

New Delhi, dated the 20th May, 2009

Office Memorandum

Subject: Minutes of the 72nd Meeting of Central Sanctioning and Monitoring Committee (CSMC) under Urban Infrastructure & Governance of JNNURM held on 24th April, 2009

A copy of the minutes of 72nd Meeting of Central Sanctioning and Monitoring Committee (CSMC) of the Sub Mission on Urban Infrastructure and Governance under Jawaharlal Nehru National Urban Renewal Mission (JNNURM) held on 24th April, 2009 under the Chairmanship of Secretary (UD), Govt. of India is forwarded herewith for necessary action.



(S. K. Sarkar)
Under Secretary to the Govt. of India
Tel. 23063217

CSMC:

1. Dr. M. Ramachandran, Secretary (UD), MoUD- Chairman, CSMC
2. Ms. Kiran Dhingra, Secretary, M/o Housing and Urban Poverty Alleviation, Nirman Bhawan, New Delhi.
3. Mrs. Sushma Nath, Secretary, M/o Finance (Department of Expenditure), North Block, New Delhi.
4. Shri Vijai Sharma, Secretary, M/o Environment & Forests, Paryavaran Bhawan, CGO Complex, Lodhi Road, New Delhi.
5. Shri K.M. Acharya, Secretary, M/o Social Justice and Empowerment, Shastri Bhawan, New Delhi.
6. Shri Harish Chandra, Advisor (HUD), Planning Commission, Yojana Bhawan, New Delhi.
7. Dr.R.K. Vats, Joint Secretary & Financial Advisor, Ministry of Urban Development and Ministry of Housing & Urban Poverty Alleviation, Nirman Bhawan, New Delhi
8. Shri P.K. Srivastava, Joint Secretary & Mission Director (JNNURM), Ministry of Urban Development, Nirman Bhawan, New Delhi
9. Shri J.B. Kshirsagar, Chief Planner, Town and Country Planning Organisation, I.P. Estate, New Delhi.
10. Advisor, Central Public Health & Environmental Engineering Organisation, M/o Urban Development, Nirman Bhawan, New Delhi.
11. Shri K.L. Dhingra, Chairman-cum-Managing Director, Housing and Urban Development Corporation (HUDCO), India Habitat Centre, Lodhi Road, New Delhi.

Minutes of the 72nd CSMC held on 24.04.09 under the Chairmanship of Secretary (UD), Govt. of India

The 72nd meeting of the Central Sanctioning and Monitoring Committee of Urban Infrastructure & Governance component of JNNURM was held on 24.04.09 under the Chairmanship of Secretary (UD), Govt. of India. The list of participants is annexed.

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

PART-I

Kerala:

1. Kochi- Revision of cost for road improvement and ROB construction at Kochi.

(Presentation made by the City/ULB at annexure-I)

The project was approved by the CSMC in its 68th meeting held on 13.2.09 for estimated project cost of Rs. 7604.00 lakhs and Central share of Rs. 3802.00 lakhs with the conditions that 3 ROB's for Pachalam, Atlantis, and Ponnurunni were not listed for the concurrence given by the Railways and the ULB would confirm whether Railways would agree to the cost sharing in these proposals.

According to CSMC's observations the Corporation of Kochi submitted the estimated cost of 3 ROB's which has been appraised by CPWD for estimated cost of Rs. 6728.00 lakhs. The ULB intimated that they have entered into MoA with the Railways according to which the Railways will bear 50% of the expenditure pertaining to the Railways portion and the remaining 50% will be borne by Corporation of Kochi. It was also clarified that funds from Railways will be released as per progress of the project as indicated in the MoA. CPWD clarified that the Railways would bear 50% of the total cost of the project and not just the rail portion i.e. out of Rs 67.28 crores project cost, Rs 33.64 crores would be borne by the Railways.

Secretary (UD) enquired as to when the funds from Railways will come and what would be the mechanism of transferring the Railways share. He also observed that in case any of the partners fail to provide funds, the contractor will hold up the project, causing delay in the implementation of the project. CPWD clarified that the reimbursement of Railways share will be done on quarterly basis depending on the progress of the project. 80% of the funds will be released in this method and the rest will be released after completion of the project. In response to another query of the Secretary (UD), the CPWD clarified that the project will be implemented in 24 months after finalization of tender which may take 3-4 months. However, in the Atlantis ROB, land acquisition is a major problem which needs to be sorted out; otherwise the project will be delayed. It was informed by the Kochi Corporation that in Ponnuruni project, land

acquisition has been completed. In the Atlantis project, a small stretch of land remains to be acquired and part of it is shipyard land.

The ULB clarified that all preliminary work has been already done by the contractor. Secretary (UD) observed that all preliminary work should be completed in 3 months from today including the land acquisition even if the preliminary work take more time, the project should be completed in 24 months as depicted in the DPR.

CSMC was informed that Election Commission has conveyed no objection for consideration of the instant project by CSMC vide letter dated 19.4.09.

The CSMC approved the proposed revised cost of the projects subject to observations of CPWD, at Rs. 10964.00 lakhs including Central share of Rs. 5484.00 lakhs, as per details given below:

(Rs. in lakhs)

Sl. No.	Project Name	Original cost approved by CSMC		Revised cost		25% of 1 st installment released	Balance of 1 st ACA to be released
		Total cost	Central share	Total cost	Central share		
1.	Revision of cost for road improvement and ROB construction at Kochi- cost revision.*	7604.00	3802.00	10964.00	5482.00	950.50	420.00

*Project is under the additional allocation provided by the Planning Commission O.M. dated 24th Dec 08

West Bengal:

2. Kolkata- Comprehensive distribution network of 30 MGD Dhapa Water Treatment Plant.

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

Commissioner, KMC informed the CSMC that water supply project for East Kolkata has been sanctioned under JNNURM for a cost of Rs. 100 crore. The project has been delayed due to litigation filed in the Honble High Court of Kolkata. However, the Honble High Court has given the go ahead for the project.

The proposed DPR for Dhapa WTP has been designed to supply treated water within the command zone of Dhapa WTP with the objective of total elimination of ground water extraction, and system integration of water supply network. The existing distribution network in the project area are under the tube wells with direct pumping and

the water supply lines consist mostly of AC pipes, and some of these pipelines have outlived their lives. The citizens in the project area presently receive 85-100 LPCD of water. The proposed DPR has been prepared for a comprehensive water supply distribution network for providing treated water from the 30 MGD Dhapa WTP to Eastern Kolkata to cover 100% population with 24X7 water supply covering BPL and other slum population. The project will achieve the following service level benchmark: coverage- 100%, per capita supply- 150 LPCD, UFW- 15%, metering- 100%, cost recovery in WS system- 100%.The project would provide universal access to water supply to all households on the service level benchmarks that are committed to in the project period. Treated water standards would be as per the CPHEEO manual. Secretary UD desired that an Action Plan for 100% house service connections be put in place before seeking release of second instalment and placed before the CSMC at the time of considering release for second instalment.

It was informed that Election Commission has provided no objection for consideration/approval of the project by CSMC subject to the condition that actual sanction of funds/starting of work to be taken up after the election.

The CSMC approved the project subject to the above conditions and observations of CPHEEO as per the following financial parameter:

(Rs. in lakhs)

SI. No.	Mission City/ State	Project Title/name	Project Cost	Central Share	Amount of ACA (25% of Central Share) proposed to be released
2.	Kolkata, West Bengal	Comprehensive Distribution Network within the command zone of 30 MGD Dhapa Water Treatment Plant	21555.27	7544.34 (35%)	1886.06 (1 st installment)

Orissa:

3. Puri- Storm water drainage system for Puri Town.

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

The ULB submitted that at present the storm water drainage system for Puri Town is grossly inadequate. The town mainly depends on one natural existing drain. As a result, high flooding and incessant rain, cause heavy inundation of the city and its peripheral area. There is only one major Nalla called Bankimuhan covering the core area of the town which can drain only 20% of the existing water.

The proposed storm water drain will be of 93 kilometers covering the entire area of Puri and its 5 storm water zones.

The City informed that the Municipality has passed a resolution to levy storm water drainage cess based on the number of households. In the year 2011, the total house hold of 40000 numbers will be charged at a rate of Rs. 15 per households per month, with 80% collection efficiency, to be increased to Rs. 20 per month by the year 2026.

It was noted that the State has not submitted the proposal for setting of PIU, and QPR has also not been received from the State.

Secretary (UD) stated that the ACA commitment for the project may be capped at Rs 45 crores, to avail of the additional funding window provided by the Planning Commission's OM dated 24th Dec 08. A commitment letter would be needed from the State that the remaining cost of the project would be met out of the funds of the State Govt. He asked the State to explain as to why the establishment of the PIU is still pending, and observed that the project should be put on hold till the QPR is received and the commitment letter to meet balance cost of the project is received. Also a copy of the Resolution passed for levying of charges by the ULB in order to fully meet the O&M costs of the project would be needed before releases are processed for the project.

It was noted that the Election Commission has provided no objection for considering this project by CSMC with the condition that actual sanction of fund for starting of works to be taken up after General Elections and polls in Orissa State is over.

The CSMC approved the project subject to the above conditions and observations of CPHEEO as per following funding plan:

(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.	Puri, Orissa*	Storm water drainage system for Puri Town	7182.00	Capped at 4500.00 (80%)	1125.00 (1 st installment)

*Project is under the additional allocation provided by the Planning Commission O.M. dated 24th Dec 08

Gujarat:

4. Surat- Proposals for release of 2nd and subsequent installments in respect of 6 ongoing projects.

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

Commissioner Surat MC made a presentation before the CSMC about the progress made in the projects approved under UIG. It was noted that a total of 25 projects with project cost of Rs. 1634.00 crores and Central share of Rs. 354.00 crores have been approved under UIG component for Surat. Out of the 25 projects approved, 7 projects have been completed and works in 14 projects are in progress, and 4 projects are in tender process. The MC informed that designing process for 4 road sector projects may take little more time. The water supply distribution system for Vesu, Sewerage system for Vesu and Sewerage system for Pal-Palanpore will be completed by June, 2009.

It was noted that most of the reforms committed by the State as per the timelines committed in the MoA. The State has implemented the accrual based accounting system, area based self assessment of property tax system has been introduced, earmarking of 20% budget for urban poor has been done, user charges levied in 2008-09 along with metering policy. The State also has installed the CTAG and CVTC.

The CSMC approved the release of 2nd and subsequent installments for 6 ongoing projects as follows:

(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 (i).	Surat, Gujarat	Water supply system for New North Zone area of Surat Municipal Corporation	16743.43	8371.71	2092.94 (2 nd installment)
4 (ii).	Surat, Gujarat	Up gradation of Solid waste management system in Surat city	5249.72	2624.86	656.22 (2 nd installment)
4 (iii).	Surat, Gujarat	Storm water drainage system for Vesu of Surat city	4995.00	2497.50	624.38 (3 rd installment)
4 (iv).	Surat, Gujarat	Storm water disposal system for New Eastern Zone areas of Surat city	3426.82	1713.41	428.35 (3 rd installment)
4 (v).	Surat, Gujarat	Sewerage disposal and STP for Vesu area in Surat city	3437.00	1718.50	429.63 (3 rd installment)
4 (vi).	Surat, Gujarat	Construction of Bridge at Kapodara fire station junction on Varachha road in Surat city	932.00	466.00	116.50 (3 rd installment)

Karnataka:

5. Mysore- Reimbursement of cost for preparation of DPR to Mysore Municipal Corporation.

The CSMC approved the reimbursement of Rs. 84.40 lakhs to Karnataka State Road Transport Corporation (KSRTC) towards the cost for preparation of DPR for Development of Transport Infrastructure Facilities for Mysore city. A sum of Rs. 74.40 lakhs (Actual payment) would be released now and the balance of Rs. 10 lakhs will be released on receipt of payment of bill by KSRTC

PART-II

1. Proposal for revision of specifications - Bangalore

CSMC in its meeting held on 13.2.2009 and 26.2.2009 had approved 1000 buses for Bangalore as per the following details:

S.No.	Type of bus	No. of buses	Cost per bus, Excl VAT	Total (in crore)
1.	900/850 mm	700	22 lakhs	154.00
2.	650 mm	100	31.16 lakhs	31.16
3.	400/390 mm A/C	200	69.33	138.66
	TOTAL			323.82

1.1 BMTTC has now represented to allow the 100 number of semi-low floor buses for floor height 650 mm to be converted from non-A/C to A/c without any additional cost over and above the sanctioned cost as even the A/C semi low floor buses would cost Rs. 27.5 lakhs excluding VAT as against Rs. 31.16 lakhs as sanctioned by the CSMC.

1.2 BMTTC has proposed to induct these buses in middle fare category at a fare lower than A/C VOLVO bus category to attract middle income groups using personalized mode of transport presently. The success of these buses may pave way for speedy encouragement of public transport, which is very essential for reducing commuting time and road congestion.

1.3 OSD (MRTS) mentioned that BMTTC is known for its successful intra-city operations and number of innovative measures taken by them for city transport. BMTTC was the first to introduce Volvo low floor A/C bus for city transport. It is the only city transport corporation which is running in profit despite very affordable fare structure. As such, it is recommended that we may accept the proposal of BMTTC as it does not involve any additional cost.

1.4 *After detailed discussions, CSMC approved the proposal for change in specifications from 100 nos. semi low floor 650 mm non-airconditioned buses to 100 nos. 650 mm low-floor airconditioned buses subject to certificate from BMTC that :*

a) the tendering process shall not get affected and this decision would not be favouring only one tenderer;

b) the proposal does not involve revision of total cost of the project as already sanctioned.

2. Revision of sanction of buses for Ajmer Pushkar

2.1 In CSMC meeting held on 20.2.2009, 50 nos. buses (45 nos. Mini/Midi buses and 5 nos. (650 mm) AC buses) were sanctioned at a total cost of Rs. 7.45 crore. The State Government has now requested to reduce the number from 50 buses to 35 buses and also change the specifications from Mini buses to standard size buses of 900 mm floor height in view of likely unviable running and operating Mini buses in case of Ajmer-Pushkar based on the past experience of RSRTC.

2.2 OSD(MRTS) mentioned that in view of the difficulties POINTED OUT BY THE State Government, we may agree to revise the sanction from 50 buses to 35 standard size buses of upto 900 mm floor height (non-airconditioned). The revision in the cost would be adjusted at the stage of second instalment.

2.3 *CSMC after detailed discussions approved revision of sanction of buses for Ajmer Pushkar from 50 buses (45 mini/midi buses) and 5 nos. 650 mm airconditioned buses) to 35 nos. standard size buses of upto 900 mm floor height non-airconditioned buses. The revision in the cost would be adjusted at the stage of second instalment.*

3. Modifications in the bus specifications for Thane.

3.1 CSMC in its meeting held on 20.02.2009 sanctioned 200 buses for Thane, out of which 160 buses were upto 900 mm floor height and 40 buses of low floor (400 mm non AC). Thane Municipal Corporation has now submitted a representation vide their letter No.TMC/COMM/46 dated 21.04.2009 that in view of their past experience, operational and monsoon difficulties, passenger carrying capacity, passenger seating layout, passenger discomfort, they may be allowed to procure 650 mm floor height buses instead of 400 mm floor height buses so that they operate these buses in low lying areas specially in the monsoon also.

3.2 OSD(MRTS) mentioned that the purpose of introducing low floor buses is the following:

- a. The low floor buses would permit level boarding and alighting and thereby facilitate movement of physically challenged persons also.
- b. These buses were also targeted as a premium segments to facilitate modal shift from car users to public transport.

3.3 He further mentioned that based on a similar request, CSMC has already approved 650 mm low floor height buses for BEST (Mumbai) instead of 400 mm floor height buses in its meeting held on 27.03.2009. The physical conditions and environmental conditions of Thane are quite similar to Mumbai and hence it is recommended that we may approve procurement of 650 mm floor height (air conditioned) buses for Thane also instead of 400 mm floor height buses in view of the various difficulties expressed by them with the condition that Thane Municipal Corporation, if purchasing/introducing additional buses beyond 200 buses sanctioned under JnNURM, may go in for introduction of low floor (400 mm) air conditioned buses on public private partnership mode.

3.4 *After detailed discussions, CSMC approved procurement of 40 nos. 650 mm floor height (airconditioned buses) for Thane instead of 40 nos. 400 mm floor height buses as sanctioned earlier with the condition that the Thane Municipal Corporation if purchasing/introducing additional buses beyond 200 buses sanctioned under JnNURM may go in for introduction of low floor (400 mm) air conditioned on public private partnership mode. In case Thane is not able to place 650 mm floor height buses, they may procure upto 900 mm floor height air conditioned buses. The reduction in cost of the project on this account would be adjusted during the release of 2nd instalment.*

4. **Change in specifications of buses in Kolkata**

4.1 A representation has been received from Additional Chief Secretary (Copy enclosed) regarding permitting procurement of 240 AC Low floor 400mm floor height instead of 240 non AC low floor 400 mm floor height.

4.2 CSMC had sanctioned 1200 buses for Kolkata of total cost Rs 360 Crores in its meeting held on 20th February. Out of 1200 buses, 240 buses were low floor non AC 400mm floor height and 60 buses low floor 400 mm AC. These buses were also targeted as a premium segments to wean away the car users to public transport.

4.3 OSD (MRTS) mentioned that in case we agree for the change of the category of bus from non AC 400mm to 400 mm AC, it would mean primarily two categories of bus services . i) Premium segment with 900mm floor height modern buses and ii) Super premium segment with low floor AC buses. Low Floor non AC buses would not be considered as a super premium category. The climatic conditions of Kolkata would warrant AC in the super premium category. The difference in cost of low floor non AC and AC buses is also not substantial considering the increase of the level of comfort of passengers. As such, we recommended to permit them to procure all the 240 buses of AC 400 mm floor height with air conditioning instead of low floor 400 mm Non AC.

4.4 He further mentioned that the total cost of the project would accordingly get increased on change of the category of Non AC to AC bus as follows:

Category of Bus	No. bus required	% of bus required	Cost per bus in Lakh	Total Cost in Crore
Semi low floor (890 /650mm)	900	75.00	22	198.00
Low Floor AC- 400 mm	60	5.00	70	42.00
Low Floor AC- 400 mm	240	20.00	60	144.00
	1200	100		384.00

This change would entail increase in the cost of the project from Rs 360 Crores to Rs 384 Crores and corresponding increase in ACA from Rs 126 Crores to Rs 134.4 crores. However no additional money is proposed to be released before the second installment.

4.5 *After detailed discussions, CSMC approved the proposal for change of specifications from 240 nos. low floor non-airconditioned (400 mm floor height) to 240 nos. low floor (400 mm air conditioned buses) thereby increasing the cost of the project from Rs. 360 crore to Rs. Rs. 384 crore and corresponding increase in ACA from Rs. 126 crore to Rs. 134.4 crore subject to the following:*

- a. no additional money would be released before the 2nd instalment.
- b. City specific SPV for city bus service for operation and maintenance shall be set up immediately. The orders for the buses shall be placed urgently.
- c. Routes for the airconditioned as well as fare structure shall be advised to the Ministry of Urban Development and viability part be examined in detail.

5. **Revised distribution of buses for Uttar Pradesh**

5.1 In the CSMC meeting held on 13.02.2009, the buses for urban transport were sanctioned for seven cities of Uttar Pradesh as per following details:.

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
Total	300	100%		88.85
Total ITS Cost				4.50
5 Depot Cost @ 6 core each				30.00
Contingency cost @3.5%				4.32
Total Cost				127.66

Kanpur

Category of bus	No. 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
Total	300	100		88.85
Total ITS Cost @ 1.5 lakh for each bus				4.50
5 Depot Cost @ 6 core each				30.00
Contingency cost @3.5%				4.32
Total Cost				127.66

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
Total	150	100%		38.00
Total ITS Cost @ 1.5 lakh for each bus				2.25
2 Depot Cost @ 6 core each				12.00
Contingency cost @3.5%				1.83
Total Cost				54.08

Agra

Category of bus	Number of Buses	% of bus required	Cost per bus in Lakh	Cost in Crore
Ordinary Bus -830/900 mm	70	35%	25	17.50
Semi delux -650 mm	40	20%	28	11.20
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
Total	200	100%		66.06
Total ITS Cost				3.00
2 Depot Cost @ 6 core each				12.00
Contingency cost @3.5%				2.84
Total Cost				83.90

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
Total	150	100%		40.14
Total ITS Cost @ 1.5 lakh for each bus				2.25
2 Depot Cost @ 6 core each				12.00

Contingency cost @3.5%	1.90
Total Cost	56.29

Meerut

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

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

5.2 Now UPSRTC has sent a proposal to revise the distribution of buses owing to the unique situation of the existing urban infrastructure like availability of roads and conditions, road

width, congestion etc. It would need to be customised to suit the specific requirements of the selected town. They have now proposed to reduce the number of low floor air conditioned and non air conditioned buses as per the following details:

TABLE I

Floor height

City	Total No. of Buses	400 mm A/C	400mm non A/C	650 mm	830 +/- 100	Mini
Agra	200	10	10	30	75	75
Lucknow	300	15	30	40	90	125
Kanpur	300	10*	10	30	100	154
Varanasi	150	0**	10	20	50	66
Allahabad	150	0	10	20	60	60
Meerut	150	0	10	30	70	40
Mathura	60	0	0	0	0	60
G. Total	1310	35	80	170	445	580

5.3 OSD(MRTS) mentioned that UPSRTC had proposed six low floor air conditioned buses for Kanpur. He further mentioned that for Varanasi, they have proposed 4 air conditioned low floor buses. 4 nos. is not a sustainable number for maintenance of the fleet and as such it is proposed that it may be reduced to zero and for Kanpur it is increased to 10 nos.

5.4 He further mentioned that in their letter, UPSRTC mentioned a 830 +/- 100 mm which is not in order, as the maximum floor height which have been approved is 900 mm and not 930 mm floor height.

5.5 Since the total number of buses remain the same and the distribution has been changed, it was recommended that the revised distribution as proposed by UPSRTC with the modifications is approved by CSMC. The revision of the cost on this account would be taken into account at the stage of release of second installment.

5.6 *After detailed discussions, CSMC approved the revised distribution of buses as given in Table I above subject to the condition that the revision of cost would be taken into account at the time of release of 2nd instalment and the maximum floor height of the buses would be 900 mm and not 930 mm.*

6. Additional buses for Guwahati

6.1 CSMC in its meeting held on 28.2.2009 had sanctioned 50 nos. of buses as against the proposal of 100 nos. of buses for Guwahati as per the following details:

Category of Bus	No. bus required	% of bus required	Cost per bus in Lakh	Total Cost in Crore
Semi low floor (890 / 900 mm)	35	80	22	7.70
Low Floor Non AC (400 mm)	15	20	54	8.10
	50	100		15.80

6.2 Now, ASTC through the State Government has submitted revised proposal for procurement of a total number of 250 buses under JnNURM at a total cost of Rs. 68 crore. In this connection, letters from CM, Assam to UDM and Chief Secretary, Assam to Secretary (UD) have also been received. MD, ASTC mentioned the following :

6.2.1 ASTC themselves and through private operator is already running more than 1000 buses which predominantly comprises of minibuses and includes 18 Semi Low Floor non AC and 7 Semi Low Floor buses. These together with other forms of intermediate public transport provide public road transport services in the city. Thus, the problems of over-capacity, poor quality and undue congestion are clearly seen in Guwahati. Most of these buses are old and uneconomical and this needs to be phased out. The city has reached the stage where it needs to introduce a well structured and scientifically planned public bus service. Induction of new modern buses as replacement is urgently required to operate on the Trunk roads of Guwahati. This will effectively contribute in discouraging the use of small segment commercial vehicles / taxis inside the city.

6.2.2 Considering the large number of pilgrims coming from all over the country to visit the Kamakhya temple daily, good quality modern buses will be required to effectively cater to the need of the pilgrims and general commuters coming to Temple.

6.2.3 Since all Interstate and long distance buses have been shifted to the newly built Interstate Bus Terminus at Betkuchi on the NH Bypass. The connectivity of the terminus to the city has become paramount and there is need to provide special service for this purpose. Assam State Transport Corporation with its limited fleet of city buses is hard pressed to provide connectivity to the I.S.B.T.

6.3 Accordingly, the State representative Shri Ashish Bhutani, Secretary (GUDA) mentioned that 50 buses sanctioned so far would not be sufficient and additional buses to the tune of 250 nos. are required for the city of Guwahati. On being asked about the SPV structure, the State Government representative mentioned that the SPV would comprise of ASTC (50%); GMDA (10%) and GMC (40%) and the SPV would be Chaired by the Chief Secretary. The MD, ASTC would be the MD to start with.

6.4 The Secretary (UD) mentioned that the State may like to review the city specific SPV being Chaired by the Chief Secretary. Furthermore, the elected representative have no say in the proposed SPV which is not a desirable feature. As such, Secretary (UD) directed the State Government to apprise MoUD of the detailed structure of the SPV and its Board of Directors so as to include elected representative also. They were also asked to submit detailed sustainability analysis, system of operation and management of buses and details of all the routes on which sanctioned number of buses would ply.

6.5 *After detailed discussions, the CSMC approved 150 nos. additional buses for Guwahati as per the following details:*

<i>Category of Bus</i>	<i>No. of buses required</i>	<i>Cost per bus in Lakh</i>	<i>Total Cost in crore</i>
<i>Standard Bus upto 900 mm floor height non-airconditioned</i>	<i>85 nos.</i>	<i>22</i>	<i>18.70</i>
<i>Mini bus (30 seater non-airconditioned)</i>	<i>50 nos.</i>	<i>19</i>	<i>9.50</i>
<i>Low floor (400 mm air conditioned bus)</i>	<i>15 nos.</i>	<i>56.97</i>	<i>8.55</i>
<i>Total</i>	<i>150</i>		<i>36.75</i>

The above sanction is subject to the condition that the bus operation may be through Public Private Partnership mode with one private operator have running cluster of minimum of 25 buses, all Government advertisements being put on buses and the State Government

advising the detailed structure of SPV as well as sustainability analysis and routes for all these buses sanctioned. With this sanction, the total number of buses sanctioned for Guwahati including earlier sanction become 200 nos.

Meeting ended with vote of thanks to the Chair.

72nd Meeting of the CSMC held on 24th April, 2009 under UIG component of JNNURM

List of Participants

S.No.	CSMC
1.	Dr. M. Ramachandran Secretary (Urban Development)- In chair,
2.	Shri. P.K Srivastava, Joint Secretary & Mission Director, JNNURM, M/o UD
3.	Shri P.K. Monga, Deputy Secretary, Department of Expenditure
4.	Shri M. Sankaranarayanan, Deputy Advisor, (PHE), CPHEEO
Ministry of Urban Development	
5.	Shri Nitin. R. Gokarn, Director (JNNURM), M/o UD
6.	Shri Rajesh Mittal, Director, CSO-I, CPWD
7.	Shri Sanjay Kumar, DS (NURM-I), M/o UD
8.	Shri N. Venugopalan, DS (NURM-II), M/o UD
9.	Shri C.P.S. Vimal, EE (CSO), CPWD
10.	Shri Rajesh Kumar, US(NURM-I) M/o UD
11.	Shri Rajesh Jaiswal, US (NURM-II) M/o UD
12.	Shri S.K. Sarkar, US (NURM-III) M/o UD
13.	Shri R. Sethuraman, Consultant, CPHEEO, M/o UD
14.	Shri V. K. Chaurasia, Assistant Advisor (PHE), CPHEEO
15.	Shri J.B. Ravinder, Assistant Advisor (PHE), CPHEEO, M/o UD
16.	Shri Manoj Kumar, SO (NURM-II), M/o UD
17.	Shri R.C. Satti, SO (NURM-III), M/o UD
Ministry of Heavy Industries	
18.	Shri V.S. Yadav, Under Secretary, Department of Heavy Industries
19.	Shri S.Lakra,IA, Department of Heavy Industries
Planning Commission	
20.	Shri Harish Chandra, Advisor, Planning Commission
NIUA	
21	Shri Chetan Vaidya, Director, NIUA
Gujarat	
22.	Smt. S. Aparna, Municipal Commissioner, Surat
23.	Shri Debasish Basak, Town Planner, Surat Municipal Corporation, Surat
Maharashtra	
24.	Shri Shrikant Rajaram Sarmokadam, Transport Manager/Dy. Municipal Commissioner, Thane Municipal Corporation
25.	Shri Manohar Hirlekar, Executive Engineer, Thane Municipal Corporation, Maharashtra
26.	Shri N. Ramasawamy, Head- ASD, Central Institute of Road Transport, Pune, Maharashtra
Meghalaya	
27.	Shri Anthony Pariat, Asst. General Manager, Meghalaya Municipal

	Corporation
Orissa	
28.	Shri S.K. Das, Executive Engineer, PMU Cell, Housing & Urban Development Department, Bhubaneswar, Govt. of Orissa,
Rajasthan	
29.	Shri Raj Narain Sharma, CEO, Ajmer Municipal Corporation
30.	Shri Priya Ranjan, Executive Director, SLNA, Rajasthan
31.	Shri Mudit Gupta, Consultant Engineer, SLNA, Rajasthan
Uttar Pradesh	
32.	Shri B.R. Gupta, PMPS, PMU, SLNA, Uttar Pradesh
33.	Shri Manish Awasthi, Technical Cell, Director of Local Bodies, UP
West Bengal	
34.	Shri Alapan Bandhopadhyay, Municipal Commissioner, Kolkata, West Bengal
35.	Shri Bhaskar Khuller, Resident Commissioner, West Bengal
36.	Shri Sandip Majumdar, Vice President, Bengal Srei Infrastructure Development Ltd., West Bengal
37.	Shri Amitava Pal, Executive Engineer (WS), Kolkata Municipal Corporation, West Bengal
Kerala	
38.	Shri Mercy Williams, Mayor, Corporation of Kochi, Kerala
39.	Shri Mini Antony, Secretary, Corporation of Kochi, Kerala
40.	Shri B.K. Maiti, DG(WS), Kochi Municipal Corporation
41.	Shri K.G. Sahuji, Project Manager, PIU, Kochi, JNNURM
Assam	
42.	Dr. A.K. Bhutani, Secretary Guwahati Development Department, Govt. of Assam
43.	Shri K.N. Chetia, MD, Assam State Transport Corporation
Others	
44.	Shri Tarun Kumar Gupta, Manager, Technical Cell
45.	Shri K. Nathani, AUP, VMTC
46.	Shri H.N. Agarwal, GM, UPSRTC, Delhi
47.	Shri K. Vijay Kumar, AO, HUDCO, New Delhi
48.	Shri M.L. Dhingra, Addl. General Manager, NBCC Ltd.
49.	Shri Anirban Kundu, IL & FS
50.	Shri Rahul Nangia, PDCOR Ltd.
51.	Shri Sushil Maheshwari, PDCOR Ltd.