply norms supply to 225 lpcd, it is expected that sufficient coverage may be achieved.

In U.P. Sub-region out of the four priority towns, there is no sewage system in two of these and is 75% in Meerut and 20% in Hapur and the sewage is disposed in open drains. No treatment plants are available and as such no progress in this region has been made in the Regional Plan. Similarly in Haryana Sub-region partial sewerage system is existing in all DMA & priority towns and about 7 sub-regional towns. Present coverage is ranging between 60-70% in DMA towns, 40-60% in Priority towns and 25-65% in Sub-regional towns. In Rajasthan Sub-region the sanitation measures are very poor which results in high incidents of water borne and sanitary related diseases. Sanitary system partly exists in Alwar town and hardly exists in other urban centres of this region.

v) Rural sanitation: The rural areas, where piped water supply system exists should be provided with sewerage system with treatment facilities. Low cost sanitation measures such as sanitary latrines, septic tanks and pit privies should be resorted to in villages with hand pumps for water supply. Where possible, the sewage should be recycled after treatment for watering gardens, parks and lawns, fire-fighting, street washing, cooling etc. Publicity and demonstration on the necessity for hygienic

sanitation should be frequently arranged to make the rural population aware of the imperative need of the clean and healthy environment.

vi) **Targets for sanitation:** The proposed targets of the international Drinking Water Supply and Sanitation Decade 1981-1990, could be taken as targets of the NCR Plan. The targets are:

	Coverage	Level of Service
Urban Sanitation	80%	100% coverage for Class-I cities with sewage and sewage treatment facilities, low cost sanitation methods in other towns. Overall coverage of 80% in all cities and towns.
Rural sanitation	25%	Low Cost sanitary methods of disposal.

vii) **Water supply and sanitation** should be taken together as an integrated project. As combined sewerage system including drainage may be economical if the average annual rainfall does not exceed 75cm. All the drains should be covered as far as possible. The sewage treatment process should include units to obtain best by products like cooking gas and sludge manure. The solid waste should be properly managed and recycled for a healthy and hygienic living environment.

viii) **Solid waste management:** Solid waste disposal and management should be planned for a minimum of 20 years and, at least controlled tipping should be adopted in the disposal of the solid wastes. Compost is a solid stabiliser. Incineration of the garbage is not advisable. Areas should be identified in all the towns for sanitary refill and all the towns above one lakh population should have arrangements to properly manage the waste disposal.

The areas for dumping of solid waste/garbage have to be identified while preparing the development plans for each urban centre in advance, so that the Municipal Authorities responsible for solid waste management could utilise such pre-identified locations for disposal of garbage. The derelict lands on account of brick kilns and quarrying may be suitable locations for such operations.

A large quantity of solid waste is generated and proper management and disposal needs to be planned. Delhi alone generates about 4600 MT of solid wastes every day out of which 4140 MT is lifted ^{and the remaining is left in} ~~which usually fills~~ open spaces, along drains and roads and is major cause of insanitary conditions and diseases. Here the collection and dispersal of Garbage has become more complex, expensive & cumbersome owing to the construction of new colonies and public disregard for keeping their localities and the city clean. In view of the mounting refuse and decrease in availability of land for land fills the focus of future disposal strategies, according to MCD lies in composting and

incineration. While the experiment with composting has been successful, the project using waste in an energy incinerator has been a failure. A plan of generating electricity from Garbage led to the establishment of first ever incineration plan at Timarpur in North Delhi at a cost of 18 crores under Danish assistance to the Department of Non-conventional Energy Sources. This also had to shut down due to low calorific value of the garbage as well as presence of sand and stone in it which lowered the efficiency level of plant. It has been reported that Indian cities spend on an average about Rs.130-260 per tonne on solid waste collection, transportation and disposed. The cost does not include cost of land used for this purpose. With huge level of organic content in Municipal solid wastes which at times goes upto 30%, it is possible to recover some of the byproducts like gas, energy and organic manure instead of straight away dumping in land fills. This can be done by developing appropriate technologies in the NCR and if done some of the recurring expenditure on solid waste management can be saved. Information available from State Govt. indicate that no specific land has been earmarked in any of the sub-regions for disposal of solid wastes. It is being used for land refills at open vacant places. The Master Plan 2001 for Delhi had earmarked seven sites for dispersal of solid waste, out of these five sites Rohini, Timarpur, Jahangirpuri, Sari Kale Khan & Gopalpur village are reported to be not available for dispersal because of the resistance of land owners. New sites need to be identified & foal

proof arrangements will have to be made because the life of existing landfill sites is almost over.

REVIEW OF NCR REGIONAL PLAN - 2001

**SUB GROUP ON
SOCIAL INFRASTRUCTURE**

FINAL REPORT

NATIONAL CAPITAL REGION PLAN 2001 REVIEW SOCIAL INFRASTRUCTURE - EDUCATION, HEALTH AND SHELTER

I. National Capital Region Plan 2001 - Proposal

Regional plan for NCR 2001 includes the following major observations and proposals for the region as a whole and the sub regions.

1. An assessment of the availability of the education and health facilities in the three sub regions indicates that the level of these facilities in terms of accessibility and equitable distribution is far from satisfactory.
2. The priority town and complexes identified for faster development and also the DMA towns including Delhi will contain more population in addition to their natural increase, through the deflection of Delhi bound potential migrants to them and they will need, over the perspective plan period more education and health facilities.
3. Process of these facilities in adequate measures in the regional centres away from Delhi would not only improve the quality of life but may attract population seeking migration to Delhi.
4. The distribution of social infrastructures not only on the basis of populations size but also on the catchment areas for each level institutions in the sub region centres, service centres and Basic village will help to remove the imbalances in the provision of social infrastructures in the sub region.
5. The norms of education and health facilities were suggested as follows.

TYPE OF FACILITY	NORMS	
	RURAL	URBAN
A. Education		
1) Nursery School	One in each village.	One for 2,500 population.
2) Primary School (including classes upto VIII Standard)	One in each village.	One for 5,000 population.
3) Higher Secondary	One in each village with population 10000-15000	One in each town with 10000-15000 population.
4)		

4) College	One for each town with 80,000. 1,00,000 population
B. Medical	Rural / Urban
1) Sub-Centre	One for 5,000 population.
2) Primary Health Centre	One for 30,000 population.
3) Community Health Centre with four basic specialization.	One for 1,00,000 population

II. Experience of Plan Implementation

1. ~~Change in literacy rate~~

An analysis of the literacy rate in the various sub-regions of NCR reveals that although the literacy rates during 1981-91 has increased, there was a wide variation in the sub-regions as well as in the districts of the NCR. According to the 1991 census the literacy rates in NCR recorded as 50.87% which is increased from 43.94% in 1981 which is higher than that of national average of 42.84%; the NCT-Delhi recorded the highest literacy rates of 62.44% in 1991 followed by Haryana sub-region 47.93%, U.P. Sub-region 40.20% and Rajasthan Sub-region 33.91%. The literacy rates of the sub-regions of NCT-Delhi, Haryana, U.P. and Rajasthan has recorded an increased of 0.5%, 13.42%, 6.98% and 3.76% respectively during the 1981-91, while 'the national literacy rates increased from 36.23% in 1981 to 42.84% in 1991.

2 In Rajasthan, about 70% of the villages are having one or more education facilities and 90% of the rural population is served by educational facilities in 1981. The position has improved in 1991 which recorded 84.74% of the villages having one or more educational facilities and 95.97% of the population were served by educational facilities. The availability of educational facilities in the towns of Rajasthan sub-region as per the 1991 Census, the Alwar city has arts/science/commerce college and a polytechnic. There is no medical college and engineering college in the sub-region and the sub-region has to avail this professional education from Jaipur which is about 150 to 200 kms. away from the sub-region.

In the case of medical facilities in the Rajasthan sub-region as per the 1991 census about 19.48% of the population are having one or more medical facilities and about 42.28% of rural population of the Rajasthan sub-region is served with medical facilities. This reveals that the rural area of the sub-region is ill-served with the educational, facilities and about 58% of the rural population are not served by medical facilities and has to depend on the district towns.

III. Issues and Proposals

1. Over the last few decades the migration trends have shown large number of migrants being attracted to Delhi for higher educational facilities congesting all the higher institutions in Delhi. The number of higher level educational institutions have increased from 75 in 1970-71 to 93 in 1980-81 while student population has increased from 2500 in 1970-71 to 86,000 in 1980-81 and 3.98 lakhs in 1993-94. The most important reasons being the lower standard and inadequate capacity in the existing institutions of higher education in the NCR states of U.P., Haryana and Rajasthan. To achieve the NCR objective of decongestion of Delhi this trend needs to be reversed by providing high level of educational facilities in the NCR through arresting the flow of student population into the Delhi.
2. The higher level educational facilities should be created in the NCR towns through
 - (i) upgrading of the existing universities, engineering, medical colleges and technical institutions in the towns of NCR
 - (ii) establishment of new university and management institutions of higher learning in the NCR towns comparable with Delhi standards.
3. The distribution of school level educational institutions, most of the schools are concentrated in the bigger urban centres and the rural population has to depend on these centres. In order to attract the population working in the industrial units and other economic activities in the DMA and priority towns, the branches of reputed schools/public schools of Delhi should be established in the DMA priority and sub-regional centres where the induced development through industrialization and generator of economic activities have been proposed. Land at concessional rates should be given to the institutions by State Govts. who are ready to open their branches in the NCR towns.
4. An institutional mechanism including Delhi Development Authority should be developed so that agencies approaching DDA for allotment of institutional land could be referred to the NCR Planning Board for consideration for allotment of land in the DMA or other towns in NCR.
5. Recently a comprehensive work on education and Health Standards has been done by Institute of Town Planners India as a part of the Mannual UDPFI guidelines, the same is suggested for adoption (Annexure-I).

Shelter

I. National Capital Region Plan - 2001 proposals

1. The NCR Plan 2001, worked out shelter demand for its sub regions, urban and rural areas separately and for the identified growth centres. The plan also identified shelter issues, a strategy for achievement of housing targets and development of housing finance institutions.
2. The issues identified were in terms of a) need for adequate planning and identification of sources to raise the required funds b) special treatment to the informal sector in the NCR sub regions and growth centres and c) the standards and norms of the civic services to conform to the desirable norms, almost comparable to that of Delhi.
3. The strategy to meet the housing in the NCR was :
 - a) 19 lakh Delhi bound migrant requiring 4 lakh dwelling units to be given top priority
 - b) 1.99 lakhs dwelling units required for potential migrants from urban centres of the NCR.
 - c) 5.99 lakh dwelling units to be provided in site and services scheme.
 - d) 5.77 lakhs dwelling units to be provide for LIG
 - e) All the dwelling units in sites and service, 50% in LIG and 25% in MIG need institutional finance. HIG units to be provided with developed land at market price.
4. The NCR Planning Board to act as intermediate finance institution to facilitate in ensuring availability of requisite finance to the target groups for construction of shelter.

II. Experience of Plan Implementation

1. Studies conducted by the NCR Planning Board indicates the following scenario in the sub regions specially the priority towns. In 1991, in priority towns contained 3.07 lakhs dwelling units 3.23 lakhs households, thus deficiency of 16,000 units. Considering absolesance (1,600 units) unservicable kutcha (15500 units), over crowding (17,000 units); the total deficiency works out to 64,500 dwelling units.

2. The priority towns have substantial number of Jhuggie clusters, squatter settlements, proliferating at fast pace. About 1500 people are houseless, in the priority towns though this is normally considered to be confined to major metro politan cities.

3. A substantial portion of the housing stock in the NCR towns lacks in amenities. A study by the NCR Planning Board revealed that in Panipat (Haryana) only 50 per cent of households had exclusive water tap connection. About 40 per cent had to share the water taps with other households 9 per cent did not have access to tap water. The study also revealed that 10% of the households did not have toilet facility.

In Alwar (Rajasthan) only 63 per cent had access to drinking water within premises and 69 per cent toilet facility. In Meerut (U.P.) only 15 per cent of the households had tap water facility, others depending on hand pumps.

4. In the sub regions a number of public agencies and institutions are involved in the delivery of both developed plots and built up dwelling units. Available statistics indicates that these agencies have been able to deliver for fewer units than required. (Annexure -II)

III. New Issues and Proposals

1. The experience of the last decade makes it abundantly clear that it is not possible to provide cent per cent housing satisfaction through public agencies. The private sector efforts should therefore, be accelerated. For this a partnership approach with the public agencies would have to be evolved which would help in harnessing the private sector initiative, entrepreneurship and resources. In this context the state housing policies should clearly spell out necessary policy guidelines.

2. Housing cooperatives in another medium of partnership efforts. In housing programmes, the role of housing cooperatives should be appropriately recognized.

3. Inspite of development of institutional finance, study has revealed that only about 5-6 per cent of the finance are by financing institutions, about 40-50 per cent out of individual household savings, a large percentage still getting finance from private lenders at exhorbitant rates of interest. Thus a need for further developing financing institutions specially for National Capital Region.

4. Housing activity in the NCR being inseparably linked to the availability of physical as well as economic infrastructure support in the settlements the infrastructure components like transportation net work, telecommunications, social infrastructure, and industries, trade and commerce are crucial for shelter related integrated development.

ANNEXURE-I

RECOMMENDED NORMS FOR EDUCATION AND HEALTH FACILITIES IN NCR.

A. Educational Facilities

1. Pre-primary to Secondary Education

- | | | |
|----|--------------------------------------------------------------------------------------------|---------------|
| a. | Pre-primary, nursery school 1 for 2500 population | |
| | Area for school | 0.08 ha |
| | Pre-primary/nursery school to be located near a park | |
| b. | Primary school (Class 1 to V) | |
| | Strength of the school | 500 students |
| | Area per school | 0.40 ha |
| | School building area | 0.20 ha |
| | Play field area with a minimum of 18m x 36m to be ensured for effective play | 0.20 ha |
| c. | Senior secondary school (VI to XII) 1 for 7500 population | |
| | Strength of the school | 1000 students |
| | Area per school | 1.60 ha |
| | School building area | 0.60 ha |
| | Play field area with a minimum of 68m x 126 m to be ensured for effective play | 1.60 ha |
| d. | Integrated school without hostel facility (Class 1 - XII) 1 for 90,000 - 1 lakh population | |
| | Strength of the school | 1500 students |
| | Area per school | 3.50 ha |
| | School building area | 0.70 ha |
| | Play field area | 2.50 ha |
| | Parking area | 0.30 ha |

e.	Integrated school with hostel facility 1 for 90,000 - 100,000 population	
	Strength of the school	1000 students
	Area per school	3.90 ha
	School building area	0.70 ha
	Play field area	2.50 ha
	Parking area	0.30 ha
	Residential hostel area	0.40 ha

f.	School for handicapped 1 for 45,000 pop.	
	Strength of the school	400 students
	Area per school	0.50 ha
	School building area	0.20 ha
	Play field area	0.30 ha
	Total area	6.00 ha

2. Higher Education - General

g)	College 1 for 1.25 lakh population	
	Student strength of the college	1000-1500 students
	Area per college	4.00 ha
	College building area	1.80 ha
	Play field area	1.80 ha
	Residential including hostel area	0.40 ha
h)	University campus Area of the university campus	10.00 ha
i)	New University Area	60.00 ha

3. Technical Education

j)	Technical education centre (A) 1 such centre provided for every 10 lakh population to include one industrial training institute and one polytechnic	
	Strength of the polytechnic	500 students
	Area per centre	400 students
	Area per ITI	4.0 ha
	Area for polytechnic	1.60 ha
		2.40 ha

k) Technical Centre (B)

1 provided for 10 lakh population to include 1 ITI
1 Technical centre and 1 coaching centre

Area per centre

4.00 ha

Area per technical centre

2.10 ha

Area for ITI

1.40 ha

Area for coaching centre

0.30 ha

4. Professional Education

- l) New engineering college
2 numbers to be provided in urban extension
Strength of the college
Area per college

1500-1700 students
60.00 ha

- m) New medical college
2 sites of 15 ha each in urban extension
This includes space for specialised general hospital

B. Health Care Facilities

- a) General hospital
Hospital for 2.5 lakh population capacity
Initially the provision may be for 300 beds
Area for hospital
Area for residential accommodation

500 beds

4.00 ha

2.00 ha

- b) Intermediate hospital (Category-A)
1 hospital for 1 lakh population capacity
initially the provision may be for 100 beds
Area for hospital
Area for residential accommodation
Total area

200 beds

2.70 ha

1.00 ha

3.70 ha

- c) Intermediate hospital (Category-B)
1 hospital for 1 lakh population capacity
80 beds initially the provision may be
for 50 including 20 maternity beds
Area for hospital
Area for residential accommodation
Total area

0.60 ha

0.40 ha

1.00 ha

- d) Poly-clinic with some observation beds
1 for 1.0 lakh population
Area

0.20 to 0.30 ha

e) Nursing home, child welfare and
maternity centre 1 for 0.45 to 1 lakh
population
Capacity
Area

25 to 30 beds
0.20 to 0.30 ha

f) Dispensary
1 to 0.15 lakh population
Area

0.08 to 0.12 ha

ANNEXURE - II

HOUSING ACTIVITY BY AREA DEVELOPMENT AUTHORITIES
AND STATE HOUSING BOARDS

TOWN	PLOTS DEVELOPED/ FLATS CONSTRUCTED BY DEV. AUTHORITIES	HOUSES/FLATS CONSTRUCTED BY HOUSING BOARD	TOTAL
(1)	(2)	(4)	(2+4)
HARYANA (DURING 1991-92 TO 1995-96)			
PALWAL	1182	123	1305
ROHTAK	17	116	133
PANIPAT	1397	200	1597
DHARUHERA	237	195	432
FARIDABAD	1055	985	2040
BAHADURGARH		941	941
GURGAON	3816	1122	4938
TAORU			
GOHANA	336	148	148
SONIPAT	1025	666	336
			1691
RAJASTHAN (DURING 1991-92 TO 1996-97)			
ALWAR	PLOTS 2810		2810
	FLATS 1177	1489	2666
BHIWADI	PLOTS 3416		3416
	FLATS 795	873	1668
UTTAR PRADESH (DURING 1994-95 TO 1996-97)			
MEERUT	FLATS 2183		2183
GREATER NOIDA	PLOTS 15818		15818
	FLATS 178		178
BULANDSHAHR-KHURJA	PLOTS 2200		2200
	FLATS 100		100
GHAZIABAD	FLATS 994		994

REVIEW OF NCR REGIONAL PLAN - 2001

**SUB GROUP ON
TRANSPORT SECTOR**

FINAL REPORT

NATIONAL CAPITAL REGION PLANNING BOARD

REVIEW OF REGIONAL PLAN : TRANSPORT SECTOR

1.0 BACKGROUND

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

In the context of the developments proposed in the Regional plan, there is going to be intense traffic movement between NCR towns and Delhi and also among each other. This shall also be supported from the fact of enhanced role envisaged for these towns. As such, total transportation system of region must be viewed as a single multi-mode system and strategies for transportation planning should be evolved treating the region as a single zone for planning. Further, the existing transport infrastructure should be optimized for maximum output in terms of capacity and efficiency of traffic operations and for better transport environment.

2.0 THE REGION:

The National Capital Region (NCR) extends over an area of 30,242 sq.km., comprising Delhi Union Territory and parts of the three adjoining States namely, Haryana, Rajasthan and Uttar Pradesh as under:

- a) Union Territory of Delhi (1,483 sq.km.).
- b) Haryana Sub Region (13,413 sq.km.) comprising Faridabad, Gurgaon, Rohtak and Sonapat Districts; Rewari and Bawal Tehsils of Mahendragarh District and Panipat Tehsil of Karnal District, constituting 30.33% of the area of the State.
- c) Rajasthan Sub-region (4,493 sq.km.) comprising six tehsils of Alwar district, namely, Alwar, Ramgarh, Behror, Mandawar, Kishangarh and Tijara constituting 1.31% of the total area of the State.
- d) Uttar Pradesh Sub-region (10,853 sq.km.) comprising three districts, namely, Meerut, Ghaziabad and Bulandshahr, constituting 3.68% of the area of Uttar Pradesh.

3.0 THE REGIONAL PLAN - 2001:

3.1 OBJECTIVE:

The main objective of the Regional Plan - 2001 is to evolve harmonised policies for control of land use and development of infrastructure in the region so as to avoid any haphazard development of the region; and contain the growth of Delhi by deflecting 2 million population from Delhi to the region.

3.2 POLICY ZONES

Three distinct zones have been identified viz., Delhi UT, Delhi Metropolitan Area (DMA) and rest of the region stipulating a restricted growth of Delhi, moderate growth of DMA towns and induced growth of the priority towns and complexes in the rest of the region.

3.3 DISPERSAL OF ECONOMIC ACTIVITIES

3.3.1 Policy on Industries :

- a) no more large and medium industries to be located in Delhi UT;
- b) restriction of large and medium scale industries in the long term but to be permitted in the first ten years in DMA; and
- c) incentives to be given for location of all types of industries in the rest of NCR.

3.3.2 Policy on Central Government and Public Sector Offices :

The policy for Central Government and public sector enterprises envisages that only those offices performing ministerial, protocol and liaison functions may continue in Delhi, with incentives being provided for locating new offices in DMA and priority towns in the rest of NCR.

3.3.3 Policy on Trade and Commerce:

The policy on wholesale trade and commerce envisages

- a) rationalization of tax structure and adoption of minimum floor level of taxation;
- b) decentralization of non-essential and space extensive trades from Delhi; and incentives for location of various wholesale trades in DMA and the rest of the region.

4.0 THE FUNCTIONAL PLAN

4.1 BACKGROUND

The section 16 of the National Capital Region Planning Board Act 1985 provide for preparation of functional plans by the Board, with the assistance of the Plannin

Committee, for the proper guidance of the participating States and the Union Territory after the Regional Plan has come into operation. Section 2 (d) of the National Capital Region Planning Board Act defines 'Functional Plan' as a plan prepared to elaborate one (or) more elements of the 'Regional Plan'. Functional plan for the Transport Sector is one of such plans. As in the case of the Regional Plan, which is a statutory document, the Functional Plan for the transport sector also is statutory and therefore, the policies and programmes contained in the document, after due process of approval by National Capital Region Planning Board and notification thereafter, would be binding on all concerned.

4.2 NEED

In the context of the developments proposed in the Regional plan, there is going to be intense traffic movement between NCR towns and Delhi and also among each other. This shall also be supported from the fact of enhanced role envisaged for these towns. As such, total transportation system of region must be viewed as a single multi-mode system and strategies for transportation planning should be evolved treating the region as a single zone for planning. Further, the existing transport infrastructure should be optimized for maximum output in terms of capacity and efficiency of traffic operations and for better transport environment.

The functional plan for transport sector stems from the following considerations :

- a) The Regional Plan-2001 is a policy document, wherein certain broad policies and strategies for the transport sector have been mentioned but not sufficiently elaborated ;
- b) Problems faced by implementing agencies in projectizing these strategies in the absence of such detailed elaboration ;
- c) Need for proper institutional, regulatory and fiscal framework support for the transport sector plan ; and
- d) Need to integrate various mass transport systems being planned for Delhi.

4.3 OBJECTIVES :

To plan a transport system by treating the region as a single zone for planning purposes especially with a view to :

- a) Provide a transport planning framework that is robust and clear and responsive to the inevitable and changing circumstances.
- b) Provide direction and priority for specific transport projects identified in the plan.
- c) Identify the implementing agencies and fixing the responsibility for the development of transport projects.
- d) Provide a broad financial strategy for financing the transport projects

5.0 EXISTING TRANSPORT CHARACTERISTICS

5.1 TRANSPORT NETWORK

The existing primary road transport network in National Capital Region exhibits a pattern of "radial corridor" development. There are at present five national highways and twelve state highways in the region forming the backbone for the traffic movement in the region. In addition, there are seven orbitals which provide the linkages among important urban centres of the region. Delhi has been the nucleus with major corridors converging into it.

The rail network in the region comprising both Broad Gauge (BG) and Metre Gauge (MG) lines covering three zonal railways and five divisions. The inter-city rail system presently operates on eight radial track alignments leading to and from Delhi.

These roads are :

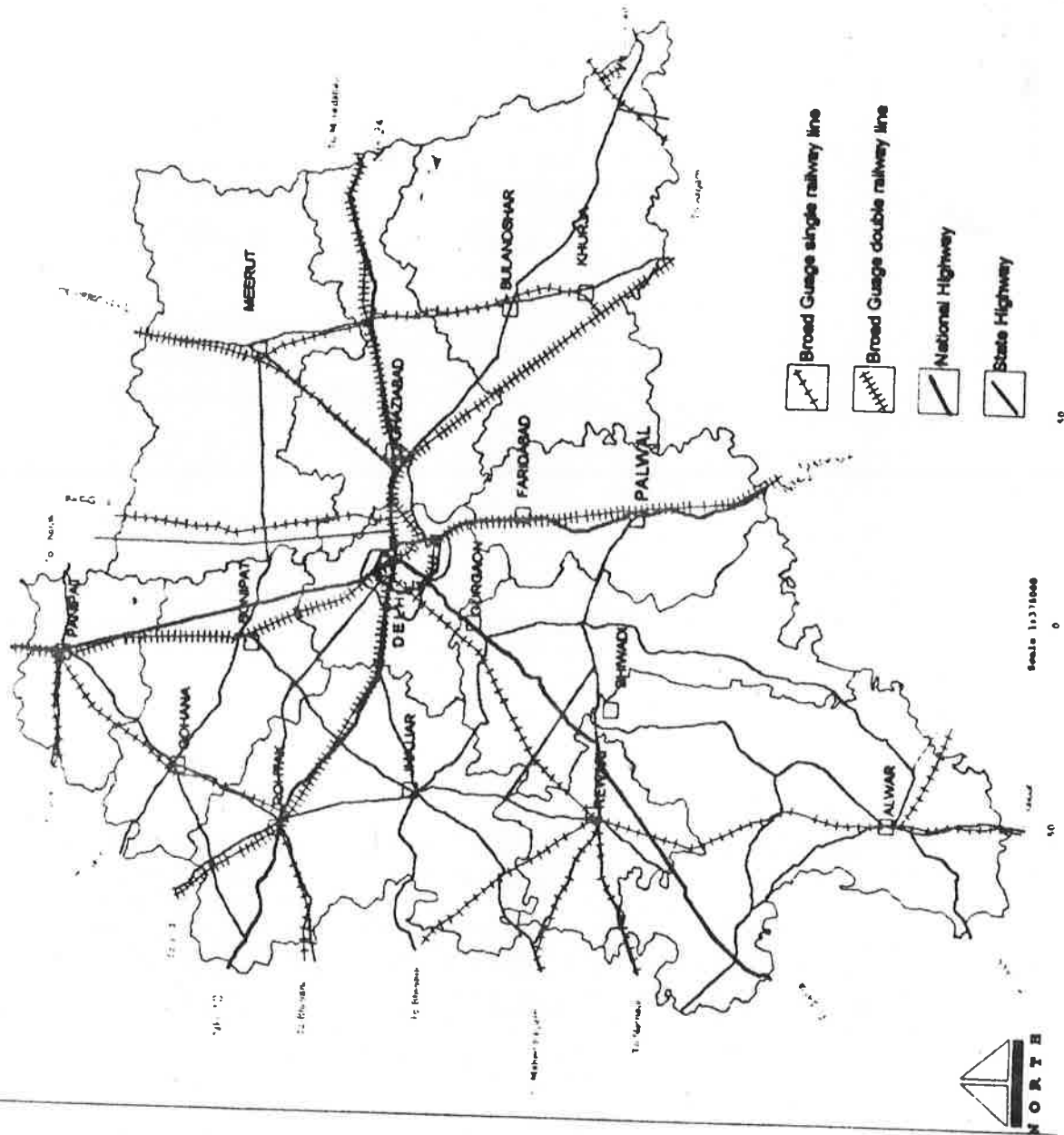
1. Delhi - Ghaziabad - Hapur - Garhmukteswar (NH 24)
2. Delhi - Faridabad - Palwal - Hodal (NH 2)
3. Delhi - Gurgaon - Behror (NH 8)
4. Delhi - Bahadurgarh - Rohtak - Meham (NH 10)
5. Delhi - Sonapat - Panipat (NH 1)
6. Delhi - Ghaziabad - Meerut (SH 45)
7. Delhi - Ghaziabad - Bulandshahr - Khurja (SH 22)
8. Delhi - Gurgaon - Sohna - Alwar (SH 20)
9. Delhi - Loni - Baghpat - Baraut (SH 57)

Traffic Volume Trends on Major Road Corridors

Sl. No.	Road Corridor	Number of Vehicles		Annual Growth
		1987	1991	Rate(percent)
1	Delhi-Sonipat(NH1)	8302	12254	10.22
2	Delhi-Faridabad(NH2)	30316	31740	3.20
3	Delhi-Gurgaon(NH8)	14995	17025	4.70
4	Delhi-Bahadurgarh(NH10)	6974	11672	13.70
5	Delhi-Ghaziabad	42751	50709	4.05
6	Delhi-Hapur(NH24 bypass)	N.A.	7697	-
7	Delhi-Loni	7901	13573	14.14
8	Delhi-Noida	20307	30481	10.68
9	Ghaziabad-Loni	N.A.	9682	-
10	Ghaziabad-Shahdara	N.A.	N.A.	-
	Average	-	-	8.72

N.A. - Not Available

Source: Improvement of Transport Facilities in Delhi Metropolitan Area
RITES, May 1991



The seven orbital links are :

1. Panipat - Gohana - Rohtak (SH 16)
2. Rohtak - Jhajjar - Rewari (SH 15)
3. Rewari - Sohna - Palwal (SH 12 - 18 - 28)
4. Palwal - Khurja
5. Bulandshahr - Hapur - Meerut (SH 18)
6. Meerut - Baghpat
7. Baraut - Panipat

Traffic Levels on the Sections of the Regional Roads

S No	Name of the Section	Traffic Level (PCUs/Day)			Optimum Traffic level Two Lane (PCUs/Day)
		1991	2001	2011	
1	Panipat - Gohana	12479	23788	43415	15000
2	Meerut - Baghpat	9323	19429	31984	15000
3	Khurja - Bulandshahr	14450	33171	53279	15000
4	Hapur - Meerut	9083	18533	27906	15000
5	Rohtak - Jhajjar	11915	21521	38719	15000
6	Sonepat - Kharkhoda	12115	21258	22705	15000
7	Bulandshahr - Hapur	10435	18337	31993	15000
8	Gohana - Rohtak	9365	17785	32632	15000
9	Rewari - Sohna	8848	18129	31207	15000
10	Jewar - Khurja	7186	8568	13215	15000
11	Kharkhoda - Rohtak	6534	11735	19869	15000
12	Baghpat - Sonepat	4675	8186	15938	15000
13	Jhajjar - Rewari	6087	11463	21199	15000
14	Sohna - Palwal	5568	11348	20787	15000
15	Palwal - Jewar	2443	3861	6839	15000
16	Jhajjar - Farruknagar	3626	8002	12824	15000
17	Gurgaon - Faridabad	3626	6124		15000
18	Farruknagar - Gurgaon	3626	5829		15000

Source : DPR on Regional Roads

5.2 TRANSIT NETWORK

The existing public transit system is made up of a bus network and a commuter rail network. The bus network currently operates on a number of routes in the NCTD and the region.

5.3 TRAFFIC FLOW CHARACTERISTICS IN NCR - Road and Rail: 1987

- ◆ The generation of total daily passenger movement by all modes in the Region is 0.88million trips. The share of rail to the total traffic generated is 23.7% and of public transport about 32%.

- ◆ Of the total passenger traffic by buses and by private vehicle, the share of intra-regional passenger traffic by buses is 60% and by private vehicle 40% and, the share of through traffic is very small.
- ◆ The total volume of goods moved on the regional network is about 0.19 million tones of which the share of Delhi bound traffic is about one-third.
- ◆ The total traffic projected to move by bus and passenger vehicles are 1.39 million trips and 0.47 million trips respectively by 2001.

5.4 RAIL NETWORK

The rail network in the region consists of the following radial lines converging in Delhi

1. Delhi Area (Broadgauge)
2. Delhi - Shakur Basti - Rohtak (70 km-Broadgauge Double line unelectrified)
3. Delhi - Shahdara - Shamli (94 km - Broadgauge Single line unelectrified)
4. Delhi - Ghaziabad - Meerut (68 km- Broadgauge Double Single line unelectrified)
5. Delhi - Ghaziabad - Hapur (57 km-Broadgauge Single line electrified)
6. Delhi - Ghaziabad - Khurja (Broadgauge Double line electrified)
7. Delhi - Tuglakabad - Palwal (61 km - Broadgauge Tripple line electrified)
8. Delhi - Sonapat - Panipat (89 km - Broadgauge Double line electrified)
9. Delhi - Gurgaon - Rewari - Alwar (83 km - Broadgauge/Metergauge Single line unelectrified)

The following feeder routes converge in Delhi Area:

- | | | |
|----|--------------------------|-----------------------|
| 1. | Mughal Sarai-Delhi | at Ghaziabad |
| 2. | Moradabad-Delhi | at Ghaziabad |
| 3. | Saharanpur-Delhi | at Ghaziabad |
| 4. | Saharanpur-Shamli-Delhi | at Delhi Shahdara |
| 5. | Ambala Cantt-Delhi (DUK) | at Delhi/New Delhi |
| 6. | Bathinda-Delhi (SPR) | at Delhi/New Delhi |
| 7. | Mathura-Delhi (C.Rly) | at Tuglakabad |
| 8. | Rewari-Delhi (BG Line) | at Delhi Cantt. |
| 9. | Rewari-Delhi (MG Line) | at Delhi Queen's Road |

5.4.1 Delhi Area - Sub Sections:

S.No.	SUB-SECTIONS	EXISTING STATUS
1.	Delhi-Delhi-Shahdara	Double Line
2	Delhi-Shahdara-Sahibabad	Double Line Contd.

S.No.	SUB-SECTIONS	EXISTING STATUS
3.	Sahibabad-Ghaziabad	Quadruple Line
4.	Sahibabad-Tilak Bridge (26 km)	Double Line (GAL)
5.	New Delhi-Tilak Bridge (2.8 km)	(Main line and GAL) (Quadruple Line)
6.	Tilak Bridge-Nizamuddin (3.55 km)	(GAL) Double Line
7.	Nizamuddin-Okhla (3.66 km)	(GAL) Double Line
8.	Okhla-Tughlakabad (6.85 km)	(GAL) Double Line
9.	Nizamuddin-Lajpat Nagar (2 km)	(DAL) Double Line
10.	Okhla-Lajpat Nagar (3 km)	(DAL) Double Line
11.	Lajpat Nagar-Patel Nagar (17.39km)	(DAL) Double Line
12.	Patel Nagar-Rampur Cabin (2.51 km)	(DAL) Double Line
13.	Rampur Cabin- Naya Azadpur (3.2 km)	Single Line
14.	Rampur Cabin-Shakurbasti	Double Line
15.	Delhi-Kishanganj-Dayabasti	Double Line
16.	Subzimandi-Naya Azadpur	Double Line
17.	Tilak Bridge-Nizamuddin	(Main Line) Double
18.	Nizamuddin-Tughlakabad	(Main Line) Double
19.	Delhi-New Delhi	Double Line
20.	Delhi-Subzimandi	Double Line
21.	New Delhi-Subzimandi	Double Line
22.	New Delhi-Kishanganj	Tripple Line
23.	Delhi-Delhi-Kishanganj	Double Line

5.4.2 Commuter Rail Network:

Commuter rail services run primarily during the AM and PM peak periods. They serve Delhi from many of the surrounding towns in the NCR utilizing the same corridor and in some cases, the same tracks as the Inter-City Rail. A commuter 'loop' line also exists within Delhi. This system known as the 'Ring Rail' or the Delhi Goods Avoiding Line was primarily constructed for goods traffic.

The following passenger services are running in Delhi area :

- i) EMU services
- ii) Suburban shuttle trains
- iii) Long distance passenger trains

The EMU services are running on the following corridors :

- i) Delhi-New Delhi - Ghaziabad;
- ii) Delhi-New Delhi - Palwal;
- iii) Delhi-New Delhi - Shakurbasti; and
- iv) On ring railway between Nizamuddin-New Delhi - Patel Nagar-Shakurbasti -Safdarjung-Nizamuddin in clock-wise and anti-clockwise directions.

The sub-urban shuttle trains are running on the following corridors :

- i) Delhi/New Delhi - Palwal/Mathura
- ii) Delhi/New Delhi - Rohtak/Bhiwani
- iii) Delhi/New Delhi - Panipat/Kurukshetra
- iv) Delhi/Delhi Shahdara - Shamli/Saharanpur
- v) Delhi/New Delhi - Meerut Cantt
- vi) Delhi/New Delhi - Hapur
- vii) Delhi - New Delhi - Aligarh

5.4.3 Current status of passenger carrying trains on each radial (1994)

Name of the radial	Sub urban	EMU	Total
1. Ghaziabd - Aligarh	4	-	4
2. Delhi - Palwal	2	11	13
3. Delhi - Panipat	5	-	5
4. Delhi - Rohtak	8	-	8
5. Ghaziabad - Meerut	1	-	1
6. Ghaziabad - Hapur	1	-	1
7. Delhi - Rewari (BG)	1	-	1
8. Delhi - Ghaziabad	2	15	17
9. Ring railway	1	5	6
Total eachway	25	31	56
Total bothways	50	62	112

5.4.4 Existing and Projected Sub-Urban Passenger Traffic

S.No	Name of Radial	Base year	Anticipated No. of suburban	
		1992-1993	passengers per day	
		Each way	2000-01	2010-13
1	Ghaziabad-Aligarh	18509	25913	34242
2	Delhi-Palwal	27665	38731	51180
3	Delhi-Panipat	20309	28433	37572
4	Delhi-Rohtak	16790	23506	31062
5	Ghaziabad-Meerut	13723	19212	25388
6	Ghaziabad-Hapur	7228	10119	13372
7	Delhi-Rewari	15247	21346	28207
8	Delhi-Shamli	7703	10784	14251
9	Delhi-Ghaziabad	25497	35696	47169

Source : Northern Railways study

5.5 RAILWAY STATIONS AND INTEGRATED FREIGHT STATIONS

The National Capital Region freight movement demands are two fold, those directly related to the region's consumption and production and those in transit. The NCTD has traditionally functioned as a central re-packaging and clearing house even though approximately 66% of the total freight movements are destined elsewhere. The Delhi Master Plan proposal includes the construction of Integrated Freight Centres (IFCS) on its urban periphery. The centres would filter all rail and truck freight traffic allowing only the traffic destined to within Delhi or the Priority and DMA towns to use the secondary road system.

5.6 GOODS MOVEMENT - Road and Rail : 1987

The total no of goods moved on the regional road network of the NCR is about 1.92lakh tonnes (1.84 lakh tonnes excluding through traffic) of which the share of Delhi bound traffic is about one-third while that of the other urban centres in relation to the DUT is very small. In the case of railway goods traffic, the importance of Delhi is more overwhelming (60%) as compared to that of road. However, there are quite a few urban centres of significance namely Ghaziabad, Panipat and Meerut. Share of railways in total goods traffic attracted by the NCR (excluding through traffic) is only about 14%.

About 63.4% of the goods movement by road is inter-regional and 33% is intra-regional in nature while railways goods movement is inter-regional. The through traffic of goods movement by road is a mere 4%.

Goods flow	Road(%)	Rail(%)
Intra-regional	32.40	0.40
Inter-regional	63.40	99.60
Through	4.20	N.A.

In intra-regional traffic movement by road, DUT followed by other DMA towns are the important centres and, in the inter-regional movement, vicinity States of the NCR account for a sizeable share. For railway movement, the largest contributor to inward movement is the Eastern Railway followed by the Northern Railway.

Existing and Projected Freight Traffic

S.No.	Name of Radial	Base year	Anticipated No. of freight trains	
		(1992-993) No. of Trains	(per day each way) 2000-01	2010-13
1	Ghaziabad-Aligarh	24	39	51
1A	Aligarh-Ghaziabad	31	42	55
2	Delhi-Palwal	22	30	40
2A	Palwal-Delhi	21	28	37
3	Delhi-Panipat	16	22	29
3A	Panipat-Delhi	16	21	28
4	Delhi-Rohtak	8	11	15
4A	Rohtak-Delhi	11	15	20
5	Ghaziabad-Meerut	3	4	5
5A	Meerut-Ghaziabad	1	2	2
6	Ghaziabad-Hapur	1	1	2
6A	Hapur-Ghaziabad	2	2	3
7	Delhi-Rewari	-	6	8
7A	Rewari-Delhi	-	6	8
8	Delhi-Shamli	2	3	3
8A	Shamli-Delhi	6	9	11

Source: Northern Railway Study

Projection of Goods Trains to be handled in Delhi area -Daily

S.No.	Design Year	Anticipated No. of goods trains daily eachway			
		Coal for Power Houses in Delhi Area	Other than Delhi Area	Coal for Ghaziabad Area	Total Projected trains
1.	1992-93 (base year)	6.0	19.5	3.6	29.1
2.	2000-01	6.0	26.5	4.9	37.4
3.	2010-11	7.0	35.3	6.5	48.8
4.	2020-21	8.0	42.1	7.8	57.9
5.	2030-31	8.0	49.0	9.0	66.0

6.0 STRATEGY FOR DEVELOPMENT

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

- i. to inter-connect among each other the regional urban centres lying in the outer areas of the National Capital Region.
- ii. to connect them with the Capital by fast mode of transport which would require better road and rail connections.
- iii. to integrate road and rail services in the intra-urban area of Delhi and also in DMA.
- iv. to develop new loading and unloading facilities outside Delhi Union Territory for goods coming from outside the Region for distribution in Uttar Pradesh and Haryana so as to avoid unwanted load of good traffic on the roads of Delhi urban area.

7.0 DEVELOPMENT PROPOSALS -ROAD

i) Upgradation (4-laning) of the following National Highways

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

ii) Construction of Expressways:

The Expressway System envisaged is shown in the Fig..... It consists of the following:

a) Faridabad - Noida - Ghaziabad Expressway

A detailed feasibility study was conducted with the technical assistance of Asian Development Bank. Prequalification for the prospective bidders is completed. The salient features of the study are:

Length :	56 Km.
Construction Cost :	Rs. 623 Cr.
Land Acquisition Cost:	Rs. 129 Cr.
Total Cost	Rs. 751 Cr.
EIRR (Include. Time benefits)	36.26 %

b) Ghaziabad-Meerut (with a spur to Delhi) Expressway (60 Km)

c) Delhi - Panipat Expressway (parallel to NH 1).

At the border of Delhi, it is proposed to branch off into two segments, one will connect to the orbital expressway in Delhi at Kundli/Narela with a spur to outer ring road and the other will take off to Ghaziabad (on a new alignment) to meet F-N-G and Ghaziabad - Meerut expressways. (120 km approx.)

d) Perimeter Expressway

There is a need to develop a peripheral road corridor of expressway standard along the southern and western periphery of Delhi (120 km) to siphon off the inter-city traffic. The Peripheral Expressway would have interchange connections with, the Radial Expressway, with the ongoing FNG Expressway and, with selected major arterial roadways. It also interconnects the proposed three Metropolitan Passenger Terminals and three Freight Complexes.

e) Elevated Expressway on the Existing Ring Road in Delhi

Traffic projections for Delhi for the year 2005 and beyond indicate heavy radial flows. There is limited possibility of widening roads and intersections within Ring Road. In order to avoid overloading and congestion on major radial arterials it is essential to improve the Ring Road to a very high level of service to an Urban Expressway standard by providing two tier system (Elevated Expressway) along the existing corridor.

In addition to the above expressways, following expressways are suggested on new alignment beyond 2001:

**1. Delhi - Loni - Noida - Surajpur - Bulandshahr - Khurja (To Aligarh)
(150 Km)**

Following measures to be adopted with respect to above expressways in NCR:

- i) The Ministry of Surface Transport should declare these expressways as National Expressways (as special case) and take up the responsibility of developing them. Since they are interconnecting the National Highways and diverting their through traffic from converging to Delhi.
- ii) If needed, the M/o Surface Transport may amend their legislation to declare NCR Expressways as National Expressways.
- iii) Accordingly, M/o Surface Transport may provide requisite funds in their budget for contributing to atleast 25% of their cost towards land acquisition as equity while the rest of the funds could come from private sector.

iii) **Widening (4 laning) of Grid Roads**

a) **Inner Grid:**

- i) On new alignments to connect Murthal to Baghpat, and
- ii) Strengthening and widening of existing alignments on Rohtak - Sonapat-Murthal, Baghpat-Meerut and Jhajjar-Gurgaon-Faridabad stretches.

b) **Outer Grid:**

Strengthening and widening of existing alignment on Palwal-Sohana- Rewari - Jhajjar, Rohtak - Gohana - Panipat, Meerut - Hapur-Bulandshahr -Khurja-Palwal, Khurja-NCR boundary (South), Meerut-NCR boundary (North) and Bhiwadi-Tijara-Kishangarh-Alwar stretches (2 lane initially with ultimate capacity of 4 lanes divided highway with 60 m R/W).

iii) **Other Proposals**

Rajasthan Sub-Region

- a) Linking of settlements of same order directly and the lower order settlements with their nearest higher order settlements.
- b) Regional bus depot with workshop facilities at Behror and Khairthal
- c) A new state highway category road to be constructed along the railway line between Alwar and Rewari via. Khairthal, Harsoli, Ajarka and Bawal.
- d) Approach road to Bhiwadi industrial area from NH-8 on Dharuhera-Sohana road (length 6 km).
- e) Upgradation of Rewari-Kasaula-Bolni-Ujauli-Budhibawa-Tapookhra-Sare-Khurd(Kharkhari)Bhogipur-Taoru road.(with a R/W of 40-60m).

Uttar Pradesh Sub-Region

- a) Upgradation of NH-24 from Ghaziabad to Garmukteshwar upto 6 lanes.
- b) Upgradation of state highway no.57 leading Baghpat and Baraut from Loni.

- c) Upgradation of MDR leading to Garmukteshwar from Meerut via Kithaur and from Bulandshaher.
- d) Widening and upgradation of MDR leading to Dasna from Syana via Gulavathi, Muradnagar to Bhagpat, Meerut to Barnava, road leading to Secunderabad from Chaula via Dankaur, distt. wise road from Bulandshaher to Anoopshaher, main district road leading to dadri from Hapur, Modinagar via Sapnavat.

Haryana Sub-Region

a) BYE-PASSES

Following Bye-passes are proposed on the Inner and Outer Grids in order to reduce the congestion of traffic within the urban shelters

- i. Panipat Bye-pass
- ii. Gohana Bye-pass
- iii. Rohtak Bye-pass
- iv. Jhajjar Bye-pass
- v. Rewari Bye-pass
- vi. Sohana Bye-pass
- vii. Palwal Bye-pass

b) EXPRESSWAY

Fariadabad-Noida-Ghaziabad Expressway to be further extended from Ghaziabad to Kundli-Bahadurgarh-Gurgaon-Faridabad to make it an effective bye-pass of Delhi.

8.0 DEVELOPMENT PROPOSALS -RAIL

8.1 Regional Rapid Transit System (RTTS)

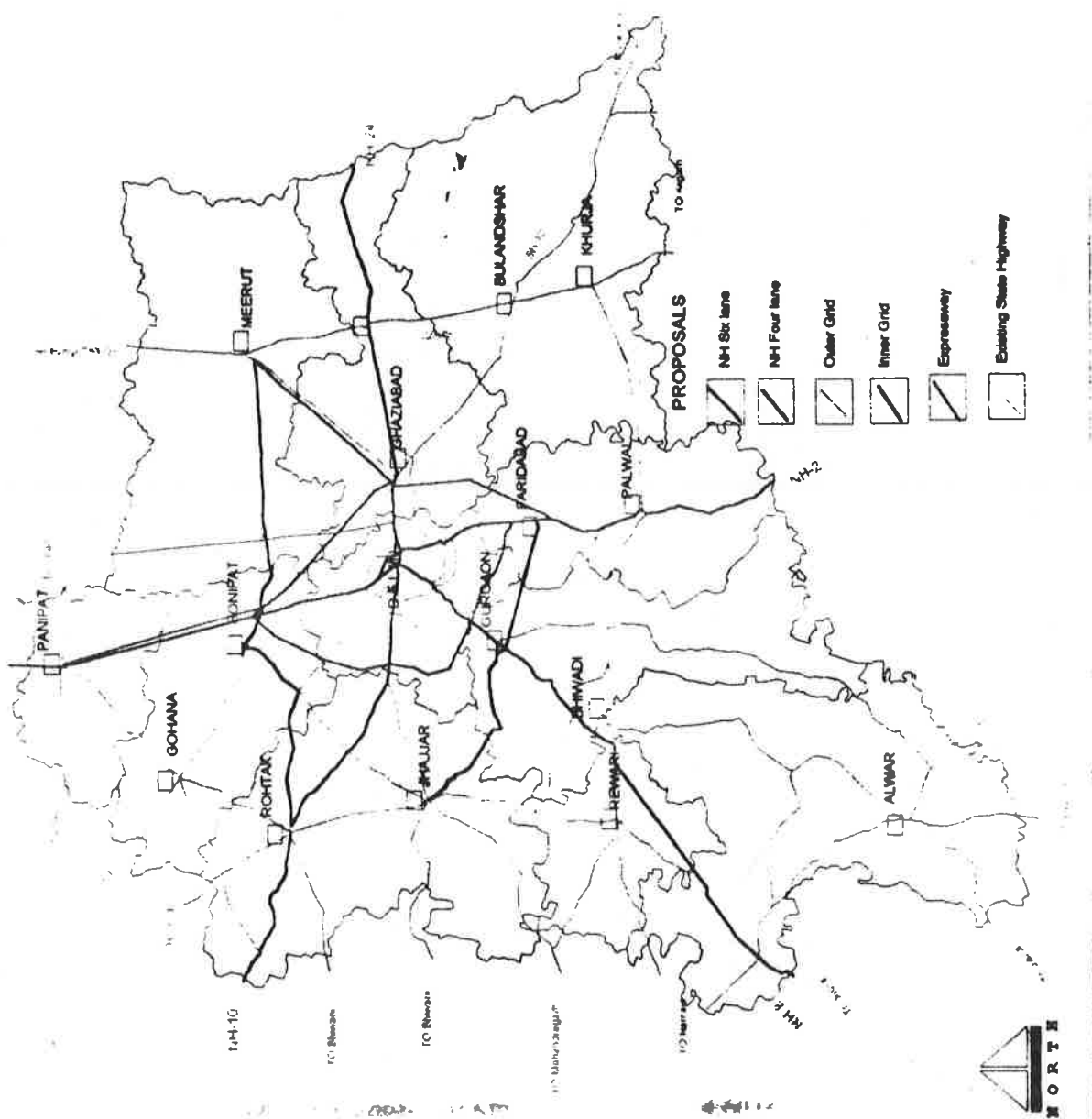
There are about 4 lakh commuters come into Delhi every day from NCR. This will increase to 7.5 lakh by 2001. This figure will be even higher with the implementation of NCR plan, which aims at deflecting 2 million population out of Delhi. Out of the total number of commuters about 40% come by rail. The commuters from NCR use 5 main rail corridors viz. Palwal, Rewari, Rohtak, Panipat and Ghazibad/Meerut/Khurja. Railways are running only token services on these lines. In the absence of any integration with the ring rail system, the commuters are literally on the roads straining road transport system of Delhi.

A larger and broader complementary system which would connect the central portions of Delhi with the NCR towns can provide relief to the over crowded core of Delhi and help in the dispersal of various activities to the NCR Towns. The strategy is based on the utilization of the following elements :

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- i) Ring Rail
- ii) Underground Rail line from Viswa Vidyalaya to Central Secretariat
- iii) Radials (Rail) from Delhi to Regional towns
- iv) High Speed Tramway System (HSTS) in Delhi to feed the above ring and radials
- iv) High Speed Tramway System in the Regional towns
- v) Directional Rail Terminals
- vi) Perimeter Rail Corridors

In order to satisfy the future commuter traffic requirements the following are required to be done :

- a) Construction of two additional (dedicated) lines along the existing ring rail (34 km)
- b) Construction of two additional (dedicated) electrified lines along the radials upto Priority Towns

Electrification :

1. Delhi - Rewari- Alwar (120 Km)
2. Delhi - Rohtak (59 km)
3. Ghaziabad - Meerut (47 Km)
4. Ghaziabad - Hapur (37 Km)
- Total 263 Km**

Additional Lines : Trips (Assignment - 2011)

1. Delhi -Ghaziabad (20 Km)	4,60,000
2. Ghaziabad - Khurja (83 km)	400,000
3. Delhi - Palwal (61 Km)	300,000
4. Delhi - Panipat (89 Km)	300,000
5. Delhi - Rohtak (70 Km)	300,000
6. Ghaziabad - Meerut (47 km)	200,000
7. Ghaziabad - Hapur (37 Km)	140,000
8. Delhi - Rewari-Alwar (120 Km)	300,000
Total	527 Km

- c) Provision of appropriate HSTS in Delhi to act as a feeder system to the Ring and Radial Rail Transport System

- d) Construction of Under Ground Rail Corridor from Viswavidyalaya to Central Secretariat via ISBT
- e) Provision of HSTS network in regional towns to satisfy intra-urban transport needs
- f) Construction of Rail Directional Terminals in Delhi

Presently, the long distance passengers are being served at New Delhi, Delhi, Hazrat Nizamuddin and Sarai Rohilla Railway Stations and ISBT at Kashmiri Gate and Sarai Kale Khan. In order to accommodate future traffic the Delhi Master Plan suggested four Rail Directional Terminals in Delhi. They are located at four directional locations in Delhi viz., Anand Vihar, Tughlakabad, Bhartal and Holambikalan. Out of Anand Vihar is being developed as a Passenger Terminal to cater to long distance passengers from the East as well as for the Trans Yamuna population of Delhi. Land for this terminal has already been acquired. proposal to develop the rest of the terminals is being considered by Ministry of Railways.

- g) Perimeter Rail Corridor .

In order to segregate Inter city and Intra-city rail passenger/freight traffic is proposed to have an orbital rail corridor (approx. 150 km) circumscribing Delhi inter-connecting Directional Rail Terminals(DRTs) and Integrated Freight Complexes(IFCS) envisaged in the Delhi Master Plan. As per the traffic assignments, the demand on this corridor worked out to be 130,000 passenger trips/day.

To accommodate both the road and rail corridors, it is suggested to have 300 metre Right of Way .

Immediate requirements

- a) Dual Track along Northern portion of the ring rail from Dayabasti to Nizamuddin via New Delhi.
- b) Dedicated rail tracks from Delhi to DMA towns (Ghaziabad, NOIDA, Faridabad, Bahadurgarh, Gurgaon and Sonapat)
- c) Additional rail tracks along Ghaziabad-Meerut, Ghaziabad-Khurja & Delhi-Palwal line
- d) North-south underground corridor in Delhi
- e) Feeder Transit System in Delhi (HSTS)

The entire rail component including underground railway of the RRTS will be under the control of Ministry of Railways

8.2 Other Proposals

Rajasthan Sub-Region

- a) Electrification of Delhi-Rewari-Alwar-Jaipur rail link (BG)
- b) Electrification of Alwar-Mathura rail link (BG)
- c) Regional Railway bye-pass Palwal-Bhiwadi-Rewari to be taken up on priority
- d) Provision of single broadgauge railway line between Harsoli and Narnaul via Mundawar and Behrur.

Uttar Pradesh Sub-Region

- a) Electrification of Ghazi-Meerut and Guradnagar-Meerut Cantonment stretch of railway line (laying one extra line is already started).
- b) Provision of two extra railway line between Ghazi-Khurja. Required land is available with the Railway Ministry for the development of this scheme.
- c) A regional railway line between Khurja-Jevar-Palwal-Zajjar and Rothak is proposed to join the existing Meerut-Hapur-Khurja railway line.
- d) Under sub-regional plan there was a proposal to provide railway facility to the industrial city Noida in Delhi Metropolitan Region. Noida-Maripat-Dadri-Dasna link is proposed to integrate with the Delhi MRTS.

Haryana Sub-Region

- a) A direct rail link of Gurgaon with Alwar via Nuh-Ferozpur Jhirka to be provided.
- b) Construction of a rail link between Rothak and Hissar.
- c) The rail corridors covering towns of Khurja-Palwal-Dharuhera-Rewari-Jajjar-Rothak as provided in the Regional Plan-2001 may be completed at the earliest. In this corridor the stretch between Rothak and Panipat should also be included.
- d) Construction of an inner rail corridor connecting Faridabad-Gurgaon-Jhajjar-Sampla-Kharkhoda-Sosepat.
- e) Provision of a rail link for Manesar from main Delhi-Rewari railway line.

9.0 OPERATIONAL POLICIES :

In order to have uniform transport operations in the region, we suggest a Uniform Transport Policy and rational fare structure immediately followed by a single transport zone for inter state transport and intermediate public transport vehicle operations ultimately.

At present in NCR, the bus services are provided by Delhi Transport Corporation (DTC), Haryana Roadways, Uttar Pradesh State Road Transport Corporation and Rajasthan State Road Transport Corporation under a bilateral agreement. For uniformity of the services in the region, the entire region should be a single zone for planning, routing and scheduling of services for avoiding duplication of services and competition among each other. For this purpose all the State Road Transport Undertakings can either enter into an agreement in lines of NODA with DTC or the number of services should be increased under the existing bilateral arrangements among Delhi, U.P. Haryana and Rajasthan.

As the supply of Bus services under Public Sector would not be able to meet the growing travel demands in the region, introduction of private bus services under fixed schedules and routes similar to private bus operation system under DTC should be identified and a proper framework may be evolved.

10.0 PROPOSAL FOR AIRPORTS:

With the growing air traffic within the region, we suggest the development of an International Airport at a suitable location within NCR to act as an alternative to the existing International Airport in Delhi. In addition, it is also suggested to develop domestic air terminals within NCR.

11.0 URBAN TRANSPORT SYSTEM WITHIN NCR TOWNS:

Beyond the year 2001 the intra-city traffic within the major NCR Towns as well as Counter Magnet Towns would increase tremendously, which requires an integrated mass transport system within these towns. The following towns will constitute the family to have an intra-city mass transport system beyond 2001.

1. Meerut
2. Ghaziabad
3. Faridabad
4. Noida
5. Panipat
6. Rohtak
7. Rewari - Dharuhera - Bhiwadi
8. Gurgaon
9. Alwar
10. Bulandshahr-Khurja

Counter Magnet Towns :

1. Bareilly
2. Kota
3. Gwalior

The NCR Planning Board suggests development of a High Speed Tramway System (HSTS) the towns, where the population would be in the range of 5 to 8 lakh by 2011. In Meerut, already there is a proposal to develop LRT system costing Rs. 1300 Cr.

12.0 FINANCING STRATEGIES

The projects listed for being taken up in the first phase of the Investment Plan are in fact required to be implemented under the aegis of either the Central Ministries (i.e. M.O.S.T., Railways, etc.) or the State Government or both. However in view of the limited resources available with the Government, for the financing the Regional Transport Projects, which are likely to cost around 13,900 crores, an alternative financing strategy has been conceived. Accordingly these projects are being divided into three categories:

(A) Developmental Projects

These projects are absolutely essential for the basic development of transport activities in the NCR but may not be commercially viable. As such, in view of their necessity and importance they are required to be taken up through the Central and State budgetary sources. Of course, in certain cases where budgetary sources are not immediately available, for their immediate financing, help may be taken from the international financing agencies like World Bank, ADB, OECF, etc. and the repayment of these loans may be made in due course out of the future plans.

(B) Semi-Commercial Projects

The projects which are either commercially viable in the long run or indirectly help in giving a boost to the development of the area and are required to be implemented immediately, are proposed to be taken up on sharing basis according to the CIDCO formula, whereby the total project cost would be shared as under :

- | | | | |
|------|--------------------------------|---|------------|
| (i) | Implementing agency (Railways) | - | 1/3rd cost |
| (ii) | State Govt. and NCRPB | - | 2/3rd cost |

The Implementing Agency would recover its cost through surcharge on tickets etc., whereas the State Govt. would be provided loan on normal terms (i.e. 78% share of the NCRPB & 22% of the state govt.) to contribute to the 2/3rd cost of the project, which would ultimately be recovered by them through property development and paid back to the NCRPB.

(C) Commercially Viable Projects

These projects like the Expressways, etc. are proposed to be taken up in the private sector on build operate and transfer basis. Though the complete investment on these projects would be recoverable, however, because of the heavy investment required it may not be possible for the private operator to be able to initially invest the total amount up front. As such in some of the cases, 20% of the project cost has been kept in the budget of the sponsoring agency so that the same could be provided as an equity (mostly to meet the cost of land acquisition). This is a flexible amount and can be varied, if the viability of the project is improved by allowing the operator to commercially exploit some adjoining land property.

Based on the above strategy the following financial package has been worked out for Projects included in the Investment plan:

12.1 National Highways:

Regarding upgradation of National Highways, the Ministry of Surface Transport has taken the full responsibility of completing the 4-laning of all the National Highways traversing in NCR by the year 2001. The VIII Plan programme of Ministry of Surface Transport for upgradation of these National Highways from 2-lane to 4-lane envisages:

- National Highway No.1 - Delhi to Panipat:
(An on-going Seventh Plan Programme). Widening and upgradation of this stretch to be completed by 1994-95.
- National Highway No.24 - Delhi to Hapur:
Provision for land acquisition made in 1991-92 budget. Work to be taken up immediately and completed by 1996-97.
- National Highway No.2 - Delhi to Palwal
Widening of this stretch is in progress since 1990 (under the Asian Development Bank Assistance) and will be completed in 1995-96.
- National Highway No.8 - Delhi to Behror:
Work on the Delhi-Gurgaon section (which is the only stretch to be widened to 6-lane) will commence in 1995-96 and on the Gurgaon-Behror stretch in 1993-94. Both these projects will be completed by 1998-99 (IX Plan).
- National Highway No.10 - Delhi to Rohtak and Hansi:

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

The total cost of Rs.540 crores for the upgradation these National Highway projects is proposed to be met out of the central budget of the Ministry of Surface Transport, since these are essential developmental projects.

12.2 Expressways:

Regarding Expressways, since they have not been declared as National Expressways, the MOST has declined to take up these projects. However, initiatives should be taken to declare these expressways as National Expressways immediately. These expressways can be taken up on Build, Operate and Transfer (BOT) basis.

The feasibility study for one of the Expressways (F.N.G. Expressway) has shown that though ultimately the Expressway starts to pay for itself but initially some inputs in the form of equity are required from the Govt. side.

12.3 Regional Grid Roads:

The investment plan for the 8th five year plan prepared by NCRPB has stipulated that the development of regional roads (outer grid and inner grid) would be the responsibility of the NCR participating State Governments namely, Govt. of Haryana and Govt. of Uttar Pradesh. The NCR Planning Board keeping in view the meager resources available with these Governments has requested the MOST to finance these roads through World Banks assistance. Further, the NCR Planning Board is willing to finance the cost of the land acquisition for these roads as per the following pattern:

a)	Share of NCR Planning Board	75%
b)	Share of Concerned State Government	25%

12.4 Development of Perimeter Multi Mode Transport Corridor along with the Directional Terminals:

The 300 Mt. wide perimeter corridor encircling Delhi provides for Perimeter Expressway, Perimeter Railway and the Directional Terminals. In the Phase-I it is proposed to acquire the land for the entire 300 metre wide corridor along with the directional terminals at an expected cost of around Rs.800 Crs. and construct a 2-lane expressway. The cost of land acquisition (app.Rs.800Cr) would have to be borne by the Govt agencies whereas the construction of the expressway in the Phase-I its expansion in the Phase-II, and ultimately construction of the perimeter rail and development of directional terminals are proposed to be taken up through the private sector on B.O.T./B.O.L.T basis..

12.5 Regional Rapid Transit System:

The RRTS has a number of components which are to be executed by different agencies. Each of these projects falls in different financing pattern according to its requirements as given below:

- i) Laying of dedicated tracks upto DMA towns, dual tracks along the Northern Ring and additional tracks along Ghaziabad-Meerut, Ghaziabad-Khurja and Delhi-Palwal tracks, are the projects that are essential required to be executed by the Railways and are proposed to be taken up on sharing basis (CIDCO Pattern). Accordingly, the Railways would share one-third of the cost (Rs.610 crores) and the rest of the two-third of the cost (Rs.1220 crores) would be jointly shared by the NCR Planning Board and the participating NCR States.
- ii) North-South Underground Metro Corridor has to be taken up through Central Government funds (Equity and Loan) as per the proposal of the MRTS.. already under consideration of the Government of India.
- iii) The Elevated Expressway and the Feeder Transit System can be directly taken up on BOT Basis by the Private Sector.

12.6 Tramway System In NCR towns:

This would be taken up on BOT mostly in the private sector.

REVIEW OF REGIONAL PLAN (TRANSPORT SECTOR) NATIONAL CAPITAL REGION PLANNING BOARD

Proposal	Present Status
(i) National Highways	
- NH24 Ghaziabad to Hapur (4 lane)	Under consideration
- NH8 Delhi-Gurgaon stretch (6 lane)	Completed
- NH8 Gurgaon-Behror stretch (4 lane)	Work going on
- NH10 Bahadurgarh-Rothak-NCR boundary (4lane)	Under consideration
- NH2 Faridabad to Hodal stretch (4lane)	Under consideration
(ii) Expressways	Feasibility Study for the Expressways in the National Capital Region was conducted through CES(1989)
- FNG Expressway	Selection of the firm for the construction of FNG Expressway is in the final stage
- Ghaziabad-Meerut Expressway	MOU has been signed with JICA for conducting feasibility study
- Ghaziabad-Kundli Expressway	
- Perimeter Expressway/Peripheral Expressway	Pre feasibility study has been conducted by CES Final alignment is to be fixed shortly.
- Elevated Expressway on the existing ring road in Delhi	Preliminary meeting with the consultants has been completed. Feasibility study yet to be assigned.
- Delhi - Loni - Noida - Surajpur - Bulandshar - Khurja	Decision of feasibility study yet to be taken
- Delhi - Panipat Expressway	Decision of feasibility study yet to be taken
(iii) Study on Development of Inner and Outer Grids	A detailed project report was prepared by ICT
(iv) Regional Rapid Transit System(RRTS)	A feasibility study was conducted through RITES on Development of Integrated Plan for Rail Transport in National Capital Region (1996)
	A detailed study was conducted by RITES on Identification of Rail Development Schemes Schemes for NCR Priority Towns and DMA Towns duly integrated with MRTS system proposed for Delhi
(v) High Speed Tramway System(HSTS) in Regional Towns	A feasibility study for integrated transport system is under way for Faridabad, Gurgaon and Bareilly City.
(vi) General	A Transport Sector Plan and Investment Strategy (2011) is conducted under financial and technical assistance from CIDA (1995)
(vii) Functional Plan for Transport Sector	Completed

REVIEW OF REGIONAL PLAN (TRANSPORT SECTOR)

An efficient transport network has been recognised as a crucial input in the Regional Plan - NCR 2001. The development of the network shall promote the socio-economic growth of the Region to improve its accessibility and mobility of passengers and goods. This will act as a catalyst to trigger further growth and productivity of the Region.

Keeping this objective in view the Transport Plan for the NCR-2001, has envisaged the following proposals for the road network:

- (i) Development of three expressways; namely,
 - (a) Delhi-Ghaziabad-Meerut;
 - (b) Sonapat-Panipat; on parallel alignments to the existing state highway and National Highway, respectively.
 - (c) Faridabad-Noida-Ghaziabad (on entirely a new alignment)
- (ii) Augmentation of existing National Highways traversing through the NCR.
- (iii) Development of an Inner Grid and an Outer Grid to be known as Regional Roads (2 lane initially with ultimate capacity of 4 lane divided highways) with 60 m. R.O.W. linking DMA & identified priority towns in the N.C.R.
 - (a) Inner Grid - connecting Rohtak-Sonapat-Murthal-Bhagpat-Meerut and Jhajjar-Gurgaon-Faridabad-stretches.
 - (b) Outer Grid - connecting Palwal-Sohna-Bhiwadi-Rewari-Jhajjar, Rohtak-Gohana-Panipat, Meerut-Hapur-Bulandshahr-Khurja-Palwal and Tijara-Kishangarh Alwar stretches.

- (iv) Development of sub-regional network in the respective sub-region of NCR.

The Regional Roads which consist of the State Highways and Major District Roads have to play an important role in the transportation system of the region since they provide the vital links to the higher order of roads leading finally to the major growth centres of the country. This will help in carrying the goods produced in these remote areas to the major consumption centres facilitating better prices to the producer and also help in the return flow of vital services.

With this objective in view, the NCR Planning Board (NCRPB) initiated several studies. The present status of various projects enumerated in the NCR Functional Plan (Transport Sector) is described in the following paragraphs.

1.0 NATIONAL HIGHWAYS:

NCRPB has a plan of widening all the five NH's namely NH1, 2, 8, 10 & 24. These highways merges into Delhi and it has an aggregate length of approximately 286 km. inside NCR. Most of the National Highways falling in the National Capital Region are already being four laned and in the remaining stretches Ministry of Surface Transport is planning to carry out the four laning. The requirement of the six laning will be considered by the Ministry depending on the traffic needs.

2.0 EXPRESSWAYS:

- 2.1 FNG Expressway :** A detailed feasibility study for this expressway was conducted by NCR Planning Board through Technical Assistance from Asian Development Bank. Proposed alignment is demarcated in the field and the process of finalising the pre-qualified bidders is on. Requisite land acquisition is underway by respective state govt. Construction of FNG is expected to start from 1999.

2.2 Ghaziabad-Meerut and Panipat-Kundli-Ghaziabad Expressway

We had requested JICA to undertake the feasibility study for these 2 expressways. However, keeping in view the financial constraints, JICA has agreed to fund the feasibility study for only the following portions:

- (1) Kundli-Ghaziabad Section
- (2) Ghaziabad-Meerut Section

For the feasibility study of the above a formal 'Scope of Work' has been signed with JICA and they are likely to start the study in the second week of November, 1998. The study is likely to be completed over a period of 15 months. However, the interim report is supposed to be made available by the end of 11 months. Further work on these Expressways can be taken up after the results of the feasibility study are available.

2.3 Peripheral Expressway

This expressway is being planned for implementation on BOOT basis by the Govt. of NCT-Delhi, covering a total length approx. 85 kms. It starts from Kundli on National Highway No.1 in the north, cuts across National Highway No.10 near Tikri Kalan on Delhi-Haryana Boarder, and crosses NH-8 near Rajokri on Delhi-Haryana boarder near Gurgaon and finally meets the NH-2 near Village Shahpur Khurd in Faridabad-Ballabhgarh controlled area near its proposed junction with FNG Expressway. The pre-feasibility study for this expressway is conducted by M/s. C.E.S. on behalf of the GNCT Delhi. Clearance from Haryana Govt is awaited for the locations at entry and exit points including another two locations wherein the alignment traverses through Haryana. GNCT Delhi is keen in taking out the feasibility study and the work is expected to start soon.

2.4 Elevated Expressway on the existing ring road in Delhi

A two tier elevated expressway was proposed in the Functional Plan for transportation sector to cater the over crowded traffic coming to the ring road. Preliminary meetings in this regards with the consultants is completed by GNCT Delhi and a final decision for conducting the feasibility study is awaited.

2.5 Delhi-Loni-Noida-Surajpur-Bulandshahr-Khurja

Decision of feasibility study is yet to be taken.

3.0 REGIONAL ROADS:

The transport sector functional plan proposes to augment the regional roads known as Outer and Inner grid roads, for which NCR Planning Board has got a Detailed Project Study carried out by a consultant. As these roads are state highways, the responsibility for their augmentation lies primarily with the concerned state governments viz. Uttar Pradesh and Haryana. In various meetings held so far at the instance of NCR Planning Board, the state governments of Uttar Pradesh and Haryana have expressed their inability to take up the implementation of this project due to resource crunch.

Keeping in view of the above, NCR planning Board has approached World Bank through Ministry of Surface Transport for financial assistance for this project. The World Bank's highway mission had preliminary discussion on the subject project. They have principally agreed to consider this project for financing.

4.0 DEVELOPMENT PROPOSALS - RAIL :

4.1 Regional Rapid Transit System :

About 4 lakh commuters come into Delhi every day from the NCR. This will

implementation of the NCR Regional Plan, which aims at deflecting 2 million population out of Delhi.

Presently, about 40% of the commuters come by rail; by 2001 the figure could be even higher.

Regional Commuters use 5 main rail corridors, namely, Palwal, Rewari, Rohtak, Panipat and Ghaziabad/Meerut. In the absence of any integration with the ring rail system, these commuters are a burden on the strained road transport system of the City.

To cater to the increased commuter traffic and to ensure full use of the existing ring rail, the NCRPB has drawn up a Regional Rapid Rail Transportation System (RRTS). The proposal aims at running frequent end to end commuter services (EMUs/DMUs) between the important NCR satellite towns through the Ring Rail.

The following steps have to be taken:

- i) Capacity augmentation of the heavily loaded segment of the ring rail from Daya Basti-New Delhi-Nizamuddin Corridor (Rs.360 crores).
- ii) Electrification of the remaining Regional Corridors (Rs.114 crores).
- iii) Augmentation/Construction of dedicated lines in these regional corridors (Rs.1230 crores).

Several studies have been initiated by NCRPB in this effect. Namely -

- (i) A feasibility study was conducted through RITES on Development of Integrated Plan for Rail Transport in NCR (1996). Draft report has been submitted. Final report is awaited.

(ii) A detailed study was conducted by RITES on Identification of Rail Development Schemes for NCR Priority towns and DMA towns duly integrated with MRTS system proposed for Delhi. Final report is still awaited.

(iii) Beside above two studies a techno-economic feasibility study is being carried out by RITES for identifying the investment inputs required for commuter traffic in Delhi and NCR towns. This is expected to be completed in 1999.

(iv) Once proposals of these studies are approved, Ministry of Railways has to take up these projects for implementation.

4.2 High Speed Tramway Systems (HSTS)

A feasibility study for integrated transport system is underway.

REVIEW OF NCR REGIONAL PLAN - 2001

**SUB GROUP ON
MANAGEMENT STRUCTURE FOR
PLAN IMPLEMENTATION AND
STRATEGIES & DEVELOPMENT
PRIORITIES**

FINAL REPORT

REVIEW OF REGIONAL PLAN-2001

REPORT OF THE SUB-GROUP ON MANAGEMENT STRUCTURE FOR PLAN IMPLEMENTATION AND STRATEGIES AND DEVELOPMENT PRIORITIES.

1.0 INTRODUCTION

- 1.1 The National Capital Region Planning Board had constituted a Steering Committee in December, 1996, part of mid-term review of the Regional Plan-2001, under the chairmanship of Shri Syed S. Shafi, Former Chief Planner, Town & Country Planning Organisation, Govt. of India and UN Expert. The terms of reference of the Steering Committee are at Annexure-I.
- 1.2 The Steering Committee had constituted 7 sub-groups in March, 1997 to review the components of Regional Plan-2001. One of the Sub-group was constituted under the chairmanship of Shri M.K. Dhar, IPS (Retd.). The composition of the sub-groups is enclosed in Annexure-II.
- 1.3 The Sub-group on the Management Structure and strategies and development priorities met on 3 occasions and discussed various proposals recommended in the Regional Plan and also critically examined points of view of the constituent states and Union Territory with a view to examine the efficacy and relevance of the original provisions, in the context of changed realities.

2.0 REGIONAL PLAN-2001 POLICIES AND PROGRAMMES

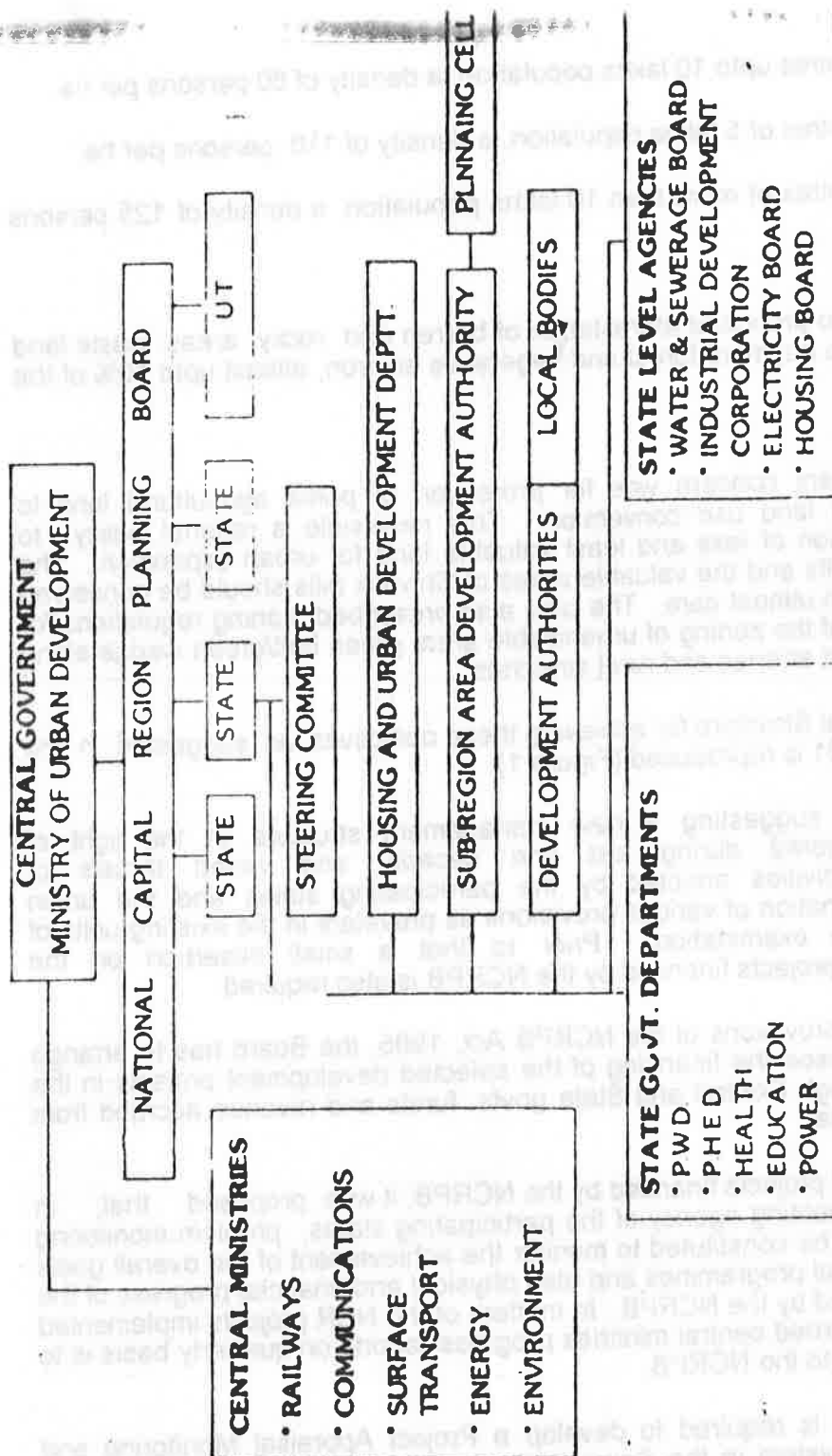
- 2.1 Before entering into the broader aspects of evaluation of efficacy of the existing management structure and suggestions made by the participants, an encapsulated narration of the objectives of the Regional Plan is necessary :
 - a) The main objectives of the Regional Plan aim at evolving harmonised policies for rationalisation of land uses and development of infrastructure in the NCR with a view to avoid haphazard development.
 - b) Achieving more manageable Delhi by dispersing more than 2 million population and industries by the year 2001.
- 2.2 The Regional Plan is an interrelated policy frame work encompassing population, settlement pattern, economic activities, transport infrastructure, tele-communications, power, water supply, sanitation and solid waste management, education & health facilities, regional land use, etc.
- 2.3 In fact, the Regional Plan envisage total dimension of lives and activities of the burgeoning population in Delhi megapolis and the growth areas of the neighbouring states of U.P., Haryana and Rajasthan around it. Since metropolises and megapolises develop the tendency of attracting population from far and near countryside, over last 4 decades, Delhi's problems have been exacentuated to the optimum level. The policies and proposals of the Regional Plan, therefore, are aimed at :

- a) Containing the growth of National Capital Territory of Delhi within manageable limits and to minimise human miseries and to augment modern urban facilities.
- b) Actuating moderate growth of Delhi Metropolitan Area (DMA) excluding NCT-Delhi and
- c) Inducing comprehensive accelerated growth of the rest of the NCR.

- 2.4 The Regional Plan aimed at intensively developing the priority towns by generating/locating core economic activities, such as large/medium/small scale industries; large commercial complexes; wholesale markets; mass transport terminals and office complexes. The objective is to induce comprehensive dispersal strategy and encourage the state/central govts. to contain the migrating human streams outside Delhi, by developing the NCR.
- 2.5 Another objective was to generate in the DMA towns, higher level social facilities including educational and medical institutions, engineering institutions, sports complexes, centres for tourism, etc.
- 2.6 With a view to achieving these objectives, an efficient transport network was contemplated for the NCR. The development proposals for roads include upgradation of existing National Highways : NH-1, NH-2, NH-8, NH-10 and NH-24. There are proposals for construction of 3 Expressways. There are proposals also for upgrading several other stretches of state highways in Haryana, Rajasthan and U P.
- 2.7 The transport augmentation proposals also include construction of 2 additional dedicated rail lines and 2 additional electrified rail tracks along with radials upto the priority towns; electrification of railway tracks in Delhi-Rewari-Alwar; Delhi-Rohtak; Ghaziabad-Meerut and Ghaziabad-Hapur sectors. Provisions have also been projected for achieving integrated telecommunication facilities in Delhi and DMA towns.
- 2.8 Emphasis was given on self-sufficiency in power generation in the DMA towns along with proposals for dispersal of major employment generation activities i.e. industries, trade & commerce and public sector undertakings from Delhi to the sub-region.
- 2.9 Keeping in view the emerging requirements of the burgeoning population in Delhi, DMA towns and the extended areas in the NCR, plans for providing adequate physical and social infrastructure were also incorporated in the Regional Plan.
- 2.10 In the context of setting up of new human habitats, industries and other commercial activities, the question of regional land use assumed greater importance. The Regional Plan suggested the density norms for development of the NCR towns in the following manner :

- a) Urban centres upto 10 lakhs population, a density of 80 persons per ha.
 - b) Urban centres of 5 lakhs population, a density of 110 persons per ha.
 - c) Urban centres of more than 10 lakhs population, a density of 125 persons per ha.
- 2.11 The plan had also proposed afforestation of barren and rocky areas, waste land etc. with a view to augment forest and vegetative environ, atleast upto 10% of the total area.
- 2.12 The most important concern was for protection of prime agricultural land to prevent needless land use conversion. This necessitate a rational policy to determine utilisation of less and least valuable land for urban expansion. The ridge areas of Delhi and the valuable areas of Shivalik hills should be conserved and protected with utmost care. The plan also prescribed zoning regulations for land use control of the zoning of urbanisable area, green belt/green wedge along the major transport arteries and rural stretches.
- 2.13 The Organisational Structure for achieving these obojectives as suggested in the Regional Plan-2001 is reproduced (Figure 1).
- 2.14 However, before suggesting a new management structure in the light of experiences gathered during last one decade, and varied thrusts of developmental activities adopted by the participating states and the union territory, an examination of various provisions as prevelant in the existing units of the NCR require examination. Prior to that a small desertion on the implementation of projects financed by the NCRPB is also required.
- i) As per the provisions of the NCRPB Act, 1985, the Board has to arrange for and oversee the financing of the selected development projects in the NCR, through Central and State govts. funds and revenue accrued from other sources.
 - ii) In matters of projects financed by the NCRPB, it was proposed that, in each implementing agency of the participating states, problem monitoring units should be constituted to monitor the achievement of the overall goals of the sectoral programmes and also physical and financial progress of the project funded by the NCRPB. In matters of the NCR projects implemented by the concerned central minitries progress reports on quarterly basis is to be furnished to the NCRPB.
 - iii) The NCRPB is required to develop a Project Appraisal Monitoring and Evaluation System in the Secretariat of the NCRPB to monitor both the States and Central schemes. The NCRPB is also supposed to monitor other major developmental activities in the NCR, which do not conform to the Regional Plan-2001.

Proposed Organisational Structure For Implementation



- iv) The Regional Plan further recommended that a scientific system to evaluate existing trend of land use over a period of time and monitor unauthorised developments and dedicated growth trend of urban areas. Recommendation was made for constitution of a Joint Committee represented by the respective constituent state Pollution Control Boards, Central Pollution Control Board and the NCRPB.

3.0 APPRAISAL OF THE EXISTING MANAGEMENT STRUCTURE FOR PLAN IMPLEMENTATION AND DEVELOPMENT IN THE SUB-REGION

- 3.1 The implementation of the development programmes recommended in the Regional Plan-2001 as indicated above are the responsibility of the concerned Central Govt., Ministries, State govts. and their agencies. Besides they are also responsible for undertaking development/economic activities in the region and investments are made by them from their own budgetary provisions.
- 3.2 The respective States and NCT-Delhi Govts. have their own priorities in conceiving and implementing industrial activities and other developmental activities, as part of their general economic growth. In most of the cases, these plans do not coincide with and conform to the expressed objectives spelled out in the NCRPB Act. Therefore there are obvious contradictions which require thorough examination and reconciliation.
- 3.3 There are no spatial planning and development mechanism in the rural areas of Haryana, U.P., Rajasthan and Delhi which conform to the NCR objectives. After empowerment of the local bodies like the Municipalities, Zilla Parishads, Panchayat Parishads, etc. by the 73rd and 74th Amendment of the Constitution, quantum changes have taken place in the developmental thrust in the rural areas. The existing organisational structure is therefore, required to be modified to accommodate the constitutionally empowered authorities.
- 3.4 The Sub-regional Development Authority recommended in the Regional Plan, which were supposed to take care of the development of the entire sub-region, including the rural areas were not constituted by the participating units of the NCRPB.
- 3.5 The Steering Committee under the chairmanship of the Chief Secretaries of respective participating states are required to oversee and coordinate the implementation of the various developmental activities in the Sub-region. However, in this scheme of activities the Divisional Commissioner and the District Collectors, who are the most important hubs of developmental activities have not been included. In Indian pattern of general and development administration, authority flows down from the District Collector to the lowest level, and interaction between the lowest local bodies and the district collectorate provide the sinews of major developmental thrust.

- 3.6 Phenomenal growth of population over the last 5 decades and failure of economic activities to keep pace with the growth of population have brought out several authorities in urban infrastructure and rural development activities. Environmental degradation in urban conglomerate have also started encroaching upon the rural vista.
- 3.7 The NCRPB Act falls very much short of measuring up the rapid growth along several fault lines in NCT-Delhi and surrounding regions. Therefore, the existing management structure appears to be inadequate. It has to keep pace with the changed realities and peoples aspirations. The original concept of developing the NCR with a view to decongesting Delhi has not really taken-off. Lack of synchronisation of political will, fiscal and economic policy and developmental priorities of the Govt. of India, NCT-Delhi and other participants of the NCR have brought about a situation of impasse.
- 3.8 The growth quantum in the NCR sub-regions have not been able to attract Delhi population because of certain inherent fault lines existing in the system. On the other hand, population from some neighbouring states and economically deprived rural areas of various other states are being attracted to Delhi and other metro centres in the participating states. In short, the NCRPB scheme has not been able to decongest Delhi. On the other hand recent developments regarding relocation of industries in the NCT- Delhi itself have propelled various Delhi based entrepreneurs and industrialists to avoid relocating their units to the emerging industrial pockets in Rajasthan, Haryana and U.P. Delhi based capital, in fact, is in no mood to move out of the NCT. On the other hand entrepreneurs based in other participating states are in no mood to give undue concession to Delhi entrepreneurs. These anomalies suggest that an overview of the existing NCRPB Act is called for.
- 4.0 EXISTING DEVELOPMENT AND IMPLEMENTATION MECHANISMS IN THE PARTICIPATING STATES**
- 4.1 Before delving into the details of the management structure, it is necessary to discuss the existing development and implementation mechanism in the constituent NCR units.
- 4.2 In this regard it may be mentioned that the participating states in the NCR have their own development agenda for the rural areas, encompassing agricultural activities and related aspects; small industries, household industries; cooperative marketing societies, etc. There are no separate plans for the NCR rural areas as such. The State Govts. have not yet delegated such responsibilities in the desired quantum to the local bodies and various provisions of the urban development Acts/Rules have not been integrated with the aspects of rural development. Therefore, glaring disparity continue in the thrust areas between urban and rural segments. There is a distinct urban bias, whereas the rural areas are neglected, inducing migration to the urban pockets. This defeats the general thrust of the NCRPB Act.

4.3 The Haryana Govt. has got a plethora of Acts for regulated development in the urban areas, namely :

- a) The Punjab Schedule Road and Control Areas Restriction of Unregulated Development Act, 1963.
- b) Unregulated Development Rules, 1965
- c) The Haryana Development and Regulation of Urban Areas Act, 1975. This statute has been made good use of for special development in DMA towns in Gurgaon and Faridabad; mainly housing development, commercial centres and required community infrastructure.
- d) The Haryana Development Authority Act, 1977.
- e) Haryana Apartment Ownership Act, 1983.
- f) Haryana Housing Board Act, 1971.
- g) The Haryana Municipal Act, 1973 - after 73rd Constitutional amendment these Acts has been amended to incorporate the constitutional provisions.
- h) The Punjab New Mandi Township (development and regulations) Act, 1960.

4.4 The Govt. of Haryana has adopted additional implementation mechanism through the Deptt. of Town & Country Planning, which is an apex body. These deptts. oversee implementation of provisions of various acts and rules in the state of Haryana.

4.5 In addition to the above, Haryana Urban Development Authority, Haryana State Industrial Development Corporation, Haryana State Agricultural Marketing Board and Haryana Housing Board have been taking part and creating infrastructural activities like housing, commercial complexes, industrial complexes, etc.

4.6 However, Haryana is yet to come-up with a comprehensive plan regarding development in the rural areas and some urban areas in the light of 73rd Constitutional amendment. Some amendments have been carried out in the Municipalities Act. However, methods and procedures are yet to be worked out.

4.7 The U.P. Govt. has also adopted myriads of Acts and Rules for development activities namely :

- a) U.P. Municipal Corporation Act, 1959.
- b) U.P. Municipality Act, 1961.
- c) U.P. Region Panchayat and District Panchayat Act, 1961
- d) U.P. Roads Side Control Act, 1948 and U.P. Road Side Land Control Rules, 1964.
- e) U.P. Industrial Development Act, 1976
- f) U.P. Urban Planning and Development Act, 1973.
- g) U.P. Special Area Development Act, 1986.
- h) U.P. Building Regulation Act, 1958.
- i) U.P. Zamindari Abolition and Land Settlement Act, 1950.

- j) U.P. Nagar Panchayat Act. 4.8 The existing Acts and Rules of the Govt. of U.P. have focussed attention on development in the urban areas, creation of industrial zones, land use regulation etc. The concept of NCR development transcends the limited orbit of developmental activities envisaged by the Govt. of U.P. The NCR Plan envisages integration of planning for the rural and urban pockets.

- 4.9 At present, in U.P., the responsibility of rural development is under Regional Panchayats and District Panchayats. Under Section 64(2) of U.P. Regional Committee and District Panchayat Act, 1961, there is a provision for constituting a Planning Committee to attend to comprehensive developmental needs of the rural areas. However, there is no legal base for controlling the land use of the rural region in the Master Plan. Therefore, it is necessary to apply organised town and country planning regulations to control illegal construction through violation of land use control. By taking advantage of this lacuna several industrial establishments have mushroomed in U.P. rural pockets, endangering rural economy and ecology.
- 4.10 In the context of NCR plan the U.P. Govt. had constituted a high level Development Committee under the chairmanship of the Chief Secretary. Development in the NCR Sub-region have generally taken place in Meerut, Ghaziabad, Bulandshahr- Khurja, Noida, Greater Noida, etc. areas, but with a definite urban bias and stress on housing and industrial complex. These have not been able to draw away population from Delhi.
- 4.11 As in the case of Haryana, U.P. has also not integrated the provisions of the 73rd and 74th amendment of the Constitution, empowering the local bodies like the Municipalities, Zilla Parishads, Panchayat Parishads, etc. for developmental activities. Unless and until these provisions are incorporated and implemented, developmental activities are bound to have an urban bias. As it is, because of lack of developmental activities in the rural areas of U.P. more than 11% of Delhi migrants come from that state. This defeats the original objective of the NCRPB Act.
- 4.12 Rajasthan has not indicated its overall urban and rural developmental programme for the specified NCR areas. The Rajasthan Urban Improvement Trust Act, 1959; Rajasthan Urban Improvement (changes of land of residential land or premises for commercial purposes) Rules 1974; Rajasthan Improvement Trust (coordination between the municipalities and the improvement trust with regard to construction of buildings) Rules 1964; Rajasthan Urban Improvement Trust (disposal of urban land) Rules 1974; Rajasthan Urban Improvement Trust (general) Rules 1962; Rajasthan Urban Improvement (general) Rules, 1964; Rajasthan Urban Areas (sub-division, reconstitution of improvement of plots) Rules, 1975; Rajasthan Urban Improvement (amendment and validation) Rules, 1975, etc. generally provide for urban development activities, land use and establishment of industrial estates through organisations like RIICO.
- 4.13 There is no provision in any Act for synchronised urban and rural development activities consonance with the overall developmental thrusts incorporated in the NCRPB Act. Though rich in forest, agriculture, mineral resources, Rajasthan segment of the NCR, besides coming up with certain industrial pockets in the vicinity of Delhi and in general areas of Alwar have not achieved much.

- 4.14 On the contrary the policy of the Govt. of Delhi to accommodate Delhi industries in additional 1300 ha. of land in the NCT-Delhi itself has encouraged Delhi entrepreneurs and investors to shy away from newly developed industrial pockets in Rajasthan, Haryana and U.P. Unless this contradiction is reversed the expected decongestion of Delhi, dispersal of noxious and hazardous industries; goals fundamental to the NCRPB Act are not likely to fructify.
- 4.15 The NCT-Delhi, on the other hand has reiterated that Delhi Development Authority is a full fledged planning authority for the NCT-Delhi. DDA had prepared MPD-2001, which came into force from 1.8.90. This provide for planning parameters both for urban and rural pockets of Delhi. Delhi Master Plan provides the planning strategies in an integrated manner for the development of urban as well as rural areas. There are various local bodies which operate in their own jurisdiction within Delhi. But the basic structure for the development of the planning strategies for all the local bodies is common i.e. MPD-2001. DDA reiterated that instead of suggesting a Sub-regional Authority especially for Delhi, it would be desirable if such a unit is created within the DDA itself, for balanced planning of NCT-Delhi and monitoring of the same.
- 4.16 DDA has also claimed that the Sub-regional Plan for Delhi had already been prepared on behalf of the GNCT-Delhi. The 73rd and 74th amendments of the Constitution have attracted bearing on the management structure for planned implementation which are yet to be incorporated in MPD-2001.
- 4.17 The moot issue is, as to whether Delhi should continue to have an organ like DDA to be solely responsible for comprehensive development of the territory. Keeping futuristic aspects of long term planning for Delhi, perhaps a time has come to have a second look into the efficacy of the existing machineries for comprehensive development of the vital capital region. Delhi has transcended the limits and capabilities of DDA. A minor bureaucratic body headed by a generalist cannot handle these problems any more. Delhi deserve a higher comprehensive and better equipped body for piloting its developmental needs in the 21st century and beyond.
- 4.18 The burgeoning megapolis is still attracting migrants from other parts of the country at alarming rate, about 5 lakhs per year. DDA has failed to attend to the comprehensive needs of this sea of humanity which has resulted in disastrous degradation of quality of life in the national capital.
- 4.19 DDA on the other hand has assumed the role of builders and housing dispensers. The overall objectives of state and town planning have been neglected; particularly the environmental aspects. Keeping this brief observations in view it is perhaps necessary to formulate a comprehensive body for the implementation of NCR plan, incorporating therein other important organs of town and country planning, environmental bodies, local municipal bodies and even representatives from industry and commerce.
- 4.20 Therefore, while recommending a new management structure for implementation, the sub-committee suggests that as far as Delhi is concerned a separate and fully comprehensive and representative body should be created in consultation with the central govt. and the govt. of NCT-Delhi. Delhi's developmental priorities are required to be treated at par with the developmental objectives pursued by

megapolises like Tokyo, Mexico, New York, London, etc. Otherwise simple one track bureaucratic approach for development of Delhi is likely to result in serious catastrophe.

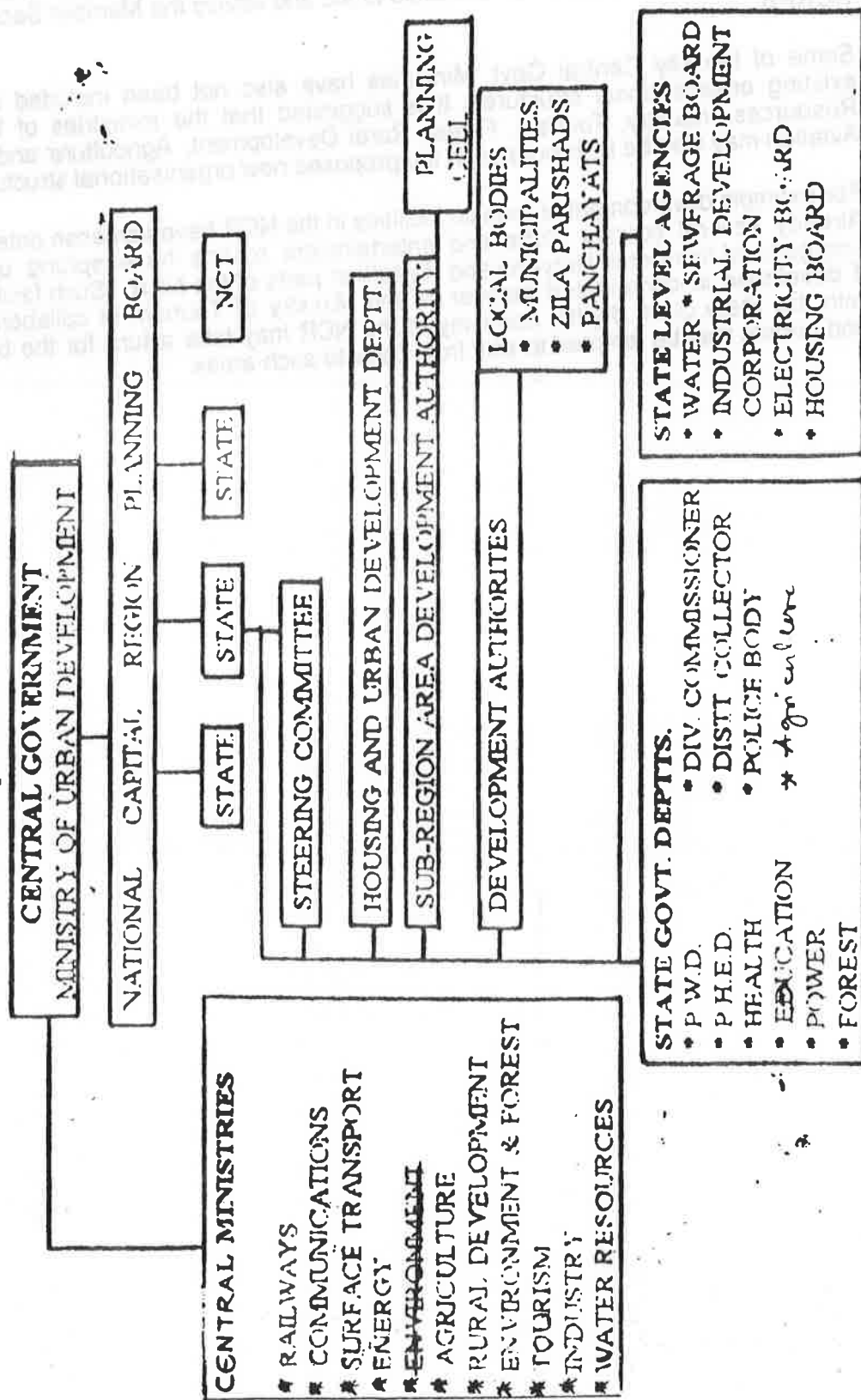
5.0 RECOMMENDATIONS OF THE SUB-GROUP

- 5.1 The Central Govt. Ministries like the Railways, Communications, Surface Transport, Energy and Environment, draw up their own plans and budgets under 5 year plans as well as specific plans. These Ministries are not willing to apportion specific amounts from their budget for synchronised development activities in the NCR. Plans specific to the NCR, therefore, get neglected. Effective modalities are required to be worked out to make the concerned Central Govt. Ministries to apportion specific budget provisions for the NCR plans falling in their sphere of activities. For example, the Railway Ministry does not agree to take up the proposals of expanding the railway network in the NCR, unless separate budget sanctions are provided to it by the NCRPB. Similar is the case of Surface Transport Ministry.
- 5.2 NCRPB is not an implementing authority of development plans. Execution works are done by the concerned ministries of the Central Govt. and deptts. of the State Govts. It should be seriously examined whether the NCRPB can be vested with certain executive functions for the purposes of preparing budget estimate, projecting budget allocation and apportioning financial sanction to the appropriate ministry/deptt. of the Central and State Govts. Unless the NCRPB is empowered and given an affirmative role, it is apprehended that the scheme ultimately may not take-off.
- 5.3 In the existing management structure, emphasis have been given on Steering Committee in the participating states which is only a coordinating body, functioning under the Chief Secretary. In Indian administrative system and developmental activities, the office of the District Collector plays an important role. The existing organisational structure should be augmented by including the Divisional Commissioner and the District Collector for coordinated and appropriately directed developmental activities.
- 5.4 Economic development is always followed by societal and human problems. Influx of criminal gangs in the developed area, tendency to set up more slums around major cities increase in crime and gangsterism are some disturbing symptomings. Shifting of population from Delhi to the NCR have not taken place to the expected quantum partially because to deteriorating law and order situation in certain areas of the NCR. The industry also feel insecure.
- 5.5 India is progressively stepping into the age globalisation of its economy. Several multinational corporation have already set up their offices/infrastructure in Delhi, adding to the existing pressure on office/commercial complexes. It should be endeavour of the revised plan to suggest setting up of Corporate Enclave, in suitable areas of the NCTD and the NCR. Simultaneously, strict ban is required to be imposed on building new office/commercial complexes in NCTD.
- 5.6 In modern world, development includes concepts of security and safety of the entrepreneur. Therefore, it is suggested that a Security Advisory Body should be created in the new organisational structure to aid and advice the participating

Some of the key Central Govt. Ministries have also not been included in the existing organisational structure. It is suggested that the ministries of Water Resources, Industry, Tourism, Forest, Rural Development, Agriculture and Civil Aviation may also be incorporated in the proposed new organisational structure.

Figure-II

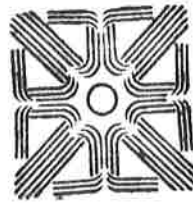
SUGGESTED ORGANISATIONAL STRUCTURE For Implementation



ANNEXURE - VI

ANNUAL REPORT FOR NCRPB 1997-98

वार्षिक रिपोर्ट
ANNUAL REPORT 1997-98



राष्ट्रीय राजधानी क्षेत्र योजना बोर्ड
NATIONAL CAPITAL REGION PLANNING BOARD

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NATIONAL CAPITAL REGION PLANNING BOARD
ANNUAL REPORT FOR 1997 - 98

I. INTRODUCTION

Under Section 24 of the National Capital Region Planning Board Act, 1985 an Annual Report is to be prepared giving a full account of its activities during the financial year immediately preceding the financial year in which such report is prepared and forward copies to the Central Government and the participating States and NCT-Delhi.

The National Capital Region Planning Board has completed 13 years of existence in March, 1998. During this period, the Board has been successful in bringing a detailed development plan for the National Capital Region, keeping 2001 A.D. as the target year. Regional Plan 2001, a statutory plan for the development of an inter-state region, comprises the National Capital Territory of Delhi and neighbouring districts of the States of Haryana, Rajasthan and Uttar Pradesh, covering an area of 30,242 sq. km. The Regional Plan which has the core objectives of containing the population size of Delhi at the level of 112 lakhs by 2001 and developing NCR in a balanced and harmonious manner, lays emphasis on developing large-scale employment generating economic activities in 8 identified priority towns/complexes and 2 select DMA towns, to retard the flow of migrants to Delhi, the bulk of whom come from the neighbouring states. Keeping this in view it also provides for the improvement of the essential urban civic services and transport infrastructure, both at regional and local

levels, so as to attract and absorb the surplus population to be deflected from Delhi through a simultaneous decentralisation and dispersal of economic and administrative activities now concentrated in the National Capital.

II. CONSTITUTION OF NCR PLANNING BOARD

1. The National Capital Region Planning Board has been constituted under "The National Capital Region Planning Board Act, 1985" for development of National Capital Region & for co-ordinating and monitoring the implementation of Regional Plan and for evolving harmonised policies for control of land-uses and development of infrastructure in the National Capital Region so as to avoid any haphazard development of the Region.

2. Composition

The Board was initially constituted in March, 1985 under the NCR Planning Board Act, 1985. It was reconstituted on 15.2.90 and on 30.9.91 additional members were coopted. The Board has further been reconstituted on 22.3.94 and 11.3.97. The final list of the reconstituted Board and co-opted members is at Annexure 'A'.

III. MEETINGS OF THE BOARD

During the period 4/97 to 3/98, National Capital Region Planning Board met once i.e. on 2.9.97, under the Chairmanship of Hon'ble Prime Minister and the following important business was transacted:

1. To give a practical shape to the Ninth Plan, as approved by NCR Planning Board in its last meeting, the Planning Commission should ensure that while finalising the Ninth Plan for the State Governments of Haryana, Rajasthan, Uttar Pradesh and NCT-Delhi, as well as Central Ministries of Surface Transport, Railways and Telecommunication, specific NCR Sub-components are included in their respective Ninth Plan programmes.

2. Laying highest priority to the development of infrastructure in NCR, the Hon'ble Prime Minister felt that development of telecommunication, power, rail and road network, as already approved in the NCR Plan, should be taken up as a time bound programme and necessary modalities may be worked out to implement them.

3. The Prime Minister suggested that the matter of rationalisation of taxes in the National Capital Region should immediately be sorted out through a meeting of Secretaries of the participating states, which should be followed by a meeting of Chief Ministers with him to take a final decision.

4. Minister of State for Urban Affairs and Employment while explaining the importance of Common Economic Zone suggested the setting up of Regional Council chaired by Prime Minister, which could act as a forum to guide the policy and programmes of NCR. Prime Minister appreciated to have a common economic zone for NCR and asked Planning Commission to urgently examine the concept and report to him.

5. The Secretary, Urban Affairs and Employment emphasised the need for a proper and efficient regional transportation system, especially the RRTS & connecting Delhi to the region through uninterrupted Expressways. The cost of transport infrastructure should be recovered by providing higher FAR along the corridors as also in satellite towns connected with transport corridors.

6. It was felt that extension of Delhi's local call facility to DMA and other NCR towns would have a favourable impact on shifting of industries and economic activities out of Delhi. As first step the local call facility should be extended to DMA towns and subsequently the local call facility should be extended to rest of 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.

IV. CONSTITUTION OF THE PLANNING COMMITTEE.

As provided in the NCR Planning Board Act, 1985, Planning Committee under the Chairmanship of Member Secretary, NCR Planning Board has been constituted to assist the Board in the discharge of its functions. The composition of the Planning Committee is at Annexure-'B'.

V. MEETING OF THE PLANNING COMMITTEE

During the period 4/97 to 3/98 one meeting of Planning Committee wasst held on 15.12.97 and the following important business was transacted:

1. Functional Plan of Industry was approved for placing the same for consideration and approval of the Board.

2. In the Special Meeting of the Board, Hon'ble Prime Minister had asked the Planning Commission to examine the concept of Common Economic Zone for National Capital Region.

Accordingly, the Board had sent a note to Planning Commission for examination.

3. The Planning Committee accepted the following land use changes MPD-2001 for consideration of the Board.

i) Change of land use of an area measuring 47 ha. from 'Rural Use' to 'Public and Semi-Public Facilities' - for sports training centre near Ghavera Mour on Rohtak Road.

ii) Change of land use of an area measuring 43 ha. from 'Rural Use Zone' to 'Urban Uses' in Narela Project/Urban extension out of which 40 ha. is for locating a district jail and 3 ha. for locating a district court and residential accommodation for judicial officers.

iii) An area measuring 5 ha. may be permitted for change of land use from 'Rural Use' to 'Public and Semi-public Facilities' - for Police Lines at Sultanpur Dabas.

iv) Change of land use of an area measuring 125 ha. from 'Rural Use Zone' to 'Public and Semi-Public Facilities' - for open district jail at Baprola towards West of Dwarka.

v) Change of land use, from "Rural Use" to "Commercial and Transportation" for Integrated Freight Complex in Narela City measuring 360 ha. with following conditions.

a) Surplus proceeds from freight complex will be used to finance the proposed Perimeter Expressway :

b) The Integrated Freight Complex and the Perimeter Expressway projects will be financially tied up together.

4. The matter of transfer of power to change land use from NCR Planning Board to the Planning Committee, was approved for consideration of Board for approval.

5. The Planning Committee approved the following plans for placing the same in the next Board meeting for its consideration and approval :

i) Draft Development Plan for Palwal - 2021;

ii) Sonapat-Kundli Multi Functional Urban Complex- 2021'

iii) Draft Development Plan for Rohtak - 2025;

6. The proposal of continuance of NCR Planning & Monitoring Cells in the Town & Country Planning Departments of the participating states and their staff strength was approved for placing the same before the Board for consideration and approval.

VI. DETAILS OF THE ACTIVITIES IN THE VARIOUS SUB-REGIONS

A. HARYANA SUB-REGION

1. Submission of Projects

Following five projects were submitted to NCR Planning Board by NCR Cell, Haryana, for loan assistance:

- i) Sector 2, Faridabad (Residential)
- ii) Sector 58, Faridabad (Industrial)
- iii) Sector 18, Panipat (Residential)
- iv) Sector 2, Palwal (Residential)
- v) Sector 4, Rewari (Residential)

These projects were sanctioned in 25th meeting of Project sanctioning & Monitoring Group-I which was held on 26.3.98. For land acquisition & land developments, the cost of these projects is Rs. 116.12 crore, out of which loan assistance of Rs. 88.62 crore has been approved. Against this, the first instalment for land acquisition of Rs. 61.5 crores is being released.

The schemes which have already been financed by NCR Planning Board and the quarterly progress reports are being submitted regularly.

2. Special Meeting of NCR Planning Board held on 2.9.1997

Special meeting of the NCR Planning Board was held on 2.9.97 under the chairmanship of Hon'ble Prime Minister of India. Hon'ble Chief Minister of Haryana had participated in the meeting. Following issues relating to Haryana Sub-region of NCR were raised in this meeting:

- a) Simultaneous development of satellite towns to save Delhi from further degradation.

- b) The objective of Regional Plan-2001 could be achieved only if, all the concerned ministers of Govt. of India participate in the development programme as proposed in this Regional Plan.
- c) Development of mass rapid transport system with satellite towns to encourage people to stay there.
- d) Construction of elevated fly-over at Ashram Chowk, Badarpur, Panipat, Bahadurgarh and Karnal by Ministry of Surface Transport as traffic has increased considerably in these areas.
- e) Approval of FNG Expressway is subject to linking of this road from Ghaziabad to Kundli and further to Bahadurgarh-Gurgaon-Faridabad so as to make it effective bypass of Delhi.
- f) Completion of rail corridor linking Khurja-Palwal-Dharuhera-Rewari-Jhajjar and Rohtak at the earliest and further linking it up with Manesar.
- g) Rationalisation of rates of sales tax in Delhi in order to remove tax disparities existing in the NCR.
- h) Provision of soft loan repayable over a period of 20-30 years for urban development projects.
- i) The Yamuna Nagar Thermal Power Project should be given back to N.T.C.P. as joint venture project and its work be taken immediately.
- j) Inclusion of additional area of Haryana comprising Bhiwani, Jind, Karnal and Hansi Tehsil of Hisar district in NCR as these areas have direct communication linkages with Delhi and are geographically situated in close proximity to Delhi.

Planning Committee

42nd meeting of the Planning Committee was held on 15.12.97.

Commissioner & Secretary, Town & Country Planning, Haryana and Chief Coordinator Planner (NCR) had attended this meeting. The Planning Committee has recommended approval for the draft development Plan-Palwal - 2021 to the NCR Planning Board. The Planning Committee also recommended revised Draft Development Plan, Rohtak-2025 for final publication to National Capital Region Planning Board. As per approval of NCR Planning Board, publication of remaining two plans is under consideration.

4. Finalisation of Sub-Regional Plan

As NCR Planning Board has agreed for provision of green belt along Delhi border as and where possible. So revised Sub Regional Land-use Plan is being finalised and under consideration of the Department/State Government.

5. Meetings of the Sub-groups for finalising Regional Plan-2005

a) Sub-group on Regional Land-use, Eco-development & Rural Development Issues

Visit along the major transport corridor in Haryana sub-region was conducted on 29.9.97 by sub-group to look towards development along these National Highways.

The meetings of this Sub-group were held on 4.6.97, 19.7.1997, 26.12.97 and 11.3.98. All these meetings were attended by NCR Cel, Haryana, Following information was supplied to NCR Planning Board:

- Views and suggestions of the Haryana on 'Structure of the review of the report and (Rural) Development issues.

-Detailed note on Sub-regional Land Utilisation.

-Addition of new areas in NCR alongwith map showing development/regulated areas of the Sub-region.

- b) Sub-group on Management Structure for Plan Implementation Strategies and Development Priorities:
-

The meetings of this Sub-group were held on 17.9.97, 26.12.97 and 10.3.98 . The above meetings were attended by NCR Cell, Haryana. A brief note regarding 'various legal tools available for preparation of plans & their implementation' was submitted to the NCR Planning Board.

- c) Sub-group on Traffic & Transportation
-

All the meetings of this Sub-group were attended by NCR Cell, Haryana. The report wherein the information relating to road length of inner grid and outer grid and estimated cost of their improvement, proposal of bye-passes and position of National Highway in Haryana Sub-region, was supplied to NCR Planning Board.

- d) Sub-group on NCR Policy Zones, Demographic Profile and Settlement Pattern.
-

The Sub-group has held six meetings, necessary information relating to Haryana Sub-region of NCR was submitted to the Sub-group. The Sub-group has prepared and circulated draft report for examination and comments. The comments on the draft report has been submitted vide memo No. 355 dated 9.3.98.

- e) Sub-group on Social Infrastructure, Education, Health and Shelter
-

The Sub-group had held two meetings. Necessary information relating to Haryana Sub-region has been submitted to Sub-group.

f) Sub-group on Economic Profile and Fiscal Policy

The Sub-group had held only one meeting.

g) Sub-group on Physical Infrastructure, Water Supply and Telecommunication

The Sub-group had held six meetings. Necessary information relating to Haryana Sub-region of NCR has been submitted to NCR Planning Board.

6. Faridabad-Noida-Ghaziabad Expressway

Work related to Faridabad-Noida-Ghaziabad Expressway is being handled on priority basis. Hon'ble Chief Minister, Haryana has proposed that FNG Expressway should be extended upto Kundli and then to Bahadurgarh and upto Gurgaon, in special meeting of National Capital Region Planning Board. In the first phase, the demarcation of alignment on site is being done for land acquisition by District Town Planner, Faridabad and Executive Engineer, PWD (B & R), Haryana. The consent of the State Govt. on FNG Expressway is under consideration of the State Govt.

Extension of this Expressway from Ghaziabad upto Kundli is consented upon by NCR Planning Board. The alignment is being Fixed by District Town Planner & PWD (B&R). The alignment of this Expressway in UP Sub-region is being finalised by respective officers.

7. Delhi Peripheral Expressway

The meeting on this issue was held on 17.10.97, 15.12.97, 20.1.98, 10.2.98. Out of these dates, meeting on 15.12.97 and 20.1.98 was held in the office of NCR Planning Board, New Delhi. As per decision taken in meeting held on 15.12.97, a site visit was conducted by G.N.C.T., Govt. of Haryana & others on 23.1.98 for feasibility of Delhi Peripheral Expressway.

8. Committee under Chairmanship of Secretary, L&B, G.N.C.T. for finalising issue of growth centre NCT Delhi, motels in rural NCT-Delhi violation of Regional Plan-2001 in NCT-Delhi.
-

Comments on Mini Master Plan for development of rural Delhi were sent to Secretary, L & B, G.N.C.T.

In addition to abovementioned meetings, following meeting were also held at NCR Planning Board:

- i) Developing a data bank for NCR
- ii) Meeting related to finalisation of FNG Expressway. The information as desired in the meeting has been submitted.
- iii) The alignment of FNG and its further extension upto Sonapat-Kundli is being finalised in coordination with NCR Cell, UP Sub-region.

9. Hissar-Counter Magnet Town
-

3rd Meeting of the City Planning & Monitoring Committee was held on 19.11.97 at Hissar. The finalisation of the development Plan for Counter Magnet Town, Hisar is in Progress as the Plan has been cleared by the City Planning & Monitoring Committee.

10. In consonance with the policy of State Govt. and also that of NCR Planning Board, the development Plans for the towns are being revised for perspective year 2021 AD. The developments for the towns/controlled areas falling in NCR have been discussed with the officers of the NCR Planning Board before their finalisation.

11. Tenth Finance Commission has recommended is 55 crore for the period of 1996-2000 as special problem grant for the State of Haryana. This grant is ear-marked for development of satellite towns to relieve congestion in Delhi. Various Departments of Haryana have taken this grant and NCR Cell, Haryana is monitoring in this regard.

12. Apart from above this office is coordinating with different Govt./Public agencies for formulation and implementation of the schemes.

13. Apart from above this office is attending the meeting on various issues called by the NCR Planning Board.

B. U.P. SUB-REGION

(a) Priority Town

(1) Hapur : Objections and suggestions received from public on the draft of Hapur Master Plan were analysed and a sub committee was constituted for this purpose and its meeting was held on 23.10.97. The draft Plan was amended in the light of sub committees' objections & suggestions. This final draft of the master plan would be approved by Hapur Palkhwa Development Authority forwarded for government's approval.

(2) Meerut: Objections/suggestions for the draft master plan were finalised and the amended plan has been submitted for government's approval. The government approved the Master Plan.

(b) Sub-regional Centre:

Modinagar: Objections/suggestions on the draft for the reviewed Modinagar Master Plan by the controlling authority were forwarded to the government for approval. The approval is awaited.

(2) Baraut: To prepare draft Master Plan for Baraut a detailed landuse survey of Baraut town and its 15 nearby villages, is in progress.

(3) Garh-Mukteshwar: To prepare a draft master plan for town and its nearby 30 villages for the regulated region a physical survey is in progress.

(4) Mawana-Hastinapur: Mawana Hastinapur towns and its nearby villages were declared as Regulated Area under Uttar Pradesh Construction Work Regulation Act, 1958, but due to financial constraints physical survey of this region could not be taken up.

(5) Secunderabad - Pilkhua: To prepare draft master plan for Secunderabad town as a sub-regional centre, Bulandshaher-Khurja Development Authority has deposited Rs. 1.5 lacs for Secunderabad physical survey. Chief Town and Country Planner has been requested to undertake detailed landuse survey for the purpose.

(6) Saradhna: For the regularisation of Saradhna and its 12 nearby villages the map and the list of rural region has been approved by Sub District Officer and the proposal has been forwarded to the government.

(7) Baghpat: For the regularisation of Baghpat Municipal Committee & Town Panchayat Aggarwal Mandi region and its 12 villages, a list and map was forwarded to District Officer, Baghpat for approval. The approval is awaited.

(c) Substantive Villages:

Development Plans of Niwari, Kakod and Janikhurd has been prepared and forwarded to N.C.R. Planning Board for financing. In compliance with that target, Development Plan of Janikhurd has been provided to the Board office and physical survey of Niwadi & Kakod has been done and basic map has been prepared.

In several Sub-regional Groups constituted by Uttar Pradesh Board, NCR Cell has been participating by providing all creative co-operation for the preparation of comprehensive and analytical reports.

- (2) Preparation for development projects to achieve the aims for the regional plan:
-

The fresh projects including Vasundhara plan, Ghaziabad drinking water plan, drainage plan, Ghaziabad were technically investigated and reviewed for all the Development Authorities and Housing Boards by Cell Office.

- (3) Implementation of Projects and Monitoring of Quarterly Progress:
-

(a) Financial and physical progress of the projects financed by NCR Planning Board has been monitored.

(b) Monthly and quarterly progress of projects financed by NCR Planning Board have been collected and compiled with essential technical reports submitted to Administration and NCR Planning Board.

- (4) Co-ordination on the NCR Planning level Board
-

The cell is participating in the meetings organised by NCRPB. As per decision taken in the meeting advance actions has been taken.

- (5) Others:
-

In the context of reviewed revised Regional Plan - 2001 prepared by NCR Planning Board, the review work of Sub-regional Plan of Uttar Pradesh is in progress.

C. RAJASTHAN SUB-REGION

(a) Preparation of Plans/Projects

- i) Draft Master Plan for Shahjahanpur (Sub Regional Centre) has been prepared by Rajasthan Govt.
- ii) Commercial Complex near Kedalganj, Alwar Rao Tula Ram Scheme at Behror and Aravali Vihar Scheme at Alwar was prepared & forwarded to NCR Planning Board for financial assistance.
- iii) Physical and socio-economic survey conducted for preparation of Master Plan for Khairthal Sub Regional Centre.
- iv) Site inspections and Monitoring of NCR Planning Board financed projects were done.
- v) The NCR Planning & Monitoring Cell prepared comments on agenda notes and pursue follow up action regarding decisions taken in various NCR Planning Board, Planning Committee, Project Sanctioning & Monitoring Group (PSMG) and Technical Sub-Groups meetings.
- vi) Advice rendered to the State Govt/Local Authorities in various current planning matters as per Rajasthan Sub Regional Plan and on other proposals.

(b) Rajasthan State Bridge & Construction Corporation (RSBCC)

The project of Const, of Jindoli Ghati Tunnel near Alwar was started from July, 95 and would be Completed within Three Years. The estimated cost of the project was Rs. 602.00 Lacs. The expenditure incurred upto the 31st March, 97 was amounting of Rs. 1,08,45,808/- and from 4/97 to 31st March, 98 expenditure incurred Rs. 4,55,67,977/-. Thus total expenditure incurred upto the date is Rs. 5,64,13,785/-.

The loan required by RSBCC Ltd. from NCRPB Rs. 395.00 lacs and remaining amount Rs. 154.00 lacs will be taken from Raj. State Govt. as Seed Money. A sum of Rs. 395.00 lacs has been received from NCRPB and Rs. 100.00 lacs from Rsj. State Govt. upto the 31st March, 98. Total amount of Rs. 495.00 lacs has been received upto the date.

This Tunnel is constructed for providing a Tunnel Road having only 1/2 km. length to avoid the Circuitous journey through the Ghati, Alwar and Behror will be open a new era in the development of this wealthy agricultural and mineral area of this region after construction of this Tunnel.

The excavation work has been completed and 271 Rmtr Lining work is also completed. The project shall be completed upto end of August, 98. The revised estimate upto the completion of the Tunnel (copy enclosed) has been submitted to Govt. of Rajasthan for approval.

(c) Rajasthan State Industrial and Investment Corporation (RIICO)

RIICO is main nodal agency for Industrial Development in the State. RIICO in consonance with the objectives of National Capital Region Planning Board took initiative in the development of various industrial areas at Bhiwadi, KhusKhera, Chopanki, Sare Khurd, Matsya Industrial Area, Alwar, Behror, Shahjahanpur, Neemrana and Khairthal.

Within NCR sub region RIICO has three Regional offices at Alwar, Bhiwadi and Shahjahanpur responsible for execution of various infrastructure development projects.

I. Development of New Areas in NCR Sub-region of Rajasthan

RIICO took the lead in availing Loan assistance from National Capital Region Planning Board for the first time for the development of industrial infrastructure at Bhiwadi Phase-III in 1991. The total project cost approved was for Rs. 1914.29 lacs for which a loan of Rs. 957 lacs was sanctioned and subsequently disbursed. The project has been completed in June 1997 at a total cost of Rs. 2043.09 lacs. All repayments are being made to NCRPB on time.

RIICO had again posed three more industrial infrastructure development projects costing Rs. 10109 lacs to NCRPB. It was sanctioned in a record time of one month with loan component from NCRPB amounting of Rs. 7132 lacs. Again in 1997-98, RIICO prepared four projects and got loan of Rs. 5103 lacs sanctioned from NCRPB. Disbursement of Rs. 7925 lacs has already been availed. All these projects are under implementation.

II. New Areas Proposed for Development during the Ninth Plan

1. Kot Kasim: It is proposed to develop an Industrial Township at Kot Kasim which is located at a distance about 90 Km from the National Capital. Land measuring 2000 acres has been identified for the project for which acquisition is at an advance stage. Notification under section-6 of Land Acquisition Act (LAA) has been issued by Department of Industries.
2. Industrial area Rabhana: In view of demand for land it is proposed to develop another industrial area at Rabhana during the ninth plan. Acquisition of 600 acres of land has been initiated and notification under section-4 of LAA has been issued on 5.9.97 for this project to be implemented with NCRPB assistance.

Project cost and NCRPB loan assistance for these projects is as under:

1.	Development of Industrial Area, Kotkasim	Rs. 20,000	15,000
2.	Development of Industrial Area, Rabhana	Rs. 6,000	4,500

D. DELHI SUB-REGION

A. Sub-Regional Plan for Delhi

1. The comments/observations received from various Departments in GNCT of Delhi on draft Sub-regional Plan have been compiled and submitted to NCR Planning Board.
2. The draft Sub-regional Plan for Delhi is under consideration with NCR Planning Board.
3. Land & Building Deptt., Govt. of NCT of Delhi contributed Rs. 15 crores under the Plan scheme "Contribution to NCRP Board" during the financial year 1997-98.
4. Land & Building Department along with PWD initiated ambitious Expressway Project. Areas falling under proposed Express Highway within Delhi is being identified for land acquisition purpose and active negotiation with Haryana Govt. is in progress to provide land falling under Express Way within State of Haryana.
5. To reduce the problems of Delhi's commuters, the Govt. of India has agreed to implement the first phase of Mass Regional Transport System (MRTS) for Delhi which will cover a distance of 55.30 Km. including 11 Km. under-ground Metro corridor along with 44.30 Km. of elevated/surface rail corridors.
6. Land in Holambi, Kalan and Bawana has been handed over to DSIDC through Deptt. of Industries, GNCTD for re-locating of industries presently functioning in residential areas.

VII. DETAILS OF ACTIVITIES IN URBAN AREAS OUTSIDE THE NATIONAL CAPITAL REGION SELECTED UNDER SUB-SECTION 'F' OF SECTION 8

The following 5 Counter-Magnet areas were selected by the Board :

- (i) Hissar (Haryana)
- (ii) Patiala (Punjab)
- (iii) Gwalior (Madhya Pradesh)
- (iv) Kota (Rajasthan)
- (v) Bareilly (Uttar Pradesh)

Details of activities in the Counter-Magnet Towns

(a) Patiala:

A loan amount of Rs. 1.00 crore was released by NCR Planning Board, to Patiala Planning and Development Board. The State Govt. of Punjab also contributed its share of Rs. 1.00 crore to the fund. Out of this Rs. 2.00 crores, one crore was advanced by the Patiala City Planning & Development Board to the Patiala Improvement Trust for implementation of the development scheme of Sewa Singh Thikri Wala and another Rs. 1.00 crore to the Punjab Housing Development Board for implementation of Urban Estate Phase-III (Karheri Farm at Patiala). The scheme is under implementation.

(b) Hissar:

The formulation of the development plan for Hissar is in progress and the Development Fund is yet to be created;

(c) Kota:

Under Counter Magnet scheme UIT, Kota is developing as an integrated scheme, namely Srinathpuram. In the year 1993-94, Rs. 200.00 lacs were provided by the Board and similar amount was contributed by the State Govt., remaining amount was spent by the UIT out of their own resources. Till March, 1998 Rs. 695.43 lacs have been spent on the acquisition of land as well as on various development works.

(d) Gwalior:

A loan amount of Rs. 1.00 crore was sanctioned in March for development scheme of Counter Magnet Gwalior City. Special Area Development Authority has not been able to acquire the land for the scheme and as such the work could not be started. The proposals for making available the land for the purpose is pending with the MP Govt. Meanwhile SADA has undertaken the following activities :-

- (1) Conducted present land use survey of SADA scheme area for preparation of land use map.
- (2) Preparation of development Plan for SADA area.

(e) Bareilly:

Under the Counter Magnet Scheme, Bareilly Development Authority has taken up land acquisition and development work of Transport Nagar Plan, Rampur Road Housing Scheme, office & House Plan for Central Govt., Town Centre (Commercial Plan), Trenching Ground Housing Plan, Industrial Development Housing Plan & Ram Ganga Nagar Housing Plan. A total amount of Rs. 20.00 crores was released by NCR Planning Board till date to the Govt. of Uttar Pradesh for development of Bareilly Counter Magnet Town.

Under Section 22 (i) of the NCR Planning Board Act, 1985 a fund has been constituted to be called the "National Capital Region Planning Board Fund". During the year 1997-98 the amount credited into the fund & the expenditure there from were as under:-

(1) An amount of Rs. 82.00 lakhs was received from the Department of Urban Development as grants-in-aid out of their Non-Plan fund for meeting the expenditure towards salaries and allowances of Member Secretary, officers and other employees of the Board as also administrative expenses of the Board. In addition, the unspent balance of the previous year amounting to Rs. 3.36 lakhs was available for the purpose. Various other receipts: for the year totalled upto Rs. 11.48 lakhs. The aggregate expenditure on pay and allowances and other administrative expenses amounted to Rs. 96.82 lakhs, leaving an unspent balance of Rs.0.02 lakhs which has been carried forward to the year 1998-99.

Further an amount of Rs. 14.80 lakhs which was transferred from Board's internal accruals in Capital Section of the account, was utilised by way of grant-in-aid in reimbursement of expenditure incurred by the State Govt. on their respective NCR Planning & Monitoring Cells.

(2) An amount of Rs. 42.00 crores was received from the Department of Urban Development as contribution from their Plan funds for :-

(a) Providing financial assistance to the participating State/Development Authorities for the implementation of both on-going and new NCR schemes and,

(b) Conducting surveys, studies and drawing up plans for the NCR.

In addition, an amount of Rs. 15.00 crores contributed by the Govt. of NCT-Delhi into the fund of the Board. Also, unspent balance of the previous year amounting to Rs. 10.60 crores and fresh receipts of Rs. 62.38 crores by way of debt service payments, interest on bank deposits etc. were at the disposal of the Board.

NCR Planning Board received approval for issuance of tax-free and taxable bonds of the order of Rs. 235 crores to bridge the investment gaps for achieving the Annual Plan investment targets for 1997-98. During 1997-98 Rs. 25.25 crores raised from the Capital Market through taxable Bonds & credited into the Fund of the Board and balance would be raised in the year 1998-99.

In the year 1997-98, NCR Planning Board sanctioned 29 projects having estimated cost of Rs. 800.00 crores as detailed below:-

	Estimated Cost	Loan Component	Ist instalment
Uttar Pradesh	325.57	204.88	91.34
Haryana	351.45	197.30	136.70
Rajasthan	122.80	62.46	36.00
	<u>799.82</u>	<u>464.64</u>	<u>264.04</u>
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During the year 1997-98, an amount of Rs. 84.26 crores was released to the State Governments for 16 schemes details given in Annexure-D. These schemes are at various stages of implementation. The following payments were made by the Board out of Plan Funds :-

UFSIDC, Kanpur	-	Rs. 10.50 crore
Govt. of UP	-	Rs. 28.38 crore

RIICO, Jaipur	-	Rs. 38.75 crore
UIT, Alwar	-	Rs. 4.00 crore
RSECC, JAIPUR	-	Rs. 2.63 crore
		Rs. 84.26 crore

(B) Repayments: Payment of lines of credit availed from HUDCO with interest

Rs. 70.00 crore

Rs. 154.26 crore

The expenditure incurred on studies/surveys & preparation of plans amounted to Rs. 0.03 crores. Further an amount of Rs. 0.20 crore was paid for the office accommodation in the new building complex of India Habitat Centre, Lodhi Road, New Delhi and an amount of Rs. 0.01 crores was paid towards long-term advances to the employees of the Board. In addition Rs. 0.11 crore was incurred towards raising of funds from the Capital Market.

PROJECT MONITORING & COORDINATION

Project Monitoring and Coordination wing is functioning in NCRPB Secretariat with a view to monitor and conduct regular site inspection of projects, review their physical progress and liaise with the Implementing Agencies, Planning Wing of the Board, State NCR Planning & Monitoring Cells etc., even as the NCRPB is only providing loan assistance, primarily for land acquisition and land development to the State Govts/Development Authorities, who are responsible for formulation and implementation of the schemes.

During the year the 3 Project Monitoring Teams in the NCRPB in respect of each participating State visited 29 on-going schemes independently and along with officers from the Planning & Monitoring Cells in the 3 participating States. The tour reports of these schemes were sent to officers in the Board, Implementing Agencies in the States and the 3 Planning & Monitoring Cells. The Monitoring of the implementation of the on-going schemes is also being done through receipt of Quarterly Progress Reports from the concerned Implementing Authorities/NCR Planning & Monitoring Cells with a view of accelerate their progress.

During their visits the Monitoring Teams had observed that most of the schemes/projects suffered from time over-run and the reasons for delay/likely delay in the completion of the projects were reported by the Implementing Agencies as under :-

- i) The loan assistance is provided by the NCRPB to the State Govts. and it is observed that State Govts. make delays in providing funds in turn to their implementing agencies in respect of loan assistance given by Board as also their own required financial assistance especially in case of UP where loans are given directly to the State Govt.

ii) Delay in the approval of revised plans at various levels of State Govt.

iii) The delay in finalisation and sanction of work estimates.

iv) lack of demand due to general recession.

In the face of present rising prices the time over-run results in the cost over-run and consequently delays the implementation of the projects/schemes which are meant for balanced and harmonised development of National Capital Region and ultimately defeat the objectives of Regional Plan-2001. In order, therefore, to complete the projects at the earliest with the minimum possible time over-run, the State Govts/Implementing Agencies were requested in the Board Meeting held on 15.3.97, Planning Committee Meeting held on 15.12.97 and Project Monitoring & Sanctioning Group (PSMG-I) to ensure timely completion of their on-going schemes so as to achieve the objectives of NCR Regional Plan-2001.

Proposal for strengthening of NCRPBs Secretariat including PMC Wing was sent to the Ministry, but the same was turned down and it was stated by MS, NCRPB in the PSMG-I meeting held on 26.3.98 that the PMC Wing was proposed to be strengthened by appointment of a Consultant/expert to accelerate monitoring.

2. Project Sanctioning & Monitoring Group

During the period from 4/97 to 3/98, Project Sanctioning & Monitoring Group met once on 26.3.98 and sanctioned 29 projects having estimated cost of Rs. 800 crores. During the year 1997-98 an amount of Rs. 84.26 crores was released to the State Govts for 16 schemes. Details given in Annexure D.

**CONFERENCES, SEMINARS, WORKSHOPS AND TRAINING PROGRAMMES
PARTICIPATED BY OFFICERS OF NCRPB**

S. NO.	NAME OF THE COURSES/PROGRAMMES	DURATION	SPONSORING ORGANISATION
1.	National Seminar-cum-Workshop on GIS/GPS, Tech. for Managment of Natural Resources	11-12, April, 97	The Institute of Surveyors Delhi Branch
2.	3rd Regional Interactive Wrokshop on Construction	14th June, 97	Construction Industry Dev. Council in Association with Builders Asso. Culcutta
3.	National Seminar on Role of Dev. Authorities - Change 7th programme of Urban Development in 1990s and beyond (in the context of 7th Amendment of the Constitu-tion	13-14th June, 97	Association of Metropolitan Development Authorities (AMDA) New Delhi
4.	7th Programme Total Quality Managment & ISO 9000	28th to 2nd July, 1997	National Productivity Council, Jaipur
5.	AMDA-NIUA Training on Urban Infrastr-ucture Project - Resources Mobilisation Privatisation, pricing, Costing and Cost Recovery	6th-8th August, 1997	Association Metropolitan Development Council
6.	Workshop on Maintance of New Post-Based (instead of earlier vacancy-Based)] Reservation Roster	5th to 7th Nov., 1997	Centre for Managment Training & Social Service (CENTASS) N.Delhi.

Re: Nathan Rostler,
as (ex-leased),
(instead of earlier
New York-Based
Maintenance of
Workshop on

LIST OF MEMBERS OF THE NATIONAL CAPITAL REGION PLANNING BOARD

1.	Union Minister of Urban Affairs & Employment	Chairman
2.	Chief Minister of Haryana	Member
3.	Chief Minister of Rajasthan	Member
4.	Chief Minister of Uttar Pradesh	Member
5.	Lieutenant Governor, National Capital Territory of Delhi	Member
6.	Minister of Town & Country Planning Govt. of Haryana	Member
7.	Chief Secretary, Govt. of Haryana	Member
8.	Minister of Urban Development, Govt. of Rajasthan	Member
9.	Chief Secretary, Govt. of Rajasthan	Member
10.	Minister, Urban Development Govt. of Uttar Pradesh	Member
11.	Secretary, Housing & Urban Development Govt. of U.P.	Member
12.	Chief Minister of Delhi	Member
13.	Chief Secretary, Govt. of National Capital Territory of Delhi	Member
14.	Secretary, Ministry of Urban Affairs & Employment, Deptt. of Urban Development, Govt. of India	Member
15.	Minister of State for Urban Affairs & Employment	Member
16.	Chief Town Planner, Town & Country Planning Organisation, Govt. of India	Member
17.	Minister for Power, Govt. of India	Member
18.	Minister for Telecommunication, Govt. of India	Member
19.	Minister for Railways, Govt. of India	Member
20.	Minister for Surface Transport,	Member
21.	Member Secretary, National Capital Region Planning Board	Member Secretary

Co-opted Members

1. Chief Minister,
Government of Madhya Pradesh
22. Secretary, Ministry of Industry,
Government of India
3. Chairman, Railway Board,
Government of India
4. Secretary, Ministry of Surface Transport,
Government of India
5. Advisor (HUD), Planning Commission,
Government of India
6. Vice-Chairman,
Delhi Development Authority
7. Secretary, Department of Expenditure,
Government of India
8. Secretary, Department of Power,
Government of India
9. Secretary, Urban Development & Housing Department,
Government of Punjab
10. Secretary, Urban Development & Housing Department,
Government of Madhya Pradesh

COMPOSITION OF THE PLANNING COMMITTEE

According to the provisions of the NCRPB Act, 1985, the Board has constituted the Planning Committee. It has 19 members under the Chairmanship of the Member Secretary as under :

- | | | |
|-----|-------------------------------------------------------------------------------------------------------------|----------|
| 1. | Member Secretary, NCR Planning Board | Chairman |
| 2. | Joint Secretary in the M/o Urban Development dealing with the work relating to the National Capital Region. | Member |
| 3. | Secretary, in charge of National Capital Region work in the State of Haryana. | Member |
| 4. | Secretary, in charge of National Capital Region work in the State of Rajasthan. | Member |
| 5. | Secretary, in charge of National Capital Region work in the State of Uttar Pradesh. | Member |
| 6. | Secretary, in charge of National Capital Region work in the Delhi Union Territory. | Member |
| 7. | Vice-Chairman, Delhi Development Authority | Member |
| 8. | Chief Planner, Town & Country Planning Organisation, M/o Urban Development | Member |
| 9. | Director, Town Planning Department, Govt. of Haryana | Member |
| 10. | Chief Town Planner, Govt. of Rajasthan | Member |
| 11. | Chief Town Planner, Govt. of Uttar Pradesh | Member |

CO - OPTED MEMBERS

A representative each from the Ministries of

1. Surface Transport
2. Energy (Deptt. of Power)
3. Communications
4. Railways
5. Planning Commission
6. Department of Environment
7. Chairman-cum-Managing Director,
Housing & Urban Development Corporation.
8. Chief Regional Planner,
NCR Planning Board.

COMPOSITION OF PROJECT SANCTIONS & MONITORING GROUP

- | | | |
|----|--------------------------------------------------------------------|-----------------|
| 1. | Secretary, Ministry of Urban Development | CHAIRMAN |
| 2. | Secretary (Exp.) or his representative | Member |
| 3. | Adviser, Planning Commission or his representative | Member |
| 4. | Joint Secretary, incharge of NCR in the M/o Urban Development | Member |
| 5. | Secretaries-in-charge of the NCR work in the States and Delhi U.T. | Member |
| 6. | Chief Planner, TCPO, New Delhi | Member |
| 7. | Member Secretary, NCR Planning Board | Member |

COMPOSITION OF PROJECT SANCIONING & MONITORING GROUP-II

- | | | |
|----|------------------------------------------------------------------------|----------|
| 1. | Member Secretary, NCR Planning Board | Chairman |
| 2. | Joint Secretary (Finance), M/o Urban Development or his representative | Member |
| 3. | A representative of the M/o Urban Development | Member |
| 4. | A representative of the Planning Commission | Member |
| 5. | Secretary in charge of NCR in the States and the Union Territory | Member |
| 6. | Senior Planning Engineer, NCR Planning Board | Member |

List of the schemes for which loan instalment sanctioned during 1997-98.

S.No.	Name of the Schemes	(Rs. in crore) Loan amount
RAJASTHAN		
1.	Ambedkar Nagar Residential Scheme,	4.00
2.	Construction of Tunnel at Jindoli Ghati near Alwar-Behror-Bharatpur Road, Alwar	2.63
3.	Development of Industrial Area, Chopanki	7.00
4.	Development of Industrial Area, Khushkhera	3.00
5.	Development of Special Complex, Bhiwadi	6.00
6.	Upgradation & Improvement of Dharuhera-Bhiwadi-Road, Bhiwadi	6.00
7.	Improvement & Development of Industrial Area, Nimrana	6.75
8.	Development of Export Promotion Industrial, Park-Tapukara.	10.00
		45.38
UTTAR PRADESH		
9.	Development of Integrated Industrial Township, Khurja	10.50
10.	Shatabdi Nagar Sector 4C Infrastructure Development Scheme, Meerut	0.83
11.	Shatabdi Nagar Sector-2, 4B, 5, 6 & 8 Residential infrastructure scheme, Meerut	1.85
12.	Development of Counter Magnet Scheme, Bareilly	13.00
13.	Augmentation of drainage system of Ghaziabad	0.75
14.	50 cusec water distribution scheme from Uppe-Ganga Canal, Ghaziabad	3.75
15.	Vasundhara Nagar Residential infrastructure Scheme. Ghaziabad	7.50
16.	Improvement of Street light in Ghaziabad	0.70
Grand Total		84.26

आर. सी. अग्रवाल
मुख्य क्षेत्रीय नियोजक



R. C. AGGARWAL
Chief Regional Planner

राष्ट्रीय राजधानी क्षेत्र योजना बोर्ड
NATIONAL CAPITAL REGION PLANNING BOARD

No.K-14011/58/99/PMC/NCRPB

Dt. 26.4.99

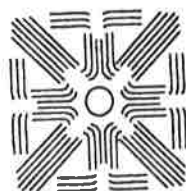
Sub: Minutes of the 24th Meeting of NCR Planning Board held on 23.3.1999.

The copy of the Minutes of 24th Meeting of NCR Planning Board held on 23.3.99 is being sent to the Chairman & all the members/participants for information & necessary action.


(R.C. Aggarwal)

Encls: As above.

**MINUTES OF THE 24TH MEETING OF THE NCR
PLANNING BOARD HELD ON 23RD MARCH, 1999.**



**NCR Planning Board, 1st Floor, Core IV B, India Habitat Centre,
Lodhi Road, New Delhi-110003.**

MINUTES OF THE 24TH MEETING OF THE NCR PLANNING BOARD HELD AT 11.30 AM ON 23RD MARCH, 1999 UNDER THE CHAIRMANSHIP OF UNION MINISTER FOR URBAN AFFAIRS AND EMPLOYMENT-CUM-CHAIRMAN, NCR PLANNING BOARD AT SILVER OAK CONVENTION HALL, INDIA HABITAT CENTRE, LODHI ROAD, NEW DELHI - 110003.

The list of participants is annexed.

- 0.1 The Member Secretary, NCR Planning Board welcomed the Chairman, the Chief Minister Haryana, Lt. Governor Delhi, the Central Minister for Railways, the UD Ministers of the states, the Chief Secretaries, the Secretary MOUA&E and all the participants, stating that the agenda was very long, she requested the Chairman to make his opening remarks.
- 0.2 The Hon'ble Minister and Chairman, NCRPB welcomed the Chief Minister of Haryana, Urban Development Ministers of Rajasthan & U.P., Lt. Governor, Delhi, Union Minister for Railways and all the other participants. The Union Minister stated that he had been looking forward to meeting the new Chief Ministers of Delhi and Rajasthan, to whom he had spoken earlier, who could not make it. He expressed his happiness over the fact that the Lt. Governor of Delhi, and the Urban Development Ministers of Rajasthan & U.P. had come. The Hon'ble Minister stated that the NCRPB is an organisation in which decision making was based on economic considerations and not on political considerations; the governing principle behind all decision making process being the welfare of the people of the region. The Hon'ble Minister referred to the 22nd meeting of the NCRPB which had been chaired by the Hon'ble Prime Minister, however since then the Govt. had been changed, and, the same issues were reiterated in the 23rd meeting of the NCRPB which he had chaired in June '98. The Minister expressed his unhappiness over the slow progress made on the issues discussed and he attributed this to a joint failure of the Central and State Govts., who, he said, had not really taken that much interest as they should have taken. He hastened to add that this did not absolve the Central Govt. of its own responsibility either. He paid tribute to the keen interest shown by the Haryana Chief Minister, Shri Bansi Lal in the functioning of the NCRPB.
- 0.3 The Chairman referred to the voluminous agenda that had been placed before the Planning Board and the paucity of time to deal with it and drew attention to the letter of the Hon'ble Chief Minister of Haryana. He desired that the solutions be found to some of the crucial issues that have been raised in this letter. The Minister stated that the Central Govt. was trying its best in the given circumstances and it was not as if only the State govts. had done the development works and he added that the states of Haryana and Delhi had still not submitted their Sub-regional plans to the Board for approval since the past 4-5 years. He called upon all the participating states and other agencies to take keener interest in the NCR concept to make it a success.

- 0.4 The Hon'ble Minister then referred to Page No.21 of the Agenda regarding the observations made by the Haryana Chief Minister on shifting of industries outside Delhi, he said that Lt. Governor of Delhi, the Chief Secretary of Delhi and his officers were all present and they should take immediate steps for the decongestion of Delhi as per decisions of the Supreme Court vis-a-vis industries. The Minister said that Delhi Govt. have further plans for using another 2100 ha. for locating these industries against the existing 1100 ha. already being used for industrial purposes and the DDA goes on increasing the urban areas. The Minister said that this was a very serious problem; it may be that the industries produce some kind of revenue and other benefits for Delhi but ultimately this was inconsistent with the objectives of the NCR Planning Board and the Act.
- 0.5 The Hon'ble Minister then turned to the contribution that was required to the infrastructure development from the Ministry of Railways. He stated that there was urgent necessity to have an interface between the Railway Ministry and the NCR so as to evolve a rapid transportation system between NCR towns and Delhi within the existing network of the Railways. The Minister drew attention to the condition laid down the Railway authorities that the NCR Planning Board should pay for the operational loss, for putting in such a regional rapid transportation system. He called upon the Hon'ble Railway Minister to look into this matter for a partnership for the future development.
- 0.6 The Chairman stated that whereas such a decision for shifting of certain govt offices/PSUs had been taken extremely long time ago, yet newer and newer offices were being located in Delhi not only asking for space for official premises but also for residential premises. The Minister asked for everyone's cooperation to make the NCR concept a success, wherein, regional considerations though important be kept out as there was a definite purpose behind the enactment of the NCRPB Act, 1985. The Minister indicated that it was not as if we have not had successes, the NCRPB Secretariat had successfully prevented the establishment of a wholesale market - fruits & vegetable complex within Delhi which would lead to further congestion within the city.
- 0.7 The Chairman also reacted favourably to the proposal for expansion of the areas comprising the NCR, which now stood at 30,242 sq.kms., (to increase it by 24,711 sq.kms.). The Minister stated that whereas there had been some opposition to the increase of the area, he suggested that the matter be carefully gone into as there had been opposition to the concept from the DDA and the Planning Commission.
- 0.8 Regarding the uniform telephone and telecom services, the Chairman indicated that since the difficulties expressed by the Ministry of Communications were purely technical in nature and we had no option but to accept these objections.
- 0.9 Before going on to discuss the power sector, the Chairman indicated that he would like to highlight the problems of Delhi vis-a-vis acute water shortage especially now that summer was on. He stated that he had requested the Hon'ble Chief

Minister, Haryana, to come to the aid of Delhi by releasing adequate raw water. The Hon'ble Minister indicated that the problems of water for Delhi need not be seen on parochial lines but should be dealt with in the National context. He said all boundaries between states were creations of human beings and thus such boundaries should not stand in the way of meeting the necessities of the population. He appealed to the Haryana CM, to kindly look into the matter urgently and seriously so that the crisis could get resolved. Responding to the above, the Hon'ble CM, Haryana indicated that Delhi per se did not have water shortages. But, rather, these were due to mal-administration and mal-functioning of the water distribution network. He indicated that many measures could be implemented for saving water by the Delhi Govt., which would improve the availability of water. He stated that he could not ignore the needs of the people of Haryana, be they urban or agricultural and he was not inclined to accede to the request of provision of more water to Delhi.

0.10 The Chairman, drew attention to the previous decisions taken regarding removal of disparities in the tax structure and wanted to know whether any concrete steps had been taken for rationalisation of the tax structure by the various states.

0.11 The Chairman invited the attention to the agenda item No.3 of the 23rd meeting of the NCRPB held on 13th June '98, wherein the Board had authorised Member Secretary to approve the cases relating to landuse and master/development plans on the recommendations of the Planning Committee and to place these recommendations before the Board at its immediate succeeding meeting. This matter was being taken up vide Agenda Item No. 2 (para 2.7.1). He pointed out that the decision taken in the 23rd meeting of the Board, would have to be changed, as this delegation meant giving her veto powers

0.12 The Chairman then went into the question of adequate monitoring to be done by the Planning & Monitoring Cells under the control of the respective State Govts as per earlier decision of the Board. He indicated that the periodic progress reports were not being submitted and that as moneys were invested by the Board, adequate monitoring in physical terms, as also in financial terms, had to be done by the respective state Govts. The Hon'ble Minister stated that whilst he would not like to interfere with the state autonomy, since the NCRPB was funding these cells, which were functioning under the control of the respective state govts, more reason that the working of the cells be regularly reviewed, and, reports called for by the NCRPB Secretariat, be sent within the time frame prescribed. He also indicated that a methodology of control over the State Govts. official functioning in the Cells needs to be evolved.

0.13 On directions from the Chairman the Member Secretary, indicated that states of Haryana and NCT-Delhi had still not finalised their Sub-regional plans

0.13.1 She drew the attention of the member states to the funds position of Board for financing the development projects and mentioned that the states were very slow in lifting the funds even against the already sanctioned schemes. She indicated that the respective State Govts. had not lifted more than 50% of the amount sanctioned

i.e. approx. Rs.1200 crs. and out of the amount that they had lifted, 50% remain utilised - to the tune of Rs. 225 crs. She informed that an amount of Rs.62 crs. was still available with the board for release to the states for their approved schemes and the states were going to pay commitment charges to the Board. She urged the state governments to lift their sanctioned loan instalment as per the schedule indicated in their project reports, and also requested them to submit more new projects for financial assistance by the Board. She also informed the Board of the on-going efforts for raising funds from the capital market, whereby the Board had floated taxable and tax-free bonds to the tune of about Rs.285 crs. as against Rs. 226 crs. in the previous year. She informed that soon these funds would also become available. She, therefore, once again urged the member states to formulate a basket of projects for financial assistance from the Board immediately as loan. Regarding the slow drawl of funds by the States, the Member Secretary pointed out that this is adversely affecting the pace of development of the hinterland, which could not develop until and unless basic infrastructure supported by adequate housing, medical, educational and other facilities are developed to support industrial activity. The Member Secretary reiterated that the grant of the Ministry of UD of Rs. 45 crs. and the money raised from the market, if not loaned out came at a cost. She drew attention to her D.O. letters to the respective Chief Secretaries and UD Secretaries and requested for immediate action. The Chief Secretary, Haryana intervened to draw attention to the Haryana's CM's letter on the interest rates on the loans made available to the respective state govts. by the NCRPB and stated that these needed to be lowered.

0.13.2 In reply, the Member Secretary emphasized that the Board's interest rates were the lowest compared to similar institutions. In fact, it was 3 to 4% lower than that offered by other institutions like HUDCO and ranged as under:

	NCRPB	HUDCO
1. Commercial Schemes	14-15%	16.5-17%
2. Resd/Indl. Schemes	13%	16-16.5%
3. Infrastructure Sector (water supply, sewage disposal, bridges etc.)	12%	15-16%
Infrastructure development & Finance Corporation :		
15-18% (1% over & above the cost of funds)		

Prime Lending Rates (PLR) : 12%

Hence the NCRPB funds were the cheapest in the market.

0.13.3 Member Secretary informed that the review exercise of the current Regional Plan-2001 had now been completed after a delay of three & a half years and the report thereon, would be coming up for the consideration of the Board as a separate agenda item. She also apprised the Board about the efforts being made for systematically monitoring the progress of the Plan implementation and that, in this regard a new detailed proforma has since been designed and circulated among the participating states to supply regular information.

- 0.14 The speeches of Chief Minister, Haryana; Minister for urban Development, Uttar Pradesh and the Minister for Urban Development, Rajasthan were circulated during the meeting and will be taken as read. These are appended.
- 0.15 The Chairman then requested the Chief Ministers and other members to take up the agenda items for discussion.

Agenda Item No.1 : Confirmation of the minutes of the 23rd meeting of the Board held on 13.6.1998.

- 1.1 Minutes were confirmed with the exception of agenda item no. 3 of the minutes of the 23rd meeting. It was decided that the recommendations of the Planning Committee which is chaired by the Member Secretary, would now be sent through the Ministry of Urban Affairs & Employment to the Chairman for approval. The decisions of the Chairman will be placed before the succeeding meeting of the Board for its information.

Agenda Item No.2 : Review of the action taken on the decisions of the 23rd meeting of the Board held on 13.6.98.

2.1 Common Economic Zone (CEZ)

The Chief Minister, Haryana pointed out that no progress had been made with regard to achieving the targets of structuring the NCR as a Common Economic Zone (CEZ) through rationalisation of Tax Rates. The Minister of Urban Development, UP also expressed a similar view and added that no results had really been accomplished with regard to shifting of industries and offices from Delhi. The Lt. Governor of Delhi responded that CEZ should not be taken in the limited context of fiscal equality, rather it should be seen in a larger context of partnership across a much broader front, like relocation of industries in other States, split locations, i.e. somebody having his office in Delhi but having the manufacturing activities in other States, etc. He felt that it was necessary to carry out a conceptual exercise through expert studies to understand the implications of various components involved in the Common Economic Zone concept. The Chairman agreeing with the attitudinal difference persisting on various aspects of this matter among the various participants, assured that he would call a meeting of the Chief Ministers to sort out the matter and also discuss all bilateral issues.

2.2 Inclusion of Additional Areas in the NCR

Regarding the inclusion of additional areas in the NCR, the Board took note of the two views expressed at the 43rd meeting of the Planning committee held on 12.2.99. The Chairman indicated that this being within the powers of the Board, the proposal to include additional area in the NCR was approved in principle and suggested that the details along with their implications should be carefully worked out.

2.3 Power Sector

With regard to the power sector, the Lt. Governor, Delhi expressed certain doubts as to the concept of having a separate NCR Sub-grid when already the entire northern region was controlled by North Regional Energy Board. He was doubtful about the usefulness of this proposal which is an isolated one and may accordingly affect the power situation in Delhi. It was explained by Jt. Secretary, Power that the study undertaken by the CEA was in respect of strengthening of some of the transmission network falling within the National Capital Region of the Northern region. She further pointed out that as far as Delhi was concerned, the basic problem lay in the weakness of the transmission network in Delhi, which the DVB has not been able to strengthen. Accordingly, a separate plan for Delhi and DVB as well as for the NCR was under preparation so that in each of these areas, the distribution network would be improved. She further assured that this will, in no way, be detrimental to the main system as NREB continues to remain the main body for distribution in the entire northern region.

2.4 Railways

2.4.1 Minister for Railways stressed that the study being conducted by M/s. RITES covers the requirement of both intra-urban transportation within Delhi and sub-urban transport requirement in the NCR. Even though the subject of planning of intra-urban rail transportation stands transferred to the Ministry of Urban Affairs & Employment, as a result of amendment to the Allocation of Business Rules in 1986, Railways have been taking initiative in the development of cost effective urban/suburban rail transport schemes, wherever the State Govts are willing to participate in the funding of such projects. In the States of Maharashtra and Tamil Nadu, 2/3 rd cost of the urban rail transport projects is borne by the State Govt. It was in that spirit that the cost of the proposed survey, costing about Rs 1 00 crore, has been fully borne by the Ministry of Railways. Minister for Railways further observed that in a meeting earlier held with Minister of Urban Affairs & Employment and Chief Minister, Delhi, a cost sharing pattern for the proposed investment for the Strengthening of '8 minus' and other radials in Delhi had been agreed to. According to this agreement, 1/3 rd cost of the projects was to be borne each by Ministry of Railways, Ministry of Urban Affairs & Employment and GNCT Delhi. Formal minutes of this agreement, however, could not be issued due to change in Government. It was confirmed by Lt. Governor and the Minister for Urban Affairs & Employment that they stood by the earlier agreement reached for sharing of the cost of the urban rail transport project for Delhi.

2.4.2 RITES made a Presentation of their Interim Report. They have identified 20 projects, 10 in Delhi costing about Rs 2206 crores, and 10 outside Delhi covering NCR, involving a cost of Rs 2935 crore consisting of 1458 crs. projects in U P and 1477 crs. projects in Haryana. RITES brought out that Subzi Mandi Holambikalan corridor, a part of the sanctioned MRTS Ph -I, is required both on urban and suburban transportation considerations. Therefore, the proposal to project Trinagar-Barwala corridor as an alternative to sanctioned Subzi Mandi

Holambikalan corridor, is not tenable. It was also indicated that strengthening of only the '8 minus' without the strengthening of the radials and also integrating it with the sanctioned MRTS Ph-I, will not serve the desired purpose of diverting commuter traffic from road mode to rail mode. RITES Report needs further detailed examination. LG/Delhi confirmed that various agencies should go ahead with according requisite investment approvals to the identified projects.

2.4.3 The Minister further observed that the gauge of Delhi MRTS Phase-I should be Broad Gauge (BG) only, so that there is flexibility for running of the trains between Northern Railway and DMRC transit corridors for the convenience of commuter. Any effort to bring in another gauge would militate against the success of NCR transport plan. Import of Standard Gauge (SG) rolling stock will always be costlier in the long run than transfer of technology on suitable terms for the modern rolling stock to BG standards, which will be adopted by Indian Railways also. Ministry of Railways have followed similar route for locos and other vehicles including EMUs.

2.4.4 It was mentioned during the discussions that followed that it may be desirable to establish a Special purpose Vehicle for the implementation of the identified schemes, as such an organisational structure is best suited for raising money from the Capital Markets as well as from foreign sources. Minister of Urban Affairs & Employment observed that the schemes identified by RITES costing Rs.5000/- plus cores, is not beyond the financial means and, could be considered for implementation right away.

2.4.5 Shri Dhariwal, Minister for Urban Development, Rajasthan pointed out that in the proposals explained by RITES for Regional Railway Transport Network, no extension had been proposed in Rajasthan and was limited only to Delhi-Haryana and Uttar Pradesh. He suggested that for the development of the up-coming Industrial Town of Bhiwadi it will be necessary that Bhiwadi is linked to Rewari-Gurgaon railwayline so as to facilitate both goods and passenger movement therefor.

2.5 Telecom Facilities

Regarding the telecom facilities in the region, Chief Secretary, GNCT-Delhi, observed that the various reservations expressed by the Department of Telecommunications for extending MTNL boundaries to cover the entire NCR were by and large of administrative nature, which it should be possible to overcome. The stand indicated by the Department that the proposals are not administratively viable need not be the final decision and instead it may be appropriate if the Chairman took up this matter again with the Union Minister for Communications.

2.6 Rationalisation of Tax Structure

Regarding the rationalisation of the tax structure, the Chief Minister of Haryana and the Urban Development ministers of UP and Rajasthan pointed out that no

appreciable progress has been made in the direction of bringing in uniform Tax Rates in the NCR. The Chief Secretary, Haryana suggested that it was for NCT-Delhi to take the initiative and the rates of taxes on 134 items which were still below the prescribed floor level, should be brought to the prescribed level agreed to by the States. The Chairman felt that he will have to convene a meeting of the Chief Ministers to sort out these matters, very soon.

2.7 Minutes of the 43rd meeting of the Planning Committee held on 12.2.99

2.7.1. Cases related to change of land use and amendments to Master/Development Plans:

The Board took note of the fact that its earlier decision in the 23rd meeting held on 13.6.98 delegating these powers to the Member Secretary, NCRPB to approve the land use changes after these have been considered by the Planning Committee chaired by the Member Secretary, were non-est in law. It was therefore, decided that hereinafter the recommendations of the Planning Committee in all such cases shall be placed before the Chairman through the Ministry of UA&E for taking a final decision in the matter and the recommendations given by the Planning Committee in its 43rd meeting regarding the various land use change proposals be accordingly placed before the Chairman for his consideration. Decisions thereon shall be placed in the subsequent meetings of the Board for information. Accordingly, the recommendations of the Planning Committee in respect of Agenda Items No. 3, 4, 7 & 7(a) would be placed before the Chairman for his decision in the matter.

2.7.2 The Board took note of the decisions of the Planning Committee in its 43rd meeting on the following items which were placed before the Board for information:

Agenda Item No. 2 : Review of the action taken on the decisions of the last meeting of the Planning Committee held on 15.12.97.

Agenda Item No.5 : Consideration of the Report of the Committee on setting up of motels and development growth centres (Mini Master Plan) constituted under the Chairmanship of the Secretary, GNCT-Delhi.

Agenda Item No. 6 : Development of Fruits & Vegetable market by Agriculture Produce Market Committee at Khampur Vill. NH-1 in NCT-Delhi.

Agenda Item No. 9 : *Status of the construction of Faridabad Noida Ghaziabad Expressway on BOOT basis. It was further decided that the matter may be discussed in the meeting of the Steering Committee set up for the FNG Expressway under the Chairmanship of Secretary, MoUA&E and strategy for implementation of the project, worked out.*

Agenda Item No. 10 : *Status of the Feasibility study of construction of Kundli-Ghaziabad and Ghaziabad-Meerut Expressway being conducted by JICA.*

2.7.3 Agenda Item No. 8 : Consideration of Redelineation of NCR, Delhi Metropolitan Area, a Zone along the major transport corridors in NCR.

This item was discussed as a part of Agenda Item No. 2 of the Board under the Review of the actions taken on the decisions on the 23rd meeting of the NCR Planning Board held on 13.6.98.

2.7.4 Agenda Items No. 11 & 12 - Annual Plan 1999-2000 and Facilities to the officers of NCRPB

The Board also approved the recommendations of the Planning Committee as contained in its minutes of its 43rd meeting held on 12.2.99 against

Agenda Item No. 11 : (Annual Plan 1999-2000); and

Agenda Item No. 12 : Extending facilities to the officers and staff of the NCR Planning Board.

Agenda Item No. 3 : **Issue raised by the Chief Minister, Haryana in his Memorandum submitted to the Prime Minister and the Deputy Chairman, Planning Commission.**

3.1 All the issues raised in the Agenda Item No.3 were taken up by the Chairman in his opening remarks vide paras 0.3, 0.4, 0.6, 0.7, 0.9, 0.10, 0.13.1 and 0.13.2.

Agenda Item No. 4: Consideration of the Report on Review of Regional Plan - 2001 for NCR.

The Member Secretary stated that in compliance with the statutory requirements under NCRPB Act, 1985, the Board had completed the exercise for reviewing the present Regional Plan - 2001 for NCR, although this had delayed by over three & a half years. This work was carried out by a Steering Committee headed by Shri Sayed S. Shafi, Ex-Chief Planner, TCPO and UN Expert on Urban Planning with members drawn from the State Govt of U.P., Haryana, Rajasthan and Delhi, Govt. of India, TCPO, Census of India, DDA, Telecom Deptt., Delhi Jal Board and Experts in their respective fields with Member Secretary as the Convenor. This Steering Committee constituted seven Sub-groups as under on the following subjects:

- i. Policy Zones Demographic Profile and Settlement Patterns
- ii. Economic Profile – Fiscal Plan and Development Resources.
- iii. Regional Landuse – Environment & Eco-development and Rural development.
- iv. Physical Infrastructure.
- v. Social Infrastructure
- vi. Transport and Circulation including major policies in the inter-connected areas.
- vii. Management Structure for Plan Implementation Strategies and Development Priorities

The reports of the seven sub-groups were considered by the steering committee and a final Review Report circulated twice and comments asked for. The key findings and conclusions were presented through an Audio Visual presentation by Prof. R.C. Gupta, Chairman, Sub-Group, Landuse, Environment and Rural Development of the Review Committee in the absence of Shri Shafi who was abroad. The report was accepted by the Board.

Agenda Items No. 5 : Preparation for Regional Plan for NCR - 2021.

The Board directed that since the review of RP-2001 had been completed, it was necessary for the Secretariat now to bring out RP-2021. The MS pointed out that within the NCR Secretariat already a GIS base had been established in 1996 and it was on the basis of this data that the Regional Plan-2001 had been reviewed. For initiating the process of RP-2021, it was necessary that the base data be updated upto 1999 AD. For this purpose data acquisition processing and analysis jobs had already been given to Indian Space Research Organisation (ISRO), Bangalore and National Remote Sensing Agency (NRSA), Hyderabad. Further the ISRO had set up National Natural Resource Management System (NNRMS) in the NCRPB by providing a grant of Rs. 30 lakhs through which most modern computers were being imported by ISRO on behalf of NCRPB. The entire work had been entrusted to ISRO and NRSA with a core cell in the

NCRPB to interact with these agencies on day to day basis. The Member Secretary indicated that NCRPB had already data upto 1993 and that the process of preparation of Plan-2021 was underway and the data for 1999 would be collected towards the end of March. Hence, the DDA and other agencies should associate themselves closely with the NCRPB to produce their Master Plan-2021 within the parameters of NCR- Regional Plan-2021 concept.

Agenda Item NO. 6: Approval of Revised Budget Estimates for the year 1998-99 under Non-Plan (Revenue) and Plan (Capital) and B.E. 1999-2000 under Non-Plan (Revenue).

The budget estimates were approved.

Agenda Items No. 7: Review of loans and advances sanctioned and received by the Board during 1997-98

The information contained in the agenda item was noted.

Agenda Item No. 8: Payment of Interest on application money to private individual applications who could not be allotted Tax-Free Bonds in the light of Ministry of Finance, Deptt. of Economic Affairs, Govt. of India, Guidelines of 25.5.98.

The Board approved the proposal to give interest at the rate of 10.5% on the application money.

Agenda Item No.9: Approval of the Annual Report of the NCR Planning Board 1997-98.

The Annual Report of the NCR Planning Board 1997-98 was approved.

Supplementary Agenda Item No.1: Change of landuse measuring an area of 82 acres in village of Khijuriawas and Khampur form peripheral control belt to public utility in the Bhiwadi Master Plan, Rajasthan.

The Board approved the proposal.

Vote of thanks:

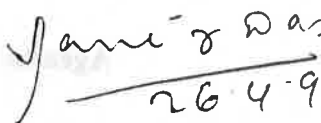
The Minister of State Urban Affairs Shri Bandaru Dattatraya appreciating the enthusiastic participation by the members in the deliberations of the Board felt that more frequent meetings of smaller group of members should be held to resolve various issues, which frequently crop-up during the implementation of the Regional Plan policies of NCR. He was of the view that the decision taken during these Board meetings should be effectively followed up and necessary steps taken to ensure their implementation; otherwise successive meetings would only be repeating for consideration the same issues time and again. He felt that whole-hearted commitment of the Member States, is absolutely necessary for the successful implementation of the Plan. He reiterated the Chairman's directions to have more frequent interaction with the Chief Ministers and the State Govts. He expressed his gratitude to the members for their positive suggestions for improving the pace of implementation of the Regional Plan.

Meeting concluded with a Vote of Thanks to the Chair.

No.K-14011/58/99-NCRPB (24th)
National Capital Region Planning Board
First Floor, Core IV B, India Habitat Centre,
Lodhi Road, New Delhi

Dated April 26, 1999

Copy of minutes forwarded to the Chairman and members of the Board and Special Invitees.


26.4.99
(SARITA J. DAS)
Member Secretary



GOVERNMENT OF HARYANA

SPEECH

OF

SHRI BANSI LAL

CHIEF MINISTER, HARYANA

24TH MEETING

OF

**NATIONAL CAPITAL REGION
PLANNING BOARD**

ON

**TUESDAY, 23RD MARCH, 1999
NEW DELHI**

**Hon'ble Sh. Ram Jethmalani Ji, Urban Development Minister,
Government of India, my esteemed colleagues, members of
the National Capital Region Planning Board and friends !**

I am very glad to be present here today to take part in the 24th meeting of National Capital Region Planning Board. In the last meeting of the Board held under your Chairmanship, most of the issues concerning the development of NCR were deliberated in detail. It was emphasised that until the trend of concentration of economic activities specially industries, trade and commerce etc. attracting large scale in-migration to Delhi is not reversed by deflection and dispersal, the very purpose of creation of NCR will be defeated. In fact, as emphasised by the Hon'ble Prime Minister in the 22nd meeting of the Board, Delhi should set an example by suitably adjusting its tax structure and refraining from setting up more industrial estates so as to encourage the process of deflection of activities to the neighbouring States. It has become all the more necessary as the very survival of this great city is at stake in view of the crumbling physical and social infrastructure.

My Govt. has already submitted a memorandum to the Hon'ble Prime Minister highlighting the fact that the process of development in the NCT Delhi is moving in opposite direction to the stated objectives of NCR. Large scale industrialisation is being undertaken by developing industrial estates in the rural zone; urban extension of Delhi is being proposed for 90-100 lakh persons; plans are being prepared for large scale urbanisation of the river bed Yamuna in the name of 'River front' development; rural areas are being urbanised by proposing growth centres and growth

points; more institutional areas are being added instead of shifting these to the NCR towns. In short, this will result in the creation of more jobs and employment opportunities and more in-migration. The memorandum has also emphasised that the backward areas should be identified as a separate policy zone, a time bound programme for shifting of big industrial units out of Delhi in the NCR should be drawn up, govt. offices and wholesale trade and commerce should be shifted to NCR towns and efforts should be made to develop core infrastructure there as proposed in the NCR Plan. It need not be over emphasised that large scale developments within Delhi are adversely affecting the development in the NCR beyond NCT Delhi.

I am happy to note that the issues raised in the memorandum have been incorporated in the agenda and I am sure that deliberations on these will result in early remedial action in the shape of concrete decisions.

The Haryana Sub-Region constitutes about 44% of the total area of the NCR covering 1/3rd of the Haryana's territory. It not only surrounds Delhi from three sides, but four of the five National Highways and railway main lines emanating from Delhi pass through our State. Fast growing towns like Panipat, Gurgaon, Faridabad, Rewari, Dharuhera fall in the Haryana sub-region. Therefore, accelerated development of the sub region is the most crucial factor for the survival of Delhi. Proximity to Delhi demands heavy investment in the maintenance of law and order, upgradation of social infrastructure and improvement and maintenance of the existing facilities. Since the commitments of the State Govt. in other backward areas of the State are more pressing, it is not realistic to expect the State Govt. to allocate large funds from its

meagre resources for development of NCR sub-region. It would therefore be natural to expect major share of the investment from Central Govt. agencies and Govt. of India should come forward with liberal grants for effective implementation of the Regional Plan.

Development of core infrastructure i.e. railways, roads (highways and express ways), telecommunication, power etc. is crucial for creating a conducive environment for location of economic activities. In fact, every Central Ministry dealing with these core infrastructural elements should have an NCR Sub-Component plan and it should receive high priority in the allocation of separate Budget. There is also an urgent need to involve other Central Ministries like Rural Development, Human Resource Development etc. in the overall development of the region. Special component plans should be drawn up for speedy development of the social infrastructure in the NCR.

The Regional Plan 2001 for the NCR has envisaged a Railway Bye Pass linking the Priority Towns of Khurja - Palwal - Bhiwadi - Dharuhera - Rewari-Jhajjar- Rohtak to provide a link at Panipat with Delhi-Amritsar railway main line. This rail bye-pass will not only open up the most backward areas of the Haryana Sub-Region for development but will also provide an effective bye-pass for the rail traffic (specially goods traffic) not destined for Delhi. There is an urgent need to strengthen the railway network in the region by providing an extension to this rail bye-pass by linking Jhajjar with Sonipat and further on with Meerut. I have taken up this matter recently with the Hon'ble Railway Minister also. The need for the rail link between Palwal and Alwar via Pinangwa - Ferozepur Jhirka was recognised by the

Central Govt. as announced by the then Prime Minister, Shri Deve Gowda on his visit to the region. I have, therefore, requested the Hon'ble Railway Minister to take steps for implementation of this promise made by the Govt. of India to the people of the most backward Mewat region. I would request the Board Secretariat to pursue the matter with the Railway Ministry.

The development of the Counter Magnet town of Hisar will receive impetus if the missing railway line between Rohtak and Hansi is constructed making it the shortest railway route from Hisar to Delhi. Manesar is being developed as a Model Industrial Township and a rail link from Delhi-Jaipur railway line to this township will go a long way in making it a better investment location. In the last meeting of the Board, the Chairman, Railway Board had assured to make available the techno- economic study report on investment inputs required to cater to the commuter traffic in NCR by March, 1999. I hope suitable action will be taken expeditiously on the report for integration of Regional Rapid Transport System (RRTS) in the NCR with the Mass Rapid Transit System (MRTS) of Delhi at the earliest.

Haryana Govt. fully appreciates the need for construction of expressways in the NCR. We have already cleared the proposal for land acquisition for the FNG Expressway, as specifically desired by you. I understand that the response to the notice inviting technical bids for the construction of this expressway has been very poor. We feel that the main reason for the lack of response is due to the fact that the FNG is uneconomical unless and until it is extended upto Kundli. For this, the on going feasibility study of the Ghaziabad-Kundli Expressway needs to be completed on top priority. The alignment for the same has already been approved

by the State Govt. Haryana Govt. has also approved the alignment of the Delhi Peripheral Expressway in the portion falling within the Haryana State. The GNCTD is requested to initiate the project at the earliest.

The NCR Plan has made a provision for linkages between the Priority Towns in the form of an outer grid road. I am happy to learn that a part of this grid within Haryana Sub-Region from Panipat to Rohtak and further to Bawal has been notified recently as a National Highway. The Board should take up with the Ministry of Surface Transport, Govt. of India for upgrading this stretch to a four-lane road at the earliest. This will not only provide intra-regional link but will also provide an effective bye-pass to the traffic not intended for Delhi by linking all the national highways.

Apart from above, the National Highways emanating from Delhi need to be further strengthened through six/four-laning at the earliest. Construction of elevated highway at Panipat and Bahadurgarh is the need of the hour because of the tremendous traffic congestion there. I understand that Delhi Govt. has prepared an ambitious plan for construction of flyovers and hope that the project at "Karnal Mor" on NH-1 and "Ashram Chowk" on NH-2 will be taken up immediately to provide relief to the traffic at these junctions, as the projects have been long delayed.

Telecommunication is also another important infrastructural element while some progress has been made in its upgradation in the NCR whereby DMA towns have been linked with Delhi through local call facility. this facility needs to be extended to the Priority Towns of Panipat, Palwal, Rewari and Rohtak. The

existing infrastructure also needs to be upgraded to provide telephone connections on demand in the region.

With the accelerated pace of development, the demand for power is increasing very rapidly. In order to tide over this power deficit, the Govt. of India should come out with more power generation projects dedicated solely to the NCR. In this context, I would request that the State Govt.'s demand for construction of the second unit of 400 MW gas based power plant at Faridabad by the NTPC may be taken up immediately. I am sure that the Ministry of Power, Govt. of India will complete the exercise to workout details for additional power generation dedicated solely to NCR and creating a Sub-Grid for the NCR at the earliest as assured in the last meeting of the NCRPB.

The constituent States have identified the contiguous areas which have day to day interaction with Delhi for their inclusion in the NCR. This will provide more flexibility in framing schemes for harmonious development of the region. In this context, Haryana Govt. has sent a proposal for inclusion of Bhiwani and Karnal districts and part of Jind and Hisar districts in the NCR. In the last meeting of the Board a decision was taken to complete the study. However, I am informed that the Board Secretariat is proposing to wind up this exercise. Haryana Govt. is of the firm belief that the identification of more strategic areas will help in achieving the objectives of creation of NCRPB. Moreover, the present boundary of NCR is carved out on the basis of the studies conducted in the late fifties and early sixties. Hence in the changed scenario, there is an urgent need to conduct a study on scientific basis to identify the areas having potential for deflection of

economic activities from Delhi. I would, therefore, again request that this study be completed in a time bound manner.

The State Govt. has also been requesting to grant the status of Priority Town to Jhajjar which has now been linked through a National Highway and to Manesar, which the State Govt. is developing as a Model Industrial Township. I would request the Hon'ble Minister for Urban Development to intervene for speedy approval of the State Govt. proposals.

In the last meeting of the Board, the Chairman had emphasised on the need to treat the entire NCR as common economic zone as a first step towards integration of country's economy. The most important aspect in this direction is rationalisation of the tax structure. Haryana Govt. has taken a lead in this regard and out of 207 items agreed upon, Haryana has already brought sales tax of 148 items at par or above the agreed floor rates. In the last meeting of the Northern Zonal Council, we had suggested a taxation system to set off the losses under the Central Sales Tax for speedy adoption of VAT. Apart from the above, Delhi should evolve a taxation system which instead of attracting investments in trade and commerce, should act as a disincentive and help in their deflection to the neighbouring areas.

The process of urban development is very complex and gestation periods are long. The State Agencies like HUDA/HSIDC etc. have developed large scale infrastructure in terms of residential areas, industrial estates, institutional sectors, commercial areas etc. in the NCR towns by investing huge amounts from their own resources. The loan assistance provided through NCRPB is at a high rate of interest of about 13% and with short repayment

periods. We have been pleading for liberal grants and soft loans with nominal rates of interest and longer moratorium on the infrastructure developmental projects. I hope for favourable response in this regard to provide impetus to the process of development in the NCR.

The issues highlighted above are very important for achieving the laudable objectives of the NCRPB. There is a need to prepare a time bound action programme for their implementation instead of paying mere lip service to the objectives. In fact, the tendency of GNCTD to make efforts for attracting further investments in the form of large scale economic activities needs to be curbed, if Delhi is to be saved from further degradation. There is also an urgent need to develop the vacant areas of Delhi as green areas and prevent further urbanisation of its available hinterland. I hope that all these matters will receive the seriousness and urgency they deserve and today's meeting will result in a more decisive direction being given to the objective of NCR.

I express my sincere thanks to the Hon'ble Minister for Urban Development for giving me this opportunity to participate and share my views in this august forum.

JAI HIND.



उत्तर प्रदेश सरकार

राष्ट्रीय राजधानी क्षेत्र योजना बोर्ड

की २४वीं बैठक

दिनांक २३ मार्च, १९६६

में

श्री लाल जी टण्डन,

आवास एवं नगर विकास मंत्री, उत्तर प्रदेश

का सम्बोधन

.....

नई दिल्ली

राष्ट्रीय राजधानी क्षेत्र योजना बोर्ड की 24वीं बैठक 23 मार्च
1999 के अवसर पर उत्तर प्रदेश के आवास एवं नगर विकास
मंत्री, माननीय श्री लाल जी टंडन का सम्बोधन

एन०सी०आर० प्लानिंग बोर्ड की इस 24वीं बैठक में भाग लेने पर मुझे अपार प्रसन्नता है। बोर्ड की विगत बैठकों में राष्ट्रीय राजधानी क्षेत्र की विभिन्न समस्याओं पर उपयोगी चर्चा करने के उपरान्त उनके निदान हेतु कई समाधान सुझाये गये हैं, जिनमें यातायात, बिजली, पानी व दूरसंचार की कमी जैसे विषयों पर लिये गये कई निर्णय महत्वपूर्ण हैं। उत्तर प्रदेश की तरफ से उक्त बैठकों में भी कई सुझाव दिये गये और अन्य राज्यों ने भी समस्याओं को सुलझाने के लिए प्रस्ताव किये। एन०सी०आर० के पूरे कान्सेप्ट को कार्यान्वित करने के लिये यह आवश्यक है कि अनुमोदित प्रस्तावों को गतिपूर्वक कार्य रूप दिया जाय।

हम राष्ट्रीय राजधानी क्षेत्र योजना की मूल भावना से सहमत हैं कि दिल्ली की ओर दिनों-दिन बढ़ रहे पलायन को रोकने और दिल्ली से आर्थिक गतिविधियों को विकेन्द्रीयित करने के लिए क्षेत्रीय इन्फ्रास्ट्रक्चर एवं क्षेत्रीय/उपक्षेत्रीय नगरों का विकास किया जाना आवश्यक है जिनमें दिल्ली के समतुल्य इन्फ्रास्ट्रक्चर की उपलब्धता हो। यहाँ यह उल्लेख करना चाहूँगा कि यद्यपि क्षेत्रीय नगरों के विकास में खासा पूँजी निवेश किया गया है, परन्तु क्षेत्रीय एवं सामाजिक इन्फ्रास्ट्रक्चर के विकास पर कम ध्यान दिया गया है। इसके फलस्वरूप उपनगरों में विकास

कार्य तो हुआ है, परन्तु उनका अपेक्षित सदुपयोग नहीं हो पा रहा है और इन नवीन नगरों में जनसंख्या को समायोजित करने का उद्देश्य भी पूरा नहीं हो पा रहा है। इस असन्तुलन पर तत्काल ध्यान देते हुए आवश्यक कदम उठाये जाने की आवश्यकता है।

यहाँ यह उल्लेख करना उचित होगा कि एन०सी०आर० कान्सेप्ट अभी तक अपने उद्देश्यों को पूरा करने में सफल नहीं रहा है। इसके बहुआयामी कारण हैं, जिनमें प्रमुख यह है कि मुख्य शहर दिल्ली के आकर्षण को हतोत्साहित करने के लिये कोई प्रयास नहीं किया गया। जब तक आर्थिक नीतियाँ इसके समरूप नहीं बनायी जायेंगी, तब तक सफलता नहीं मिलेगी। वहीं दूसरी ओर, क्षेत्रीय व उपक्षेत्रीय केन्द्रों में इन्फ्रास्ट्रक्चर विकास के लिये आवश्यक है कि केन्द्रीय अनुदान उपलब्ध हो। राज्य सरकार व उसके निकाय केवल उतने विकास के लिये ही अपने वित्तीय संसाधनों का उपयोग कर सकते हैं जितना सामान्य विकास के लिये आवश्यक है। उत्प्रेरित विकास के लिये जो अतिरिक्त वित्तीय संसाधन चाहिए उनका प्राविधान केन्द्र सरकार को अनुदान के रूप में करना चाहिए। वित्त पोषण की दिशा में राज्य सरकारों से यह भी अपेक्षा की जाती है कि वह अपेक्षाकृत अधिक संसाधन इस क्षेत्र के विकास में लगायें। परन्तु राज्य सरकार के लिये अपने संसाधनों को किसी क्षेत्र विशेष के लिए अधिक देने पर अन्य क्षेत्रों के साथ असंतुलन की बात होती है। इसके लिये आवश्यक है कि इस क्षेत्र के विकास हेतु वित्त पोषण की व्यवस्था

इस प्रकार हो कि उसका विपरीत असर राज्य के शेष भाग पर न हो। अवस्थापना विकास के लिये दिया जाने वाला ऋण भी रियायती दरों, जो 5 प्रतिशत वार्षिक से अधिक न हो, पर दिया जाना चाहिए।

कामन इकोनोमिक जोन के सम्बन्ध में पिछली बैठकों में भी चर्चा हुई थी। इसके क्रियान्वयन हेतु शीघ्रता से निर्णय करवाने की आवश्यकता है। आर्थिक गतिविधियों के विकेन्द्रीयकरण को कार्यान्वित करने के लिये यह आवश्यक है कि दिल्ली राज्य सरकार द्वारा ऐसी आर्थिक एवं वित्तीय नीति अपनाई जाय जिससे थोक व्यापार एवं उद्योगों को दिल्ली की तुलना में अन्य एन०सी०आर० क्षेत्र में स्थापित करना लाभदायक हो। परन्तु हो इसके विपरीत रहा है। टैक्स स्ट्रक्चर के 'रैशनलाइजेशन' हेतु सुझाये गये 'फ्लोर लेवल' की तुलना में दिल्ली में सबसे अधिक 134 वस्तुओं की कर की दरें इनसे कम हैं जो दिल्ली को आर्थिक कार्यकलापों के दृष्टिकोण से अधिक आकर्षक बनाती हैं। अतः दिल्ली में कर की दरों को तर्कसंगत बनाया जाना आवश्यक है। यह भी आश्चर्य की बात है कि जहाँ एक ओर औद्योगिक एवं आर्थिक कार्यकलापों को राष्ट्रीय राजधानी क्षेत्र में स्थानान्तरित किये जाने की चर्चा की जा रही है वहीं दिल्ली में नई औद्योगिक ईकाईयों की स्थापना, अर्बन एक्सटेंशन अथवा ग्रोथ सेन्टर के नाम पर दिल्ली के ग्रामीण क्षेत्रों में नगरीय कार्य-कलाप का विकास प्रस्तावित किया जा रहा है। एन०सी०आर० प्लानिंग बोर्ड द्वारा

इसमें तत्काल हस्तक्षेप करने की आवश्यकता है।

9वीं पंचवर्षीय योजना अवधि में उत्तर प्रदेश प्रभाग में रु० 1441.00 करोड़ का निवेश प्रस्तावित है, जिसमें से रु० 1060.00 करोड़ संयुक्त क्षेत्र में तथा रु० 381.00 करोड़ राज्य सेक्टर में होंगे। राज्य सेक्टर के अन्तर्गत क्षेत्रीय मार्गों एवं विद्युत वितरण की योजनायें हैं और यह परिकल्पित है कि इन योजनाओं का समस्त व्यय भार राज्य सरकार वहन करेगी। राज्य सरकार के सीमित संसाधनों को दृष्टिगत रखते हुये इन योजनाओं एवं संयुक्त क्षेत्र में शामिल योजनाओं के लिये केन्द्रीय अनुदान दिया जाना चाहिए।

यह सुनिश्चित करने के लिये कि राज्य सरकार द्वारा आवश्यक धनराशि इस हेतु उपलब्ध करायी जा सके, यह आवश्यक है कि योजना आयोग द्वारा एन०सी०आर० में निवेश के लिये अतिरिक्त परिव्यय उपलब्ध करायी जाय। अन्यथा सामान्य परिव्यय में एन०सी०आर० के लिये मात्राकृत करने से प्रदेश के शेष भाग के विकास पर प्रतिकूल प्रभाव पड़ेगा।

यहाँ यह उल्लेख करना आवश्यक है कि पिछली 7वीं तथा 8वीं पंचवर्षीय योजना अवधि में एन०सी०आर० क्षेत्र के उत्तर प्रदेश प्रभाग में काफी मात्रा में भूमि विकास और विभिन्न उपयोग हेतु भवनों का निर्माण किया गया है, परन्तु क्षेत्रीय इन्फ्रास्ट्रक्चर के अभाव में उनमें से काफी सम्पत्तियाँ अनिस्तारित पड़ी हैं। मेरठ एवं गाजियाबाद विकास प्राधिकरणों द्वारा एन०सी०आर० प्लान में

परिकल्पित विकेन्द्रीकरण को ध्यान में रखते हुए काफी मात्रा में भूमि अर्जित करके विकसित की गई है तथा आवासीय एवं व्यवसायिक सम्पत्तियाँ सृजित की गई हैं, परन्तु विकेन्द्रीकरण न होने के फलस्वरूप विकसित परिसम्पत्तियों में उनके प्राधिकरणों की 400 करोड़ रुपये की धनराशि फँसी हुई है।

इस सम्बन्ध में मेरा अनुरोध है कि निम्नलिखित योजनाओं का क्रियान्वयन शीघ्र सुनिश्चित किया जाय :

- 1- कार्यालय स्थानान्तरण के सम्बन्ध में पिछली कई बैठकों में चर्चा हुई है परन्तु इस पर कोई प्रभावी कार्यवाही नहीं हो पाई है। मेरा सुझाव है कि बोर्ड बैठक में इस विषय पर नियमित एजेण्डा के रूप में चर्चा की जानी चाहिये ताकि शीघ्रता सुनिश्चित हो सके।
- 2- गाजियाबाद-मेरठ एक्सप्रेस-वे हेतु फिजीबिलिटी रिपोर्ट के आधार पर यथाशीघ्र एक्सप्रेस-वे बनाये जाने की कार्यवाही शुरू की जाय।
- 3- मुरादाबाद से मेरठ तक रेलवे लाइन को डबल करने एवं उसके विद्युतीकरण हेतु त्वरित कार्यवाही अपेक्षित है।
- 4- दिल्ली के समीप तुगलकाबाद से नोएडा हेतु हुए ग्रेटर नोयडा क्षेत्र में मारीपत तक रेलवे लाइन बिछाने का प्रस्ताव पूर्व में सैद्धान्तिक रूप में स्वीकृत किया गया था। ग्रेटर नोयडा में मारीपत के समीप प्रस्तावित रेल लिंक के जंक्शन पर 200 एकड़ जमीन कन्टेनर डिपो के लिये

चिन्हित कर दी गई है। जहाँ कन्टेनर डिपो बनाने तथा उक्त रेल लिंक स्थापित किये जाने के पश्चात् इस क्षेत्र से उत्पादित की गई वस्तुओं को दिल्ली तथा देश के अन्य भागों में सड़कों से ले जाने की अपेक्षा रेलवे द्वारा ले जाया जायेगा जिससे सड़क पर यातायात का दबाव कम होगा। स्पष्ट है कि इन योजनाओं के शीघ्र क्रियान्वित होने से दूरगामी लाभ होंगे। अतः अनुरोध है कि इस परियोजनाओं पर कार्य शीघ्र प्रारम्भ कराया जाय।

5- मैं यह भी कहना चाहूँगा कि गौतमबुद्ध नगर क्षेत्र अब जिले के रूप में विकसित होना है, अतः ग्रेटर नोयडा क्षेत्र में जनसंख्या एवं गतिविधियाँ बढ़ेगी। ऐसी स्थिति में इसे उपक्षेत्रीय रूप में रखा जाना व्यवहारिक नहीं होगा। जैसा कि पूर्व में अनुरोध किया गया है कि ग्रेटर नोएडा विकास को एन०सी०आर० योजना में क्षेत्रीय केन्द्र के रूप में मान्यता प्रदान की जाय ताकि उसी के अनुसार वहाँ की विकास योजनाओं को संशोधित किया जाय।

6- जैसाकि मेरे द्वारा पिछली बोर्ड बैठक में भी उल्लेख किया गया था कि एन०सी०आर० की वर्तमान सीमाओं से सटे उत्तर प्रदेश उपक्षेत्र के मुजफ्फरनगर, अलीगढ़, मथुरा आदि जनपदों को सम्मिलित किया जाना विचारणीय होगा।

- 7- दूर संचार सेवाओं के उच्चीकरण के लिये सिद्धान्तगत निर्णय लिया जा चुका है और यह तय किया जा चुका है कि यह सुविधायें दिल्ली के समतुल्य होंगी। इसे शीघ्र कार्यान्वयन में लाया जाना आवश्यक है।
- 8- गायिजावाद में कैप्टिव विद्युत परियोजना प्रस्तावित है। इस सम्बन्ध में अनुरोध है कि इसका उपयोग दिल्ली के बाहर क्षेत्रीय नगरों द्वारा ही किया जाय।

अन्त में मैं आभार व्यक्त करता हूँ कि मुझे इस महत्वपूर्ण बैठक में उत्तर प्रदेश सरकार एवं अपने प्रदेश की कुछ मुख्य योजनाओं के बारे में कहने और अपनी समस्याओं को रखने का मौका दिया गया। मुझे विश्वास है कि दिये गये सुझाओं पर गम्भीरतापूर्वक विचार करते हुए निर्णय लिये जायेंगे।

जयहिन्द !

राजस्थान सरकार



सत्यमेव जयते

श्री शान्ती धारीवाल
नगरीय विकास मंत्री, राजस्थान

का

राष्ट्रीय राजधानी क्षेत्र योजना मंडल की 24वीं बैठक

के अवसर पर

भाषण

नई दिल्ली, 23 मार्च, 1999

आदरणीय अध्यक्ष महोदय,

उपस्थित मुख्यमंत्रीगण, बोर्ड के अन्य सदस्यगण एवं उपस्थित महानुभाव

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

मैं राष्ट्रीय राजधानी योजना बोर्ड का आभार व्यक्त करता हूँ कि विगत वर्षों में राजस्थान उप क्षेत्र में 28 परियोजनाओं के क्रियान्वयन हेतु वित्तीय सहायता उपलब्ध कराई, जिनमें से राज्य द्वारा 13 योजनाएँ पूर्ण कर ली गई हैं एवं 15 योजनाओं का क्रियान्वयन किया जा रहा है।

आपको यह अवगत कराते हुए मुझे हर्ष हो रहा है कि अलवर बहरोड़ राजमार्ग 14 पर जिन्दोली घाटी में सुरंग का निर्माण कार्य पूर्ण कर लिया गया है, जो कि अपने आप में एक महत्वपूर्ण उपलब्धि है। अब इसे शीघ्र ही यातायात संचालन के लिए खोल दिया जावेगा।

राज्य द्वारा राजस्थान उप-क्षेत्र में अब तक क्रियान्वित की गई आवासीय, वाणिज्यिक एवं संस्थागत योजनाओं में 13000 आवासीय भूखण्ड, 2400 वाणिज्यिक भूखण्ड एवं 1550 औद्योगिक भूखण्ड विकसित किये गये हैं। लेकिन दिल्ली से औद्योगिक इकाईयों के स्थानान्तरण नहीं होने के कारण कुल 16950 विकसित भूखण्डों में से 7,500 आवासीय भूखण्ड, 950 वाणिज्यिक भूखण्ड एवं 800 औद्योगिक भूखण्ड आज भी अनिष्पादित पड़े हुए हैं, जो कि राज्य के लिए बहुत ही चिंता का विषय है। मैं मुख्यमंत्री, राष्ट्रीय राजधानी क्षेत्र दिल्ली से अनुरोध करूंगा कि वे उद्यमियों को राजस्थान उप-क्षेत्र

के अलवर, भिवाड़ी, नीमराना एवं शाहजहांपुर में अपने उद्यम स्थापित करने के लिए प्रेरित करें। मैं विश्वास दिलाता हूँ कि राज्य में आने वाले उद्यमियों को सभी तरह की सुविधाएं उपलब्ध होगी।

राष्ट्रीय राजधानी क्षेत्रीय योजना में दिल्ली की जनसंख्या वर्ष 2001 तक 1 करोड़ 12 लाख नियत की गई थी, लेकिन जनसांख्यिकी विद्वानों के आंकलन के अनुसार अब इसके लगभग 1 करोड़ 40 लाख तक पहुंचने की संभावना है, जो एक गंभीर चिंता का विषय है। राष्ट्रीय राजधानी दिल्ली की स्थिति आज इतनी भयावह है कि यहां श्वास लेने के लिए शुद्ध वायु एवं पीने के लिए पर्याप्त शुद्ध जल तक उपलब्ध नहीं है। विद्युत आपूर्ति की समस्या, वायु प्रदूषण, भीड़ भाड़ यही तो सब देखने को मिल रहा है यहां। इसके पीछे अगर हम देखें तो लगता है कि हमने योजना तो बना ली है लेकिन सहभागी राज्यों एवं केन्द्र सरकार के सम्बन्धित विभागों द्वारा शुद्ध हृदय से इसका क्रियान्वयन नहीं किया जा रहा है। दिल्ली विकास प्राधिकरण द्वारा वर्ष 2001 तक लगभग 35000 हेक्टेयर अतिरिक्त भूमि पर प्रस्तावित नगरीय विस्तार जिसमें 50 लाख जनसंख्या को समायोजित करने से एक ओर जहां दिल्ली को विद्युत, जलापूर्ति एवं पर्यावरण जैसी विकराल समस्या का सामना करना पड़ेगा वहीं दूसरी ओर राजस्थान उप क्षेत्र के अलवर एवं भिवाड़ी प्रादेशिक केन्द्रों में दिल्ली से अभिमुख होने वाली जनसंख्या के लिए आधारभूत सुविधाओं के विकास पर जो करोड़ों का व्यय किया है, वह व्यर्थ जायेगा। अतः मैं बोर्ड से आग्रह करूंगा कि अब दिल्ली में और अधिक विस्तार को प्रोत्साहित नहीं करें।

काउन्टर मेगनेट नगरों के विकास के लिए आज तक बहुत कम प्रयास हुए हैं। काउन्टर

मेगनेट विकास योजना के नाम पर कोटा में मात्र एक आवासीय योजना ही विकसित की गई है। क्षेत्रीय जनसंख्या के दिल्ली की ओर पलायन को रोकने के लिए काउन्टर मेगनेट नगरों एवं उनके पृष्ठ प्रदेशों का सर्वांगीण विकास किया जाना आवश्यक है। कोटा शहर को एक शक्तिशाली काउन्टर मेगनेट के रूप में विकसित करने की विपुल संभावनाएँ हैं। यहाँ की भावी वायु यातायात की आवश्यकताओं को देखते हुए एक नये हवाई अड्डे की आवश्यकता है। कोटा शहर को दिल्ली से सीधे सड़क मार्ग से भी जोड़ा जाना आवश्यक है। इसके अतिरिक्त प्रस्तावित बाईपास एवं चम्बल नदी पर एक अतिरिक्त पुल, जलापूर्ति एवं जल-मल निस्तारण योजना का क्रियान्वयन किया जाना आवश्यक है। मुझे आशा है कि राष्ट्रीय राजधानी योजना बोर्ड कोटा काउन्टर मेगनेट के अन्तर्गत उपरोक्त योजनाओं के विकास के लिए हर सम्भव सहायता उपलब्ध करायेगा।

विद्यमान प्रक्रिया के अन्तर्गत काउन्टर मेगनेट के विकास के लिए ऋण राशि उपलब्ध कराने के लिए 'विकास निधि खाते' का खोलना अनिवार्य है एवं योजना बोर्ड विकास कार्यों के लिए केवल नगर विकास न्यास, कोटा को ही ऋण राशि उपलब्ध कराता है। इससे विकास कार्यों के क्रियान्वयन में व्यावहारिक कठिनाईयाँ उत्पन्न होती हैं। अतः बोर्ड इस प्रक्रिया में संशोधन कर राष्ट्रीय राजधानी क्षेत्र के विकास हेतु कार्यान्वयन संस्थाओं को जिस तरह ऋण राशि उपलब्ध कराता है, ठीक वही प्रक्रिया काउन्टर मेगनेट के विकास हेतु भी अपनाई जाये तथा कोटा काउन्टर मेगनेट के अतिरिक्त अजमेर/सीकर को काउन्टर मेगनेट के रूप में विकसित करने हेतु वित्तीय सहायता उपलब्ध कराई जाय।

लघु एवं मध्यम कस्बों के विकास हेतु शहरी विकास एवं रोजगार मंत्रालय एक ओर जहाँ शत-प्रतिशत अनुदान उपलब्ध कराता है, वहीं दूसरी ओर बोर्ड राष्ट्रीय राजधानी क्षेत्र में स्थित कस्बों के विकास के लिए ऋण उपलब्ध कराता है, वह भी 13 प्रतिशत ब्याज दर पर जो एक विसंगति है। राष्ट्रीय राजधानी क्षेत्र के संतुलित एवं त्वरित विकास हेतु शहरी विकास मंत्रालय आई.डी.एस.एम.टी. योजना के अन्तर्गत राजस्थान उप क्षेत्र में स्थित सभी कस्बों के विकास के लिए प्राथमिकता पर अनुदान उपलब्ध कराये। मैं बोर्ड से आग्रह करूँगा कि इस सम्बन्ध में अपने स्तर पर भी प्रयास करें।

भिवाड़ी एक आधुनिक औद्योगिक नगर के रूप में विकसित हुआ है, लेकिन रेलमार्ग के अभाव में औद्योगिक यातायात के सुगम संचालन पर प्रतिकूल प्रभाव पड़ा है। भिवाड़ी को रेवाड़ी से ब्रोडगेज रेल लाइन से जोड़ने का मुद्दा राजस्थान राज्य प्रायः विगत सभी बैठकों में उठाता रहा है, जिसका अभी तक कोई सार्थक परिणाम नहीं निकला है। अतः मैं बोर्ड से पुनः अनुरोध करूँगा कि भिवाड़ी को रेल लाइन से जोड़ने के लिए वह अपने स्तर पर विशेष प्रयास कर रेल मंत्रालय से योजना का आरम्भ अतिशीघ्र कराये।

राजस्थान उप-क्षेत्र के प्रादेशिक केन्द्र भिवाड़ी में जल-मल निस्तारण की समस्या अति-गम्भीर है। धारुहेड़ा एवं भिवाड़ी कस्बों का एकीकृत मास्टर प्लान बोर्ड के दिशा निर्देशों के अनुसार बनाया गया है। भौगोलिक बनावट के अनुसार इस क्षेत्र का ढलान हरियाणा में साहिबी नदी की ओर है। अतः धारुहेड़ा एवं भिवाड़ी कस्बों के जल-मल निस्तारण के लिये एक एकीकृत योजना बनाकर उसका संयुक्त रूप से क्रियान्वयन किया जाना अपेक्षित है। अतः बोर्ड जल-मल निस्तारण के लिए दोनों राज्यों में समन्वय हेतु एक

तकनीकी समिति का गठन करें ताकि सर्वमान्य हल निकाल कर इस समस्या से निजात पाई जा सके।

प्रायः राज्य सरकार द्वारा बोर्ड की सभी बैठकों में राष्ट्रीय राजधानी क्षेत्र में सम्पूर्ण अलवर जिला एवं भरतपुर जिले की सात तहसीलों को सम्मिलित करने के प्रस्ताव रखे जाते रहे हैं। लेकिन इस पर अभी तक कोई निर्णय नहीं हो पाया है। बोर्ड की 23वीं बैठक में इस मुद्दे पर शीघ्र निर्णय लेने पर सहमति हुई थी। किन्तु अभी तक इसके कोई सकारात्मक परिणाम सामने नहीं आये हैं। चूंकि इस विषय में पहले से अत्यधिक विलम्ब हो चुका है, अतः यह उचित होगा कि इस विषय में बोर्ड समुचित निर्णय शीघ्र लें।

राष्ट्रीय राजधानी क्षेत्रीय योजना में थोक व्यापार गतिविधियों को दिल्ली से बाहर स्थानान्तरित किये जाने के प्रस्ताव है। लेकिन अभी तक भी योजना बोर्ड द्वारा इस बारे में कोई ठोस पहल नहीं की गई है। राजस्थान का इमारती पत्थर जैसे कोटा स्टोन, ग्रेनाइट, संगमरमर, जोधपुर स्टोन, धौलपुर, करौली एवं जैसलमेर स्टोन का उपयोग देश एवं विदेशों में होता है। उक्त इमारती पत्थर का थोक व्यापार अभी भी काफी हद तक दिल्ली से संचालित होता है जिससे दिल्ली में भूमि, बिजली, यातायात एवं प्रदूषण की समस्या में निरन्तर वृद्धि हो रही है। यदि राष्ट्रीय राजधानी क्षेत्र योजना बोर्ड दिल्ली से भवन निर्माण सामग्री के व्यापार के विकेन्द्रीकरण हेतु ठोस कार्यवाही करता है एवं इस व्यवसाय से संबंधित व्यापारियों को अपना व्यवसाय राजस्थान में संचालित करने के लिए प्रेरित करता है तो सम्पूर्ण उत्तरी भारत की इमारती पत्थर की आवश्यकताओं की

पूर्ति हेतु राज्य सरकार राजस्थान उप क्षेत्र में एक अति आधुनिक स्टोन मार्केट विकसित करने के लिए तैयार है।

बोर्ड राष्ट्रीय राजधानी क्षेत्र में परियोजनाओं के क्रियान्वयन हेतु 13 प्रतिशत ब्याज दर पर अल्पकालीन ऋण उपलब्ध कराता है जो नगरीय विकास परियोजनाओं के लिए अपेक्षाकृत अधिक है। अतः बोर्ड राजस्थान उप क्षेत्र में नगरीय एवं ग्रामीण क्षेत्रों के विकास हेतु क्रमशः 9 एवं 7 प्रतिशत ब्याज दर पर 20 वर्ष की अवधि के लिए ऋण उपलब्ध कराये। अभी हाल ही में बैंकों ने भी ऋण पर ब्याज दर में कमी की है।

राष्ट्रीय राजधानी क्षेत्र के सहभागी राज्यों में विक्रय कर की दरें समान रखे जाने पर बोर्ड की गत बैठक में विचार विमर्श हुआ लेकिन इसके कोई सार्थक परिणाम नहीं निकल पाये। उत्तरी राज्यों के मुख्यमंत्रियों की बैठक में भी इस पर विचार विमर्श हुआ। सभी राज्य विक्रय कर की समान दर रखने हेतु सिद्धान्ततः सहमत तो हैं लेकिन इसका क्रियान्वयन नहीं हो पा रहा है। फलस्वरूप विभिन्न आइटम्स की दरों में असमानता से उप क्षेत्र के आर्थिक विकास पर प्रतिकूल प्रभाव पड़ रहा है। अतः मैं बोर्ड से अनुरोध करूंगा कि वह राज्यों द्वारा समान विक्रय कर लागू किये जाने हेतु समुचित कार्यवाही करे।

यद्यपि राष्ट्रीय राजधानी क्षेत्रीय योजना में गाँवों के विकास के लिए सुझाव दिये गये हैं, लेकिन ग्रामीण विकास के नाम पर अभी तक कोई पहल नहीं की गई है। अतः ग्रामीण क्षेत्रों में प्रस्तावित सेवा केन्द्रों एवं मूल गाँवों में पर्याप्त सामुदायिक सुविधाएँ, स्वास्थ्य

सेवाएँ, विशिष्ट आधारभूत सुविधाएँ आदि उपलब्ध कराने के लिए बोर्ड ग्राण्ट या ब्याज रहित ऋण राशि उपलब्ध कराने हेतु विचार करें ताकि इन केन्द्रों में विकास कार्यों का क्रियान्वयन किया जा सके।

ग्रामीण एवं नगरीय क्षेत्रों की आवास मूलभूत आवश्यकता है। अतः राजस्थान उप-क्षेत्र में ग्रामीण एवं शहरी क्षेत्रों में आवास निर्माण के लिए बोर्ड द्वारा आसान शर्तों पर ऋण राशि उपलब्ध कराई जाये।

राज्य सरकार ने अलवर में राष्ट्रीय राजधानी विश्वविद्यालय खोलने के लिए पूर्व में मानव संसाधन एवं योजना बोर्ड को प्रस्ताव भेजे हैं, लेकिन इस संबंध में अभी कोई सकारात्मक कदम नहीं उठाये गये हैं। अतः मैं बोर्ड से पुनः आग्रह करूंगा कि वह मानव संसाधन विकास मंत्रालय से शीघ्र निर्णय लेने हेतु अपने स्तर पर पहल करें।

जहां तक राष्ट्रीय राजधानी क्षेत्रीय योजना 2001 की समीक्षा का प्रश्न है इसमें कोई दो राय नहीं है कि क्षेत्रीय योजना की नीतियों एवं प्रस्तावों में कोई कमी रही हो। योजना के उद्देश्यों की पूर्ति में अगर कोई कमी रही है तो वह क्रियान्वयन की कमी है। योजना की समीक्षा हेतु गठित समिति ने भी अपनी रिपोर्ट में इस बात को स्वीकारा है। यदि दिल्ली में जनसंख्या के आप्रावासन की ओर दृष्टि डालें तो स्पष्ट होता है कि यहां पर लगभग 50 प्रतिशत आप्रावासी उत्तर प्रदेश से, 12 प्रतिशत हरियाणा एवं 11 प्रतिशत बिहार से आते हैं। अतः दिल्ली की जनसंख्या में हो रही अप्रत्याशित वृद्धि को रोकने के लिए राष्ट्रीय राजधानी क्षेत्र में राज्यों द्वारा प्रस्तावित क्षेत्र को सम्मिलित कर उसका पुनः सीमांकन करने, चयनित काउन्टर मेगनेट शहरों के विकास को प्राथमिकता देने एवं

राष्ट्रीय राजधानी क्षेत्र से बाहर हटकर महानगरों के विकास के बारे में सोचना चाहिए ताकि क्षेत्रीय योजना के उद्देश्यों की पूर्ति की जा सके।

आशा है मेरे द्वारा दिये गये सुझावों पर बोर्ड द्वारा आशाजनक निर्णय लिए जायेंगे। मैं आश्वस्त करना चाहूंगा कि योजना के क्रियान्वयन में राज्य सरकार सदैव अपना सहयोग प्रदान करती रहेगी।

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