

**Minutes of the 68<sup>th</sup> CSMC held on 13.02.09 under the Chairmanship of Secretary (UD), Govt. of India**

The 68<sup>th</sup> meeting of the Central Sanctioning and Monitoring Committee of Urban Infrastructure Governance component of JNNURM was held on 13.02.09 under the Chairmanship of Secretary (UD), Govt. of India. The list of participants is annexed.

**PART-I**

The following projects and proposals were taken up by the CSMC:

**Jammu & Kashmir:**

1. **Greater Srinagar**- Augmentation of Water Supply for Zone IV of Greater Srinagar

(Presentation made by the State is at Annexure-I)

The proposed DPR aims to augment 45 MLD of water for providing water supply to Bemina and Soibogh areas of Greater Srinagar. Regarding the present availability of water, Principal Secretary (UD), Govt. of J&K stated that at present there are five water supply zones with a total installed capacity of 57.55 MLD but the available water supply has decreased to 43.16 MLD due to decreased efficiency of WTP to 75% efficiency levels owing to their age. The earlier approved project for Tangnar is for Zone- V is under execution by PHE department of the State Govt. The sewerage project work is in old city area and involves digging of laterals in built up areas. Shifting of utilities was not provided in DPR but now this problem has been resolved.

The proposed DPR will meet the water demands of 2.83 lakh people in the project area up to the year 2023. She also stated that at present water tariff is levied on a flat rate and there is no metering system, however after the completion of the proposed project meter system would be in place. Regarding ongoing projects, it was stated that State Govt. would move for release of second instalment for Tangner water supply project within a week.

It was agreed that reforms commitment by the State of J&K would continue to be as per the earlier milestones. It was informed that the provisions of

74<sup>th</sup> CAA have been implemented and the DPC's are in place. State Govt. has reduced Stamp duty from 22.5% to 10% and further to 7.5%. Urban Land Ceiling Regulation Act has been repealed. Bills for Public Disclosure Act and Rent Control Act have been prepared and sent to Legislative Assembly. SFC's recommendations to devolve four taxes to ULBs have been fully implemented. 25% reservation for housing of urban poor has been extended to housing colonies in the private sector.

As regards reforms at ULB level, GIS based map of Srinagar city is nearing completion which will have indexing of each individual household. Credit rating by ICRA is completed. Double entry accounting system has been implemented. Modification of existing building bylaws, Sanitation Rules, building permission procedures are under process. PPP has been implemented in transport sector for car parking and public transport.

The proposed project envisages raising water supply from current levels of 20 LPCD to 155 LPCD and reducing wastage from 30% to 15%. 24x7 water supply would be available with 100% metering and NRW reduced from existing 50% to 20% with 100% cost recovery in water supply services. As the working season in the valley is for only 6 months from November onwards, material for construction especially pipes and cement needs to be procured prior to the start of the working season.

CPHEEO stated that there was a provision for metering in the first water supply project that was approved for the city under JNNURM. Principal Secretary (UD), Govt. of J&K stated that a pilot project on installation of meters in certain areas of Srinagar was taken up under another project approved earlier. However, meters installed under the project did not function properly and therefore the said project has not yielded any tangible results. Secretary UD observed that a system to monitor how the meters are functioning should be put in place and all meters installed under JNNURM projects should follow BIS standards and should be checked for performance before installation.

Representative of Ministry of Environment and Forests suggested that the State should give a commitment about the preparation for handling the sewerage that would be discharged in the project area through the proposed water supply project under consideration which is amounting to 2/3<sup>rd</sup> of 45 MGD or around 30 MGD. Principal Secretary (UD), J&K stated that the State would not be in a

position to give a commitment to implement a sewerage project at this point of time as funds needed for the city's sewerage system are of the magnitude of Rs. 1740 crores.

Regarding the project costs, Secretary UD observed that as the State has already exhausted its 7 year allocation, the project can be considered under additional funds provided vide Planning Commissions OM dated 24.12.08, and, accordingly the Central share for the project would be capped at Rs. 100 crore and the balance should be provided by the State. Principal Secretary (UD), J&K suggested that some of the items (Item No. 6, 9, 12-16) and the water testing lab may be deleted from the project cost for the time being. The State will take up these items later when funds are available. It was also agreed by the State Government that land acquisition cost would be borne from state funds

The CSMC approved the project subject to observations of CPHEEO as under:

(Rs. in lakhs)

<b>Sl. No.</b>	<b>Mission City/ State</b>	<b>Project Title/name</b>	<b>Project Cost</b>	<b>Central Share</b>	<b>Amount of ACA (25% of Central Share) proposed to be released</b>
1.	Greater Srinagar, Jammu & Kashmir*	Augmentation of Water Supply for Zone IV of Greater Srinagar including Central Water Testing Facilities.	15640.96 capped to 12100.00	Capped at 10000.00	2500.00 (1 <sup>st</sup> installment)

\*Additional allocation as per planning commission's O.M dated 24/12/2008

## **Madhya Pradesh:**

2. **Ujjain-** Conservation, restoration and development of Mahakal Van, Mahakal Virasat Kshetra (Phase-I)

(Presentation made by the City/ULB is at Annexure-II)

The ULB submitted that the renovation and expansion of Mahakal Van, Mahakal Virasat Kshetra (Phase-I) is proposed to provide greater benefits to pilgrims with adequate space, residential facilities, toilets, boundary walls etc.

Mr. Rajendra Singh, Consultant , Technical Cell of JNNURM observed that construction of housing units and high boundary walls as proposed in the project area may not be desirable keeping in view the adverse impact on the visual and environmental quality of most important heritage of the city. Regarding the issue of construction of high wall/boundary around the Mahakal, it may give an impression of a fortified place and it would be a major design issue to make the proposed opaque structure more transparent.

CPWD mentioned that the major costs included in the DPR are for the construction of the boundary wall and housing project. If these items are removed from the DPR, the cost will come down substantially.

The ULB argued that the residential units and boundary walls are proposed for the comfort and security of the pilgrims and also Mahakal is a high security zone and the overall project would not be against the ambience of the place.

Regarding the ULB share it was informed that the Mahakal Virasat Trust would bear the ULB share and the Trust has adequate funds for the purpose. CSMC observed that the Trust should pass a Resolution in this regard including bearing of O&M costs and forward the same to the Mission Directorate. It was also observed that if the Trust is financially sound then the project need not be funded by JNNURM. CSMC deferred the decision on the project till further information on boundary wall and housing project as stated above are provided by the ULB/State.

**Gujarat:**

**3. Vadodara- Sources Augmentation for Water Supply (Phase-II)**

(Presentation made by the City/ULB is at Annexure-III)

The proposed DPR aims to construct raw water rising mains with 1080 mm ID dia and 8.88 mm thick MS pipes of 2000 meters, new head works and construction of new WTP of 75 MLD capacity, fitted water transmission system of 1090 mm ID dia and 8.8 thick MS pipes with lining of 4500 meters and augmentation of distribution network of 2230 meters.

The intake arrangements are at Ajwa and Mahi RCW, and Sardar Sarovar Nigam Ltd has sanctioned 75 MLD water supply to Vadodara which will enable 155 LPCD water supply considering 15% UFW and benefit 52,000 households of urban poor,

CPHEEO started that the project is for source augmentation from canal and as water is available throughout the year, the project is hydrologically workable. A 24x7 water supply pilot project proposal has been approved by the standing committee and SCADA for reservoirs and distribution system would be in place.

The CSMC approved the project subject to CPHEEO observations as under:

(Rs lakhs)

<b>Sr. No.</b>	<b>Mission city/ State</b>	<b>Project title</b>	<b>Project cost</b>	<b>Central Share</b>	<b>ACA proposed to be released</b>
2	Vadodara, Gujarat	Source augmentation for water supply (canal based) Vadodara (Gujarat) Phase II	3839.00	1919.00 (50%)	480.00 ( being 25% towards 1 <sup>st</sup> instal)

**Gujarat IRMA:**

The proposal for IRMA Gujarat was approved subject to the condition that Govt. of Gujarat will follow the draft contract document without any change on the following terms - Rs 188,100 per project review of project documentation and Rs 28,100 per visit to project site.

**Kerala:****4. Kochi- Urban Road Transport Project**

(Presentation made by the City/ULB is at Annexure-IV)

Under the proposed DPR following works are proposed to be taken up:

- i. Construction of Thammaanam-Pullepady road
- ii. Construction of Stadium- link road
- iii. Construction of Gosree- Mangalam road
- iv. Construction of SA Road West Extension road
- v. Edapally- High Court road and junction
- vi. Railway over bridge at Pachalam, Atlantis and Ponnuruni and some small bridges

The State Govt. stated that the land acquisition is already completed for the project and project would enable faster movement in main traffic corridors. Kochi has a high water table, marshy land and tidal flows creating problems for its road network. It was stated by the State Govt. that land has been surrendered by individual owners to be used for road widening.

The 3 ROB's for Pachalam, Atlantis and Ponnuruni are not listed in the concurrence given by the Railways and it needs to be ascertained whether Railways have agreed for a cost sharing in these proposals. CPWD stated that most of the works proposed relating to ROB's have been given in the form of single line estimates which would need to be worked out in detail after examining

drawings and proper estimates and therefore the remaining works could be considered for accepting in principle till costs and designs are firmed up.

The CSMC approved the project subject to observations of CPWD as under: (Rs. in lakhs)

Sl. No.	Mission City/ State	Project Title/name	Project Cost	Central Share	Amount of ACA (25% of Central Share) proposed to be released
3.	Kochi, Kerala*	Urban Road Transport Project	7604.00	3802.00	950.50 (1 <sup>st</sup> installment)

\*As per planning commission's O.M dated 24/12/2008

### **West Bengal:**

#### **Kolkata-**

5. Storm Water Drainage for Bansberia Municipality
6. Storm Water Drainage Scheme in Hoogly Chinsura Municipal area

(Presentation made by the City/ULB is at Annexure-V)

#### **5. Storm Water Drainage for Bansberia Municipality**

The project on storm water drainage for Bansberia Municipality will cover construction, re-gradation and resizing of surface drains; construction of new cover surface drains and under-ground pipe conduits; fittings, fixing draw shutter with civil structure and construction of drainage pumping stations for lifting water. O&M would be done out of ULB funds. The area is contiguous to the old Municipal towns with canal systems leading to the river and as the old town areas and radial growth in the outskirts are not connected, there are problems of

water logging. The project aims to link up the discharge and address water logging problems.

## **6. Storm Water Drainage Scheme in Hooghly Chinsura Municipal area**

The storm water drainage scheme for Hooghly Chinsura Municipal area involves resizing the existing drains with introduction of new drains with covered basic masonry drains where necessary, including establishing proper outfall systems based on gravity so as to remove the drainage congestion within the Municipal area. The proposed project covers 18.4 sq. km. (100% of the total Municipal Area).

CPHEEO stated that the design is for a 2 month rainfall period while drainage projects in general use a 2 year return period. This has been done as rain sections are smaller for Kolkata as roads are very narrow. Also while preparing DPR's State Govt/ ULB should consider the entire magnitude as per a Master Plan and not prepare small projects that may not be ultimately comprehensive and may later lead to problems of inter linkages. Drainage Master Plan for Kolkata was first implemented in 1969 with the first project for Howrah and now this needs to be extended to entire area of KMDA and taken up in a phased manner. Secretary UD desired that Govt. of West Bengal may be informed of CPHEEO's observations so that project proposals in future are very comprehensive in nature.

With regard to the ongoing project in Chandernagore, the Hon. Mayor stated that active steps are being taken towards bulk metering and network systems and all new connections since 2006 have been given metered connections.

CSMC approved the above mentioned 2 projects subject to observations of CPHEEO and release of 2<sup>nd</sup> installment in one ongoing project for West Bengal as under:

(Rs. in lakhs)

Sl. No.	Mission City/ State	Project Title/name	Project Cost	Central Share	Amount of ACA (25% of Central Share) proposed to be released
4.	Kolkata, West Bengal	Storm water drainage for Bansberia Municipality	2979.36	1042.78 (35%)	260.70 (1 <sup>st</sup> installment)
5.	Kolkata, West Bengal	Storm water drainage scheme in Hoogly Chinsura Municipal area	3881.96	1358.68 (35%)	339.67 (1 <sup>st</sup> installment)
6.	Kolkata, West Bengal	24X7 Water supply scheme for Chandernagore Municipal Corporation	2521.87	882.67	220.67 (2 <sup>nd</sup> installment)

**Bihar:**

**7. Patna- Danapur-** Augmentation for water supply scheme for Danapur

(Presentation made by the City/ULB is at Annexure-VI)

While presenting the project to the CSMC, the Special Secretary (UD), Bihar stated that the notified Municipal area of Danapur is 15 Sq. KM with population of around 1.32 lakhs. The proposed DPR has been prepared for Augmentation for water supply for the city for the base year 2011 with the ultimate design year for 2024. The proposed project will cover the entire population of the town. While the water demand is considered at 135 LPCD, the present capacity covers only 25% of the city and water supply is inadequate (23 LPCD with storage capacity of 750 KL). The proposed project is similar in design to the earlier approved water supply projects for Phulwarisharif and Khagaul.

CPHEEO indicated that the cost of the project has been based on current SOR as well as market analysis.

Secretary UD enquired on the status of the Master Plan for water supply for Patna city. Spl. Secretary UD, Bihar stated that a comprehensive project for Patna city is under appraisal.

Regarding levying of water tariffs, Special Secretary (UD), Bihar stated that the ULB has been suggested to change the flat tariff regime to a volumetric system. The EWS connections are to be subsidized. Regarding O&M cost it was indicated that while the annual O&M expenditure is Rs. 1.78 crores, the project will generate revenue of Rs. 1.81 crore per annum.

The CSMC has approved the project subject to observations of CPHEEO as under:

(Rs. in lakhs)

Sl. No.	Mission City/ State	Project Title/name	Project Cost	Central Share	Amount of ACA (25% of Central Share) proposed to be released
7.	Patna, Bihar	Augmentation for water supply scheme for Danapur	6896.45	3448.23	862.06 (1 <sup>st</sup> installment)

### Andhra Pradesh:

#### 8. Vijayawada- Providing sewerage for northern part of Vijayawada city

(Presentation made by the City/ULB is at Annexure-VII)

The ULB submitted that four sewerage projects have been approved for the city and the proposed DPR will cover the balance Northern part resulting in 100% coverage for the entire city under JNNURM. The estimated sewerage generation during 2006 is around 123 MLD against the treatment capacity of 80 MLD. Under the proposed DPR additional treatment capacity of 70 MLD will be constructed to meet the short fall up to 2026. After this a capacity to treat entire

150 MLD of sewage generated by the city would be available. Against estimated O&M costs of Rs 1.95 crores, current revenues are Rs. 1.75 crores and after the project is implemented O&M costs would be Rs 3.25 crores with revenues of Rs 4.10 crores.

CPHEEO stated that the implementation period of 2 years may not be achievable as this is a big project and may ultimately require 30 months to complete. Secretary UD expressed concern on the slow progress of ongoing sewerage projects which need to be expedited. It was also noted that on reforms, Andhra Pradesh has not passed Rent Control Act which was stated to be pending at the State level and needed to be expedited.

The CSMC approved the project subject to observations of CPHEEO as under:

(Rs. in lakhs)

Sl. No.	Mission City/ State	Project Title/name	Project Cost	Central Share	Amount of ACA (25% of Central Share) proposed to be released
8.	Vijayawada, Andhra Pradesh*	Providing sewerage for northern part of Vijayawada city	17815.00	8908.00	2227.00 (1 <sup>st</sup> installment)

\* The project is under the additional allocation provided by the Planning Commissions OM dated 24.12.08

#### **Uttar Pradesh:**

9. **Allahabad**- Sewerage system of Allahabad city (Zone D) Phase-I

10. **Kanpur**- Sewerage works in district-IV in Kanpur city

(Presentation made by the City/ULB is at Annexure- VIII-IX)

#### 9. **Allahabad**- Sewerage system of Allahabad city (Zone D) Phase-I

Secretary (UD), UP indicated that the current population of Allahabad town is around 13.70 lakh. Presently Allahabad is covered with sewer network only in few parts of Zone-A and Zone-D with trunk, main sewers laid with State Plan Funds and under Ganga Action Plan. The length of existing sewers is around 452 Km. 2 sewage treatment plants have been constructed under Ganga Action Plan totaling 89 MLD of capacity.

The main components of the proposed DPR is construction of new main trunk sewer for 7.2 kms, laterals and main branch sewers of 225 kms, replacement of old trunk sewers of 5.77 kms, construction of new sewage pumping station of total 75 MLD and construction of new STP at Rajapur (60 MLD).

The ULB stated that presently sewer tax is based on water tariff. The existing water tariff is on flat rate basis based on area of the property and sewage tax is charged at the rate of 25% of the water tariff. The proposed sewerage tax is based on 50% of water tariff and in the beginning 85% of total population will be paying these charges. For remaining 15% of population, taxes will be imposed in a phased manner. Sewage generated in entire District 'D' of the city will be collected through closed conduit up to the STP and will be treated as per Pollution control norms before discharging into the River Ganga. The balance area left out after taking this project will be 68 sq kms and after 60 MLD of new STP, total treatment capacity will increase to 149 MLD against existing 176 MLD of sewage discharge.

CPHEEO stated that they have hydrologically vetted the project and sewer cleaning machinery needs to be procured by the Corporation to avoid manual cleaning. The Revenues shown seem to be high as compared to O&M costs but a separate account needs to be created for water and sewerage within the ULB accounts and these should not be merged with the General accounts of the ULB.

#### 10. **Kanpur**- Sewerage works in district-IV in Kanpur city

Kanpur city requires 426 MLD STP capacity against which the existing capacity is only 162 MLD. 2 STP's for 43 MLD and 210 MLD have been approved earlier under JNNURM for District I and II. Currently there is no sewerage system in the proposed project area for District IV and due to rapid population growth and sewage production, 42 MLD STP for the area is needed to cater to the needs till 2025. Project for 15 MLD for District III is under preparation which would raise the total STP capacity in Kanpur city to

520 MLD against the required capacity of 672 MLD in 2025. Land for the proposed STP in the project is available.

The DPR for Sewerage works in District-IV of Kanpur has been designed to set up 130.90 Km sewerage network, 14 and 40 MLD capacity intermediate sewage pumping stations, 42 MLD capacity main sewage pumping station and 42 MLD sewage treatment plant. After the current proposal for District IV, two-thirds of population of the city and one-third of the population of the peripheral areas would get covered.

Secretary UD desired that Govt. of U.P. explore the option of gas generation in the two projects after consulting experts involved in similar projects in Chennai. It was decided that the project authorities in the Govt. of U.P. would give a specific finding after consulting experts within a month's time.

The CSMC approved the above two projects subject to observations of CPHEEO and the condition that before seeking the release of second instalments, Byelaws mandating sewer connections along with revision of sewer tariffs and opening of separate accounts for water and sewerage within the ULB would be done by the ULBs. The projects approved were as under:

(In Rs. Lakh)

Sl. No.	Mission City/ State	Project Title/name	Project Cost	Central Share	Amount of ACA (25% of Central Share) proposed to be released
9.	Allahabad, Uttar Pradesh*	Sewerage system of Allahabad city (Zone D) Phase-I	35598.00	17799.00 (50%) of which 7799.00 from 7 year allocation and balance under the additional allocation provided by Planning Commission's OM dated 24.12.08	4449.75 (1 <sup>st</sup> installment)
10.	Kanpur, Uttar Pradesh*	Kanpur- Sewerage works in district-IV in Kanpur city	20736.00	10000.00 (capped at 10000.00)	2500.00 (1 <sup>st</sup> installment)

\* The project is under the additional allocation provided by the Planning Commission's OM dated 24.12.08

## **Chattisgarh:**

### **11. Naya Raipur-** water supply project for Naya Raipur

(Presentation made by the City/ULB is at Annexure- X)

CEO Naya Raipur Development Authority and Spl. Secretary(Housing), Chattisgarh stated that Naya Raipur is 20 Km from Raipur city with a core area of 800 ha.

In response to query by Secretary UD, CEO NRDA stated that the Master Plan for Naya Raipur prepared by CIDCO Navi Mumbai has been approved by the Govt.of Chattisgarh. It was suggested to the State that a copy of the Master Plan may be studied by TCPO as the plan involves the futuristic development of all existing villages in the city area.

Representative of Ministry of Environment and Forest observed that the city should adopt a redevelopment plan to avoid formation of slum and congestion in future.

The ULB stated that tenders have already been called for the proposed project and clearances from Water Resource Department have also been obtained. The proposed project will provide 24x7 water supply and the water source is from River Mahanadi for which water allocation has been made. 29 UGR's are to be created in the project which envisages bulk delivery by NRDA while the distribution is to be handled through a PPP.

CPHEEO stated that WTP, feeder mains and UGR's with one hour detention time have been provided in the proposal and from there on transmission system in the new city could be provided for a 24x7 supply. As it is a new city, transmission systems to avoid hanging electric wires could be put into place as per the sectoral layout plan approved by NRDA. Dual piping system for sewerage system can be considered in order to conserve water. Service level benchmarks need to be fixed and a separate corridor for water supply and sewerage system could be put into place.

The CSMC approved the project with observations of the CPHEEO and the condition that the ULB would inform the status on these observations before seeking the release for second instalment as under:

(Rs. in lakhs)

Sl. No.	Mission City/ State	Project Title/name	Project Cost	Central Share	Amount of ACA (25% of Central Share) proposed to be released
11.	Naya Raipur, Chattisgarh*	Water supply project for Naya Raipur	15623.00	capped at 10000.00	2500.00 (1 <sup>st</sup> installment) Subject to signing of MOA by the Naya Raipur Development Authority

\* The project is under the additional allocation provided by the Planning Commissions OM dated 24.12.08

**Maharashtra:**

**Nagpur-**

**12. Rehabilitation plan to implement 24X7 water supply project for Nagpur city under PPP framework**

**13. Water supply system for NIT area (Phase-II) Tertiary distribution network in 46 clusters**

(Presentation made by the City/ULB is at Annexure- XI)

**12. Rehabilitation plan to implement 24X7 water supply project for Nagpur city under PPP framework**

Commissioner of the Nagpur Municipal Corporation stated that the PPP project proposes to establish an SPV for the water supply in the city area and

make the SPV accountable. The billing cycle as well as water tariffs are proposed to be revised. UfW is envisaged to go down from 69% to 33% after giving metered connections by the SPV. The assets needing replacement would be assessed by the Private operator and the project is based on this learning. Normally 70% costs are towards raw water and energy costs and this is usually a pass through to the consumers whenever these basic costs are revised. In this PPP, losses including commercial losses would be identified along with the need for replacing and improving the existing infrastructure in order to ultimately reduce operating costs.

Under the Rehabilitation plan to implement 24X7 water supply project for Nagpur city under PPP framework, the following works will be taken up: rehabilitation inside the slum, replacement of pipe outside the slum, house service connection outside slum, replacement of fittings, repairs of pipes, installation of electromagnetic flow meters to measure the flow at DMAS to assess the water losses and water consumption pattern, rehabilitation of ESR, rehabilitation of Painch-WTP and replacement of gates of Gorawada lake and valves.

The component brought in by the private operator is for 25 years and the SPV would be 100% asset based on the Corporation which will enter into a contract with the private operator. Raw water will be purchased by Private operator from the midpoint and billing would be in an ESCROW account such that payments will be made first to the private operator and then to the Corporation to ensure timely returns to the private operator.

### **13. Water supply system for NIT area (Phase-II) Tertiary distribution network in 46 clusters**

The DPR for Water supply system for NIT (Nagpur Improvement Trust) area (Phase-II) Tertiary distribution network in 46 clusters aims to provide 100% coverage of water supply system in the remaining area of Nagpur city which is catered by tankers at present. Tertiary distribution network available at the doorstep of the consumers, implementation of 24X7 water supply system, improvement in the standards of living of EWS by providing them to access the drinking water are proposed in the project. 30% ULB sharing involved in the project would be done by NIT.

CPHEEO stated that they have appraised the two projects and these are technically workable. Quality improvement is expected to take place along with reduction in overall O&M costs.

The CSMC approved the above mentioned 2 projects of Nagpur subject to CPHEEO's observation and release of 2<sup>nd</sup> and 3<sup>rd</sup> installments in 3 ongoing projects as under:

(Rs. in lakhs)

Sl. No.	Mission City/ State	Project Title/name	Project Cost	Central Share	Amount of ACA (25% of Central Share) proposed to be released
12.	Nagpur, Maharashtra	Rehabilitation plan to implement 24X7 water supply project for Nagpur city under PPP framework	38786.00	19393.00	4848.25 (1 <sup>st</sup> installment)
13.	Nagpur, Maharashtra	Water supply system for NIT area (Phase-II) Tertiary distribution network in 46 clusters	29639.55	14819.78	3704.95 (1 <sup>st</sup> installment)
14.	Nagpur, Maharashtra	Water Audit Project, Nagpur	2500.00	1250.00 (50%)	312.50 (2 <sup>nd</sup> installment)
15.	Nagpur, Maharashtra	Lifting water from Pench reservoir and conveying up to Mahadula	14463.70	7231.85 (50%)	1807.96 (2 <sup>nd</sup> installment)
16.	Nagpur, Maharashtra	Expansion and up gradation of water supply distribution network	3793.00	1896.50 (50%)	474.13 (3 <sup>rd</sup> installment)

## MINUTES OF THE 68<sup>TH</sup> CSMC MEETING HELD ON 13.2.2009

### Part-II (Funding of buses)

As per Ministry's D.O.No.K-14011/48/2006-UT (Pt.) dated 12th January, 2009 and subsequent letter No.K-14011/8/2006-UT (Pt.) dated 13.02.2009 bus procurement proposals under the economic stimulus package as received from States/cities were taken up for consideration.

2. The projects and proposals of the following cities were taken up by CSMC for funding for purchase of buses for urban transport systems under JnNURM as per grant pattern for respective cities:

Karnataka - Mysore, Bangalore

U.P. - Lucknow, Kanpur, Varanasi, Allahabad, Meerut, Agra, Mathura

Andhra Pradesh- Hyderabad, Vijaywada, Vishakhapatnam

Maharashtra - Mumbai and Navi Mumbai

Arunachal Pradesh - Itanagar

3. Presentation made by the above 15 cities/parastatals are attached as Annexure-A.

4. Secretary (UD) drew the attention of the participants to the salient features of the scheme and emphasised the importance of quick action in view of the fact that this being taken up under the economic stimulus package, immediate time bound action is called for to go in for transparent bidding process and positioning of these buses for public transport in the respective cities latest by 30th June, 2009. Release of instalments will be at the rate of 50% of Additional Central Assistance in first installment,

40% in second installment and balance 10% in third installment. Second installment will be released on receipt of DPR Phase-II, route permission by RTA, operations tie up and loan tie up, whereas third installment will be released on commencement of satisfactory service operations. Secretary (UD)/Chairman then asked the OSD (MRTS) to explain the appraisal methodology, the broad need norms taken into account, commitments given by States and next steps.

5. OSD (MRTS) mentioned that to have uniformity in the appraisal process, the request for financing of buses as submitted by various cities/States/para-statal has been reviewed on the basis of following criteria:

- a) Buses having life more than 9 years or buses traveled above 9.5 lakh kms, whichever ever is more is considered for scrapping.
- b) For mega cities, i.e. cities with population of 4 million plus, 50 buses per lakh of population and for 0.5 million to 4 million, 40 buses per lakh of population have been taken for fleet calculation where detailed data is not available.

6. The following general remarks/observations were made by the CSMC as conditions for all the bus funding proposals to be adhered to by all the States/UTs and their ULBs/para-statal based on the discussions:

- i) The Detailed Project Report for project implementation must be submitted before claiming the second installment as per the guidelines given in Annexure-B.
- ii) The buses must be procured as per Urban Bus Specifications with the only variation that as a one time measure, cities/para-statal may go in for upto 850/900mm floor height buses also in place of 650 mm floor height buses, as also confirmed by the Department of Heavy Industries, as currently the supply of semi low floor buses/mini/midi buses with 650 mm floor height is limited. Further more for such buses which are normally with front engine the front suspension may not be "air suspension".

- iii) All buses so procured will be deployed in the city/adjoining city connected areas only and the entity concerned for running the bus service will make such arrangements that the buses are properly maintained and continue to serve the city's requirements.
- iv) Since the financial assistance for purchase of buses is being given as part of Economic Stimulus Package, immediate action is required for issue of tender notice as per the decision taken during the meeting regarding the total number of buses sanctioned for each category, without waiting for the issue of formal Minutes of the meeting. The quantity of buses of each category as advertised in the tender notice or given in the tender papers may have option clause so as to take care of the change in the quantity subsequently, if any. The procurement orders must be processed immediately and the orders should be placed by 31st March, 2009 with complete financial closure.
- v) Since the specifications for the buses are by and large frozen and the companies for supply of these buses/chassis are also known and limited, it may be considered to shorten the tender notice period so that orders can be placed quickly and the supply of buses /chassis can commence without any loss of time.
- vi) Since the cost of the buses submitted in the estimates are only estimates and the exact cost is to be fixed only after award of the tender, the exact cost of the project shall be finalised after the tender process and accordingly the second installment would be adjusted.
- vii) The State Government and the Urban Local Bodies are to waive off or reimburse their share of taxes. Accordingly, the State Governments/ULBs will issue the necessary Government orders urgently.
- viii) Wherever the city specific SPVs are to be set up for city bus service and/or BRTS, it shall be set up by 31st March, 2009.

- ix) A Control-cum-Information Centre would be set up by the State Govt./ULB/STU/SPV with a Toll Free number for ease of information dissemination to the public.
- x) Weekly progress of the project implementation as well as steps taken for implementation of various reforms committed by the States/cities as per Annexure-C may be sent to the Ministry (email id : [iutindia@gmail.com](mailto:iutindia@gmail.com)).
- xi) There will be no variation in the number of buses for each category sanctioned. However, if a particular city or para-statal or State wants to go in for a higher category bus, it can do so at entirely its own cost and there will be no Central Financial Assistance towards the difference in cost.
- xii) All the buses would carry JnNURM logo prominently on both the sides for which the guidelines shall be issued separately.
- xiii) The State Government and Urban Local Body would set up required infrastructure concurrently namely Bus Stations, Bus Depots and terminals as well as ITS etc.
- xiv) The cost of Depots and contingency has been presently included in the proposed cost. However, a final decision on whether these activities would be funded under JnNURM under the present scheme or not would be taken within a fortnight and communicated subsequently. The total cost would be accordingly adjusted at the stage of release of second installment.
- xv) Wherever project endorsement has not been forwarded by SLSCs, the same shall be done immediately but not later than 31.03.2009.
- xvi) The procurement of buses should promote products with chassis and buses from manufacturing facilities in India.

6.1 CSMC noted that States/cities are agreeable and committed to all the above general observations as conditions to be observed by all States/UTs and their ULBs/para-statals in respect of their bus funding proposals. This will enable the cities to

have a more organised, commuters friendly city bus transport thereby making a significant contribution to improvement in public transport.

7. The following specific Project proposals were discussed at the meeting. The CSMC considered the appraisal note from UT Division and the comments/responses of the respective state/city representatives on the observations.

## 7.1 KARNATAKA

### 7.1.1 MYSORE:

The city officials stated that the city traffic is a heterogeneous - mix of fast & slow moving vehicles and the current vehicular population is 3.55 lakhs which is growing at the rate of 8-9% per annum while KSRTC is the only public transport service provider in the city.

The actual analysis of the project shows that the existing condition of buses is poor. Most are without doors and entry and exit is not easy due to floor heights. *The total demand of the city authorities is of 370 buses including 46 Class A, 153 Class B, 153 Class C and 18 Class D buses amounting to a total of Rs. 130.18 Cr. of which the Central government share is to be 80% i.e. Rs. 104.14 Cr.*

The Secretary (UD) pointed out that Funding of Buses is a one time measure upto 30.6.2009 which requires that the specified schedule be maintained and the project be completed within deadline. He further added that the fare revision and fare fixation methodology be given in the DPR Phase II. The city's involvement in the process would also be required.

In reply, the city officials committed that the **SPV involving the ULB would be set up by 31.03.2009 and the buses would be operational by the end of June, 2009.**

The city officials also committed taking up of various reforms in urban transport, namely setting up of UMTA, Dedicated Urban Transport Fund, advertisement/parking and TOD policy etc. as per Annexure-B. They also committed that the timeline for all these reforms would be given by 31.03.2009 and all those details shall be available before the release of second instalment.

Regarding the fare fixation, the city officials mentioned that fare is automatically linked to the fuel prices and the fare revision is done as and when the fuel prices rise by Rs.3 per litre.

They propose to run the buses departmentally.

**Considering the factor that Mysore is a tourist place with a huge floating population, the CSMC approved 100 buses for the city in the first phase as per details given below:**

<b>Category of bus</b>	<b>Number of Buses</b>	<b>% of bus required</b>	<b>Cost per bus in Lakh</b>	<b>Cost in Crore</b>
Low floor Ac(400 mm)	20	20%	67.40	13.48
Semi-low floor (650mm)	41	41%	28.00	11.48
Medium floor (900mm)	39	39%	23.00	8.97
<b>Total</b>	100	100%		<b>33.93</b>
Destination boards				<b>3.22</b>
Contingency cost @3.5%				<b>1.30</b>
<b>Total Cost</b>				<b>38.45</b>

#### 7.1.2 BANGALORE:

Being the 5th largest City in India with a population of 70 Lakhs (BMA), Bangalore's demand as projected by BMTC (Bangalore Metropolitan Transport Corporation-a city specific SPV) was for 1669 buses. As per the city officials, in the existing fleet, each bus operates an average 12.7 trips daily and an average 3 bus trips in peak hour. Addition of the buses will increase the operational frequency to over 4 bus trips per hour per route.

In their vision plans, they included

- GIS based Vehicle Tracking
- Online PIS
- Electronic Ticketing System
- Computerization of Depots and Corporate office
- Computerization of Corporate Offices
- Surveillance System at depots and establishment of Central Control Room
- Building of the inter modal Transit Centre at Subhash Nagar (KBS)

They mentioned that for 53 Semi Low Floor buses which they had procured, problems are being faced and as such, they are being phased out. Their fleet utilisation is 95% and load factor 70%.

The fare revision is done automatically based on the fuel prices by BMTC and they inform the Government. The fare revision is generally done every two years.

They also mentioned that with the addition of the buses, new areas would be covered in the city. In Bangalore, bus operation is a completely State monopoly and no permits are issued to private parties. As such they intend to run the buses departmentally as they have one of the best staff to bus ratio and are also consistently making operational profits.

The city officials also committed to take up various reforms in the field of urban transport, namely setting up of UMTA, Dedicated Urban Transport Fund, advertisement/parking and TOD policy etc. as per Annexure-B. They also committed that the timeline for all these reforms would be given by 31.03.2009 and all those details shall be available before the release of second instalment.

Based on the principle of equitable distribution across India, the CSMC approved 700 buses for Bangalore city in the first phase as per following details:

<b>Category of bus</b>	<b>Number of Buses</b>	<b>% of bus required</b>	<b>Cost per bus in Lakh</b>	<b>Cost in Crore</b>
Ordinary Bus-850/900 mm	490	70%	22.00	107.80
Semi deluxe-650mm	70	10%	31.16	21.82
Super deluxe 400 mm AC	140	20%	69.33	97.60
Total	700			227.22
Contingency cost @3.5%				7.95
<b>Total Cost</b>				<b>235.17</b>

*It was also decided that the BMTC Board will have one nominee of Ministry of Urban Development, Government of India as its Member. It was also decided that the demand for the remaining buses could be considered subsequently once proposals from most of other cities have also been considered by CSMC.*

## **7.2 UTTAR PRADESH**

### **Financial Assistance for Purchase of Buses under Urban Transport in Seven Cities of Uttar Pradesh**

The representative of the state Government specified that traffic and transport situation in most cities of Uttar Pradesh clearly point towards an urgent necessity for an efficient, reliable and cost effective public transport solution. The present public transport system in all the 7 cities is dismally poor.

In Lucknow the existing public transport system consist of 36 standard size CNG buses and 137 diesel buses by UPSRTC. Average trip length is about 5 kms. As per Court ruling, Lucknow, Agra and Kanpur have to switch over to CNG. The total requirement of

fleet is 505 i.e. 25 low floor AC, 101 low floor non AC, 101 semi low floor, 151 upto 900 mm and 126 mini buses.

Kanpur has presently only 39 standard size CNG buses and average trip length of about 5 kms. It has 5,42,590 registered vehicles and a population of 27.16 lakhs. The total requirement of fleet is 550 i.e. 28 low floor AC, 110 low floor non AC, 110 semi low floor, 165 upto 900 mm and 158 mini buses.

Allahabad has presently only 36 UPSRTC buses and some mini buses. It has 5.0 lakh registered vehicles and the population is 10.42 lakhs. The total requirement of fleet is 198 i.e. 40 low floor non AC, 40 semi low floor, 79 upto 900 mm and 40 mini buses.

Agra has presently only 21 UPSRTC buses and some mini buses. It has 4.75 lakh registered vehicles and the population is 12.75 lakhs. The total requirement of fleet is 208 i.e. 21 low floor AC, 42 low floor non AC, 42 semi low floor, 73 upto 900 mm and 31 mini buses. As per Court ruling only CNG buses are permitted in Agra.

Varanasi has presently only 188 private mini buses. It has 3.8 lakh registered vehicles and the population is 12 lakhs. The total requirement of fleet is 240 i.e. 12 low floor AC buses, 48 low floor non AC, 48 semi low floor, 60 upto 900 mm and 72 mini buses.

Meerut has presently only 121 private mini buses. It has 3.3 lakh registered vehicles and the population is 11.61 lakhs. The total requirement of fleet is 222 i.e. 44 low floor non AC, 33 semi low floor, 100 upto 900 mm and 44 mini buses.

Mathura has presently only some private mini buses. It has 1.25 lakh registered vehicles and the population is 3.23 lakhs. The total requirement of fleet is 67 mini buses.

*The state committed to various reforms like setting up of UMTA, UTF, TIMCC, coming out with TOD policy, advertisement & parking policy and prepare CMPs before second installment. UPSRTC has already tied up for loans and all procedures are complete and orders for buses would be placed by 31.03.2009. On being asked by the Secretary (UD), the officials also explained that the fare structure is controlled by the government and it has not been revised since last three years.*

*They also agreed to set up an independent regulator for fare fixation and monitoring standard of service.*

State Government assured that getting permits by UPSRTC is not the issue as the routes are nationalised by the State Government.

*The State Government assured that it will set up city specific SPV for all the 7 cities having equal participation from UPSRTC, concerned city Municipal Corporation and the concerned city development authority by 31.03.2009 positively.*

After detailed discussions the CSMC approved buses for the 7 cities as per the following details:

### 7.2.1 Lucknow

Category of bus	Number of Buses	% of bus required	Cost per bus in Lakh	Cost in Crore
Ordinary Bus - 830/900 mm	90	30%	25	22.50
Semi delux -650 mm	60	20%	28	16.80
Delux non AC- 400 mm	60	20%	49	29.40
Super delux AC- 400 mm	15	5%	69.3	10.40
Mini Buses( 628 mm)	75	25%	13	9.75
<b>Total</b>	300	100%		<b>88.85</b>
Total ITS Cost				<b>4.50</b>
5 Depot Cost @ 6 core each				<b>30.00</b>
Contingency cost @3.5%				<b>4.32</b>
<b>Total Cost</b>				<b>127.66</b>

## 7.2.2 Kanpur

Category of bus	Number of Buses	% of bus required	Cost per bus in Lakh	Cost in Crore
Ordinary Bus- 830/900 mm	90	30%	25	22.50
Semi delux -650 mm	60	20%	28	16.80
Delux non AC- 400 mm	60	20%	49	29.40
Super delux AC-400 mm	15	5%	69.3	10.40
Mini Buses (628 mm)	75	25%	13	9.75
<b>Total</b>	300	100		<b>88.85</b>
Total ITS Cost @ 1.5 lakh for each bus				<b>4.50</b>
5 Depot Cost @ 6 core each				<b>30.00</b>
Contingency cost @3.5%				<b>4.32</b>
<b>Total Cost</b>				<b>127.66</b>

### 7.2.3 Allahabad

Category of bus	Number of Buses	% of bus required	Cost per bus in Lakh	Cost in Crore
Ordinary Bus - 830/900 mm	60	40%	21.33	12.80
Semi delux -650 mm	30	20%	25	7.50
Delux non AC- 400 mm	30	20%	49	14.70
Mini Buses (628 mm)	30	20%	10	3.00
<b>Total</b>	150	100%		<b>38.00</b>
Total ITS Cost @ 1.5 lakh for each bus				<b>2.25</b>
2 Depot Cost @ 6 core each				<b>12.00</b>
Contingency cost @3.5%				<b>1.83</b>
<b>Total Cost</b>				<b>54.08</b>

### 7.2.4 Agra

Category of bus	Number of Buses	% of bus required	Cost per bus in Lakh	Cost in Crore
Ordinary Bus - 830/900 mm	<b>70</b>	<b>35%</b>	<b>25</b>	<b>17.50</b>
Semi delux -650 mm	<b>40</b>	<b>20%</b>	<b>28</b>	<b>11.20</b>

Delux non AC- 400 mm	40	20%	49	19.60
Super delux AC -400 mm	20	10%	69.3	13.86
Mini Buses ( 628 mm)	30	15%	13	3.90
<b>Total</b>	200	100%		66.06
Total ITS Cost				3.00
2 Depot Cost @ 6 core each				12.00
Contingency cost @3.5%				2.84
<b>Total Cost</b>				83.90

### 7.2.5 Varanasi

Category of bus	Number of Buses	% of bus required	Cost per bus in Lakh	Cost in Crore
Ordinary Bus - 830/900 mm	37	25%	21.33	7.89
Semi delux -650 mm	30	20%	25	7.50
Delux non AC- 400 mm	30	20%	49	14.70
Super delux AC- 400 mm	8	5%	69.3	5.54
Mini Buses( 628 mm)	45	30%	10	4.50
<b>Total</b>	150	100%		40.14

Total ITS Cost @ 1.5 lakh for each bus	<b>2.25</b>
2 Depot Cost @ 6 core each	<b>12.00</b>
Contingency cost @3.5%	<b>1.90</b>
<b>Total Cost</b>	<b>56.29</b>

### 7.2.6 Meerut

Category of bus	Number of Buses	% of bus required	Cost per bus in Lakh	Cost in Crore
Ordinary Bus - 830/900 mm	<b>67</b>	<b>45%</b>	<b>21.33</b>	<b>14.29</b>
Semi delux -650 mm	<b>23</b>	<b>15%</b>	<b>25</b>	<b>5.75</b>
Delux non AC- 400 mm	<b>30</b>	<b>20%</b>	<b>49</b>	<b>14.70</b>
Mini Buses( 628 mm)	<b>30</b>	<b>20%</b>	<b>10</b>	<b>3.00</b>
<b>Total</b>	150	100%		<b>37.74</b>
Total ITS Cost @ 1.5 lakh for each bus				<b>2.25</b>
2 Depot Cost @ 6 core each				<b>12.00</b>
Contingency cost @3.5%				<b>1.82</b>
<b>Total Cost</b>				<b>53.81</b>

### 7.2.7 Mathura

Category of bus	Number of Buses	% of bus required	Cost per bus in Lakh	Cost in Crore
Mini Buses( 628 mm)	60	100%	10	6.00
Total	60	100%		6.00
Total ITS Cost @ 1.5 lakh for each bus				0.90
1 Depot Cost @ 6 core each				4.00
Contingency cost @3.5%				0.38
Total Cost				11.28

### 7.3 ANDHRA PRADESH

#### VIJAYAWADA, VISHAKHAPATNAM & HYDERABAD:

The representative of the State Government specified that the Public transport in these cities is run by the APSRTC under the State monopoly. There are 381,422 and 3179 buses in total operating in the Vijaywada, Vishakhapatnam and Hyderabad respectively. It was mentioned that the fare is fixed by the State Government. The last fare revision was done in 2003. The APSRTC representative proposed that the fare for ordinary buses be increased by 5% per annum and for premium service the fare would be 1.5 times of ordinary buses which will be increased 10% per annum. They also added that all the existing buses will be converted in CNG and the proposed ones too will be CNG. The city officials told that all the depots will have CNG within 3 months when enquired by OSD (MRTS).

UMTA has already been set up for Hyderabad under the Legislative cover. It was explained to them that a separate UMTA would be required for each of the city of Vijaywada and Vishakapatnam. The city official told that SPV for Vijaywada and Vishakhapatnam has already been set up with 2/3<sup>rd</sup> participation from APSRTC and 1/3<sup>rd</sup>

from the concerned city Municipal Corporation. The city specific SPV for running of city bus services in Hyderabad will be set up involving APSRTC and Hyderabad Municipal Corporation by 31<sup>st</sup> March 2009.

The city officials also committed to take up various reforms in the field of urban transport, namely setting up of UMTA, Dedicated Urban Transport Fund, advertisement/parking and TOD policy etc. as per Annexure-B. They also committed that the timeline for all these reforms would be given by 31.03.2009 and all those details shall be available before the release of second instalment.

The requirement of buses for Hyderabad projected as 1244, whereas for Vijayawada and Vishakhapatnam it was projected as 499 and 477 buses respectively including buses for BRTS.

After detailed discussions the CSMC approved buses for the 3 cities as per the following details in Phase-I:

### 7.3.1 Hyderabad

Category of Bus	No. of buses	% of bus required	Cost per bus in Lakh	Total Cost in Crore
Semi low floor (890/900 mm)	560	80	22	123.20
Low Floor AC-400mm	140	20	54	75.60
	700	100		198.80
Contingency cost @3.5%				6.96
<b>Total</b>				<b>205.76</b>

*It was also decided that the city specific SPV Board will have one nominee of Ministry of Urban Development, Government of India as its Member. It was also decided that the demand for the remaining buses could be considered subsequently once proposals from most of other cities have also been considered by CSMC.*

### 7.3.2 Vijayawada

Category of Bus	No. bus required	% of bus required	Cost per bus in Lakh	Total Cost in Crore
Semi low floor -890 mm	192	80	22	42.24
Low Floor AC-400mm	48	20	54	25.92
	240	100		<b>68.16</b>
1 Depots & Workshop @ 1.5 crore				<b>1.50</b>
Contingency cost @3.5%				<b>2.44</b>
<b>Total</b>				<b>72.10</b>

The total of 240 buses sanctioned includes 40 buses for BRTS.

### 7.3.3 Vishakhapatnam

Category of Bus	No. bus required	% of bus required	Cost per bus in Lakh	Total Cost in Crore
Semi low floor (890 mm)	200	80	22	44.00
Low Floor AC-400mm	50	20	54	27.00
	250	100		<b>71.00</b>
1 Depots & Workshop @ 1.5 crore				<b>1.50</b>
Contingency cost @3.5%				<b>2.54</b>
<b>Total</b>				<b>75.04</b>

The total of 250 buses sanctioned includes 50 buses for BRTS.

## 7.4 MAHARASHTRA

### THANE, Mumbai (BEST) and NAVI MUMBAI:

The representative of the State Government mentioned that BEST Mumbai runs buses in Thane and Navi Mumbai also along with the buses run by the Municipal Corporations of the respective cities. The fare limits are fixed by State Transport Authority (STA) and BEST can fix fares within those limits. The state proposed that the fare for ordinary buses be increased by 5% per annum and for premium service the fare would be 1.5 times of ordinary buses which will be increased 10% per annum. The officials provided the following information regarding the reforms-

- **UMTA** – Formulated by MMRDA for the complete Metropolitan Area
- **UTF** – Proposed
- **Parking Policy** – Proposed
- **Advertisement Policy** – Proposed
- **Policy for Transit Oriented Development** – Proposed
- **Traffic Information and Management Centre** – Proposed
- **Regulatory Mechanism for Periodic Revision of Fares** – RTA

They were asked to submit detailed timelines for all these reforms and submit all the details by 31<sup>st</sup> March, 2009.

BEST presently has 3810 buses and planned to install GPS on 1200 buses. Presently there are 70 air conditioned buses which are being increased to 200. The fleet utilization factor is 89.36%. At present 5 depots are with CNG and remaining 24 depots are planned to be converted to CNG within 5 years. 10% of the total revenue is from non fare sources. Mumbai is a completely public transport oriented city with 88% trips being undertaken through buses and suburban rail. Accordingly, BEST proposed 1606 buses to be funded under JnNURM. All these buses are proposed to be run departmentally.

Navi Mumbai has been developed by CIDCO and the city has existing fleet of 261 buses being run by Navi Mumbai Municipal Transport. The share of public transport trips through buses is 36% and by suburban rail it is 33%. The fare varies from Rs.4/- to Rs.20/-. The fares are fixed by the Municipal Transport Committee. The city proposed that the buses would be run with drivers and conductors taken on contract. They were advised to explore the option of public private partnership in operation and

maintenance. They were also advised to send the annual report alongwith the balance sheet of the Municipal Corporation as well as the Municipal Transport to MoUD, Gol within a fortnight. They projected a requirement of 368 buses.

After detailed discussions the CSMC approved buses for the 2 cities as per the following details in Phase-I:

#### 7.4.1 BEST, Mumbai

Category of Bus	No. bus required	% of bus required	Cost per bus in Lakh	Total Cost in Crore
Semi low floor- 850/900 mm	560	80	22	123.20
Low Floor AC-400mm	140	20	54	75.60
	700	100		<b>198.80</b>
Contingency cost @3.5%				<b>6.96</b>
<b>Total</b>				<b>205.76</b>

It was also decided that the demand for the remaining buses could be considered subsequently once proposals from most of other cities have also been considered by CSMC.

#### 7.4.2 Navi Mumbai

Category of Bus	No. bus required	% of bus required	Cost per bus in Lakh	Total Cost in Crore
Semi low floor- 650/900 mm	120	80	20	24.00
Low Floor AC- 400mm	30	20	55	16.50
	150	100		<b>40.50</b>
Contingency cost @3.5%				<b>1.42</b>
<b>Total</b>				<b>41.92</b>

## 7.5 ARUNACHAL PRADESH

### 7.5.1 ITANAGAR:

The State representative mentioned that the State Transport Undertaking is presently running the buses in the State. The existing fleet comprises of 21 standard size vehicles, 3 vehicles of 27 seater and 2 smaller vehicles. They had proposed a total of 63 buses of standard sizes including 2 low floor AC buses. It was pointed out by OSD (MRTS) that with 2 airconditioned buses it is not possible to run a premium service with desired frequency. Doubts were also expressed whether standard buses would be allowed on the city roads. The State representative was asked to send a written confirmation immediately from the State Transport Department that a standard size buses will be allowed on city roads.

The State representative also committed taking up of various reforms in urban transport, namely setting up of UMTA, Dedicated Urban Transport Fund, advertisement/parking and TOD policy etc. as per Annexure-B. He also committed that the timeline for all these reforms would be given by 31.03.2009 and all those details shall be available before the release of second instalment.

After detailed discussions the CSMC approved buses as per the following details-

#### **Itanagar**

Category of Bus	No. bus required	% of bus required	Cost per bus in Lakh	Total Cost in Crore
Semi Low Floor-650mm	5	21	23	1.23
Standard Bus-900/850mm	20	79	15	2.95
	25	100		4.18
Contingency cost @3.5%				0.15
<b>Total</b>				<b>4.32</b>

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

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