

Report No 93

Regional Rapid Transit System (RRTS): Resolving issues to expedite decision for construction of first Meerut-Delhi corridor

January 29, 2019

Environment Pollution (Prevention and Control) Authority for NCR (EPCA)

1. Background

On January 18, 2019, the Hon'ble Supreme Court observed that this project is "absolutely necessary and there should be no delay on the part of concerned authorities". It directed EPCA to convene a general meeting with the concerned stakeholders..and it's outcome be reported to this court on the next date of hearing. EPCA convened the meeting on January 25, 2019 with all necessary participants (see Annexure 1). This report is being filed in compliance with the direction of the Hon'ble Supreme Court and seeks to find resolution to the objections raised by Delhi government so that the project can be expedited.

2. RRTS: why it is important for reducing pollution

The 2018 report by the Union Ministry of Earth Sciences (MoES) finds that vehicles contribute to 40 per cent of the air pollution load of Delhi. It also points out over 1.1 million vehicles enter Delhi every day at just 8 entry points from the region. These include trucks, taxis and personal vehicles. Previous reports have confirmed this trend and also point to the fact that an equal number of vehicles enter and leave Delhi each day – in other words, there is massive movement of private vehicles and taxis between the booming commercial points in the NCR region – Gurgaon, Manesar, Faridabad, Noida, Greater Noida, Ghaziabad, Meerut etc.

The Hon'ble Supreme Court has already directed action to reduce truck and heavy vehicle traffic entry into Delhi. It has imposed an Environment Compensation Charge (ECC) and has directed that only Delhi bound commercial traffic be allowed entry. It has also directed that trucks over 10-year old should not be allowed entry and had directed for the construction of 2

expressways – Eastern Peripheral Expressway and Western Peripheral Expressway (EPE and WPE) to divert truck traffic from Delhi.

However, as the 2018 MoES report points out, the air pollution load from personal vehicles as well as taxis plying in the region also needs to be urgently addressed for clean air.

This can only be done through greatly enhanced regional connectivity – bus, train and metros. Today intra-NCR connectivity is extremely inadequate and adds to congestion and toxic pollution.

It is also clear that air pollution knows no boundaries. The NCR region is one air shed and all efforts must be made to reduce sources of pollution, which includes the use of private vehicles and taxis to commute. This can only be done through public transport, including rail transport in the region.

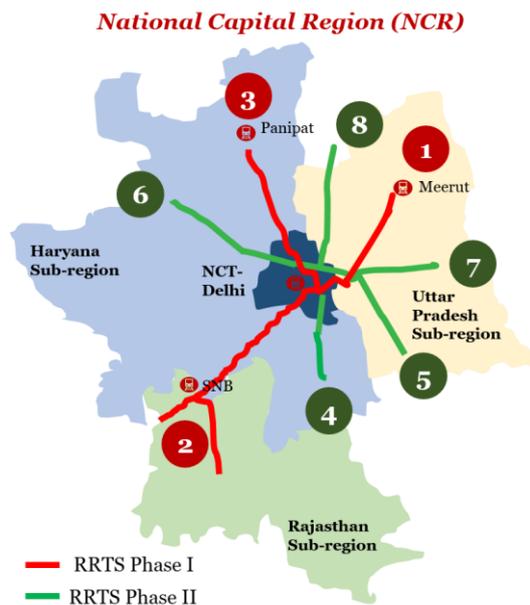
EPCA cannot stress enough the need for all projects to improve connectivity in the region so as to reduce movement by personal vehicles. Without this, we will not be able to combat deadly and toxic air pollution, which has reached public health emergency in the region.

RRTS for NCR connectivity is included in CAP: The Comprehensive Action Plan for air pollution control (CAP) has been prepared under the directions of the Hon'ble Supreme Court by EPCA and has been notified by the Ministry of Environment, Forests and Climate Change (MoEF&CC) under section 3 and section 5 of the Environment Protection (EP) Act 1986. This notified action plan includes the construction of RRTS, to decongest the region and to reduce pollution.

3. RRTS: Key facts

The Regional Rapid Transit System (RRTS) was planned way back in 2006. It was conceptualized as a mode of transport that would connect the region and provide for modern and convenient transport. EPCA would like to point out to the Hon'ble Court that had the project taken shape when it was originally planned, it is possible that pattern of urban growth in the region would have been different and better. Improved mobility would have led to distributed urban growth of satellite cities – like Meerut or Panipat or Rewari – where people would have preferred to live and commute for work or commerce to other regions.

RRTS has 3 priority corridors in its first phase (see map):
 Delhi-Ghaziabad-Meerut
 Delhi-Gurgaon-Rewari-Alwar
 Delhi-Sonepat-Panipat



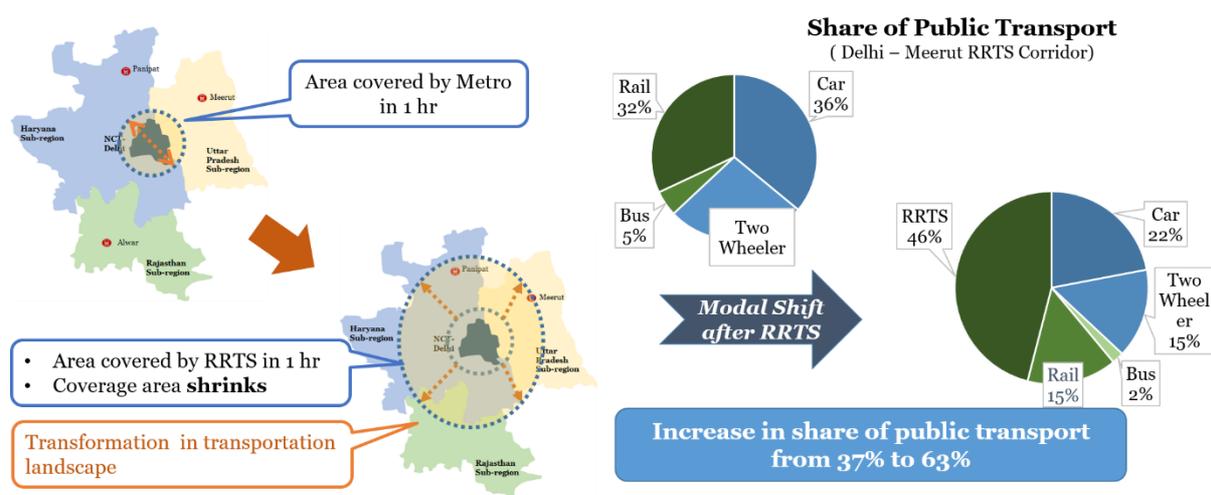
In 2013, the National Capital Region Transport Corporation Limited (NCRTC) was set up for the purposes of building these corridors. This is a joint venture of Ministry of Housing and Urban Affairs of the Central government and participating state governments. The Chief Secretary of Delhi is a member of the board of NCRTC.

RRTS is integrated to city metros and other transport modes for multi-modal integration: What is most important is the following:

- The three RRTS corridors are planned to converge at Sarai Kale Khan and will be interoperable. This means that people can travel from Meerut to Gurgaon, without leaving the station as the train will operate between the region.
- The RRTS stations are integrated with metro stations – Delhi metro along the route, Meerut (proposed) and Gurgaon; also with Airport with the aerocity metro station; railways (Nizamuddin and Anand Vihar); ISBT

and other bus terminal. This will allow people to move seamlessly between different modes of transport.

The data from the commissioned studies by NCRTC reveal that there will be an increase in the share of public transport from 37% to 63% once the corridors are built. This is because while the metro covers a small region in 1 hour – providing connectivity – the RRTS links to this and covers a much larger region in that 1 hour. It then has the potential of transforming connectivity (see chart below).



Delhi-Meerut corridor: It will start at Sarai Kale Khan (Delhi) and end in Modipuram (Meerut). The rapid train, travelling over 82.15 km will take 1 hour – from Meerut to Delhi. The design speed of RRTS is 180 km and it will do roughly 100 km in 60 minutes, after the stops.

The Delhi-Meerut project has got all statutory clearances; it has also secured external funding for the bulk of its projected cost of Rs 31,632 crore.

On 9.12.2016, the project was sent to UP and Delhi government for their approval. **On 19.5.2017**, UP government gave approval.

The Delhi government has accorded approval in principle but has said that its final approval is conditional to its objections/demands being met. This has effectively meant that the project is held up.

NCRTC has told EPCA that it has made presentations and replied to queries raised by the Delhi government on the project over the past 2 years. On January 17, 2017, March 24, 2017, August 9, 2017 it has made presentation to Minister, Transport, Delhi government and on 24.6.2017, 13.10.2017, 24.11.2017, 12.3.2018 and 22.3.2018 responded to queries raised.

4. Delhi government position on RRTS

In its affidavit to the Hon'ble Supreme Court filed in January 2019 in compliance with the directions of 3.12.2018, the Delhi government has said that while it accords in-principle clearance to the project it has the following objections:

1. Lack of finances: On 30.7.2018, the Delhi government wrote to Union Ministry for Housing and Urban Affairs that GNCTD does not have adequate finances to meet the cost of its share -- Rs 1138 crore (spread over 4-5 years). It stated that Delhi's share in the project cost may be borne by the Central government.

2. Change of station from underground to elevated at Sarai Kale Khan: On 19.9.2018, the Delhi government wrote to Managing Director NCRTC that the change of Sarai Kale Khan station from underground to elevated is not acceptable as it would seriously delay in re-development plan of ISBT.

5. Examination of objections by Delhi government and observations

EPCA has examined the two objections in its meeting held on 25.1.2019 and has received further clarifications/responses from Delhi government (see Annexure 2 and 3) and NCRTC (Annexure 4) in this matter.

5.1: Change of design of Sarai Kale Khan

The Delhi government has proposed that it will develop Sarai Kale Khan as an Inter-State Bus Terminal. This is pursuant to the directions of the Hon'ble Supreme Court of July 1998, in which it had directed:

“New inter-state bus terminals (ISBT) to be built at entry points in North and Southwest to avoid pollution due to entry of inter-state buses by March 2000.”

The Delhi government has proposed to redevelop Anand Vihar and Sarai Kale Khan as modern inter-state bus terminals.

Its objection to RRTS is that the station design has changed and that this will delay its work on the re-development of Sarai Kale Khan.

EPCA has examined this issue as follows:

Underground vs Elevated station: While the original proposal included RRTS station as underground, this change to go elevated was made in March, 2017 for the following reasons:

- a. **This would reduce costs of the project by Rs 4000 crore.** This is particularly important, as higher capital costs, make public transport projects more expensive and add to the cost of fares, which in turn make it unviable to get people out of private modes of transport.
- b. **It would be safer for commuters** – the original plan envisaged going 50 metres underground and this would add to concerns of safety and increase costs of ventilation etc.
- c. **By going elevated, it would not delay Sarai Kale Khan redevelopment** – if the RRTS station was underground, all redevelopment plans would have to be put on hold till this was completed. Instead, by building an elevated station, Delhi government could continue with its re-development of Sarai Kale Khan.

These reasons for modifying the station plan were discussed and communicated to the Delhi government in meetings of the NCRTC, where the chief secretary is a member. But in September 2018, the Delhi government decided to make this change in plan – underground to elevated -- the reason for its decision not to approve the project.

On October 26, 2018, Union Ministry for Housing and Urban Affairs wrote to the Delhi government explaining these above reasons (see Annexure 5). However, the Delhi government maintained its position against the change in design, which it also stated in affidavit to the Hon'ble Court.

In its letter to EPCA of January 24, 2019 (Annexure 2), the Delhi government has accepted the change in the plan to construct the elevated station.

However, in this same letter, the Delhi government has added a new condition to its approval. It has now said that the cost of its part of the project, namely

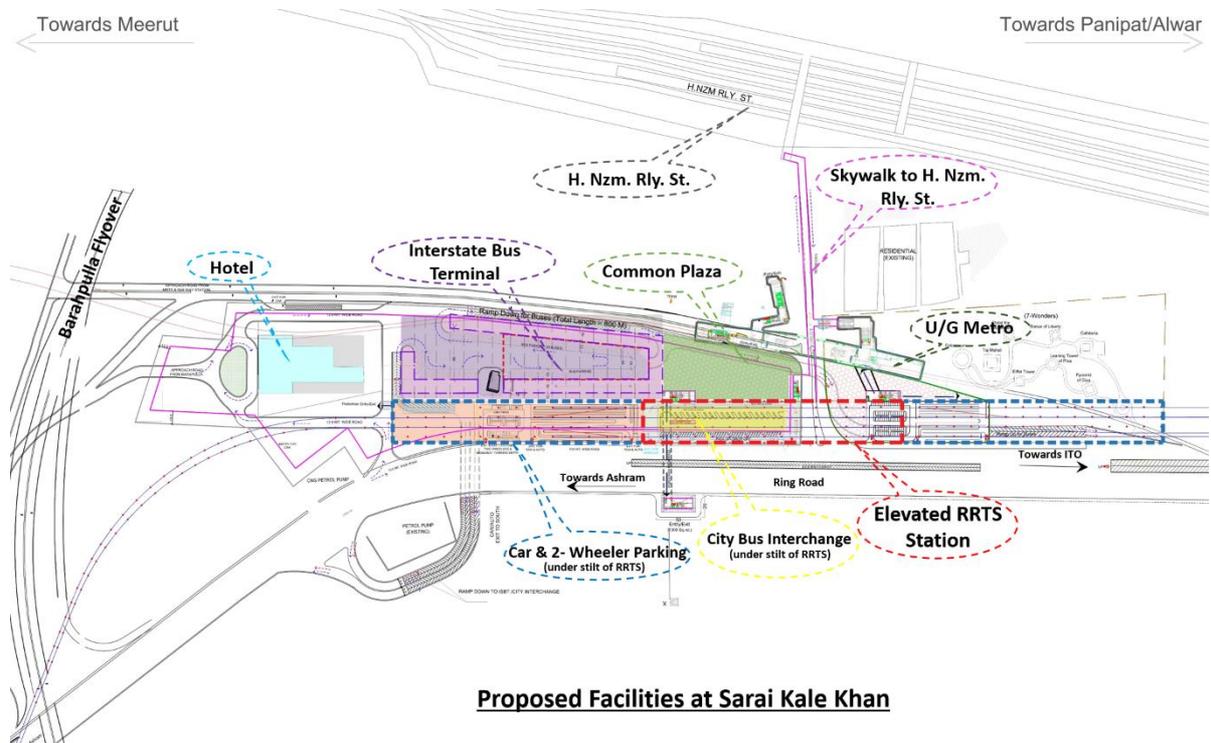
the inter-state bus terminal and hotel must be funded through the Urban Development Fund of the Central government.

EPCA is constrained to point out that this 'new' and 'additional' condition could well delay the project further and so has examined the issue in detail.

Cost sharing of Sarai Kale Khan

Sarai Kale Khan is proposed (see map) as a multi-modal hub. It will combine the RRTS station, which will allow for inter-regional movement; the Delhi Metro station, which allows commuters to move within Delhi; the inter-state bus stop and the city bus stop. In addition, NCRTC has also proposed an 800 metre pedestrian walkway to connect to Nizamuddin Railway station.

The Delhi government plan for ISBT and a hotel at Sarai Kale Khan has been integrated in the new plan. The Delhi government proposes to use the construction of the hotel and commercial facilities to finance the inter-state bus terminal.



EPCA asked the Delhi government to explain the progress made in constructing the Sarai Kale Khan project, as this was the stated reason for delay in approving RRTS as given to the Hon'ble Supreme Court.

It was told by Delhi government officials in the meeting of January 25, 2019 that the decision on which agency would construct the project has been pending with the Minister for Public Works (PWD) for the past 2 years.

In its reply to EPCA questions (Annexure 3), the Delhi government has further elaborated this saying that on 30.8.2016, it was decided to hand over the ISBT at Sarai Kale Khan and Anand Vihar to PWD. It was also decided that the funds for re-development of both the ISBTs would be arranged by the PWD at its own either from the budget of GNCTD or through PPP mode or through loan from the financial institutions. Then it decided to transfer this to DIMTS. But “further decision in this matter is awaiting approval from the government” (Delhi government).

Cost sharing: NCRTC in the meeting held on January 25th and in its response (Annexure 4) has stated that it will be funding the following components as part of its RRTS station:

- The ground level city bus, car, taxi and auto-rickshaw integration below the station;
- the development of the pedestrian plaza; and
- Integration with metro station and with Nizamuddin Railway station.

This would take care of the bulk of the costs of the multi-modal station. The Delhi government would have to raise funds to pay for the inter-state bus terminal as well as the underpass for pedestrian movement. NCRTC has also agreed to take on the responsibility to make the detailed technical drawings for the project.

EPCA believes that the Delhi government position that this proposal will affect the viability of its hotel project is not tenable. The fact is that this project, which integrates all modes of transport and provides easy and convenient inter-change, will be important and will improve the economic viability of commercial projects, including the hotel in its vicinity. EPCA has scrutinized the plan and sees no reason why the changed siting of the hotel – from the main-road to being integrated with the complex will have any impact on its viability. In fact, the coming of the RRTS will greatly enhance the commercial viability of

this project. This is the basic principle of transit-oriented development (TOD), which improves the economic viability of commercial projects in the vicinity of transport hubs.

With the bulk of the costs paid, the Delhi government would find it easy to raise the remaining finances to complete the ISBT. However, it needs to take the decision on the agency which will build the project, before financing can be sought.

5.2 Delhi government's lack of finances for the project

Delhi government has said in its affidavit and also in its letter to EPCA, dated January 25th 2019, that it does not have the funds to pay for its share of the project and has asked the Union government to pay for its share. Delhi government in its response to EPCA has said that the Centre has reduced its rightful share of the divisible share of central taxes. EPCA has examined this matter, including why the Union government cannot pay for the project.

Cost of project and Delhi government share

According to NCRTC (see Annexure 3), total capital cost of the project is Rs 31,632 crore, of which the share of Government of Delhi is Rs 1,138 crore – 3.5 per cent (see table 1 below).

Project Cost Breakup and Yearly Contribution of GNCTD

<u>Project Cost Breakup</u>		
Project Cost breakup	Total	%age Share
Total Capex	31,632	100%
Total Debt	18,979	60%
Total Shareholder Contribution	12653	40%
Share of Govt. of NCTD	1,138	3.6%

Out of this share of Rs 1,138 crore, which is spread over 4-5 years, the cash funds needed are Rs 686 crore, the rest is paid through tax waive offs (paid and then reimbursed) and land cost (in the first year) (see table 2 below).

In other words, the Delhi government needs to provide Rs 170-175 crore annually for the next four years as its cash component.

Yearly Contribution of GNCTD						
Financial Year		Total	2019	2020	2021	2022
Grant	In lieu of Equity	229	58	57	57	57
Sub-ordinate Debt		457	117	114	114	113
Sub-Total		686	175	171	171	170
Subordinate Debt.(Taxes)		357	90	89	89	88
Subordinate Debt. (Land)		95	95	-	-	-
Total		1,138	360	260	260	258

It is clear that this is not a big amount for a project that has potential to decongest Delhi and reduce pollution.

EPCA asked the Delhi government to provide it information about its finances, revenue and unutilized funds. EPCA also asked for information on funds of the transport department.

In its response dated January 28, 2019 (Annexure 3), Delhi government has provided this information, which reveals the following:

1. Over the past 4 years, the transport department has unutilized funds of Rs 700 crore; These funds lapsed because the department could not utilize them.
2. Between 2014-15 to 2017-18, the Delhi government has had unutilized funds at the end of each financial year, ranging from Rs 2500 to Rs 3700 crore every year.
3. In this same period, the Delhi government revenue (receipts) has gone up from Rs 29,586 crore in 2014-15 to Rs 38,667 crore.
4. In 2016-17, Delhi government receipts have increased by Rs 2576.32 crore; in 2017-18 receipts increased by Rs 1580.39 crore. In 2016-17, Delhi government had unutilized funds to the tune of Rs 3579.22 crore; in 2017-18, unutilized funds were Rs 3210.96 crore.

Therefore, it is not immediately apparent why there is this shortage of funds in the Delhi government, that has held up this crucial project – necessary for decongesting Delhi and reducing air pollution. This also, when it is accepted today that Delhi and its citizens are paying a huge cost for bad health because of toxic pollution.

Principle of sharing common projects

EPCA also asked the Union government/NCRTC to explain why it could not fund the Delhi share of the project.

According to them, the cost sharing of RRTS, is similar to all such common infrastructure projects, established under the National Urban Transport Policy. The agreed and established principle is 50:50 – sharing between Centre and states – which is used to determine the funding of metro projects across the country, as well as phase 1-2-3 of Delhi Metro.

In RRTS phase 1 (Delhi-Meerut); the total external funding is 60%; the remaining 40% of the cash component is shared equally between Union and the states. As the investment is higher in UP, its share of the project is also higher (18.42% of the total cost) (see Annexure 6)

Changing this practice would mean creating a bad financial precedence, which would jeopardize all such projects, including the next phase of Delhi metro.

This has also been explained in the letter of August 6, 2018 from the Union Ministry for Housing and Urban Affairs to the Delhi government (see Annexure 7). In this letter, it is explained, why deviation from this funding pattern would not be possible and have implications for other projects.

EPCA believes that as the project will benefit the region and the airshed of NCR, as a matter of principle, costs must be shared.

The Delhi government in its response of January 28, 2019 (Annexure 3) has responded to EPCA's specific question on the importance of the project to say:

“The Government of Delhi fully supports the project and understands that the RRTS project will benefit Delhi by way of de-congestion and will help in reducing air pollution also.” It has added that it is only the constraint of funds that is not allowing it to support the project.

EPCA is also clear intra-NCR connectivity will require common projects, which need to ensure that this principle of sharing is not disturbed as other projects will be disrupted and other states will then raise similar objections. Therefore, the principle of sharing, as established by the policy for financing of all such common infrastructure projects, must not be undermined.

6. Recommendations for the consideration of the Hon'ble Supreme Court

It is apparent that this project for intra-NCR connectivity is long-delayed. It is also important to reduce both congestion and pollution in the region.

It is also clear that any further delay would completely jeopardize the project and delay it for many more years.

The Asian Development Bank (ADB) has agreed to provide the project a loan of Rs 18,979, but this assistance could be lost if the project does not get clearance by March 31, 2019.

The minutes of the PIB – Public Investment Board – are awaiting finalization because of the pending approval from the Delhi government. If this is further delayed then the project will have to be re-considered and re-sanctioned at a future meeting, which will add to delay.

The cost escalation of the over Rs 30,000 crore project is estimated to be Rs 5 crore/day. For the past 2 years, since, the project was sent to the Delhi government (December 2016), the cost escalation is therefore roughly Rs 3700 crore. While, the Delhi government has justified its delay in not approving the project (see Annexure 3 reply to first query of EPCA), it is a fact that such projects must be processed and any further delay must not be condoned.

Given this situation, the Hon'ble Supreme Court, may consider the following directions:

1. The project may be approved at the earliest.

As the only objection of Delhi government is lack of finances and as the principle of sharing in such infrastructure projects should not be disrupted, the best option is to finance the project through the Environment Compensation Charge (ECC) – which has been collected through the directions of this Hon'ble Court.

According to data from the South Delhi Municipal Corporation (which collects the fund and transfers it to the transport department), a total of Rs 1350 crore has been collected (see Annexure 8). As a certain proportion of this fund is kept by SDMC and also has been allocated by the Hon'ble Supreme Court for the RFID system, the fund available for future projects with the transport department as of date is Rs 1106 crore. Using this fund, will maintain the principle of sharing and also provide necessary finance to start construction of the project.

Therefore, it is recommended the first years financing may be paid from ECC: 2019: Rs 175 crore + Rs 90 crore (taxes)

Therefore, a total Rs 265 crore may be paid through ECC to finance the first year of the project.

The Delhi government may be directed to make budgetary provisions for the remaining years as well as the cost of land that it needs to provide in the first year.

2. As far as Sarai Kale Khan station is concerned, it is clear that the coming of RRTS and multi-modal connectivity will enhance the commercial and economic viability of the project, including the hotel proposed at the inter-state bus terminal. The Delhi government would be able to secure funding for its long-delayed project to build the ISBT at this site. It needs to take an urgent decision on the agency charged with the construction.

If financing is not possible, Delhi government should also finance this project through ECC and seek the approval of the Hon'ble Court in this matter. However, this cannot be allowed to delay the project of RRTS, which may be accorded approval.

3. The Union Ministry of Housing and Urban Affairs and NCRTC may be asked to place before the Hon'ble Court clear deadlines and milestones for the remaining two priority corridors – Delhi-Alwar and Delhi-Panipat.

Annexure 1

Participants/attendance at EPCA meeting on January 25, 2019 convened to discuss the issue of RRTS in compliance with directions of the Hon'ble Court of January 18, 2019

1. Sh. Abhay Damle, Joint Secretary, MoRTH
2. Sh. Mukund Kumar Sinha, Joint Secretary & OSD, MoHUA
3. Sh. O.P. Mishra, Spl. Secretary, Department of Home, GNCTD
4. Sh. Rajeev Verma, Pr. Secretary & Commissioner Transport, GNCTD and Member EPCA
5. Sh. K. K. Dahiya, Spl. Commissioner, Transport Department, GNCTD
6. Sh. A. Nandi, PCO, Transport Dept., GNCTD
7. Sh. Vinay Kumar Singh, MD, NCRTC
8. Sh. Sudhir Kumar Sharma, GGM, NCRTC
9. Sh. Rajesh Kumar, Chief Architect, NCRTC
10. Sh. Virender Kumar, CE/ G, NCRTC
11. Sh. R. K. Sharma, OSD, NCRTC
12. Sh. Satyendra Kumar, DS, MoEF&CC
13. Dr. Priti Singh, Sc. 'C', MoEF&CC
14. Sh Bharat Maheshwari, Dy. Conservator of Forest (P&M), GNCTD
15. Ms. Indhu Vijayan N. Dy. Conservator of Forest (N), GNCTD
16. Dr. Bhure Lal, Chairman, EPCA
17. Ms. Sunita Narain, DG, CSE and Member EPCA
18. Sh. Alok Kumar, Jt. Commissioner of Police, Delhi Traffic Police and Member EPCA
19. Prof. Umesh Kulshrestha, Professor, Jawaharlal Nehru University and Member EPCA
20. Dr. Arunabha Ghosh, CEO, CEEW and Member EPCA
21. Dr. Ajay Mathur, DG, TERI and Member EPCA
22. Sh. Vishnu Mathur, DG, SIAM and Member EPCA
23. Sh. Ravinder Soni, ACP, Delhi Traffic Police
24. Sh. P.S. Jha, Deputy Commissioner, SDMC
25. Sh. P.S. Dhiman, SE, EDMC
26. Sh. C. S. Mangla, AE, SDMC
27. Sh. Satish Kataria, EE, SDMC
28. Sh. Ajit Kumar, SDMC
29. Sh. V. K. Gupta, Chief Engineer, DJB
30. Sh. P.K. Tyagi, SE, DJB

GOVERNMENT OF NATIONAL CAPITAL TERRITORY OF DELHI
TRANSPORT DEPARTMENT
5/9 UNDER HILL ROAD: DELHI-110054.

No.3[238]/Tpt./MRTS/2016-PF/590

Dated: 24/01/2019

To

The Chairman,
Environment Pollution (Prevention & Control) Authority
Core VIA, 3rd Floor,
India Habitat Centre,
New Delhi-110003.

Subject: Meeting convened by EPCA on 25.01.2019 regarding presentation by NCRTC and seeking response of GNCTD on Regional Rapid Transit System (Delhi-Ghaziabad-Meerut Corridor)

Sir,

A presentation was made by NCRTC on 23-01-2019 before the Hon'ble Minister of Transport, Govt. of Delhi, giving details of their revised plan for construction of RRTS (Delhi-Ghaziabad-Meerut Corridor) and ISBT, Sarai Kale Khan (including inter-state bus terminus, city bus terminus, all required underpasses, pedestrian plaza, common commuter facilities for car/taxi/auto and Multi-Modal Integration Facilities etc.) as well as change of site for the proposed hotel. The Hon'ble Minister of Transport, after going through the presentation, has accorded the in-principle approval for the construction of Delhi-Ghaziabad-Meerut Corridor of the RRTS project, as per the revised plan submitted by the NCRTC, subject to the following conditions:-

- i. The Delhi Government's share of Rs.1138 crores towards the Project cost, as conveyed by NCRTC, has to be borne by the Central Government as the Government of Delhi does not have adequate finances to meet the cost.
- ii. NCRTC has proposed the construction of City Bus Terminus, Pedestrian Plaza, Common Commuter and Multi-Modal Integration Facilities at the ISBT, Sarai Kale Khan in the revised project plan itself by bearing the cost thereof themselves. However, proposed change in alignment of the RRTS Project, as well as change of station at Sarai Kale Khan from 'underground' to 'elevated' would also affect the construction plan of Inter State Bus Terminus and the plan to construct a hotel under the PPP model to fund the construction of ISBT, Sarai Kale Khan, leading not only in the inordinate delay for the said construction but also adversely affecting the financials /funding plan of the Government of Delhi. As a solution to the issue and as discussed with NCRTC during the presentation the Inter-State Bus Terminus, all underpasses and other required infrastructure facilities at ISBT, Sarai Kale Khan, as envisaged in the proposed revised plan of NCRTC may be ensured to be funded from the Urban Development Fund (UDF) maintained by

Ministry of Housing and Urban Affairs, Govt. of India, since the construction of the same falls within the category of Multi Modal Integration (MMI) eligible for UDF Funding under the guidelines. Further, the construction of entire ISBT Complex should meet the same specifications and quality criteria as originally planned by the DTIDC/Government of Delhi. Accordingly, the estimated cost for the construction of the Inter-State Bus Terminus as well as the underpasses and the timelines for the construction of the entire ISBT Complex (including inter-state bus terminus, city bus terminus, all required underpasses, pedestrian plaza, common commuter facilities for car/taxi/auto and Multi-Modal Integration Facilities etc.) should be worked out by the NCRTC at the earliest and shared with Govt. of NCT of Delhi.

- iii. Further, as discussed with NCRTC during the presentation, the approval for the revised design/plan of the RRTS project as well as the entire ISBT Complex (including inter-state bus terminus, city bus terminus, all required underpasses, pedestrian plaza, common commuter facilities for car/taxi/auto and Multi-Modal Integration Facilities etc.), including the lay-out plan of the proposed hotel at the changed location would be obtained by the NCRTC, as a whole, from the concerned agencies/authorities. Moreover, NCRTC must ensure that parallel construction of the RRTS Project as well as the construction of ISBT (including inter-state bus terminus, city bus terminus, all required underpasses, pedestrian plaza, common commuter facilities for car/taxi/auto and Multi-Modal Integration Facilities etc.) takes place as per the revised plan and the entire ISBT Complex is handed over to the Government of Delhi as per the timelines given for the construction of the same.

This issues with the approval of the Hon'ble Minister of Transport, Government of Delhi.

Yours faithfully,


24/01/19
(Anil Banka)

Spl. Commissioner (Tpt)

No.3[238]/Tpt./MRTS/2016-PF. 1590

Dated: 24/01/2019

Copy to :-

The Managing Director,
National Capital Region Transport Corporation
7/6, AMDA Building,
Siri Fort Institutional Area,
August Kranti Marg,
New Delhi – 49.

GOVT. OF NCT OF DELHI: TRANSPORT DEPARTMENT
5/9 UNDER HILL ROAD, DELHI-110054

F.No.3(238)/TPT/MRTS/2016/PF/ **S 93**

Dated: **28/01/19**

To

The Chairman,
 Environment Pollution (P&C) Authority,
 Core 6A, 3rd Floor, India Habitat Centre,
 Lodhi Road, New Delhi-110003

Sub: Meeting of EPCA held on 25.01.2019 to discuss issues relating to the Delhi-Meerut RRTS Project - reg.

Sir,

This is with reference to the EPCA meeting held on 25.01.2019 at 11.00 am in its office at India Habitat Centre wherein NCRTC made a detailed presentation on the Delhi-Meerut RRTS Project. It may kindly be recalled that the response of Government of Delhi was duly conveyed in the meeting informing that this Government vide letter dated 24.01.2019 has given "in-principle approval" for construction of this corridor as per the revised plan submitted by NCRTC, subject to the conditions therein. A copy of the same is enclosed herewith for ready reference as Annexure-A.

Further, certain queries were raised during the meeting by the EPCA and it was desired that the response of Government of Delhi may be conveyed by 11.00 am of 28.01.2019. Accordingly, the said queries and replies thereof are mentioned below:

Sl.	Query of EPCA	Reply
1.	Whether the Government of Delhi considers that the RRTS Project will benefit the partner states, which includes Delhi also, and that	The Government of Delhi fully supports the Project and understands that the RRTS Project will benefit Delhi by way of de-congestion and will help in reducing air pollution also. However, the Government of Delhi is not in a

Sl.	Query of EPCA	Reply
	<p>the Project will help in de-congestion of Delhi or not? The EPCA desired a specific reply as regard the expectation of Government of Delhi from this Project. The EPCA has further desired to know that if the Government of Delhi considers that this RRTS corridor is beneficial for the common interest of Delhi and neighboring states, it should clearly inform that it agrees with the Project but it is not in a position to financially support the Project due to non-availability of sufficient finances with the Government.</p>	<p>position to provide its share of Rs. 1138 Crores due to non-availability of sufficient finances.</p> <p>It may kindly be seen that the current practice and manner of sharing of resources being followed by Government of India unfairly deprive the GNCTD of its rightful share from the divisible pool of central taxes, which significantly affects the developmental budget of the GNCTD and its ability to cater to and provide for the needs and aspirations of its ever growing population. The central assistance of Rs. 325 crores being received by Delhi from the Government of India under article 275 (1) of the Constitution has been frozen since 2001-2002. We are, therefore, not in a position to provide funds for the present project as we do not have adequate finances to meet the cost.</p>
2.	<p>Whether the Government of Delhi has made any proposal for allotment of funds under UDF to the DDA for construction of Sarai Kale Khan ISBT?</p>	<p>The issue of allotment of UDF funds has emerged only recently in the discussions held with the NCRTC during the meeting on 23.01.2019, wherein NCRTC suggested to examine the possibility of seeking funds under UDF scheme for the multi-modal integration. Since such a suggestion has been made first time, that too only this week, necessary application would be made to the Competent Authority, after the detailed designs, plans, layouts and estimates are prepared.</p>
3.	<p>The MD, NCRTC informed that the Project cost is escalating at the rate of Rs. 5 Crores a day. It was told that the NCRTC had submitted the DPR with</p>	<p>Though the NCRTC had submitted the DPR in December, 2016 but this is not because of inaction on the part of Government of Delhi. The NCRTC had earlier submitted the DPR with underground station at Sarai Kale Khan. The NCRTC engaged another consultant, namely,</p>

Sl.	Query of EPCA	Reply
	<p>Government of Delhi in December, 2016 and since then the Project cost has gone up considerably. The EPCA stressed that there was a need for taking a quick decision to avoid further escalation of cost due to putting any condition at this stage.</p>	<p>DMRC and thereafter, revised the station from underground to elevated. The NCRTC also revised the alignment of the corridor and the length of the corridor in Delhi was also revised from 9.70 Kms to about 13 Kms. The NCRTC also revised the number of stations in Delhi and from two stations, three stations were proposed in 13 kms route length in Delhi in the revised plan. In order to resolve the matter, the GNCTD has already given in-principal approval in terms of the letter dated 24.01.2019.</p>
4.	<p>In the earlier reply filed before the Hon'ble Supreme Court, Delhi Government had not attached certain conditions which are made while giving the in-principle approval. The reason of new conditions may be elaborated.</p>	<p>The construction of ISBT, Sarai Kale Khan is to be taken up in PPP mode without any budgetary support from the Government and for that purpose, the construction of a hotel at this land was planned as the source of revenue to finance the entire Project. The NCRTC Project proposes the shifting of hotel from a prime location on ring road to a location behind the CNG station, much away from the main road. The value of the hotel project will come down, if it is re-located from the existing planned site. The NCRTC, during its discussion on 23.01.2019 proposed that it would construct the City Bus Terminus, Pedestrian Plaza, common Commuter and Multimodal integration facilities under its RRTS station at Sarai Kale Khan, at its own cost, resulting in saving of significant funds to the Government of Delhi. The new conditions have been made in the light of aforementioned discussions held with the NCRTC. Since the offer of construction of some of the facilities at ISBT Sarai Kale Khan was made for the first time by NCRTC during discussions held on 23.01.2019, these were not mentioned in the previous reply filed before the Hon'ble Supreme Court.</p>
5.	<p>The EPCA desired to know why the Government of</p>	<p>Almost all the statutory approvals for the development of ISBT, Sarai kale Khan had been</p>

Sl.	Query of EPCA	Reply
	Delhi is not able to finalize the Project of re-development of ISBT Sarai Kale Khan for the last two years.	obtained from the concerned agencies- namely, local bodies, DUAC, Airport Authorities, DMRC, PWD etc. However, Govt. of Delhi vide Cabinet Decision No. 2416 dated 30.08.2016 decided to hand over the ISBTs at Sarai Kale Khan and Anand Vihar to the PWD. The Cabinet also decided that the funds for re-development of both the ISBTs shall be arranged by the PWD at its own either from the budget of GNCTD or through PPP mode or through loan from the financial institutions. It was further decided that the PMC work finalized till date will stand transferred to the PWD from DIMTS. Further decision in this matter is awaiting approval from the Government.
6.	Total revenue of Government of Delhi during the last four years and also the budget of Transport Department during four years.	The details in this regard are enclosed herewith as Annexure -B.

In the light of above, the GNCTD's in- principal approval with conditions, in the wake of detailed discussions held with NCRTC on 23.01.2019 may kindly be seen as a holistic and integrated solution to move ahead for implementation of Delhi- Meerut RRTS corridor as well as overcome the funding constraints for redevelopment of ISBT, Sarai Kale Khan, both of which are aimed at augmentation of the public transport infrastructure.

Yours faithfully,

Encl.: a/a


 (Anil Banka)
 Spl. Commissioner (Tpt.)

Copy to:

1. Pr. Secy.-cum-Commissioner (Tpt.)
2. Secy. to Hon'ble Minister of Transport, GNCTD

GOVERNMENT OF NATIONAL CAPITAL TERRITORY OF DELHI
TRANSPORT DEPARTMENT
5/9 UNDER HILL ROAD: DELHI-110054.

ANNEX - A

No.3[238]/Tpt./MRTS/2016-PF/590

Dated: 24/01/2019

To

The Chairman,
Environment Pollution (Prevention & Control) Authority
Core VIA, 3rd Floor,
India Habitat Centre,
New Delhi-110003.

Subject: Meeting convened by EPCA on 25.01.2019 regarding presentation by NCRTC and seeking response of GNCTD on Regional Rapid Transit System (Delhi-Ghaziabad-Meerut Corridor)

Sir,

A presentation was made by NCRTC on 23-01-2019 before the Hon'ble Minister of Transport, Govt. of Delhi, giving details of their revised plan for construction of RRTS (Delhi-Ghaziabad-Meerut Corridor) and ISBT, Sarai Kale Khan (including inter-state bus terminus, city bus terminus, all required underpasses, pedestrian plaza, common commuter facilities for car/taxi/auto and Multi-Modal Integration Facilities etc.) as well as change of site for the proposed hotel. The Hon'ble Minister of Transport, after going through the presentation, has accorded the in-principle approval for the construction of Delhi-Ghaziabad-Meerut Corridor of the RRTS project, as per the revised plan submitted by the NCRTC, subject to the following conditions:-

- i. The Delhi Government's share of Rs.1138 crores towards the Project cost, as conveyed by NCRTC, has to be borne by the Central Government as the Government of Delhi does not have adequate finances to meet the cost.
- ii. NCRTC has proposed the construction of City Bus Terminus, Pedestrian Plaza, Common Commuter and Multi-Modal Integration Facilities at the ISBT, Sarai Kale Khan in the revised project plan itself by bearing the cost thereof themselves. However, proposed change in alignment of the RRTS Project, as well as change of station at Sarai Kale Khan from 'underground' to 'elevated' would also affect the construction plan of Inter State Bus Terminus and the plan to construct a hotel under the PPP model to fund the construction of ISBT, Sarai Kale Khan, leading not only in the inordinate delay for the said construction but also adversely affecting the financials /funding plan of the Government of Delhi. As a solution to the issue and as discussed with NCRTC during the presentation the Inter-State Bus Terminus, all underpasses and other required infrastructure facilities at ISBT, Sarai Kale Khan, as envisaged in the proposed revised plan of NCRTC may be ensured to be funded from the Urban Development Fund (UDF) maintained by

Ministry of Housing and Urban Affairs, Govt. of India, since the construction of the same falls within the category of Multi Modal Integration (MMI) eligible for UDF Funding under the guidelines. Further, the construction of entire ISBT Complex should meet the same specifications and quality criteria as originally planned by the DTIDC/Government of Delhi. Accordingly, the estimated cost for the construction of the Inter-State Bus Terminus as well as the underpasses and the timelines for the construction of the entire ISBT Complex (including inter-state bus terminus, city bus terminus, all required underpasses, pedestrian plaza, common commuter facilities for car/taxi/auto and Multi-Modal Integration Facilities etc.) should be worked out by the NCRTC at the earliest and shared with Govt. of NCT of Delhi.

- iii. Further, as discussed with NCRTC during the presentation, the approval for the revised design/plan of the RRTS project as well as the entire ISBT Complex (including inter-state bus terminus, city bus terminus, all required underpasses, pedestrian plaza, common commuter facilities for car/taxi/auto and Multi-Modal Integration Facilities etc.), including the lay-out plan of the proposed hotel at the changed location would be obtained by the NCRTC, as a whole, from the concerned agencies/authorities. Moreover, NCRTC must ensure that parallel construction of the RRTS Project as well as the construction of ISBT (including inter-state bus terminus, city bus terminus, all required underpasses, pedestrian plaza, common commuter facilities for car/taxi/auto and Multi-Modal Integration Facilities etc.) takes place as per the revised plan and the entire ISBT Complex is handed over to the Government of Delhi as per the timelines given for the construction of the same.

This issues with the approval of the Hon'ble Minister of Transport, Government of Delhi.

Yours faithfully,


(Anil Banka)

Spl. Commissioner (Tpt)

No.3[238]/Tpt./MRTS/2016-PF. /590

Dated: 24/01/2019

Copy to :-

The Managing Director,
National Capital Region Transport Corporation
7/6, AMDA Building,
Siri Fort Institutional Area,
August Kranti Marg,
New Delhi - 49.

Annexure-B**Table -1: GNCTD's Revenue Receipts**

Year	Budget Estimates	Revised Estimates	Actual Receipts	Gain/ Shortfall
	1	2	3	4 (2-3)
2014-15	36404.10	32140.00	29586.62	2553.38
2015-16	38565.00	35720.92	34998.85	722.07
2016-17	41390.99	36922.06	34345.74	2576.32
2017-18	42216.00	40247.66	38667.27	1580.39
2018-19	47557.00	--	31265.04*	--

Table -2: GNCTD's Budgetary allocation & Utilization thereof

Year	Budget Estimates	Revised Estimates	Actual Expenditure	Unutilized funds
	1	2	3	4(2-3)
2014-15	36766.00	34790.00	31024.15	3765.85
2015-16	41129.00	37965.00	35434.86	2530.14
2016-17	46600.00	41200.00	37620.78	3579.22
2017-18	48000.00	44370.00	41159.04	3210.96
2018-19	53000.00	51700.00	29509.19*	---

Table -3: Transport Department's Budget Allocation & Utilization thereof

Year	Budget Estimates	Revised Estimates	Actual Expenditure	Unutilized funds	Major reasons for Unutilized funds
	1	2	3	4 (2-3)	5
2014-15	2697.56	2931.99	2316.71	615.28	Partial release of Rs. 589.75 Cr to DMRC for Metro Phase-III due to partial utilization of earlier released funds / non-release of funds under subordinate debt for Central taxes.
2015-16	3153.03	3396.36	3362.99	33.37	The unutilized funds are less than 1% of funds allotted under RE & attributed to non-finalization / dropping of few proposals having financial implications.
2016-17	3493.97	3556.30	3534.10	22.20	
2017-18	3656.57	4175.26	4141.67	33.59	
2018-19	3090.99	3992.41	1764.95*	-	-

Note-1: All figures in the above Tables are in Crores of Rupees.

Note-2: * Up to Dec. 2018.

No. NCRTC/GNCTD/13

28.01.2019

The Chairman,
Environment Pollution (Prevention & Control) Authority,
Core VIA, 3rd Floor
India Habitat Centre,
New Delhi-110003.

Dear Sir,

Sub: Meeting held by EPCA on 25.01.2019 regarding Delhi-Meerut RRTS Project

Ref: GNCTD Letter No. 3(238)Tpt./MRTS/2016-PF/590 dated 24.01.2019

Issues of elevated RRTS station at Sarai Kale Khan and funding for the Delhi-Meerut RRTS project was discussed in the meeting held on 25.01.2019 by EPCA. During meeting, representative of GNCTD submitted above referred letter, confirming in-principle approval of GNCTD for the elevated station at Sarai Kale Khan. As deliberated during the meeting kindly find enclosed herewith:

- i. Response of NCRTC on the conditions mentioned in the GNCTD's letter conveying in-principle approval to the elevated station are at Annexure-I.
- ii. Project completion cost is estimated at Rs 31632 Cr and share of GNCTD is Rs 1138 Cr which is spread over 4 years. The breakup of funds required from GNCTD is enclosed as Annexure-II and total yearly funds required from GNCTD are as under:

Financial Year	2019-20	2020-21	2021-22	2022-23
Funds required from GNCTD	360 Cr	260 Cr	260 Cr	258 Cr

- iii. As desired, multimodal integration plan of Sarai Kale Khan station is enclosed as Annexure-III
- iv. We will be happy to share any other information/clarification required in this reference.

This issues with the approval of MD, NCRTC

D/A: As above


Virender Kumar
Chief Engineer/G

Copy to :

Spl. Commissioner (Tpt.), GNCTD, 5/9 under hill Road, delhi-110054 for information.

Annexure-I

**Comments of NCRTC on GNCTD's letter dated no. 3[238]
Tpt./MRTS/2016-PF/590 dated 24.01.2019 addressed to EPCA**

Statement in letter	Comments of NCRTC
<p>A presentation was made by NCRTC on 23-01-2019 before the Hon'ble Minister of Transport, Govt. of Delhi, giving details of their revised plan for construction of RRTS (Delhi- Ghaziabad-Meerut Corridor) and ISBT, Sarai Kale Khan (including inter-state bus terminus, city bus terminus, all required underpasses, pedestrian plaza, common commuter facilities for car/taxi/auto and Multi-Modal Integration Facilities etc.) as well as change of site for the proposed hotel.</p>	<p>No comments.</p>
<p>The Hon'ble Minister of Transport, after going through the presentation, has accorded the in-principle approval for the construction of Delhi-Ghaziabad-Meerut Corridor of the RRTS project, as per the revised plan submitted by the NCRTC, subject to the following conditions:</p>	
<p>i The Delhi Government's share of Rs.1138 crores towards the Project cost, as conveyed by NCRTC, has to be borne by the Central Government as the Government of Delhi does not have adequate finances to meet the cost.</p>	<p>The share of GNCTD in the RRTS project has been worked out based on the established practice of 50:50 share of Centre and States, being used in other Metro projects in the country including phase-I, II and III of Delhi Metro. The funding pattern for the corridor is attached as Annexure-II</p>
<p>ii NCRTC has proposed the construction of City Bus Terminus, Pedestrian Plaza, Common Commuter and Multi-Modal Integration Facilities at the ISBT, Sarai Kale Khan in the revised</p>	<p>Elevated RRTS station plan provides for accommodating city-buses, car, taxi, auto traffic integration below the station itself. The plan also includes development of pedestrian plaza and integration with other modes. In such a situation, separate development of these will not be required by GNCTD,</p>

[Signature]
24/1/19

project plan itself by bearing the cost thereof themselves.

However, proposed change in alignment of the RRTS Project, as well as change of station at Sarai Kale Khan from 'underground' to 'elevated' would also affect the construction plan of Inter State Bus Terminus and the plan to construct a hotel under the PPP model to fund the construction of ISBT, Sarai Kale Khan, leading not only in the inordinate delay for the said construction but also adversely affecting the financials /funding plan of the Government of Delhi.

As a solution to the issue and as discussed with NCRTC during the presentation the Inter-State Bus Terminus, all underpasses and other required infrastructure facilities at ISBT, Sarai Kale Khan, as envisaged in the proposed revised plan of NCRTC may be to be funded from the Urban Development Fund (UDF) maintained by Ministry of Housing and Urban Affairs, Govt. of India, since the construction of the same falls within the category of Multi Modal Integration (MMI) eligible for UDF Funding under the guidelines.

Further, the construction of entire ISBT Complex should meet the same specifications and quality

leading to substantial saving in their planned expenditure.

The proposed plan of elevated RRTS station does not disturb the planning of redevelopment of ISBT, as various components of plan such as Hotel, ISBT, City Bus Interchange and Traffic Integration are just readjusted within the site without curtailing any of the planned facilities for public/commuters. (Annexure-III) Underground station construction would have delayed construction of many of the facilities, till construction of station was completed, activities being sequential. In the present scheme, both the projects can be constructed simultaneously.

GNCTD being owner of the ISBT project, has to pilot the proposal of UDF funding. NCRTC being the agency for preparing the integrated plan will provide necessary inputs required for developing such proposal.

The integrated plan will be developed in consultation with Transport Department of GNCTD in an efficient way keeping in view the facilities


28/1/19

	<p>criteria as originally planned by the DTIDC/Government of Delhi.</p> <p>Accordingly, the estimated cost for the construction of the Inter-State Bus Terminus as well as the underpasses and the timelines for the construction of the entire ISBT Complex (including inter-state bus terminus, city bus terminus, all required underpasses, pedestrian plaza, common commuter facilities for car/taxi/auto and Multi-Modal Integration Facilities etc.) should be worked out by the NCRTC at the earliest and shared with Govt. of NCT of Delhi.</p>	<p>envisaged in their original approved plan and specifications.</p> <p>Preparation of estimate, timeline for execution can be firmed up after finalization of integrated plan.</p>
iii	<p>Further, as discussed with NCRTC during the presentation, the approval for the revised design/plan of the RRTS project as well as the entire ISBT Complex (including inter-state bus terminus, city bus terminus, all required underpasses, pedestrian plaza, common commuter facilities for car/taxi/auto and Multi-Modal Integration Facilities etc.), including the lay-out plan of the proposed hotel at the changed location would be obtained by the NCRTC, as a whole, from the concerned agencies/authorities.</p> <p>Moreover, NCRTC must ensure that parallel construction of the RRTS Project as well as the construction of ISBT (including inter-state bus terminus, city bus terminus, all required underpasses, pedestrian plaza, common commuter facilities for car/taxi/auto and Multi-Modal Integration Facilities etc.) takes place as per the revised plan and the</p>	<p>In the interest of developing an efficient and commuter friendly multi-modal integration, NCRTC may develop integrated layout plan for the entire complex and obtain the requisite approvals. However, this will require commitment and consistent proactive support of GNCTD.</p> <p>(i) Provision of simultaneous construction and commissioning will be integral part of the planning.</p> <p>(ii) However, such scheme will require consistent proactive support of GNCTD.</p> <p>(iii) Mechanism of construction of inter-state terminus and related facilities of GNCTD can be decided</p>


27/1/19

	<p>entire ISBT Complex is handed over to the Government of Delhi as per the timelines given for the construction of the same.</p>	<p>through mutual discussion after the detailed scheme and estimates have been prepared and finalized. (iv) It will also require a detailed MoU between stakeholder agencies.</p>
	<p>This issues with the approval of the Hon'ble Minister of Transport, Government of Delhi.</p>	<p>Noted.</p>

Total Assets	21,632	100%
Total Debt	18,973	87%
Total Shareholder Contribution	1,263	6%
Share of Govt. of NCTD	1,159	5%

Ume
28/1/19

Yearly Contribution of NCTD

	2017	2018	2019	2020
Grant	229	55	57	57
Subordinate Debt	457	117	114	113
Sub Total	686	172	171	170
Subordinate Debt (Taxes)	387	30	29	30
Subordinate Debt (Loans)	65	85	82	80
Total	1,138	387	380	380

Annexure-II

Project Cost Breakup and Yearly Contribution of GNCTD

<u>Project Cost Breakup</u>		
Project Cost breakup	Total	%age Share
Total Capex	31,632	100%
Total Debt	18,979	60%
Total Shareholder Contribution	12653	40%
Share of Govt. of NCTD	1,138	3.6%

<u>Yearly Contribution of GNCTD</u>						
Financial Year		Total	2019	2020	2021	2022
Grant	In lieu of Equity	229	58	57	57	57
Sub-ordinate Debt		457	117	114	114	113
Sub-Total		686	175	171	171	170
Subordinate Debt.(Taxes)		357	90	89	89	88
Subordinate Debt. (Land)		95	95	-	-	-
Total		1,138	360	260	260	258



1188684/2018/O/o MoHUA

हरदीप एस पुरी
HARDEEP S PURI

सत्यमेव जयते

आवासन और शहरी कार्य
राज्य मंत्री (स्वतंत्र प्रभार)
भारत सरकार
MINISTER OF STATE (I/C)
HOUSING AND URBAN AFFAIRS
GOVERNMENT OF INDIA



D.O. No. K-14011/17/2017-MRTS-I (Vol.I)

26 October 2018

Dear Anand ji,

Delhi has been facing serious problem of unprecedented level of pollution, severe congestion and accidents on the roads. The situation is going from bad to worse with ever increasing number of private vehicles and large scale migration to the city. Regional Rapid Transit System (RRTS) has been planned for addressing these issues and enabling fast commuting from the cities/towns around Delhi in National Capital Region (NCR). Out of three priority corridors identified jointly by the four NCR State Governments and Government of India, Delhi-Meerut Corridor has been taken up first. Government of UP gave their financial commitment for this corridor in May, 2017 while the same is awaited from GNCTD since December, 2016. Please refer to my letter No. K-14011/17/2017- MRTS-I of 6 August, 2018 in this regard.

The three priority corridors i.e. Delhi-Meerut, Delhi-Alwar and Delhi Panipat have been planned not only to be inter-operable but also provide seamless connectivity to all major transport facilities in Delhi with hub at Sarai Kale Khan and Depot at Jangpura. For achieving the above objectives, the earlier plan of underground station with no interoperability was revised in consultation with GNCTD and the station at Sarai Kale Khan was redesigned to be over-ground.

Recently Minister of Transport, GNCTD, Shri Kailash Gehlot mentioned to the press that this station has to become underground, else the implementation of ISBT redevelopment plan will get delayed. NCRTC received a communication in this regard from Transport Department of GNCTD. However, changing the station design to underground from over-ground will have following implications:

- Cost of projects will go up by more than Rs. 4,000 crores, which will have to be shared by Govt. of India and GNCTD on 50:50 basis. This is totally avoidable burden on the public exchequer of the two governments.
- With the underground station, implementation of ISBT redevelopment will get further delayed since the underground RRTS station has to be constructed by cut and cover method. Over-ground structure of ISBT redevelopment can, therefore, be taken up only after construction of underground RRTS station is completed.

1188684/2018/O/o MoHUA



- In the proposed scheme of over-ground station, GNCTD will save the cost of intra city bus terminal (a significant cost of redevelopment plan) as it can be located right under the elevated RRTS station, while such savings will not be available in underground station.
- With underground RRTS station, operation and maintenance cost will increase significantly, thereby increasing the burden on the passengers during the operation phase.

Secretary, MoHUA has already written DO letter No. K-14011/17/2017-MRTS-I of 10 October, 2018 to Chief Secretary, GNCTD clarifying these (copy enclosed). Further, you in your letter of 30 July 2018, had clearly expressed GNCTD's readiness to grant in-principle approval for the implementation of revised scheme with elevated Sarai Kale Khan Station.

I am writing, therefore, to request you to kindly intervene and get the confusion created by the statement of Transport Minister of GNCTD cleared expeditiously in the interest of addressing issues of congestion, pollution and accidents on one hand and reducing burden on public exchequer and cost to passengers on the other.

With best wishes,

Yours sincerely

Encl.: As above.

(Signature)
(Hardeep S Puri)

Shri Arvind Kejriwal

Chief Minister of National Capital Territory of Delhi
3rd Level, Delhi Secretariat, I.P. Estate
New Delhi – 110 002

Financing plan		
Contribution in lieu of Equity	₹. Cr.	Basis
Government of India		
Grant	1,419	<ul style="list-style-type: none"> • Shared between Centre and the State Governments equally (1:1) • Contribution of states divided in the ratio of investment in the respective states • Contribution in lieu of equity divided into Grant and Sub-ordinate Debt in the ratio of 1:2 based on the recommendations of BOD Sub-committee of NCRTC agreed by MoHUA
Sub-ordinate Debt	2,838	
Sub-total	4,257	
Government of National Capital Territory of Delhi		
Grant	229	
Sub-ordinate Debt	457	
Sub-total	686	
State Government of Uttar Pradesh		
Grant	1,190	
Sub-ordinate Debt	2,381	
Sub-total	3,571	
Contribution towards Taxes	₹. Cr.	Basis
Govt. of India - Sub-ordinate Debt (Customs Duty and GST)	1,192	<ul style="list-style-type: none"> • Customs Duty has been divided between Centre and State in the ratio of 1:1, in terms of para 3.3 of MoU signed between Govt. of India and participating State Governments • GST has been divided between Centre and State in the ratio of 1:2 based on MoHUA guideline (letter dated 06.07.2017)
Govt. of NCT of Delhi - Sub-ordinate Debt (Customs Duty and GST)	357	
Govt. of UP - Sub-ordinate Debt (Customs Duty and GST)	1,858	
Sub-total	3,407	
Contribution towards Government Land	₹. Cr.	Basis
Govt. of India - Sub-ordinate Debt (Govt. Land)	238	<ul style="list-style-type: none"> • As per the MoU signed between Govt. of India and participating State Governments, Government Land for the project is to be provided by concerned governments in form of concessional lease or interest-free sub-ordinate debt.
Govt. of NCT of Delhi - Sub-ordinate Debt (Govt. Land)	95	
Govt. of UP - Sub-ordinate Debt (Govt. Land)	399	
Sub-total	732	
Financial Assistance	18,979	
Grand Total	31,632	

Total Contributions	₹. Cr.
Government of India	5,687
Government of National Capital Territory of Delhi	1,138
State Government of UP	5,828
Financial Assistance	18,979
Grand Total	31,632

हरदीप एस पुरी
HARDEEP S PURI



Annexure 7

आवासन और शहरी कार्य
राज्य मंत्री (स्वतंत्र प्रभार)
भारत सरकार
MINISTER OF STATE (I/C)
HOUSING AND URBAN AFFAIRS
GOVERNMENT OF INDIA



06 August 2018

D.O.No.K-14011/17/2017-MRTS-I

Dear Arvind ji,

I am writing with reference to your D.O. letter No. CM/CO/2018/2092 of 30 July 2018 regarding approval of the Government of National Capital Territory of Delhi for the implementation of Delhi-Ghaziabad-Meerut Regional Rapid Transit System (RRTS) corridor in National Capital Region (NCR).

I am happy to learn that your government agrees "in principle" to the above project. You have, however, refrained from providing GNCTD's financial commitment.

You are well aware that as per existing framework of funding pattern for all metro rail projects being implemented under 50:50 equity sharing model and Regional Rapid Transport System (RRTS) for which an MoU was signed between 4 States/UTs in the National Capital Region and the Central Government, the equity/grant and central taxes are shared equally by the Central Government and concerned State Governments. This funding pattern has been agreed to by the GNCTD for all earlier metro projects implemented in Delhi. Therefore, it may not be possible to deviate from this funding pattern.

I would, therefore, request you to provide GNCTD's financial commitment at the earliest for this project, which has huge benefits to the citizens of Delhi through decongestion of the city. You may like to explore innovative models of resource mobilisation including raising loans for this, if the need be.

With best wishes,

Yours sincerely

Hardeep S Puri
(Hardeep S Puri)

Shri Arvind Kejriwal
Hon'ble Chief Minister of National Capital Territory of Delhi
Delhi Secretariat
I.P. Estate
New Delhi – 110002

Consolidated statement of Environment Compensation Charge Collection Nov 2015 to Till Date					
Sl.No	Date of ECC Revenue (i.e., Every Friday)(DCA DATE)	Collection of ECC for Week Period	Total Collected Amount of ECC for the Week As per DCA A/C	Prograsive Total	ECC Report Submitted to Toll Tax Department by Contractor
1	13.11.2015	06.11.15 to 12.11.2015 (06.00am to 05.59am)	43297600	43297600	Identical with DCA Report
2	20.11.2015	13.11.15 to 19.11.2015 (06.00am to 05.59am)	73488200	116785800	Identical with DCA Report
3	27.11.2015	21.11.15 to 26.11.2015 (06.00am to 05.59am)	77386800	194172600	Identical with DCA Report
4	04.12.2015	27.11.15 to 03.12.2015 (06.00am to 05.59am)	75110800	269283400	Identical with DCA Report
5	11.12.2015	04.12.15 to 09.12.2015 (06.00am to 05.59am)	74879400	344162800	Identical with DCA Report
6	18.12.2015	10.12.15 to 17.12.2015 (06.00am to 05.59am)	69065500	413228300	Identical with DCA Report
7	28.12.2015	18.12.15 to 24.12.2015 (06.00am to 05.59am)	93300000	506528300	Identical with DCA Report
8	01.01.2016	25.12.15 to 31.12.2015 (06.00am to 05.59am)	81795700	588324000	Identical with DCA Report
9	08.01.2016	01.01.16 to 07.01.2016 (06.00am to 05.59am)	82551800	670875800	Identical with DCA Report
10	15.01.2016	08.01.16 to 14.01.2016 (06.00am to 05.59am)	73030700	743906500	Identical with DCA Report
11	22.01.2016	15.01.16 to 21.01.2016 (24 hours)	73569800	817476300	Identical with DCA Report

12	29.01.2016	22.01.16 to 28 .01.2016 (06.00am to 05.59am)	36165100	853641400	Identical with DCA Report
13	03.02.2016 1.01.2016 Ending SMYR	29.01.16 to 01 .02.2016 (06.00am to 05.59am)	21270600	874912000	Identical with DCA Report
14	05.02.2016	01.02.16 to 04.02.2016 (06.00am to 05.59am)	48709800	923621800	Identical with DCA Report
15	12.02.2016	05.02.16 to 11.02.2016 (06.00am to 05.59am)	87556900	1011178700	Identical with DCA Report
16	19.02.2016	12.02.16 to 18.02.2016 (06.00am to 05.59am)	87049800	1098228500	Identical with DCA Report
17	26.02.2016	19.02.16 to 25.02.2016 (06.00am to 05.59am)	76036300	1174264800	Identical with DCA Report
18	04.03.2016	26.02.16 to 03.03.2016 (06.00am to 05.59am)	90479200	1264744000	Identical with DCA Report
19	11.03.2016	04.03.16 to 10.03.2016 (06.00am to 05.59am)	89077300	1353821300	Identical with DCA Report
20	18.03.2016	11.03.16 to 17.03.2016 (06.00am to 05.59am)	93031600	1446852900	Identical with DCA Report
21	(23.3.2016 &28.03.2016) (60000000+ 16318400)	18.03.16 to 24 .03.2016 (06.00am to 05.59am)	76318400	1523171300	Identical with DCA Report
22	02.04.2016	25.03.16 to 31 .03.2016 (06.00am to 05.59am)	80022400	1603193700	Identical with DCA Report
23	09.04.2016	01.04.16 to 07 .04.2016 (06.00am to 05.59am)	91743300	1694937000	Identical with DCA Report
24	15.04.2016	08.04.16 to 14 .04.2016 (06.00am to 05.59am)	93455600	1788392600	Identical with DCA Report

25	22.04.2016	15.04.16 to 21 .04.2016 (06.00am to 05.59am)	93372300	1881764900	Identical with DCA Report
26	29.04.2016	22.04.16 to 28 .04.2016 (06.00am to 05.59am)	92881600	1974646500	Identical with DCA Report
27	06.05.2016	29.04.16 to 05 .05.2016 (06.00am to 05.59am)	93109600	2067756100	Identical with DCA Report
28	13.05.2016	06.05.16 to 12 .05.2016 (06.00am to 05.59am)	92683300	2160439400	Identical with DCA Report
29	20.05.2016	13.05.16 to 19 .05.2016 (06.00am to 05.59am)	93516400	2253955800	Identical with DCA Report
30	27.05.2016	20.05.16 to 26 .05.2016 (06.00am to 05.59am)	92998200	2346954000	Identical with DCA Report
31	03.06.2016	27.05.16 to 02 .06.2016 (06.00am to 05.59am)	93200900	2440154900	Identical with DCA Report
32	10.06.2016	03.06.16 to 09 .06.2016 (06.00am to 05.59am)	93997400	2534152300	Identical with DCA Report
33	17.06.2016	10.06.16 to 16 .06.2016 (06.00am to 05.59am)	93458500	2627610800	Identical with DCA Report
34	24.06.2016	17.06.16 to 23 .06.2016 (06.00am to 05.59am)	94591500	2722202300	Identical with DCA Report
35	01.07.2016	24.06.16 to 30.06.2016 (06.00am to 05.59am)	94784700	2816987000	Identical with DCA Report
36	08.07.2016	01.07.16 to 07.07.2016 (06.00am to 05.59am)	94055100	2911042100	Identical with DCA Report
37	15.07.2016	08.07.16 to 14.07.2016 (06.00am to 05.59am)	94212700	3005254800	Identical with DCA Report

38	22.07.2016	15.07.16 to 21.07.2016 (06.00am to 05.59am)	92101100	3097355900	Identical with DCA Report
39	30.07.2016	22.07.16 to 28.07.2016 (06.00am to 05.59am)	91109500	3188465400	Identical with DCA Report
40	05.08.2016	29.07.16 to 04.08.2016 (06.00am to 05.59am)	92060700	3280526100	Identical with DCA Report
41	12.08.2016	05.08.16 to 11.08.2016 (06.00am to 05.59am)	93574600	3374100700	Identical with DCA Report
42	19.08.2016	12.08.16 to 18.08.2016 (06.00am to 05.59am)	75239800	3449340500	Identical with DCA Report
43	26.08.2016	19.08.16 to 25.08.2016 (06.00am to 05.59am)	91908200	3541248700	Identical with DCA Report
44	02.09.2016	26.08.16 to 01.09.2016 (06.00am to 05.59am)	91723500	3632972200	Identical with DCA Report
45	09.09.2016	02.09.16 to 08.09.2016 (06.00am to 05.59am)	92197900	3725170100	Identical with DCA Report
46	16.09.2016	09.09.16 to 15.09.2016 (06.00am to 05.59am)	92641100	3817811200	Identical with DCA Report
47	23.09.2016	16.09.16 to 22.09.2016 (06.00am to 05.59am)	96897500	3914708700	Identical with DCA Report
48	30.09.2016	23.09.16 to 29.09.2016 (06.00am to 05.59am)	99648800	4014357500	Identical with DCA Report
49	07.10.2016	30.09.16 to 06.10.2016 (06.00am to 05.59am)	100696600	4115054100	Identical with DCA Report
50	14.10.2016	07.10.16 to 13.10.2016 (06.00am to 05.59am)	96787100	4211841200	Identical with DCA Report

51	21.10.2016	14.10.16 to 20.10.2016 (06.00am to 05.59am)	101008300	4312849500	Identical with DCA Report
52	28.10.2016	21.10.16 to 27.10.2016 (06.00am to 05.59am)	101897100	4414746600	Identical with DCA Report
53	04.11.2016	28.10.16 to 03.11.2016 (06.00am to 05.59am)	71103400	4485850000	Identical with DCA Report
54	11.11.2016	04.11.16 to 10.11.2016 (06.00am to 05.59am)	84296400	4570146400	Identical with DCA Report
55	18.11.2016	11.11.16 to 17.11.2016 (06.00am to 05.59am)	59186700	4629333100	Identical with DCA Report
56	25.11.2016	18.11.16 to 24.11.2016 (06.00am to 05.59am)	67092100	4696425200	Identical with DCA Report
57	02.12.2016	25.11.16 to 01.12.2016 (06.00am to 05.59am)	80679100	4777104300	The contractor M/s DEP Tolls LLP has submitted ECC Detail
58	09.12.2016	02.12.16 to 08.12.2016 (06.00am to 05.59am)	88021900	4865126200	The contractor M/s DEP Tolls LLP has submitted ECC Detail 83456100
59	16.12.2016	09.12.16 to 15.12.2016 (06.00am to 05.59am)	83965500	4949091700	The contractor M/s DEP Tolls LLP has submitted ECC Detail
60	23.12.2016	16.12.16 to 22.12.2016 (06.00am to 05.59am)	85460600	5034552300	The contractor M/s DEP Tolls LLP has submitted ECC Detail
61	30.12.2016	23.12.16 to 29.12.2016 (06.00am to 05.59am)	84771700	5119324000	The contractor M/s DEP Tolls LLP has submitted ECC Detail
62	06.01.2017	30.12.16 to 05.01.2017 (06.00am to 05.59am)	80692700	5200016700	Identical with DCA Report
63	13.01.2017	06.01.17 to 12.01.2017 (06.00am to 05.59am)	88328900	5288345600	Identical with DCA Report

64	20.01.2017	13.01.17 to 19.01.2017 (06.00am to 05.59am)	91073700	5379419300	Identical with DCA Report
65	27.01.2017	20.01.17 to 26.01.2017 (06.00am to 05.59am)	81124800	5460544100	Identical with DCA Report
66	03.02.2017	27.01.17 to 02.02.2017 (06.00am to 05.59am)	95611200	5556155300	Identical with DCA Report
67	10.02.2017	03.02.17 to 09.02.2017 (06.00am to 05.59am)	98520600	5654675900	Identical with DCA Report
68	17.02.2017	10.02.17 to 16.02.2017 (06.00am to 05.59am)	100283500	5754959400	Identical with DCA Report
69	24.02.2017	17.02.17 to 23.02.2017 (06.00am to 05.59am)	105718200	5860677600	Identical with DCA Report
70	03.03.2017	24.02.17 to 02.03.2017 (06.00am to 05.59am)	110927800	5971605400	Identical with DCA Report
71	10.03.2017	03.03.17 to 09.03.2017 (06.00am to 05.59am)	112885300	6084490700	Identical with DCA Report
72	17.03.2017	10.03.17 to 16.03.2017 (06.00am to 05.59am)	90318200	6174808900	Identical with DCA Report
73	24.03.2017	17.03.17 to 23.03.2017 (06.00am to 05.59am)	119484300	6294293200	Identical with DCA Report
74	31.03.2017	24.03.17 to 30.03.2017 (06.00am to 05.59am)	121726400	6416019600	Identical with DCA Report
75	07.04.2017	31.03.17 to 06.04.2017 (06.00am to 05.59am)	112835700	6528855300	Identical with DCA Report
76	15.04.2017	07.04.17 to 13.04.2017 (06.00am to 05.59am)	118853400	6647708700	Identical with DCA Report

77	21.04.2017	14.04.17 to 20.04.2017 (06.00am to 05.59am)	120238500	6767947200	Identical with DCA Report
78	28.04.2018	21.04.17 to 27.04.2017 (06.00am to 05.59am)	123509400	6891456600	Identical with DCA Report
79	05.05.2017	28.04.17 to 04.05.2017 (06.00am to 05.59am)	126218700	7017675300	Identical with DCA Report
80	12.05.2017	05.05.17 to 11.05.2017 (06.00am to 05.59am)	128240900	7145916200	Identical with DCA Report
81	19.05.2017	12.05.17 to 18.05.2017 (06.00am to 05.59am)	130961800	7276878000	Identical with DCA Report
82	26.05.2017	19.05.17 to 25.05.2017 (06.00am to 05.59am)	132184400	7409062400	Identical with DCA Report
83	02.06.2017	26.05.17 to 01.06.2017 (06.00am to 05.59am)	133904600	7542967000	Identical with DCA Report
84	09.06.2017	02.06.17 to 08.06.2017 (06.00am to 05.59am)	133546900	7676513900	Identical with DCA Report
85	16.06.2017	09.06.17 to 15.06.2017 (06.00am to 05.59am)	132337100	7808851000	Identical with DCA Report
86	23.06.2017	16.06.17 to 22.06.2017 (06.00am to 05.59am)	131421500	7940272500	Identical with DCA Report
87	01.07.2017	23.06.17 to 29.06.2017 (06.00am to 05.59am)	128134900	8068407400	Identical with DCA Report
88	07.07.2017	30.06.17 to 06.07.2017 (06.00am to 05.59am)	82238100	8150645500	Identical with DCA Report
89	14.07.2017	07.06.17 to 13.07.2017 (06.00am to 05.59am)	100449400	8251094900	Identical with DCA Report

90	21.07.2017	14.07.17 to 20.07.2017 (06.00am to 05.59am)	102113500	8353208400	Identical with DCA Report
91	28.07.2017	21.07.17 to 27.07.2017 (06.00am to 05.59am)	100764800	8453973200	Identical with DCA Report
92	04.08.2017	28.07.17 to 03.08.2017 (06.00am to 05.59am)	110329400	8564302600	Identical with DCA Report
93	11.08.2017	04.08.17 to 10.08.2017 (06.00am to 05.59am)	106024900	8670327500	Identical with DCA Report
94	18.08.2017	11.08.17 to 17.08.2017 (06.00am to 05.59am)	104973700	8775301200	Identical with DCA Report
95	25.08.2017	18.08.17 to 24.08.2017 (06.00am to 05.59am)	120646100	8895947300	Identical with DCA Report
96	01.09.2017	25.08.17 to 31.08.2017 (06.00am to 05.59am)	119042300	9014989600	Identical with DCA Report
97	08.09.2017	01.09.17 to 07.09.2017 (06.00am to 05.59am)	120937100	9135926700	Identical with DCA Report
98	15.09.2017	08.09.17 to 14.09.2017 (06.00am to 05.59am)	129791800	9265718500	Identical with DCA Report
99	22.09.2017	15.09.17 to 21.09.2017 (06.00am to 05.59am)	138179500	9403898000	Identical with DCA Report
100	29.09.2017	22.09.17 to 28.09.2017 (06.00am to 05.59am)	140661900	9544559900	Identical with DCA Report
101	06.10.2017	29.09.17 to 30.09.2017 (06.00am to 05.59am)	28537400	9573097300	Identical with DCA Report Contract End 30 Sep 2017
102	06.10.2018	01.10.17 to 05.10.2017 (06.00am to 05.59am)	60512700	9633610000	Identical with DCA Report

103	13.10.2018	06.10.17 to 12.10.2017 (06.00am to 05.59am)	101230800	9734840800	Identical with DCA Report
104	21.10.2017	13.10.17 to 19.10.2017 (06.00am to 05.59am)	65864400	9800705200	Identical with DCA Report
105	27.10.2017	20.10.17 to 26.10.2017 (06.00am to 05.59am)	80963300	9881668500	Identical with DCA Report
106	03.11.2017	27.10.17 to 02.11.2017 (06.00am to 05.59am)	100130900	9981799400	Identical with DCA Report
107	10.11.2017	03.11.17 to 09.11.2017 (06.00am to 05.59am)	75235700	10057035100	Identical with DCA Report
108	17.11.2017	10.11.17 to 16.11.2017 (06.00am to 05.59am)	30116800	10087151900	100 Wrongly Total mistakes
109	24.11.2017	17.11.17 to 23.11.2017 (06.00am to 05.59am)	103514300	10190666200	Identical with DCA Report
110	02.12.2017	24.11.17 to 30.11.2017 (06.00am to 05.59am)	106060700	10296726900	Identical with DCA Report
111	08.12.2017(8 3260900+12 000000)	01.12.17 to 07.12.2017 (06.00am to 05.59am)	83260900	10379987800	Identical with DCA Report
112	15.12.2017	08.12.17 to 14.12.2017 (06.00am to 05.59am)	91535100	10471522900	Identical with DCA Report
113	22.12.2017	15.12.17 to 21.12.2017 (06.00am to 05.59am)	90165500	10561688400	Identical with DCA Report
114	29.12.2017	22.12.17 to 28.12.2017 (06.00am to 05.59am)	90352800	10652041200	Identical with DCA Report
115	06.01.2018	29.12.17 to 04.01.2018 (06.00am to 05.59am)	83048700	10735089900	Identical with DCA Report

116	12.01.2018	05.01.18 to 11.01.2018 (06.00am to 05.59am)	89029200	10824119100	Identical with DCA Report
117	19.01.2018	12.01.18 to 18.01.2018 (06.00am to 05.59am)	81660400	10905779500	Identical with DCA Report
118	29.01.2018	19.01.18 to 25.01.2018 (06.00am to 05.59am)	45340900	10951120400	Identical with DCA Report
119	03.02.2018	26.01.18 to 01.02.2018 (06.00am to 05.59am)	81016600	11032137000	Identical with DCA Report
120	09.02.2018	02.02.18 to 08.02.2018 (06.00am to 05.59am)	85063100	11117200100	Identical with DCA Report
121	16.02.2018	09.02.18 to 15.02.2018 (06.00am to 05.59am)	89017700	11206217800	Identical with DCA Report
122	23.02.2019	16.02.18 to 22.02.2018 (06.00am to 05.59am)	91046300	11297264100	Identical with DCA Report
123	03.03.2018	23.02.18 to 01.03.2018 (06.00am to 05.59am)	80249700	11377513800	Identical with DCA Report
124	09.03.2018	02.03.18 to 08.03.2018 (06.00am to 05.59am)	64514800	11442028600	Identical with DCA Report
125	16.03.2018	09.03.18 to 15.03.2018 (06.00am to 05.59am)	88537700	11530566300	Identical with DCA Report
126	23.03.2018	16.03.18 to 22.03.2018 (06.00am to 05.59am)	86040900	11616607200	Identical with DCA Report
127	03.04.2018	23.03.18 to 29.03.2018 (06.00am to 05.59am)	104073700	11720680900	Identical with DCA Report
128	06.04.2018	30.03.18 to 05.04.2018 (06.00am to 05.59am)	84546400	11805227300	Identical with DCA Report

129	13.04.2018	06.04.18 to 12.04.2018 (06.00am to 05.59am)	90078100	11895305400	Identical with DCA Report
130	23.04.2018	13.04.18 to 19.04.2018 (06.00am to 05.59am)	90352200	11985657600	Identical with DCA Report
131	02.05.2018	20.04.18 to 26.04.2018 (06.00am to 05.59am)	90046700	12075704300	Identical with DCA Report
132	04.05.2018	27.04.18 to 03.05.2018 (06.00am to 05.59am)	90694100	12166398400	Identical with DCA Report
133	23.05.2018	04.05.18 to 10.05.2018 (06.00am to 05.59am)	80304500	12246702900	Identical with DCA Report
134	25.05.2018	11.05.18 to 17.05.2018 (06.00am to 05.59am)	84039900	12330742800	Identical with DCA Report
135	06.06.2018	18.05.18 to 24.05.2018 (06.00am to 05.59am)	80345100	12411087900	Identical with DCA Report
136	06.07.2018	25.05.18 to 31.05.2018 (06.00am to 05.59am)	79049400	12490137300	Identical with DCA Report
137	07.07.2018	01.06.18 to 07.06.2018 (06.00am to 05.59am)	70080600	12560217900	Identical with DCA Report
138	07.07.2018	08.06.18 to 14.06.2018 (06.00am to 05.59am)	61538900	12621756800	Identical with DCA Report
139	13.07.2018	15.06.18 to 21.06.2018 (06.00am to 05.59am)	37036200	12658793000	Identical with DCA Report
140	03.08.2018	22.06.18 to 28.06.2018 (06.00am to 05.59am)	48094300	12706887300	Identical with DCA Report
141	09.08.2018	29.06.18 to 05.07.2018 (06.00am to 05.59am)	39091700	12745979000	Identical with DCA Report

142		06.07.18 to 12.07.2018 (06.00am to 05.59am)			
	30.08.2018		39247300	12785226300	Identical with DCA Report
145		13.07.18 to 19.07.2018 (06.00am to 05.59am)			
	21.09.2018		38556100	12823782400	Identical with DCA Report
146	PDC dated 26.09.2018 clear on 3.10.2018	20.07.18 to 26.07.2018 (06.00am to 05.59am)			
			26962500	12850744900	By Cheque dt
147	PDC dated 29.09.2018 clear on 4.10.2018	27.07.18 to 02.08.2018 (06.00am to 05.59am)			
			31451300	12882196200	By Cheque dt
148	PDC dated 01.10.2018 clear on 8.10.2018	03.08.18 to 09.08.2018 (06.00am to 05.59am)			
			36694600	12918890800	By Cheque dt
149	PDC dated 30.09.2018 clear on 8.10.2018	10.08.18 to 16.08.2018 (06.00am to 05.59am)			
			33347700	12952238500	By Cheque dt
150	PDC dated 30.09.2018 clear on 8.10.2018	17.08.18 to 23.08.2018 (06.00am to 05.59am)			
			35721400	12987959900	By Cheque dt
151	PDC dated 30.09.2018 clear on 8.10.2018	24.08.18 to 30.08.2018 (06.00am to 05.59am)			
			36242700	13024202600	By Cheque dt
152	PDC dated 01.10.2018 clear on 8.10.2018	31.08.18 to 06.09.2018 (06.00am to 05.59am)			
			37014900	13061217500	By Cheque dt
153	PDC dated 01.10.2018 clear on 8.10.2018	07.09.18 to 13.09.2018 (06.00am to 05.59am)			
			35589000	13096806500	By Cheque dt
154	PDC dated 01.10.2018 clear on 8.10.2018	14.09.18 to 20.09.2018 (06.00am to 05.59am)			
			35395100	13132201600	By Cheque dt
155		21.09.18 to 27.09.2018 (06.00am to 05.59am)			
	04.10.2018		32896800	13165098400	Through RTGS
156		28.09.18 to 04.10.2018 (06.00am to 05.59am)			
	11.10.2018		36716100	13201814500	

157	19.10.2018	05.10.18 to 11.10.2018 (06.00am to 05.59am)	36686600	13238501100	
158	26.10.2018	12.10.18 to 18.10.2018 (06.00am to 05.59am)	34418500	13272919600	
159	02.11.2018	19.10.18 to 25.10.2018 (06.00am to 05.59am)	32227900	13305147500	
160	09.11.2018	26.10.18 to 01.11.2018 (06.00am to 05.59am)	36965400	13342112900	
161	16.11.2018	02.11.18 to 08.11.2018 (06.00am to 05.59am)	20477900	13362590800	
162	22.11.2018	09.11.18 to 15.11.2018 (06.00am to 05.59am)	21516000	13384106800	
163	05.12.2018	16.11.18 to 22.11.2018 (06.00am to 05.59am)	35044600	13419151400	
164	26.12.2018	16.11.18 to 22.11.2018 (06.00am to 05.59am)	1568600	13420720000	
165	21.12.2018	23.11.18 to 29.11.2018 (06.00am to 05.59am)	35340500	13456060500	
166	26.12.2018	23.11.18 to 29.11.2018 (06.00am to 05.59am)	2488100	13458548600	
167	05.01.2019	30.11.18 to 06.12.2018 (06.00am to 05.59am)	41383200	13499931800	
Total			13499931800		