

Regional Rapid Transit System (RRTS) in National Capital Region (NCR) of India

JTTRI Global Seminar



10-Feb-2026
Tokyo

Agenda

- 1. Conceptualisation of RRTS in India**
- 2. First Corridor: Delhi-Meerut RRTS & Focus on Multi-Modal Integration**
- 3. First of its kind Initiatives**
- 4. Implementing Transit Oriented Development**
- 5. Enabling Value Capture Financing**
- 6. Few Glimpses of the Completed Corridor**

Growth of Urbanisation in India

- ❑ India's urbanisation projected¹ to grow to about **600 million (40%) by 2031 and 850 million (50%) by 2051**
- ❑ Cost of congestion estimated² @ **USD 16 billion annually** (approx.) in Delhi, Mumbai, Kolkata and Bangalore
- ❑ New **Mega Urban Regions** struggling with –
 - ❑ Unmanaged Urban Sprawl – expensive housing
 - ❑ Congestion due to weak mobility
 - ❑ Air Pollution (increased private vehicles)
 - ❑ Urban Flooding & Heat Waves



***Inadequate regional mobility –
constraining economic growth***

Survey results - Travel time for professionals

City/Region	Distance	Time taken	Avg. Speed
Bengaluru	15 Km	~54 min	~17 Kmph
Hyderabad	17 Km	~54 min	~19 Kmph
NCR	22 Km	~55 min	24 Kmph

Source: Commute trends 2025 study by **MoveInSync** - Enterprise employee commute platform (present in 39 countries)

Regional rails – transport solution adopted by mega cities to control urban sprawl & enable cluster-based economic development



Regional rails are transforming economies & lives of people enabling inter-connected clusters to develop as a vibrant, dynamic whole, greater than sum of its parts

Namo Bharat RRTS: Filling the gap of regional connectivity



National-level

(More than 200 km)

- National Railways
- National Airlines
- ✓ High Speed Rail



Regional-level

(30-200 km)

- Passenger Trains
- Inter-state Buses
- ✓ RRTS (semi high-speed rail)



City-level

(less than 30 km)

- Metro Rail Transit
- Bus Rapid Transit
- City Buses



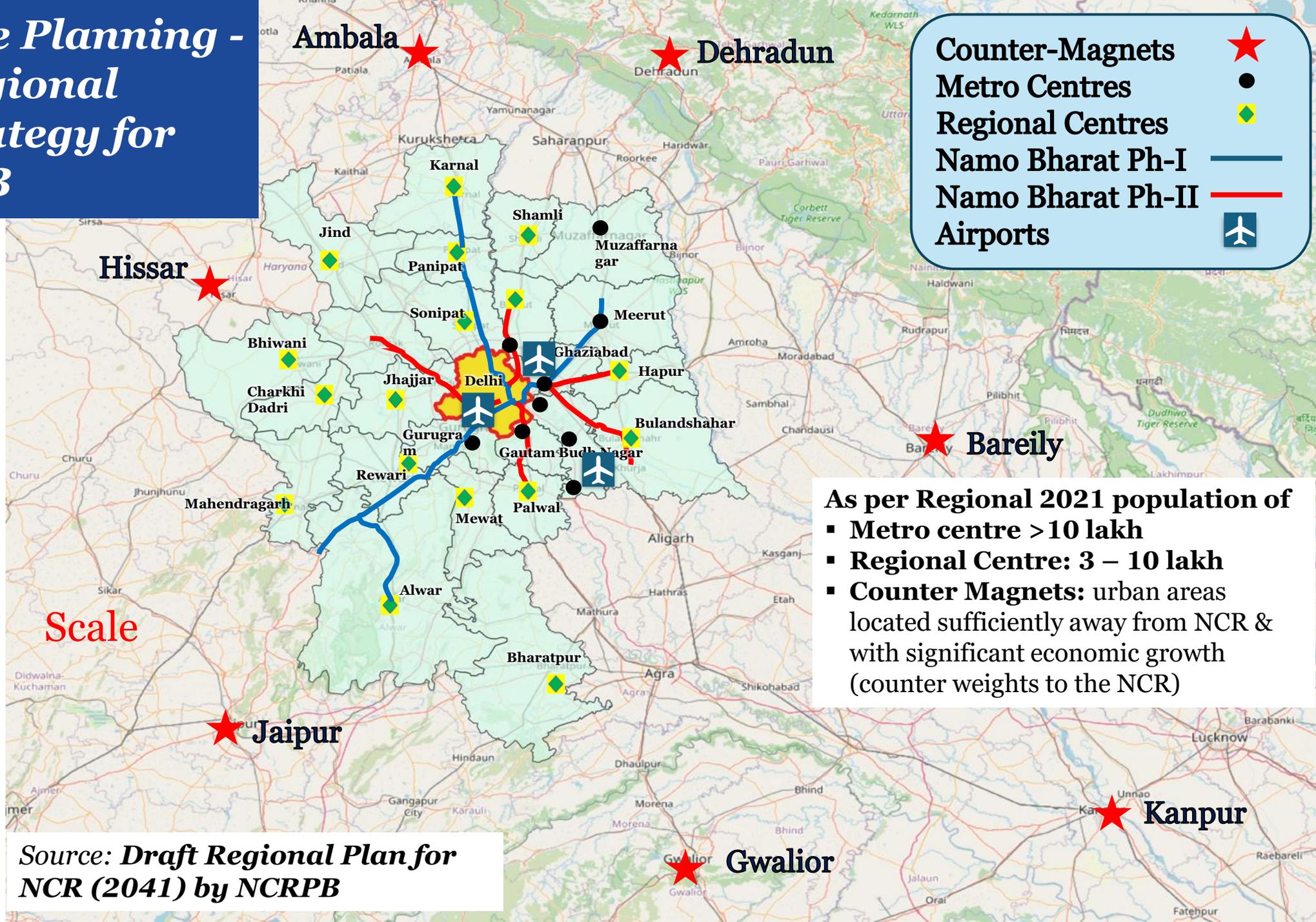
Last Mile

(less than 10 km)

- Autos / Shared Autos
- E-Rickshaws
- Feeder Buses

Economic Zone Planning - Integrated Regional Transport Strategy for NCR by NCRPB

- Counter Magnets can **reduce migration pressure** on Delhi
- Fast connectivity** by RRTS to Metro/regional centers was planned to **reduce migration, traffic congestion and air pollution** in Delhi



As per Regional 2021 population of

- Metro centre > 10 lakh
- Regional Centre: 3 – 10 lakh
- Counter Magnets: urban areas located sufficiently away from NCR & with significant economic growth (counter weights to the NCR)

Source: Draft Regional Plan for NCR (2041) by NCRPB

Namo Bharat RRTS in National Capital Region (NCR)



Eight Nammo Bharat corridors identified in **Functional Plan of Transport for NCR (2032)** out of which *three corridors prioritised in Phase-I*

Phase-I: 3 Nammo Bharat Corridors

Parameters	Delhi (SKK) – Meerut	Delhi (SKK) – Panipat – Karnal	Delhi (SKK) – Gurugram – Bawal
Total Length (Km)	82.15	136.30	93.12
Estimated travel time (min)	60	90	67
No. of total stations	25	17	13

The three Nammo Bharat corridors (Phase-I) are included in the **National Infrastructure Pipeline (NIP)**

02 new corridor identified in NCR:

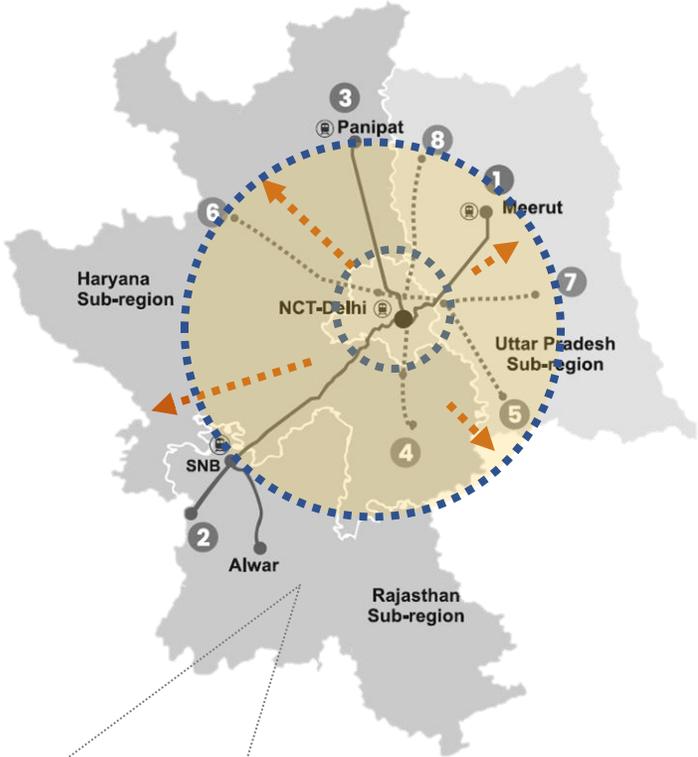
- Ghaziabad-Noida International Airport (72 Km)
- Gurugram – Faridabad – Noida – Gr.Noida (61 Km)

Impact of RRTS | enhancing one-hour-reach

Illustration: NCR mega region



Area covered by existing modes in 1 hr (R - 30 Km)



Area covered by RRTS in 1 hr (R - 100 Km)

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Delhi-Meerut Corridor

Corridor Length ~ 82.15 km

Elevated ~ 70 km

Underground ~ 12.15 km

Project Financing

- Centre – 20%, State – 20% &
- Multilateral lending agencies – 60%

Estimated ridership: 0.8 million per day

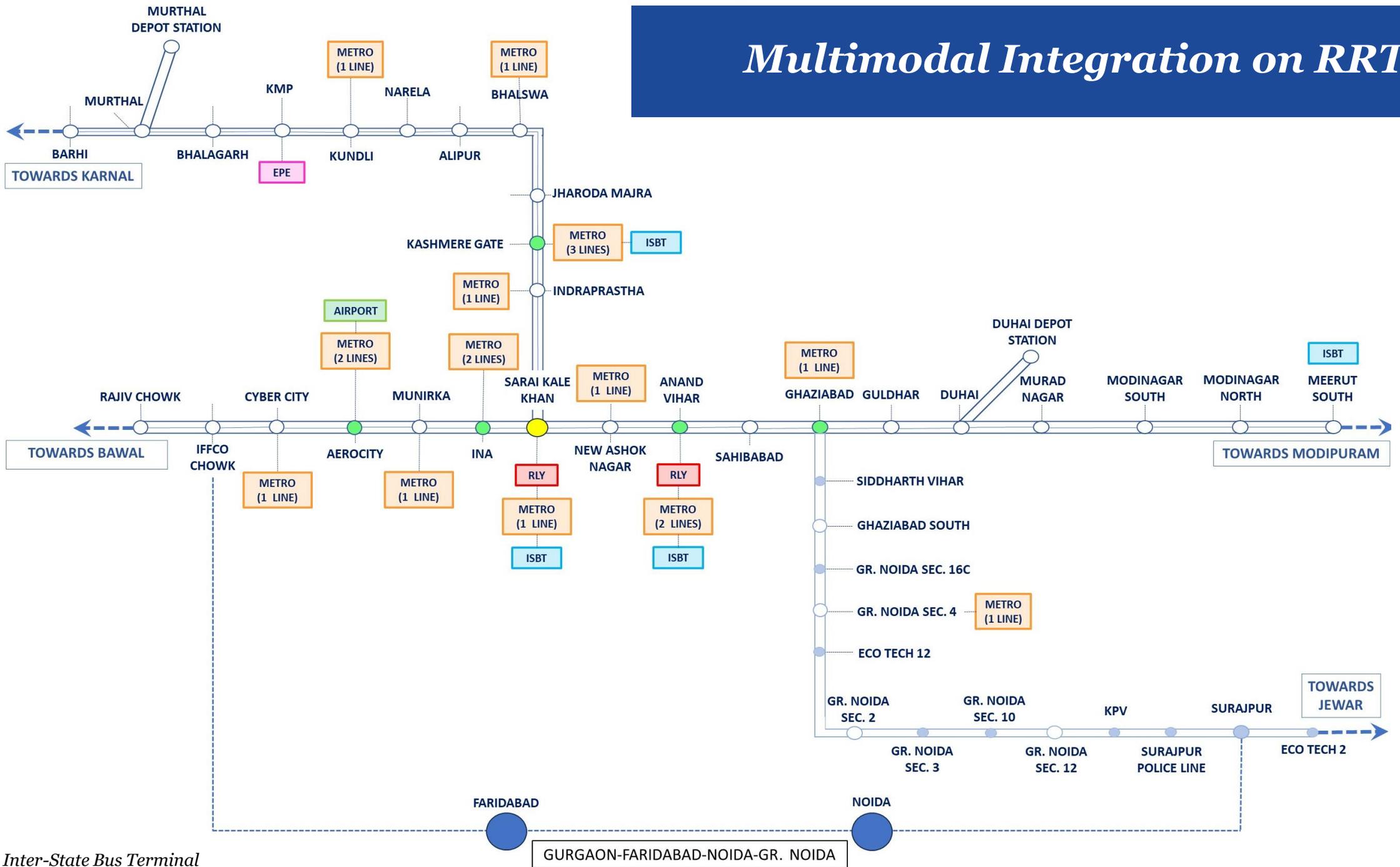
SPEED

- Design: 180 Kmph
- Operational: 160 Kmph

Project completion within sanctioned timelines and cost, despite impact of COVID-19

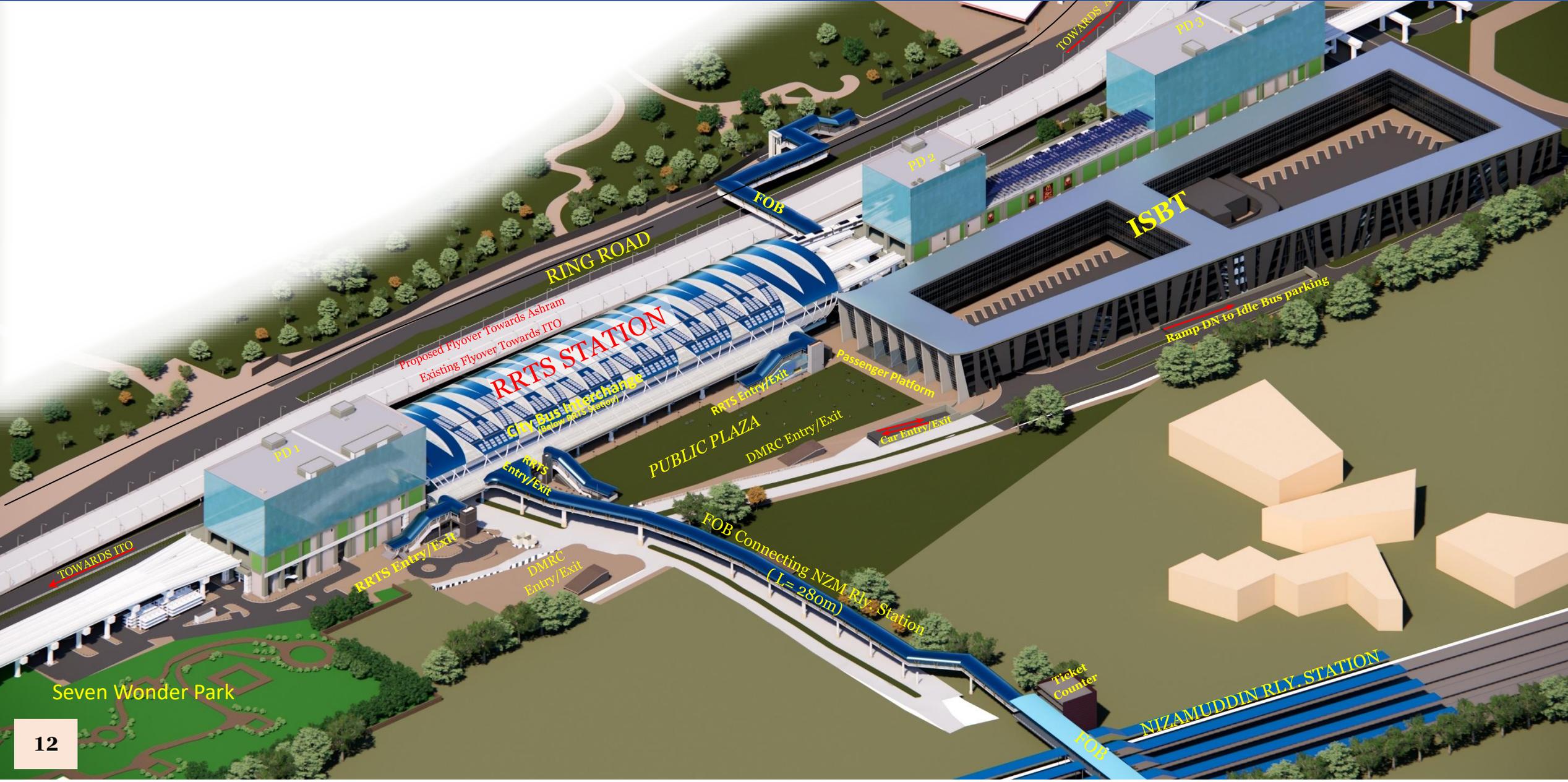


Multimodal Integration on RRTS



ISBT: Inter-State Bus Terminal

Multi Modal Integration at Sarai Kale Khan RRTS Station



Multi Modal Integration at Anand Vihar RRTS Station



ISBT

Metro Station
(Pink Line)

Metro Station
(Blue Line)

Anand Vihar
Namo Bharat Station

National
Railway Station

Chaudhary Charan
Singh Marg

Uttar Pradesh
Bus Terminal

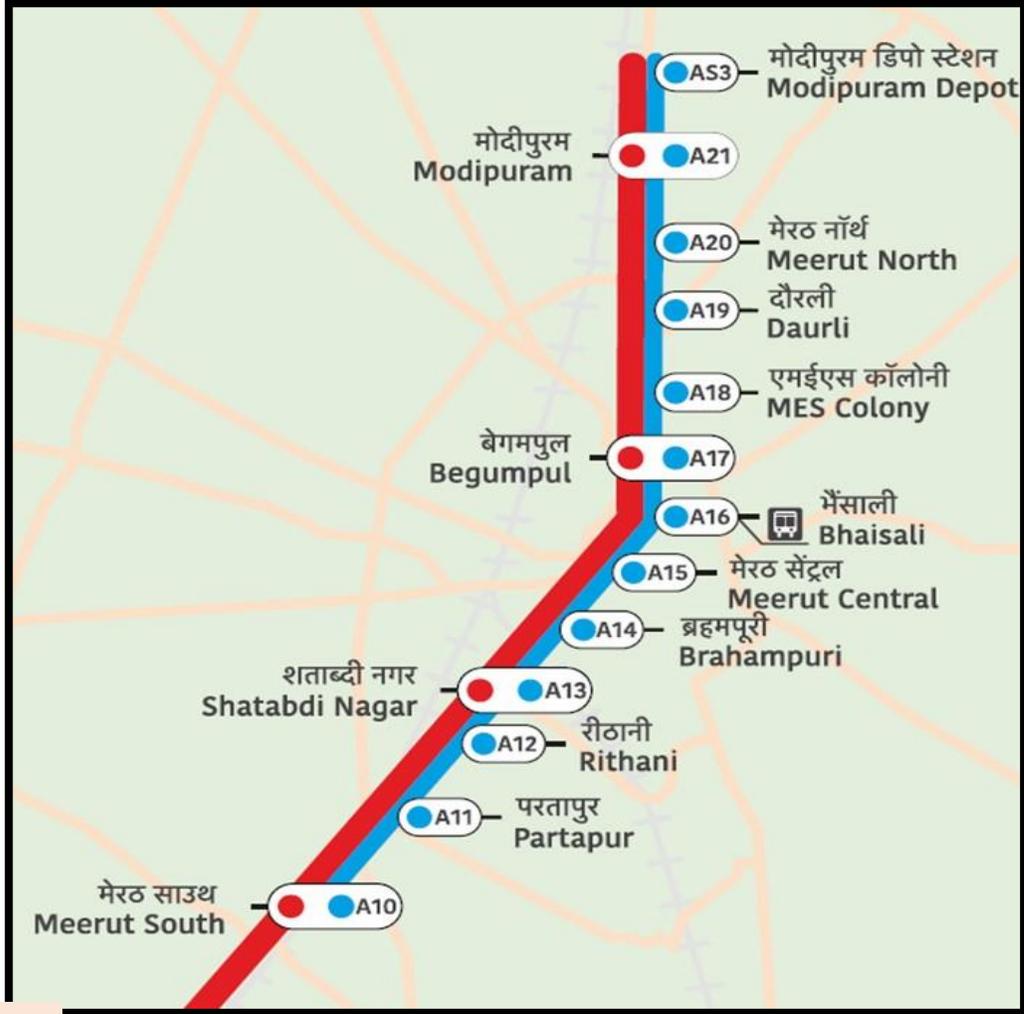
Enhancing Last Mile Connectivity

- **Electric feeder buses** initiated with the help of Local Transport Corporations
- **Integrated the existing bus routes** services with RRTS stations
- With the help State Government **new feeder bus routes** notified
- **Tie ups with radio taxi (Uber & Rapido)** for offering discounted cabs, two-wheeler taxi & auto rickshaw from & to RRTS stations
- Process of setting up **Pink auto** through RRTS operator & **Women led NGO**, under Nirbhaya Fund of Govt of India

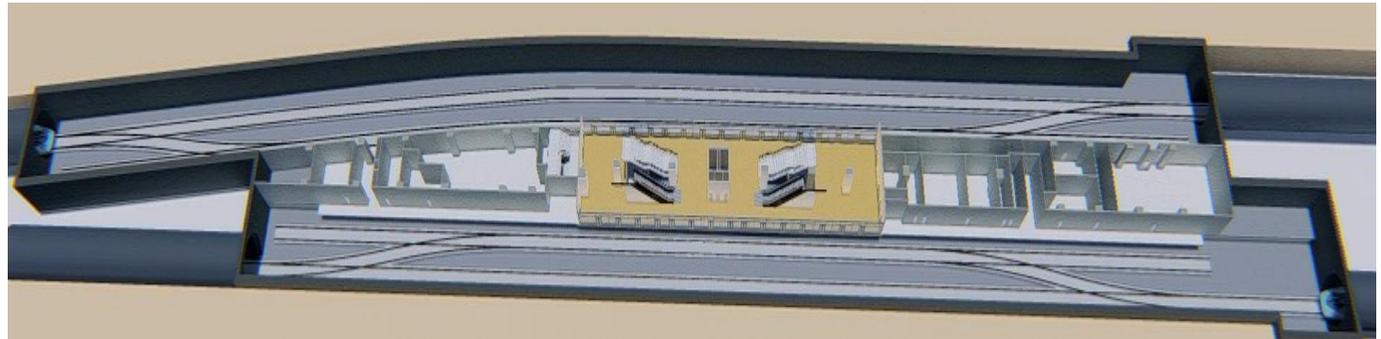


Meerut Metro Services on Nammo Bharat Infrastructure

Metro Services in Meerut value engineered on Nammo Bharat Infrastructure leading to first of its kind **Network Integration and Passenger Convenience**.

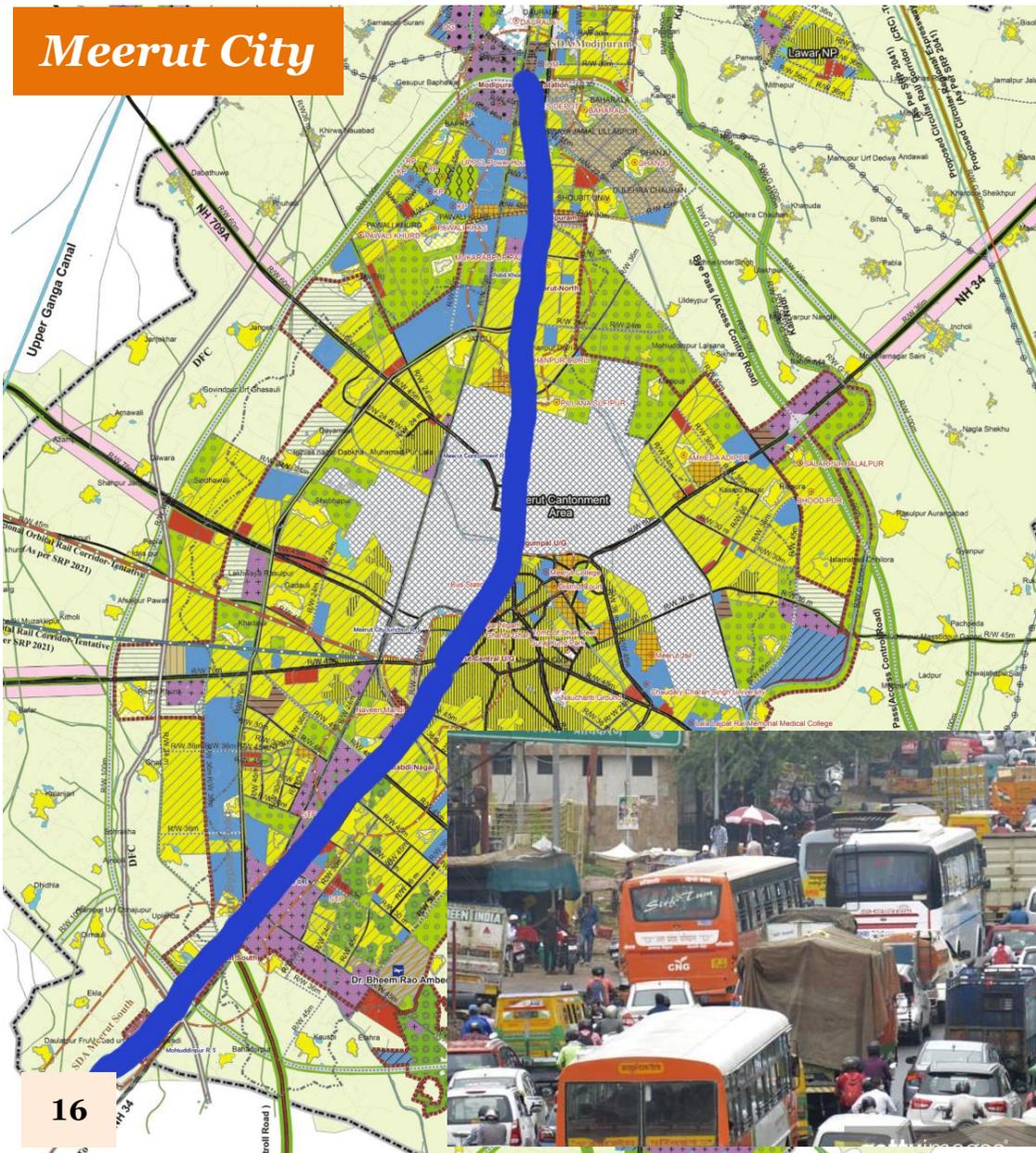


- ❑ RRTS & Meerut Metro to be operated on same infrastructure - regional & intra city solution
- ❑ 4 RRTS Stations & 9 Meerut Metro stations
- ❑ Meerut metro to act as feeder (First/Last mile) for commuters moving to Delhi and beyond
- ❑ Savings in capital costs ~ ₹ 6,350 crores (USD ~705 million)
- ❑ Better utilization of resources & no competition for ridership

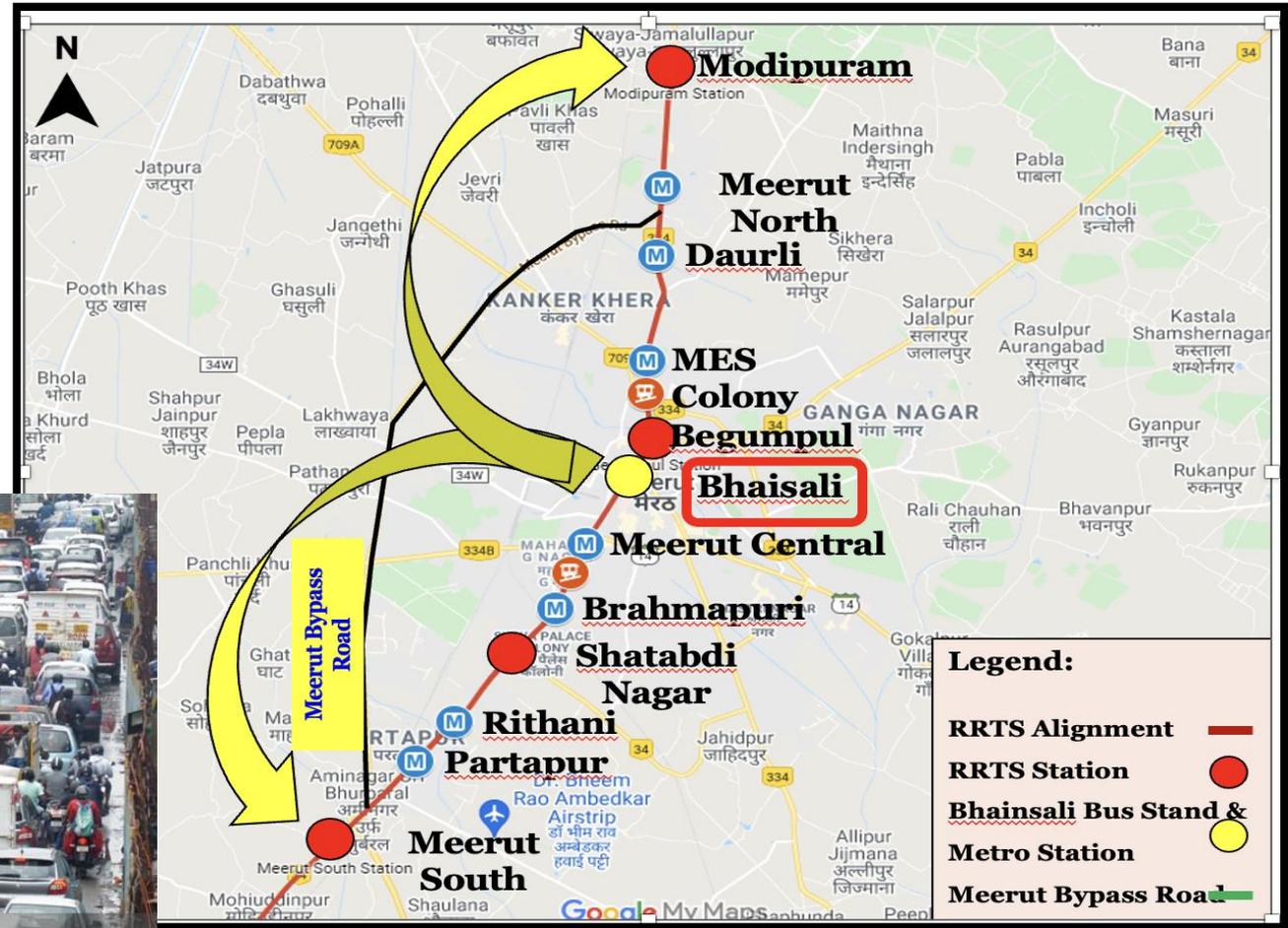


Relocation of Bus Terminal from Centre of Meerut City

Meerut City



Relocation of Bhaisali Bus Terminal –NCRTC is developing Integrated Multimodal Complexes at Modipuram and Meerut South by relocating Bhaisali bus terminal. This rare initiative will help decongest the city centre.



Redefining concept of NCR - empowering citizens to live in suburbs and access jobs, healthcare, education in Delhi

TIMES OF INDIA, 6.1.2025

Meerut to CP daily: The impossible now an hour's ride

How RRTS Is Changing Lives, Redefining Concept Of NCR

Ashni Dhaor@timesofindia.com
One of those waiting eagerly for the Delhi section of rapid rail to open is Yogesh Kumar.

The 38-year-old income-tax officer lives the life that lakhs of working professionals staying away from their families in Delhi-NCR do, travelling over weekends to visit their loved ones.

Yogesh, whose wife, kids and parents are in Meerut, has been doing this for 10 years since he got the job and moved into a rented house in Vaishali. This March, he will move back to Meerut, a possibility that dawned on him when rapid rail's first stretch was inaugurated in Oct 2023.

It takes about an hour for Yogesh to reach his office in Delhi's Connaught Place

from his house. He takes metro's Blue Line from Vaishali. After the inauguration of the Delhi section, Yogesh said he can take rapid rail from Meerut South, which will bring him to Anand Vihar in around 35 minutes. From Anand Vihar, he will transit to the same Blue Line to reach CP. He will add another 45 minutes or so to his travel but save on rent of Rs 15,000 a month. By June, when the entire Delhi-Meerut corridor becomes functional, rapid rail will make living in Meerut and working in Delhi, Noida or Ghaziabad possible for many, redefining the very concept of NCR.

In its 14 months of operations, it has become evident to its early riders that rapid rail is more than just a faster way to travel—it's reshaping



FRAMED FOR GOOD: PM Narendra Modi presented with a portrait as he takes a ride in a Namoo Bharat train on Sunday

professionals and students are regulars on these six-coach trains that glide across the 42km section—55km from Sunday—in 30 minutes at a frequency of 15 minutes.

Among them is Atul Pal, a resident of Shatabdi Vihar in Meerut who moved back to his hometown last May, vacating his rented flat in Ghaziabad's Vasundhara. "I rented the place after I got a job at a factory in Sahibabad in 2019. My parents stayed back in Meerut. My wife and I moved here. But once the train to Sahibabad began, there was no need to stay in Vasundhara and spend on rent," said Pal, who reaches his factory from his house in an hour.

Anand Vihar. I no longer need to live in Vaishali. I can be with my family in Meerut," Yogesh, who this correspondent met on a rapid rail train from Meerut South to Sahibabad two days before the Delhi section was opened, said.

Hundreds of working

dreaded the long commute to and from Modinagar, for which you have to either take buses that are crowded and slow or multiple shared autos," she said.

For Sanjay Kumar, who runs a sports store in Ghaziabad's Turab Nagar and sources from a sports equipment manufacturing factory in Meerut's Partapur, procurement has become a breeze. "Traveling between Ghaziabad and Meerut is a hassle. But with rapid rail, my business has got a new lifeline as I can go and meet my supplier easily," he said.

Then there is Dalbir Pal, who lives in Greater Noida West and needs to visit Modinagar for his wife's medical appointments. "We lived there and moved out five years ago, but our family doctor is still there. Earlier, we would go there on my bike, which is not very safe. Now, I just park my bike at the Ghaziabad RRTS station, take the train

and reach Modinagar in 15 minutes," he said.

Students make up a good number of daily commuters. Kanika Rathi, who studies at IMR College in Duhai, moved out of the town and found herself a PG accommodation in Vasundhara when reaching Duhai by rapid rail became possible. "The PGs in Duhai are in rural areas, and after sunset, it is not safe. And there is nothing to do," she said.

Yashika Arora, meanwhile, sees her weekends opening up June onwards when the full length of the corridor becomes operational. "The Meerut South station is around 15km from Meerut city, so one still has to take a bus from there," said the Meerut Cantt resident, who works in Noida and visits home on weekends. The to and fro travel takes up half a day of the weekend. She looks forward to getting her full weekend back.

66 pc of existing users eager to purchase property in India's RRTS corridors: Report

Synopsis

The Regional Rapid Transit System (RRTS) in the country is emerging as a strong catalyst for corridor-led investment, with nearly 80 per cent of surveyed existing users associating improved RRTS connectivity with enhanced economic opportunities in their region, a report showed on Friday.



New Delhi, Dec 26 (IANS) The Regional Rapid Transit System (RRTS) in the country is emerging as a strong catalyst for corridor-led investment, with nearly 80 per cent of surveyed existing users associating improved RRTS connectivity with enhanced economic opportunities in their region, a report showed on Friday.

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Perceptions of economic development are significantly reinforced where infrastructure upgrades are visible, increasing confidence by over 2.25 times. This translates into tangible real estate

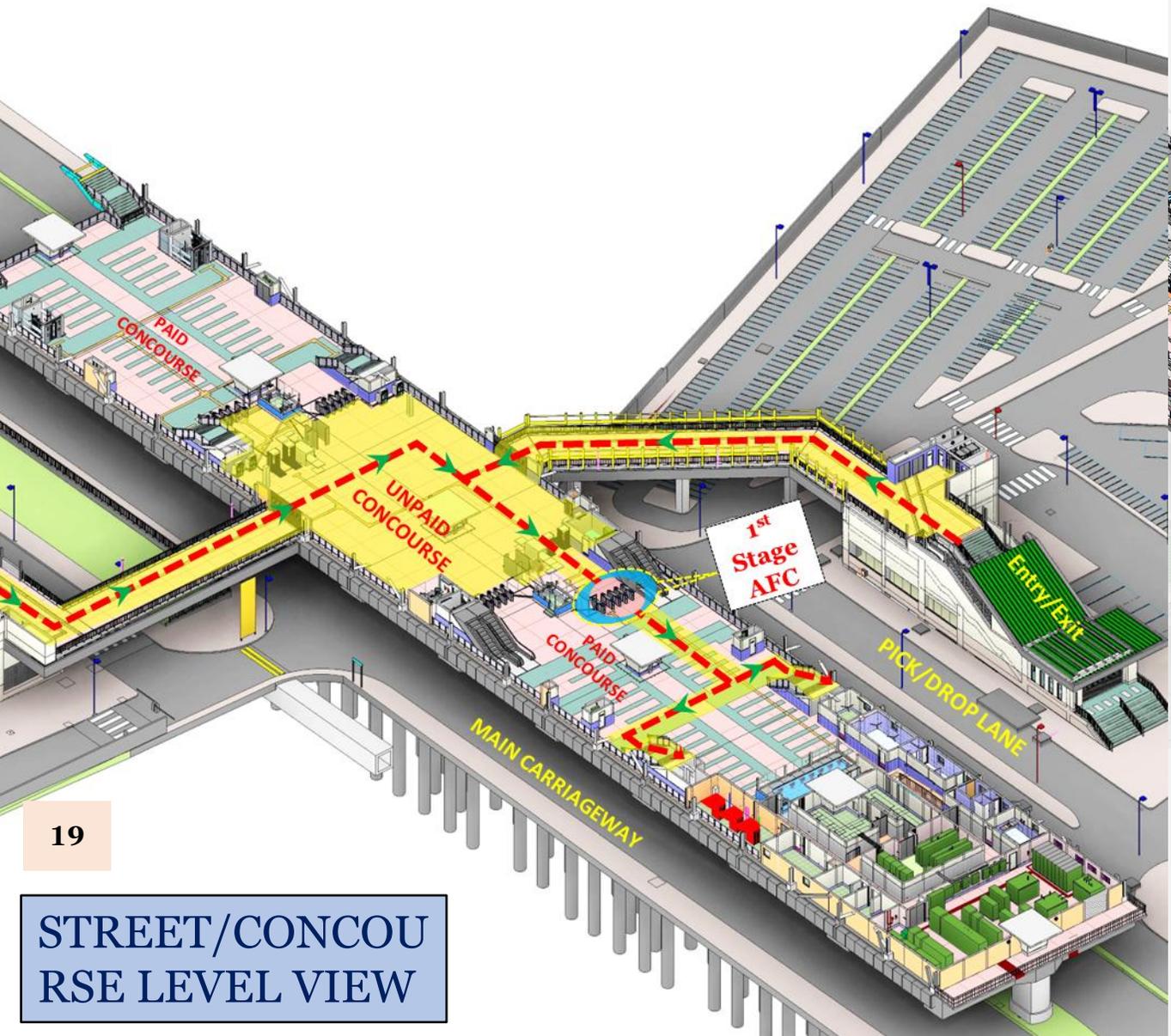
interest, with 66 per cent of existing users expressing willingness to invest in property along the RRTS corridor, according to the report by [Knight Frank India](#).

ECONOMIC TIMES, 26.12.2025

Agenda

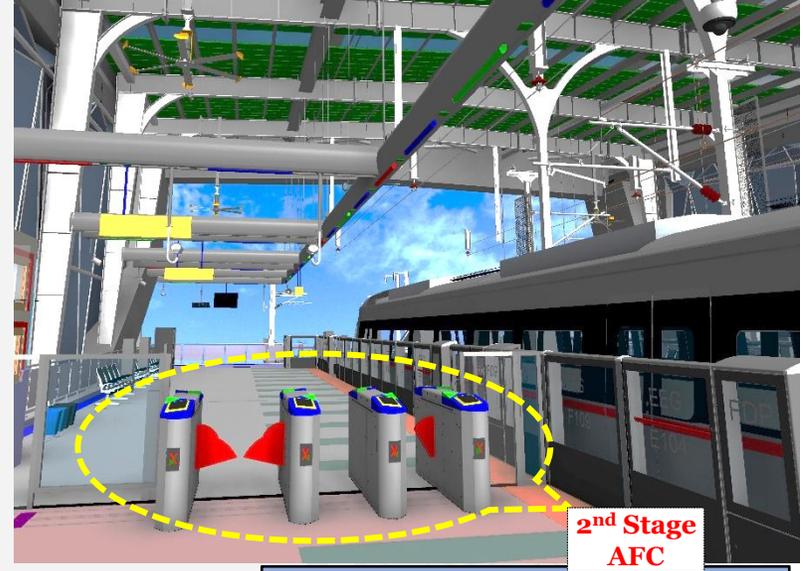
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Dual Automated Fare Collection (AFC) Gate Functionality for Premium Lounge

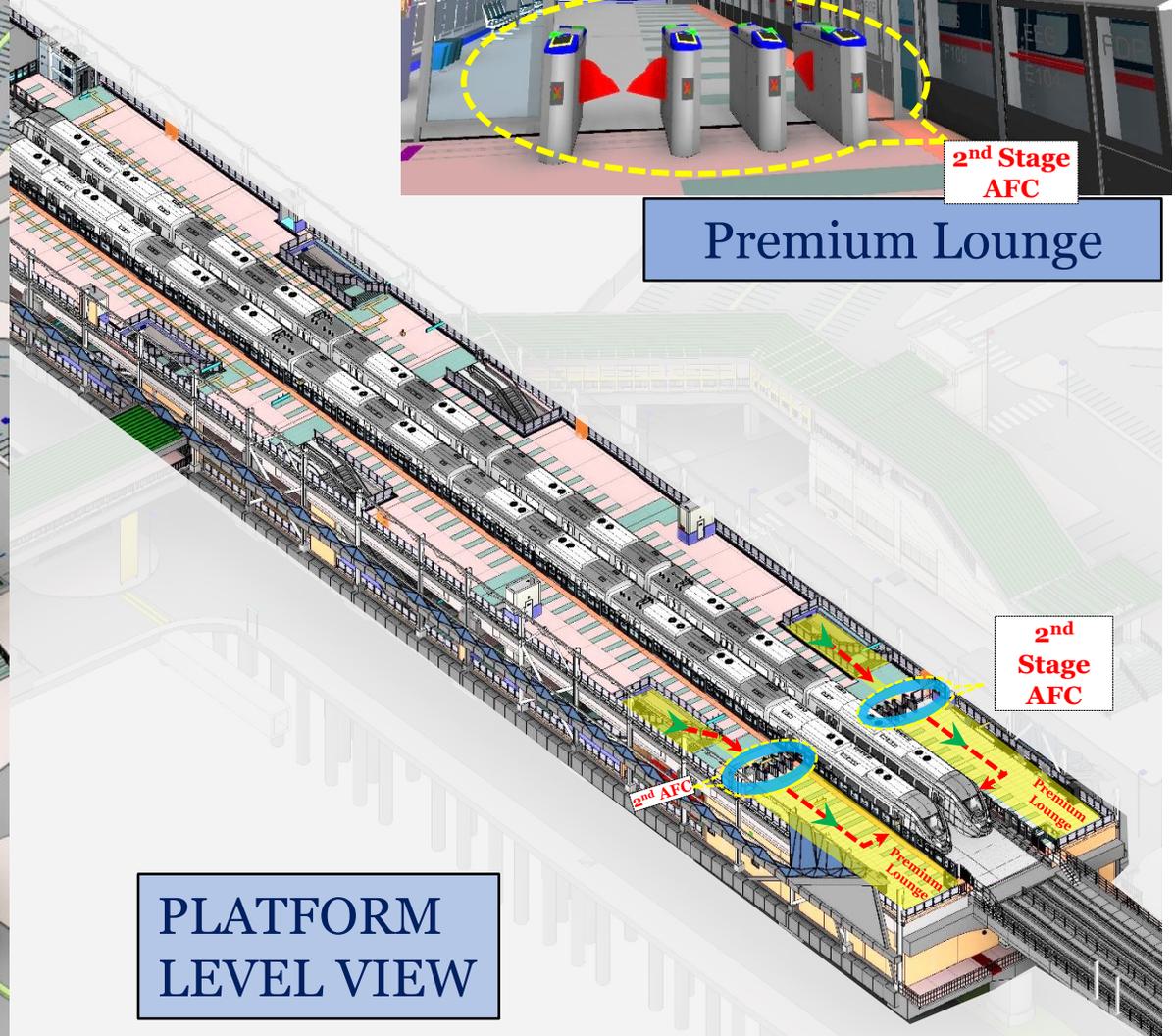


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STREET/CONCOURSE LEVEL VIEW



Premium Lounge



PLATFORM LEVEL VIEW

Implementation of NCMC for ticketing of RRTS

**Automatic Fare Collection
ensuring contactless entry/exit**



RRTS + Metro + Bus + Feeder



Similar to Suica in Tokyo

**Rupay NCMC
open loop
contactless card**

**QR code-based ticketing (Digital & Paper) and
RuPay NCMC open loop contactless card system
for convenience on the move**



Paper QR Code



Digital QR Code

Track installed on RRTS Viaduct



Track slab factory

Track structure

- Pre-cast slab track
- Low maintenance
- *Similar to Shinkansen tracks optimised for speed (180 Kmph)*

First-of-its-kind initiatives (1/2)

Signalling

- **Globally first time** in RRTS - ETCS Level 2 over LTE backbone, integrated with Automatic Train Operation (ATO) and Platform Screen Doors (PSD)
- PSD, hitherto imported, designed, manufactured & installed in India for 1st time obviating need for import

Rolling Stock

- **1st in India to be certified for 180/160 kmph;** design/ operating speed of 100% designed & manufactured in India

Track

- **Introduced ballast less precast** slab-track technology through Indian contractors
- Emulated by Mumbai Ahmedabad High Speed Rail

Interoperability

- All metro lines in India are standalone; **RRTS brought concept of interoperability** for seamless running of trains across corridors
- Standardization across corridors; vendor agnostic procurement enabled for future extensions

First-of-its-kind initiatives (2/2)

Building Information Modeling - BIM

- Comprehensive **bottom-up BIM implementation, only major project in India** – helped in collaboration among designers, consultants and implementors

Integration of metro on RRTS infra

- **Metro services will run on RRTS infrastructure** in Meerut - 1st such initiative in India
- Saving USD ~705 million of public exchequer

Digital Project & Asset Management

- **SPEED** - Project monitoring app developed in-house by NCRTC, also deployed at Bangalore Metro, Haryana Rail Infra Corp, to identify/ mitigate risks, achieve timelines
- **Asset Management System (AMS):** BIM and AMS will help not only in expeditious project implementation but in efficient maintenance of the entire system

Financial initiatives

- **ADB loan in JPY** - ADB approved loan of USD 250 mn in JPY; **expected saving of about USD 11 million p.a.** - first time in India
- Introduced scheme of separation of company's capital structure from project funding in a multi-state joint venture; optimal alignment of incentives and costs for states

Strategic initiatives – enhanced private sector participation



1

Operations & maintenance

- Comprehensive 12-year O&M contract
- First of its kind contract in the country – in line with Govt. policy
- Predictability of long-term costs, managerial efficiencies and entrepreneurial spirit
- Now being followed by peer organisations in the country



2

Procurement and maintenance of Rolling stock

- Supply bundled with 15-year maintenance
- Optimised life cycle cost with efficient maintenance – predictability of long-term cost
- Leveraging OEM capability – learning best practices of maintenance
- Now being followed by peer organisations in the country



3

Implementation of AFC system

- Open loop system - National Common Mobility Card (NCMC)
- Unbundled into two contracts - system integrator and financial institution
- PPP Hybrid Annuity Model adopted
- Two level AFC gates for enabling access to premium class coach

Women Playing an Important Role in Nammo Bharat



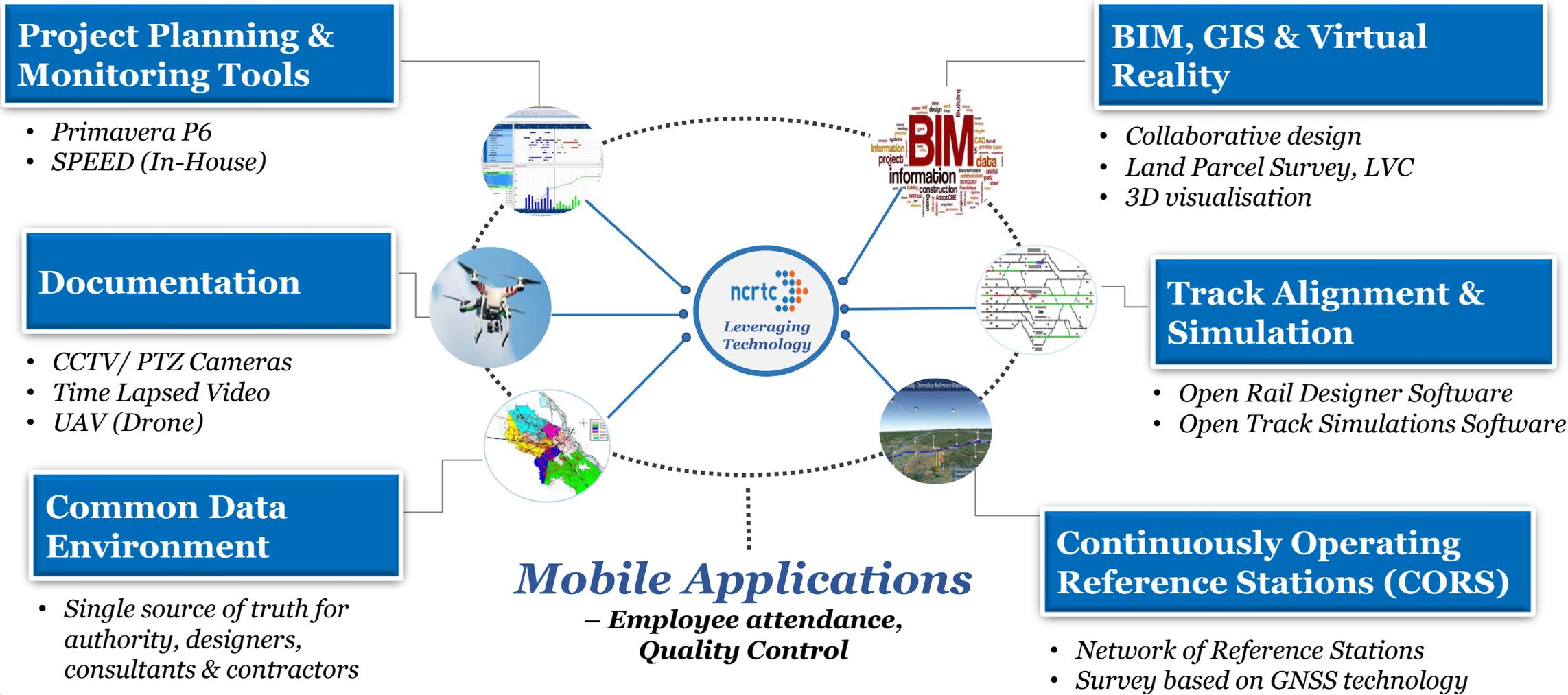
Green Energy Initiatives

- **4.7 MWp solar capacity already installed** which will generate about 53 lakh units per annum & reduce 4900 tonnes CO₂ annually and lead to a saving of ₹ 2.10 crore annually in electricity bill.
- Total solar roof top potential of **15 MWp** identified on Delhi-Meerut corridor
- NCRTC has set an ambitious target of sourcing **60% of its energy requirement** from renewable sources.
- **Regenerative braking** in rolling stock which would result in energy savings of upto **30% at the equipment level** and **regeneration in lifts** installed at stations would result in energy **savings of 22%**



110 MW Captive Solar Power Plant being setup – first of its kind initiative by a transit agency

Leveraging Technology for on-time delivery of project



Loans from Multilateral Banks

Delhi-Ghaziabad-Meerut RRTS Corridor	
International Bank	Loan Amount
Asian Development Bank	USD 1049 Mn
New Development Bank	USD 500 Mn
Asian Infrastructure Investment Bank	USD 500 Mn

Loan: key considerations

- Choice of critical technologies: ETCS for S&T, Precast Slab Type Track & Rolling Stock
- Vendor agnostic interoperability
- Significant indigenisation in the country
- Streamlined Compliance/ Safeguard Processes

Upcoming Corridors			
Corridor Name	Length	Estimated Project Cost	Estimated External Borrowing
SKK - Bawal	93.12 Km	\$ 3.67 Bn	\$ 1.94 Bn
SKK - Karnal	136.30 Km	\$ 3.73 Bn	\$ 1.97 Bn

Discussions with JICA for RRTS financing

- JICA is financing following two rail-based landmark projects in India in addition to supporting Delhi Metro – the first modernised Metro project in the country
 - Western Dedicated Freight Corridor (DFC)
 - Mumbai-Ahmedabad High-Speed Rail (HSR)
- DFC and HSR loans are low-cost financing cooperation under ‘*Special Terms for Economic Partnership (STEP)*’
- In case of RRTS, entire financing (~ JPY 350 Bn.) of second line i.e. Delhi-Gurugram-SNB was posed by Govt. of India, initially to JICA (in Aug. 2019)
- Later, the financing of second line was revised to co-financing between Asian Development Bank, World Bank and only ~ JPY 64 Bn. from JICA (in May 2021)
- **RRTS presents a strong potential for JICA financing given JICA’s transformational contribution in India’s rail-based modernisation journey**

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Framework for urban planning in India

Government of India

National level guidelines, Policies and frameworks

State Governments

*As per the distribution of subjects in the Indian Constitutions, **Land and Urban Development** are under the purview of the State Governments*

Regulating State level legislation

State level Policies, Subordinate legislations, Byelaws

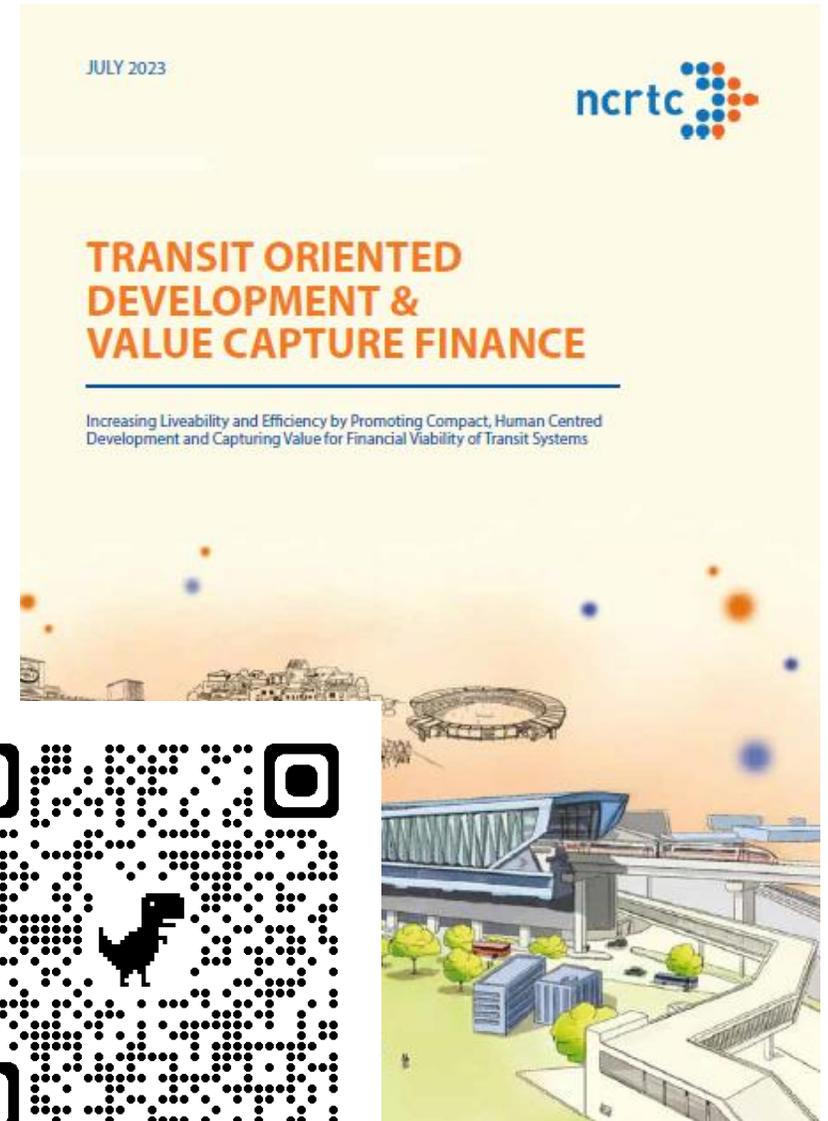
Development Authorities

Masterplans / Development Plans / etc.

NCRTC's Role in Operationalization of TOD & VCF

- *NCRTC provided the draft for the **UP TOD Policy** and coordinated with various stakeholders leading to successful formulation and notification.*
- *UP TOD Policy is **aligned with the principles of the National TOD Policy**, 2017 of the GoI and provides for aspects such as incorporation of TOD Zones in City Masterplans, preparation of localized zonal plans for TOD Zones and financial sustainability through Value Capture Financing.*
- ***TOD Zones** of the Namoo Bharat Corridor were identified by NCRTC for **delineation in Masterplans (2031)** of Ghaziabad and Meerut.*
- *Presently, NCRTC is engaged in preparation of **TOD based Zonal Development Plans** and **enabling Building Byelaws** for these Zones*
- ***New townships like New Meerut and Harnandipuram** are being planned in Meerut & Ghaziabad.*
- *NCRTC's has also developed a **Knowledge Product** on its experiences on implementation of TOD & VCF along the DM Namoo Bharat Corridor.*

*The World Bank, has published the Knowledge Product in the its '**Global Platform for Sustainable Cities**' – **TOD Community of Practise Portal**.*



TOD Implementation in U.P.

All stations of Transit Agencies have been delineated as TOD Zones and incorporated in the Masterplans (2031)

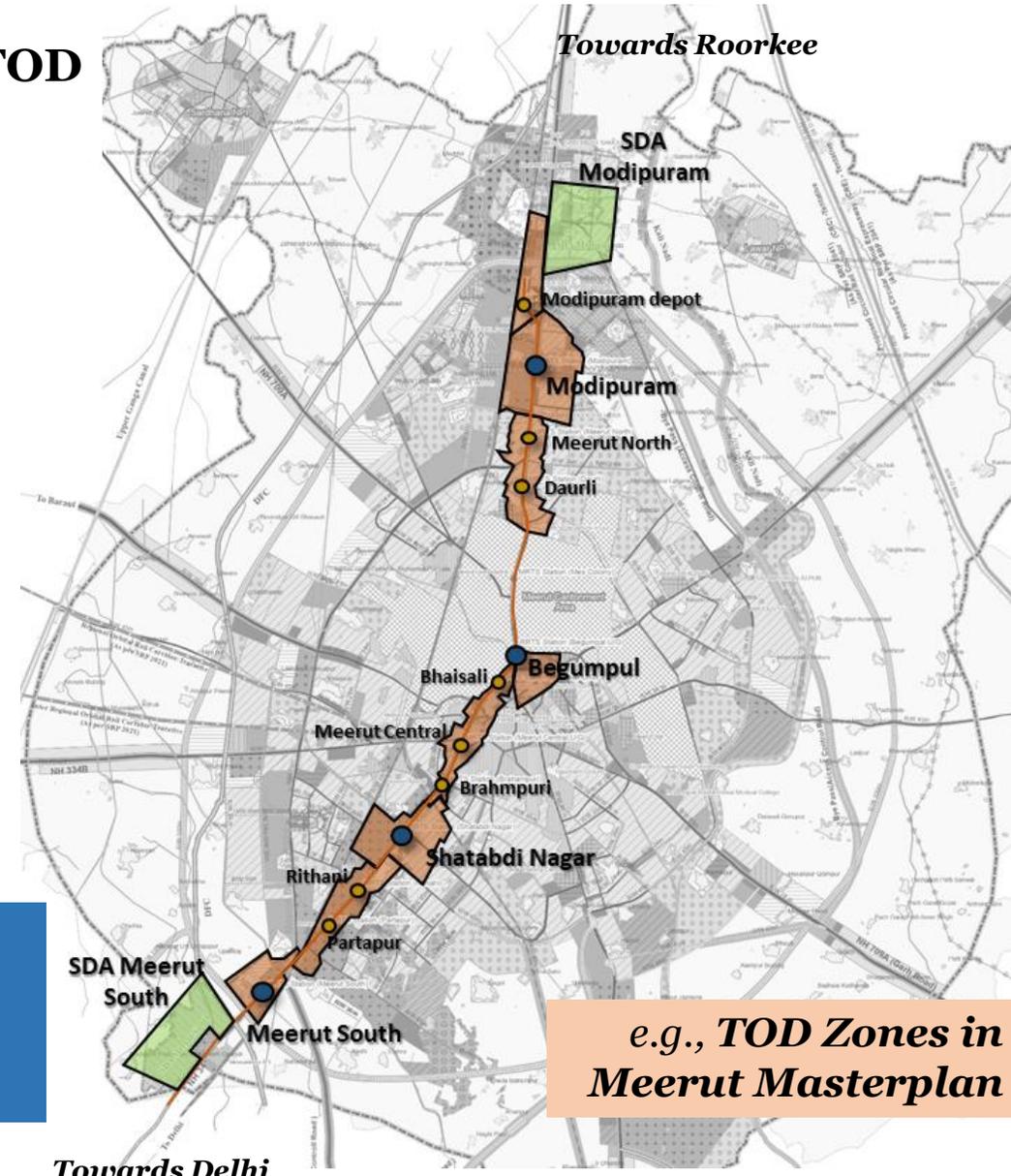
Influence Zone

- ❑ 1.5 km radius around all Nammo Bharat Stations
- ❑ 500 m either side along the Metro Corridor

Special Development Areas (SDAs)

- ❑ Areas / Nodes specifically identified and delineated in the Master Plans as TOD Zones based on location and development potential. (350 – 400 hectares)
- ❑ 4 such SDAs identified along DM Nammo Bharat Corridor

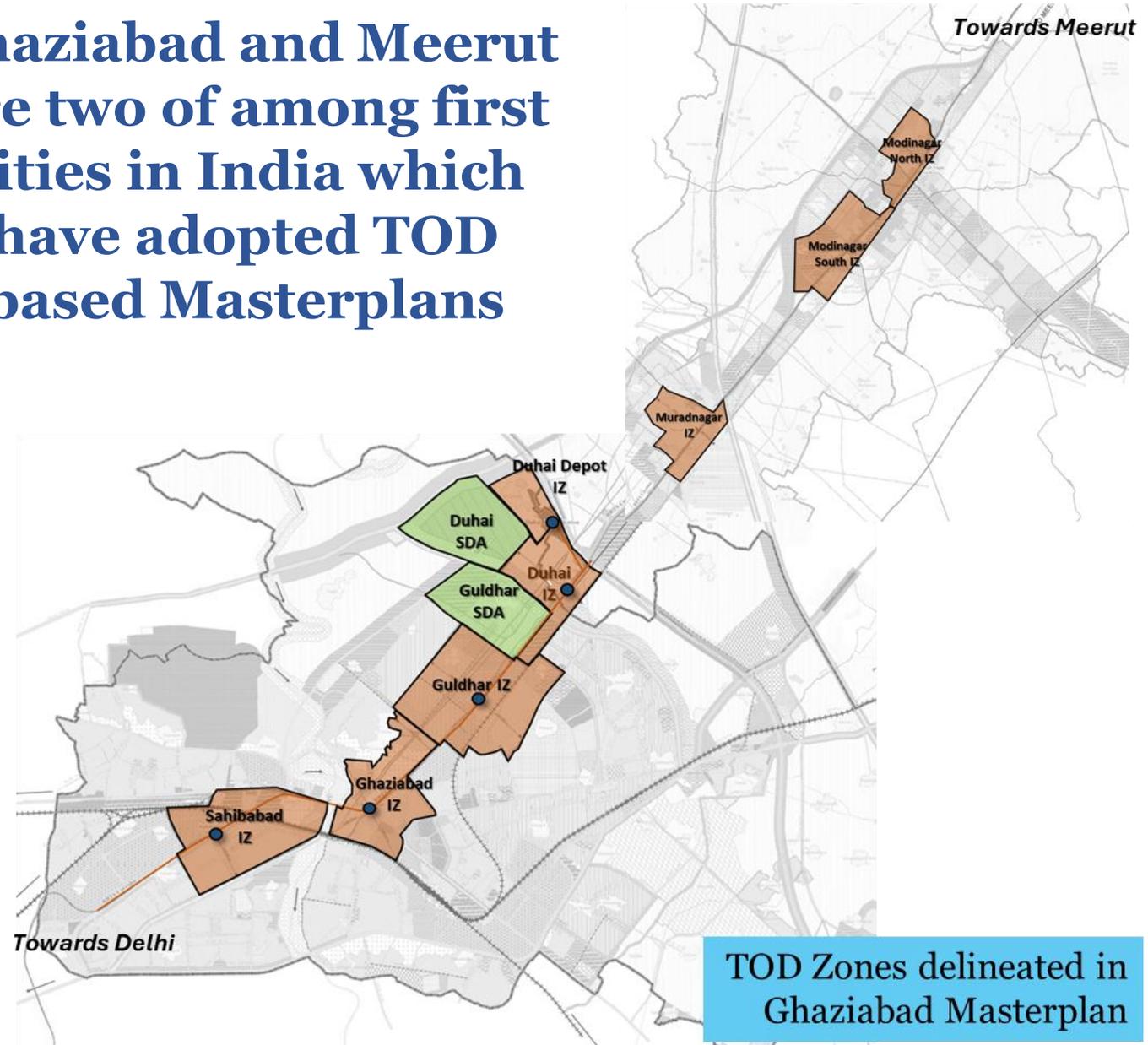
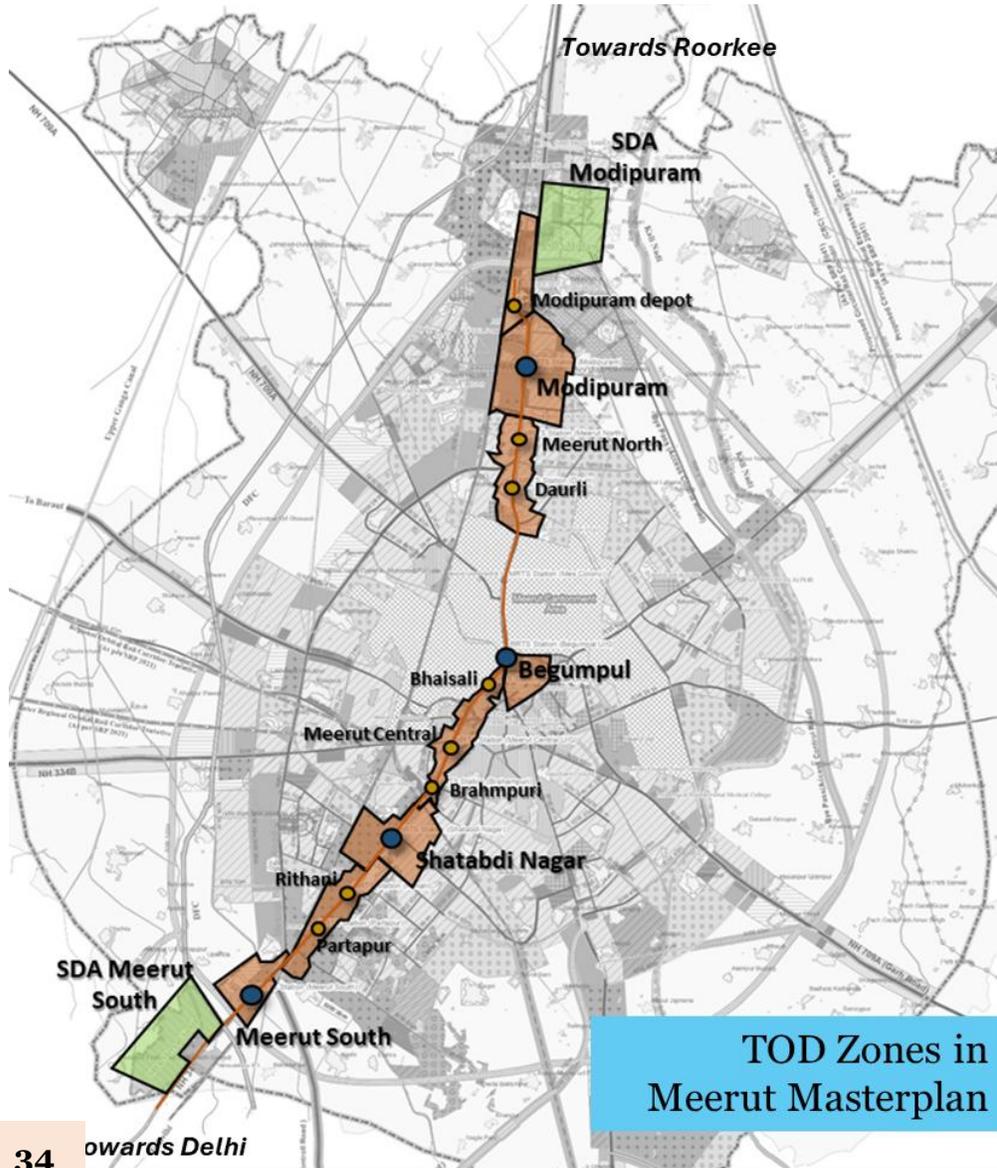
NCRTC is engaged with the Development Authority in preparation of Zonal Development Plans / Influence Zone Plans for these TOD Zones



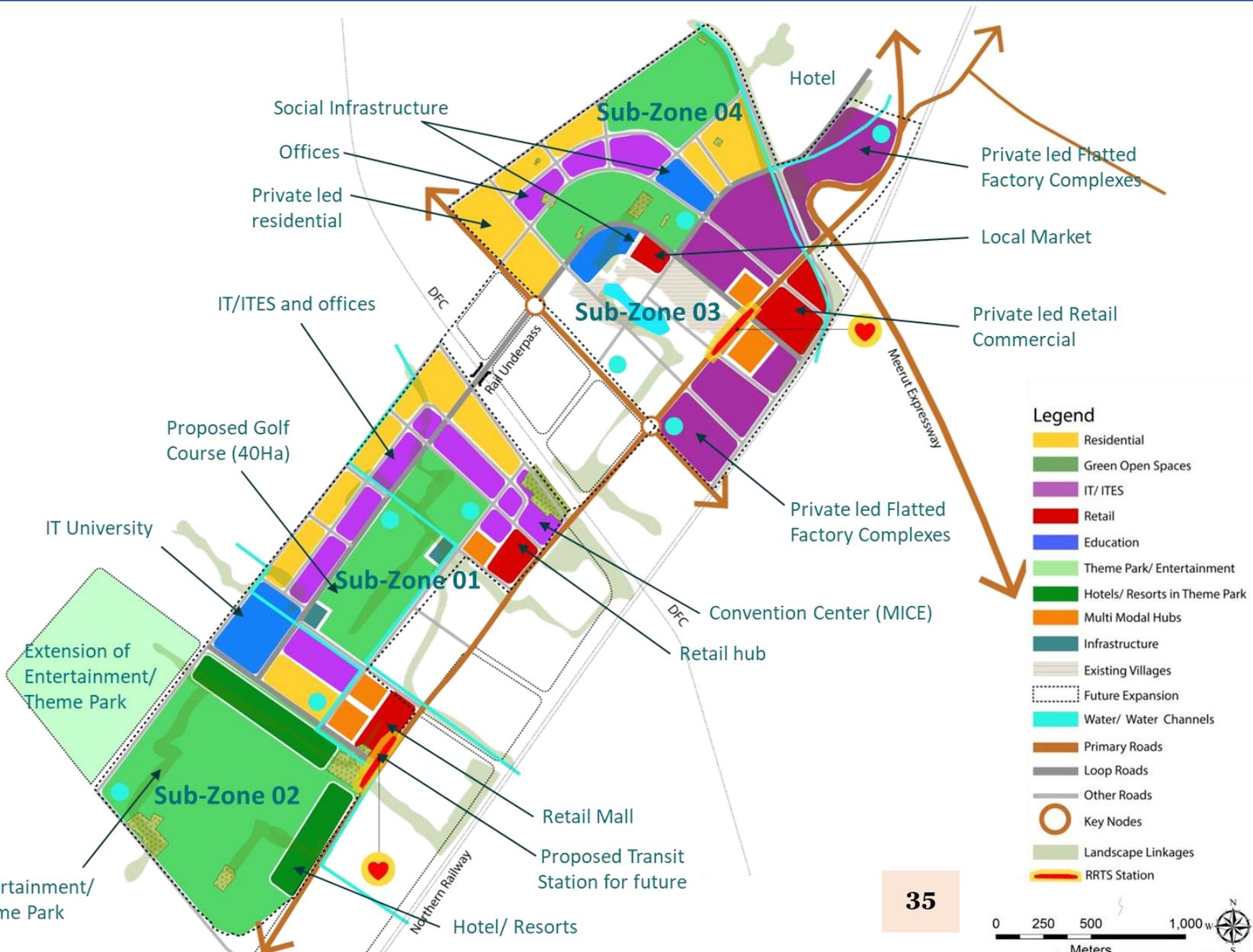
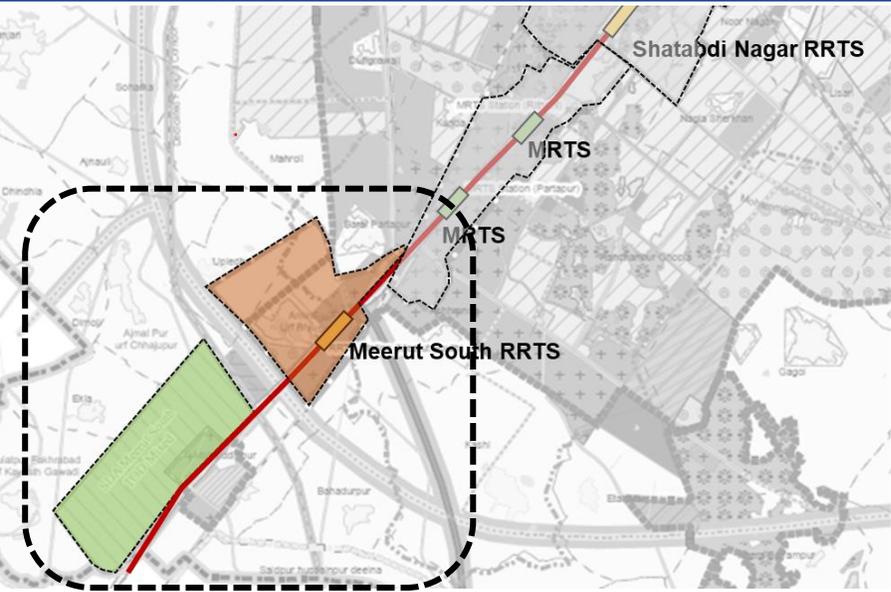
e.g., TOD Zones in Meerut Masterplan

TOD Zones in Master Plans of Meerut and Ghaziabad

Ghaziabad and Meerut are two of among first cities in India which have adopted TOD based Masterplans



New Meerut Township being planned by Meerut Development Authority on TOD principles – 350 hectares of Special Development Area identified by NCRTC



- ✓ *NCRTC, is assisting GoUP - In preparing Zonal Development Plans for the TOD Zones*
- ✓ *The Zonal plans will recommend proposals for long term industrial redevelopment and upgradation of infra within the TOD Zones to allow for redevelopment / relocation*

Harnandipuram launch in 5 months, 336 hectares to be developed in phase 1

Dec 5, 2025, 03:39 AM IST

REGISTRIES DONE FOR 35HA

292 hectares to be acquired from 3 villages

Nangla Feroze Mohan Nagar

192

Shamsher

86

Mathurapur

14



> Farmers can now give consent via link on GDA site
> To act as interface with both stakeholders to sort out issues related to land acquisition



“To bridge the gap between GDA and farmers, we have created a separate link on the GDA website where farmers can interact with development authority officials, and we will see to it that their apprehensions are allayed”
GDA VC says

Status

Registries executed for 35 hectares



Farmers' consent acquired for another 85 hectares

Ghaziabad: Ghaziabad Development Authority (GDA) has initiated satellite survey of the area earmarked for its Harnandipuram township, and work in the first phase of the project is likely to begin in five months. In this phase, the township will be developed on 336 hectares, of which 292 hectares will be acquired from three villages – Mathurapur, Shamsher, and Nangla Feroze Mohan Nagar.

Of the 292 hectares to be acquired, 14 hectares will be acquired from Mathurapur village, 86 hectares will be acquired from Shamsher village, and 192 hectares from Nangla Feroze Mohan Nagar village.

TOD based Townships – Harnandipuram (Ghaziabad) & in Meerut along Delhi-Meerut RRTS corridor

Land acquisition already in progress by the respective Development Authorities

New Integrated 50 Hectare TOD Township in Meerut to Boost the Real Estate Market Along Hapur Bypass

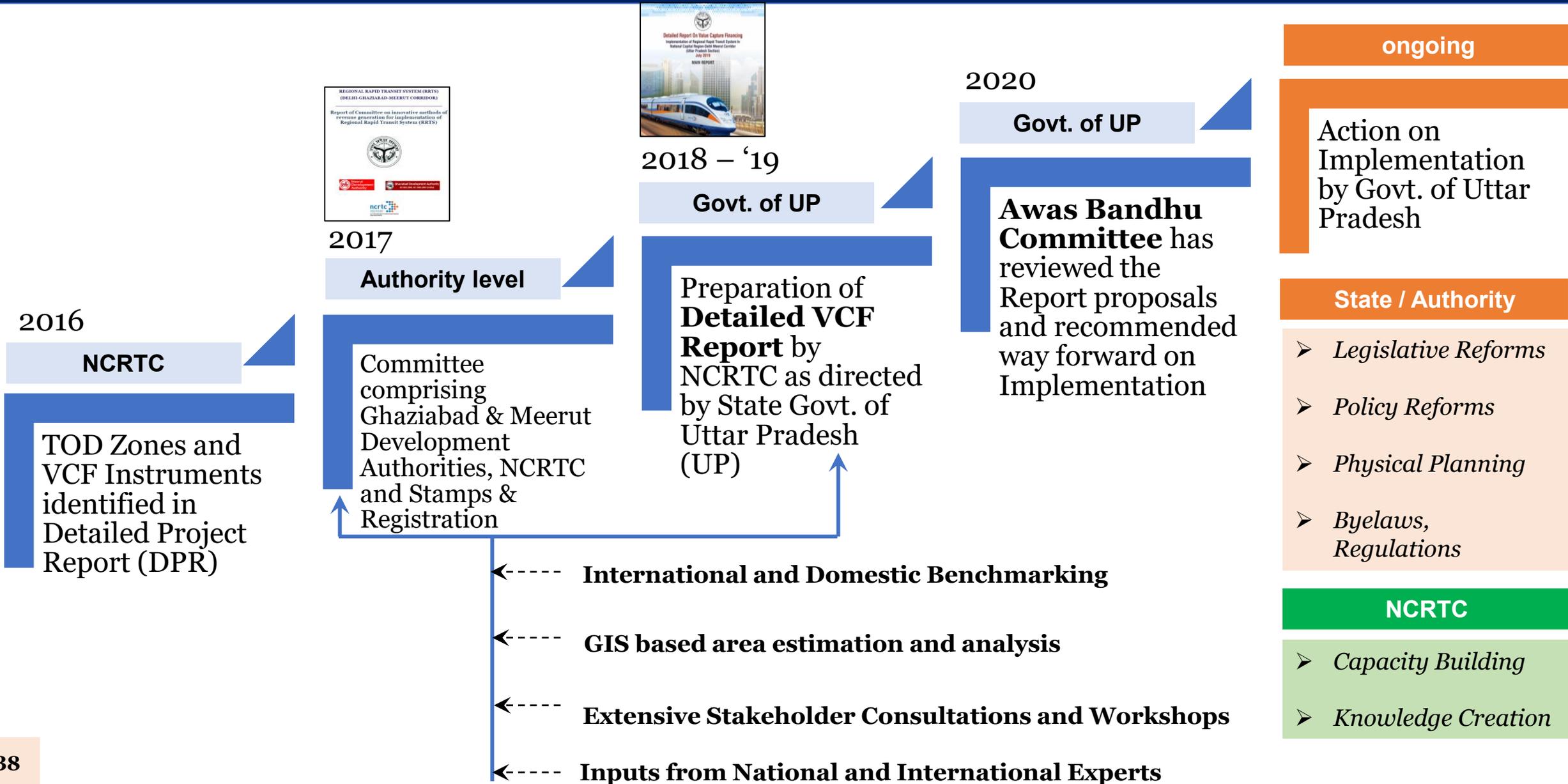
Meerut's first Greenfield TOD township is taking shape on the Hapur bypass. The 50 hectare project, with plotting starting in soon, promises a new era of planned living.

Published: Aug 07, 2025, 18:57 IST By: [Jasmine Khurana](#)

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Initial efforts – Committees, studies & recommendations



Detailed study on TOD & VCF: VCF instrument shortlisting

#	Tool	Potential revenue profile	Timeframe for revenue realization	Ease of regulatory implementation	Precedence of the instrument	Correlation with regional rail project	Remarks
1	Stamp Duty	High - based on historic profile of collection;	Initial Year – High Later Years – High	High - Regulatory mechanism in place; Gazette Notification, Agreement	In Nagpur, Pune, Jaipur metro	High	City wide charge possible
2	Development Fee / External Development Charge	High - based on historic profile of collection;	Initial Year – Medium Later Years – High	Low – Utilized only for limited number of amenities/ services	nil	Low	City wide charge on new developments/ re-developments
3	Sale of Purchasable Floor-Area-Ratio (FAR)	High - based on historic profile of collection;	Initial Year – Low Later Years – High	High - Regulatory mechanism defined in Byelaws	In Bangalore, Nagpur, Noida, Lucknow, Jaipur metro, M.P.	High	In specifically identified areas
4	TOD Cess	Medium	Initial Year – Medium Later Years – High	Low - presently lacking in definition in U.P.; legal challenges	--	Medium	Legal challenges in present UP framework
5	Betterment Charge	Low - Not utilized by Development Authority	Initial Year – Medium Later Years – High	Medium - Only utilized for developing Authority Schemes; not VCF.	--	Low	Difficulty in enforcement as tax not linked to transaction
6	Development Charge / Special Amenity Fees	High - inline with development fee	Initial Year – Medium Later Years – High	Medium - Regulatory mechanism to be introduced for projects such as RRTS	Provision available in states like Haryana	High	City wide charge possible
7	Charge for Land Use / Urban Use Charges	High – based on need for conversion of agricultural land	Initial Year – High Later Years – Low	Medium – Regulatory provisions to be defined as in Haryana, Maharashtra	Haryana, Maharashtra	High	City wide charge possible

GoUP State level committee and review by Hon'ble CM, GoUP

A State level Committee was constituted by GoUP in 2020 to study the proposals of NCRTC's 2019 Report

*Committee was also tasked with preparation of the **necessary amendments, rules, orders, etc.** that would be required for the operationalization of these proposals.*

The committee included representatives from State Government departments of

- *Town & Country Planning,*
- *Housing Board,*
- *Finance,*
- *Stamps & Registrations,*
- *Awas Bandhu (under Housing Department)*
- *NCRTC*
- *UP Metro Rail Corporation.*



*The recommendations of the Committee were **reviewed by the Hon'ble CM, GoUP** in Feb' 2021.*

*Directions were issued to the concerned department to **initiate action towards the implementation of TOD & VCF provisions***

VCF instruments approved for implementation in U.P.

<i>Instrument</i>	<i>Applicability</i>	<i>Revenue Sharing</i>
Additional Purchasable FAR	TOD Zones	50% - RRTS 50% - Development Authority
Special Amenity Fee	Development Area	50% - RRTS 50% - Development Authority
Urban Use Charges	Development Area	50% - RRTS 50% - Development Authority
Additional 1% Stamp Duty	Under consideration [Development Area / TOD Zone]	100% - RRTS

*Revenues from VCF Instruments would be utilized towards both the **financial sustainability of the RRTS Project** as well as **TOD based development and Infrastructure creation and upgradation** in the TOD Zones.*

Stakeholder engagement in State of U.P.

The RRTS Project as well as the TOD & VCF aspects are monitored regularly at 5 levels of the State Government

[1] Policy issues and decisions:

Hon'ble **Chief Minister**, Govt. of Uttar Pradesh

[2] High Powered Committee to resolve inter-departmental issues:

Chief Secretary, Govt. of Uttar Pradesh

[3] Concerned State Government Nodal Department:

Addl. Chief Secretary Housing & Urban Planning, Govt. of UP

[4] Regional level Monitoring and resolution of inter-Authority issues:

Divisional Commissioner, Meerut Division, Govt. of UP

[5] District / Authority level implementation:

District Administration and Development Authorities, Ghaziabad and Meerut



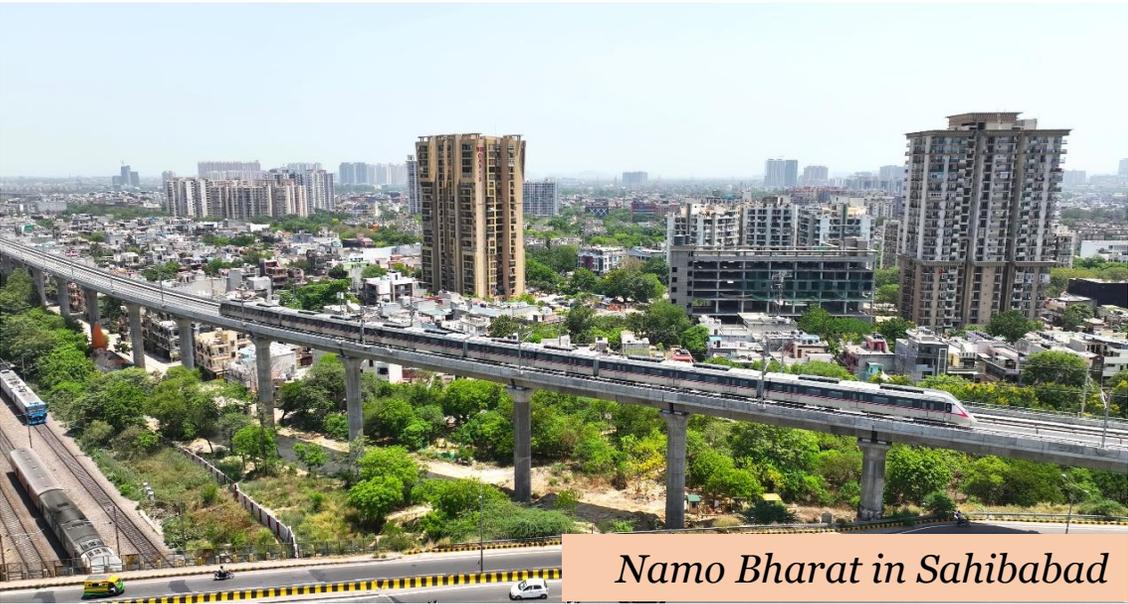
Agenda

1. Conceptualisation of RRTS in India
2. First Corridor: Delhi-Meerut RRTS & Focus on Multi-Modal Integration
3. First of its kind Initiatives
4. Implementing Transit Oriented Development
5. Enabling Value Capture Financing
6. Few Glimpses of the Completed Corridor

Inauguration by Hon'ble Prime Minister



Civil Structures



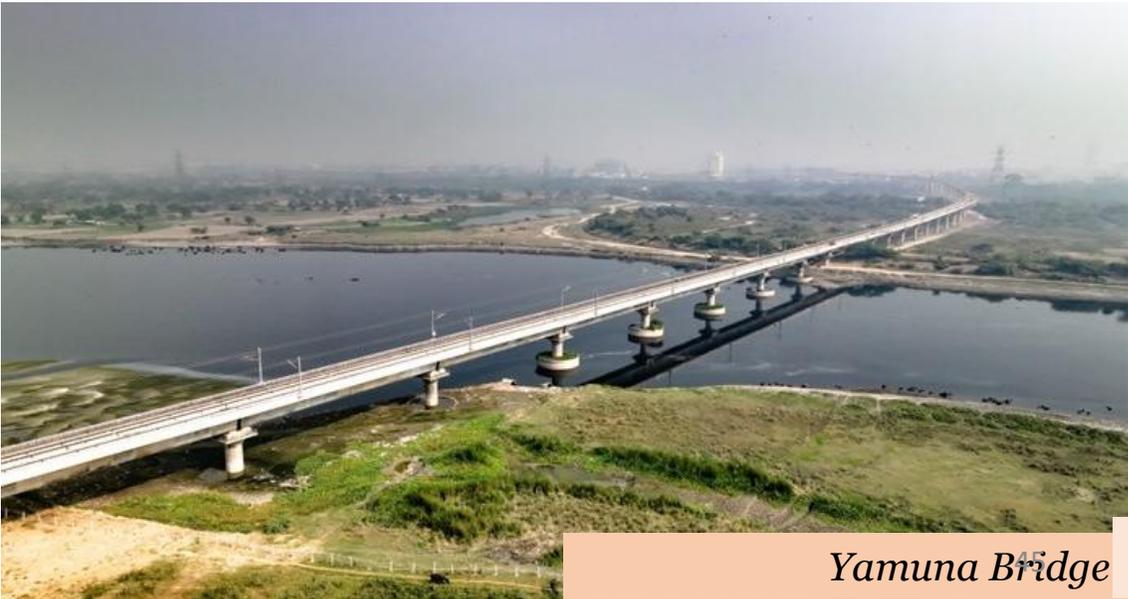
Namo Bharat in Sahibabad



Kondli Special Spans



Ghaziabad Special Span



Yamuna Bridge

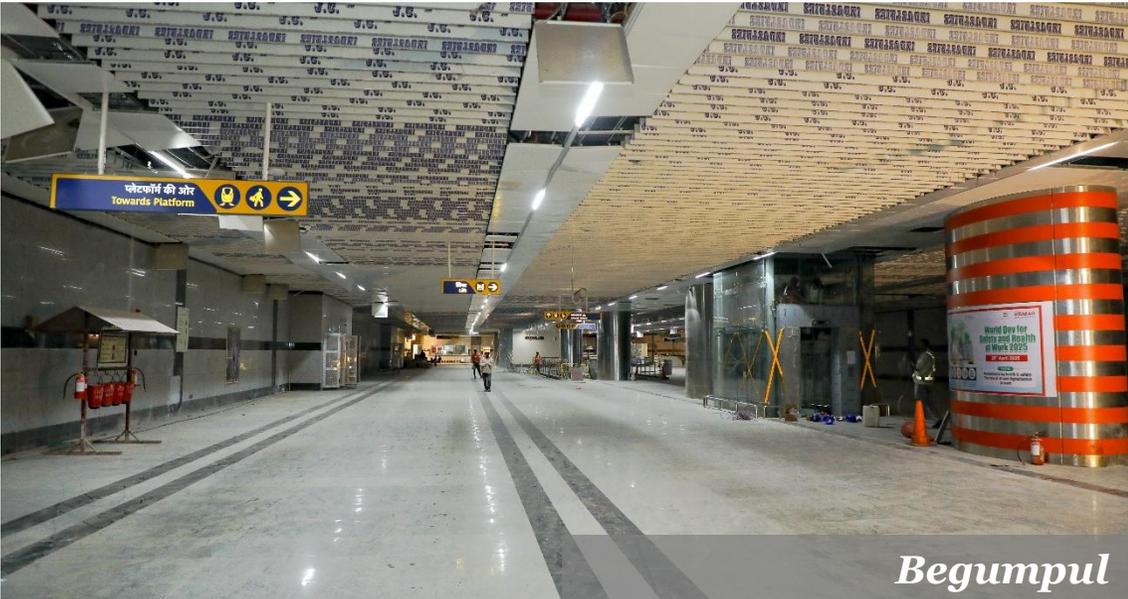
Other Stations



Sarai Kale Khan



Modipuram



Begumpul



Anand Vihar

Community empowerment activities: Japan Fund for Prosperous and Resilient Asia and the Pacific (JFPR) Grant



Enabling women towards economic empowerment through employability skills trainings – **driver training**



Empowering physically and mentally and providing sense of safe mobility – **self defense training to students**



Empowering persons with disability and enhancing their mobility – **public transit awareness to specially-abled students**



Community awareness drives to disseminate information about RRTS and its potential benefits – **gender sensitization to bus drivers & workshop for transgenders**

ADB's Leadership - constant support and high-level interactions

Mr. Takehiko Nakao, President

Aug 2019



Mr. Takehiko Nakao, President

Aug 2019

ADB's Leadership - constant support and high-level interactions

Nov 2023: Mr. Daiho Fujii, Deputy Vice Minister of Finance for International Affairs, Japanese Ministry of Finance; Mr. Shigeo Shimizu, ED for Japan and ADB delegation



**Mr. Yasuo Takamura, Director-General Jan 2020
Mr. Kenichi Yokoyama, Country Director**



**Mr. Hun Kim, Director-General June 2019
Mr. Kenichi Yokoyama, Country Director**



Thank you

