

## Subject: Justification for Locating the Project in Forest Land

### 1. Purpose of the Project

- i. The National Capital Region (NCR) is one of the largest Urban agglomerations in the world. It is a multi-state region with Delhi as its centre and covers an area of 58332 square km. It is spreading over four states of Haryana, Rajasthan, Uttar Pradesh and NCT of Delhi. NCR is a highly urbanised region (57%, 2001). It is also a high growth large investment region, consisting of several large and small cities with high movement of people and goods within the region.
- ii. The growing agglomeration of NCR accommodates a rapidly growing population of 4.6 Crores (2011 census) expected to grow to 6.3 crore by 2021. NCT- Delhi is pitted to be most populous city in the world in next 10 years among the megacities of the world. The rapidly growing population, along with high level of urbanization (NCT-Delhi: 97.5% & NCR: 62.5% in 2011) and increasing influx of people from the surrounding areas (in 2016, 33% of the population growth in NCT- Delhi was due to influx of migrant population), have led to high growth in transport demand in NCR.
- iii. The high growth in transport demand in NCR has led to increased congestion on roads due to rise in private transport. Increased congestion on road has further led to high cost and long hours of journey, high consumption of fossil fuel and unprecedented increase in environmental pollution.
- iv. Air quality in Delhi/NCR particularly in winter months ranges from a serious to alarming primarily due to pollution from vehicular and stubble burning. As per a study EPCA, the levels of particulate matter (PM<sub>10</sub> & PM<sub>2.5</sub>) in NCR are around 4-7 times higher than the national air quality standards with vehicular pollution as the second largest and most consistently contributing source.

### 2. Objective of Regional Rapid Transit System (RRTS):

To promote sustainable and balanced growth in National Capital Region the NCR Planning Board prepared a "Functional plan on transport for National Capital Region-2032", which recommended development of multimodal transport system for NCR with special emphasis on dedicated rail based high-speed, high-frequency Regional Rapid Transit System RRTS for connecting regional centres in NCR.

RRTS is a rail-based high speed, high frequency Regional commuter transit system connecting metro polytan and big cities and towns and urban nodes across the National Capital region and is one of the key strategic interventions of Government to empower citizens through excess to education, healthcare, environment and economic opportunities. It addresses the issues of hazardous air pollution, severe congestion and unmanageable urban sprawl on a sustainable basis as it offers a faster, safer, more reliable and energy efficient mobility solution.

The erstwhile planning commission of India (now NITI Aayog) appointed a task force ( in the year 2006) under the chairmanship of secretary erstwhile Ministry of Urban Development ( now Ministry of Housing and Urban Affairs), which identified 8 corridors and prioritized three corridor, Delhi-Panipat, Delhi-Alwar and Delhi-Meerut for implementation in the Phase-1 of RRTS.

The three prioritized RRTS projects are 'Comprehensive Action Plan' (CAP) for air pollution control in Delhi and NCR and the recommendations of "High Powered Committee on the decongesting traffic in Delhi". Considering the sustainable economic benefit of the project, all the three projects have been included in National Infrastructure pipeline (NIP), recently



finalized by department of economic affairs and unveiled by Hon'ble Finance Minister.

The aim and objective of Regional Rapid Transit System (RRTS) project is to develop a transforming rail system by conceptualising an integrated mobility solution for National Capital Region supported by multi-modal integration. By providing fast, reliable and efficient transportation system, the project will:

- a) Significantly reduce pollution in NCT of Delhi and NCR;
- b) Significantly reduce traffic congestion on the roads by increasing modest share of public transport;
- c) Significant reduction in travel time;
- d) Improve quality of life for the citizens of Delhi and NCR;
- e) Improve productivity of labour and industry in Delhi and NCR;
- f) Result in balanced and sustainable regional development of Delhi and NCR.

Apart from addressing the above vital issues, RRTS will also bring in significant economy-wide benefits, such as, direct and indirect employment and increase in GDP, thus catalysing economic activity across Delhi-NCR.

**3. Implementation Planning of RRTS corridors:**

'Functional Plan on Transport for NCR-2032' prepared by National Capital Region Planning Board (NCRPB) recommended eight Regional Rapid Transit System (RRTS) Corridors to connect various important towns of National Capital Region. The Task Force constituted by the Planning Commission prioritised three corridors namely Delhi-Ghaziabad-Meerut, Delhi-Sonipat-Panipat and Delhi-Gurugram-Rewari-Alwar, for implementation in the first phase. It has been further decided to implement Delhi-Gurugram-Rewari-Alwar further in three phases as under:

- Phase-1: Delhi to Sahajahanpur-Neemrana- Behror (SNB) Complex
- Phase-2: SNB to Sotanala
- Phase-3: SNB to Alwar

National Capital Region Transport Corporation (NCRTC), a joint venture company of Government of India (50% share) and participating State Governments of NCT of Delhi, Haryana, Rajasthan and Uttar Pradesh (having share of 12.5% each), has been incorporated with mandate for the implementation, operation and maintenance of RRTS.

Out of three prioritised RRTS corridor, Delhi-Ghaziabad-Meerut RRTS corridor project has been approved by the Government of India vide sanction order dated 07.03.2019 and the work on the same has commenced. The Detailed Project Report for the first phase of Delhi-Gurugram-Rewari-Alwar corridor namely, Delhi-Gurugram-Rewari-SNB complex has been approved by Board of Directors of NCRTC, Governments of Haryana, Rajasthan & Delhi and is being processed for seeking sanction of the Central Government on the project. The Detailed project report for Phase-2 of this corridor namely SNB-Sotanala and Delhi-Sonipat-Panipat RRTS corridor are under advanced stage of finalisation.

**4. Delhi -SNB RRTS Corridor:**

This RRTS corridor having total length of 106.5 Km originates from an integrated elevated terminus station at Sarai Kale Khan in Delhi, which is also a terminus station for other two corridors and terminates at SNB in Rajasthan. Out of total length ,82.49 km falls in Haryana, 22.08 km in Delhi & only 1.93 km in Rajasthan. Out of total 106.5 km length, the underground



length is about 36 km (almost entire route length in Delhi is Underground) and balance 70 Km is elevated. The alignment has been finalised keeping in view geometry required for highspeed trains which does not permit sharp curves and multi modal integration with other modes of Traffic for commuters' convenience, availability of land etc.

## 5. Area under proposed construction:

Total length of phase-I i.e. Delhi-Gurugram-SNB corridor is 107 Km. and having 16 Stations. (Total 4 in Delhi including SKK and remaining in Haryana and Rajasthan) Out of the entire length, 74.60 Km. is elevated (In Haryana & Some portion in Rajasthan) & 32.40 Km is underground (17.90Km. in Delhi & 14.50Km. in Haryana) Entire Delhi portion has been planned underground, Since it is passing through, Zoological Garden, Archaeological Monuments and VIP's residences etc., The entire route is designed for a maximum speed of 180 Km/h and the operating speed will be 160 Km/h average speed (including all the stops) will come around 100 Km/h.

The Delhi-Gurugram-SNB RRTS corridor starts from Sarai Kale Khan Station in Delhi. The corridor will pass through areas of INA, Munirka & Aerocity in Delhi and Udyog Vihar, Sector 17, Rajeev Chowk etc in Gurugram and terminates at SNB (Behror Rajasthan). A stabling line alignment originating from Sarai Kale Khan and terminating at Stabling Yard Complex at Jangpura.

## 6. Status of the land under consideration

Land parcel measuring 12 Hectares at Jungpura has been allotted to NCRTC by L&DO, MoHUA which was previously allotted to Hindustan Prefab Limited. After making due payment, physical possession of the land has been taken over. The area has a number of old & abandoned factory sheds. This plot is landlocked from all the sides and doesn't have any proper approach. Accordingly, two approaches have been planned one from elevated road from Ring Road and other below Mathura Road from Mathura Road side. These approaches have already been approved by UTTIPEC, headed by Hon'ble LG, NCT of Delhi.

## 7. Possession details of land under consideration

The proposed construction in the land parcel comprises essential functional infrastructure for RRTS corridor such as Stabling Yard, Operation and Control Centre, terminal RRTS station, residential towers and office complex etc.

## 8. Certificate from the competent Authority that no alternative site is available

RRTS is a highly capital intensive public funded infrastructure project. The likely completion cost of Delhi-Gurugram-SNB RRTS corridor is Rs 37,987 Cr. The above project is planned to be implemented in a tight schedule of six years and the cost of each days delay is to the tune of Rs 4 Crores. For adhering to the above time schedule, it is necessary that clearances from various authorities are available in a timely manner.

In view of the above, to achieve the objective of an efficient, safe and reliable regional rail transit system and in view of various benefits enumerated above stabling yard at Jangpura New Delhi is necessary and justified for implementation of Delhi - Gurugram - SNB RRTS corridor.

  
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