

No. K-14011/30/2013-UT-I
Government of India
Ministry of Urban Development
(UT-I Desk)

Nirman Bhawan, New Delhi
17th September, 2014

OFFICE MEMORANDUM

Sub: Minutes of the 13th Central Sanctioning and Monitoring Committee (CSMC) meeting held on 04.09.2014 for sanctioning buses & ancillary infrastructure to all the Cities/ Towns/ Urban Agglomerations— regarding.

The undersigned is directed to forward herewith Minutes of the 13th Central Sanctioning and Monitoring Committee (CSMC) meeting held on 4th September, 2014 under the chairmanship of Secretary (Urban Development), Government of India for reviewing the status of procurement of buses & ancillary infrastructure sanctioned to the Cities/ Towns/ Urban Agglomerations for information and necessary action.

Encl: As above.



(Pankaj Kumar)

Under Secretary to the Govt. of India (UT)

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To

1. The Secretary, Ministry of Home Affairs, North Block, New Delhi.
2. The Secretary, Ministry of Housing & Urban Poverty Alleviation, Nirman Bhawan, New Delhi
3. The Secretary, Department of Expenditure, Ministry of Finance, North Block, New Delhi
4. The Secretary, Ministry of Environment & Forests, Paryavaran Bhawan, CGO Complex, Lodhi Road, New Delhi
5. The Secretary, Ministry of Social Justice & Empowerment, Shastri Bhawan, New Delhi
6. The Secretary, Department of Heavy Industries, Udyog Bhawan, New Delhi.
7. The Secretary, Ministry of Road Transport & Highways, Parivahan Bhawan, New Delhi.
8. Principal Adviser(HUD), Planning Commission, Yojana Bhawan, Sansad Marg, New Delhi
9. The Joint Secretary & Financial Adviser, Ministry of UD & M/O Housing & Urban Poverty Alleviation, Nirman Bhawan, New Delhi
10. The Joint Secretary Urban Development & Mission Director (UD&MD), Ministry of UD, Nirman Bhawan, New Delhi
11. The Chief Planner, Town and Country Planning Organization, I.P. Estate, New Delhi
12. The Adviser, Central Public Health & Environmental Engineering Organization M/o Urban Development, Nirman Bhawan, New Delhi.
13. The Chairman-cum-Managing Director, Housing and Urban Development Corporation (HUDCO), India Habitat Centre, Lodhi Road, New Delhi
14. Director (e-Gov. Group), Department of Information Technology, 6-CGO Complex, New Delhi-110003.

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TAG MEMBERS

1. Shri Ramesh Ramanathan, National Technical Advisor, JNNURM, Janaagraha Centre for Citizenship & Democracy, 4th Floor, UNI Building, Thimmaiah Road, Bangalore.
2. Shri K.C. Sivaramakrishnan, Member, TAG, 24, Aradhana Enclave, Sector-13, R.K. Puram, New Delhi.
3. Prof. O.P. Mathur, Member, TAG, NIPFP, 18/2, Satsang Vihar Marg, Special Institutional Area, New Delhi.
4. Shri M.P. Vasimalai, Member, TAG and Executive Director, DHAN Foundation, 18, Pillayar Kovil Street, S.S. Colony, Madurai-625010.
5. Smt. Sheela Patel, Member, TAG and Director, Society for the Promotion of Area Resource Centre, 52, Miami Bhula Bhai Desai Road, Mumbai-400026.
6. Prof. R.V. Rama Rao, Member TAG, Chief Project Coordinator, Institute of Dev. & Planning Studies (IDPS), Visakhapatnam.

Others:

1. Shri A.S. Bhal, Economic Advisor, Ministry of Urban Development, Nirman Bhawan, New Delhi
2. Joint Secretary, Ministry of Minority Affairs, 11th Floor, Paryabharan Bhawan, CGO Complex, New Delhi.
3. Shri G.L. Bansal, Director (PF-I), Deptt. of Expenditure, New Delhi.
4. Director (UT), Ministry of Home Affairs, North Block, New Delhi.
5. Addl. Director General, PIB, Room No.103-B, Shastri Bhawan, New Delhi.
6. Sh. S.Z.S. Tabis, Director (CSO-I), CPWD, Room No.22-E Wing, Nirman Bhawan, New Delhi.

State Government:

1. Principal Secretary, UD, & Municipal Admn. Room No.-105, L-Block Ground Floor, Secretariat, Hyderabad-500 022. Andhra Pradesh.
2. Principal Secretary (Transport), Assam Sachivalaya, D-Block Ist floor Capital Complex, Dispur-781 006 Assam.
3. The Secretary, Transport, Govt. of Bihar, Transport Bhawan, Bailey Road, Patna - 800 001.
4. Secretary, Finance & UD, Room No. 412 UD, Secretariat Building, Sector-9, Chandigarh-160009
5. Principal Secretary UD, Secretariat Urban Development Room No.210 DauKalyan Singh Bhawan Mantralaya, Raipur Chhattisgarh.
6. The Secretary, Transport Department, Govt. of Goa, Secretariat, Porvorim - 403501
7. Principal Secretary, Transport, Govt. of Himachal Pradesh Shimla -171006 Himachal Pradesh.
8. Principal Secretary to Government, Transport Department, Govt. of Karnataka, Room No.436, VikasaSoudha, Bangalore.
9. Principal Secretary, (LSG Deptt.) 4th Floor, Secretariat Annexe, Govt. of Kerala, Trivendrum-695 001. Kerala.

Contd....3/-

10. Principal Secretary-UD, Govt. Of Maharashtra, Room No-424, 4th floor, Main Building, Mantralaya, Mumbai – 400 032. Maharashtra.
11. The Pr. Secretary, Transport, Room No-82, Mantralaya, Vallabh Bhawan, Bhopal-462004 Madhya Pradesh.
12. Commissioner & Pr. Secy., UD, National Informatics Centre, Meghalaya State Centre Meghalaya.
13. The Special Secretary, Housing & Urban Development Department, Government of Odisha, Secretariat, Bhubaneswar-751001.
14. Principal Secretary, UD, Chief Secretariat, Govt. of Pondicherry
15. Secretary, Housing & UD, Govt. of Punjab, 2nd Floor, Room No-19, Civil Secretariat Punjab, Chandigarh.
16. Principal Secretary, UD, Govt. of Rajasthan, Room No. 8020, Secretariat Jaipur, Rajasthan.
17. The Secretary, Transport Department, Govt. of Sikkim, Tashiling, Secretariat, Gangtok- 737103.
18. The Secretary, Housing & UD, Govt. of Tamil Nadu, Fort St. George, Secretariat, Chennai-600009.
19. The Secretary, Transport & UD, Govt. of Telangana, Hyderabad.
20. The Commissioner-cum-Secretary, Transport Department, Government of Tripura, Secretariat, Agartala- 79900
21. The Principal Secretary, Urban Development Department, Govt. of Uttarakhand, 4, Subhash Road, Sachiwalaya, Dehradun.
22. Principal Secretary, Transport, Govt. of West Bengal, Nagarayan Bhawan DF-8, Sector-1, Salt Lake, Kolkata-700 064. West Bengal.
23. MD, BMTC, Bangalore.
24. MD, BUDCO, Bihar.
25. MD, APSRTC, Andhra Pradesh.
26. MD, ASTC, Assam.
27. Secretary, MUDA, Meghalaya.
28. MD, TUTCL, Tirpura.
29. MD, Kadamba Transport, Goa.
30. MD, JCTSL, Jaipur

Copy to:

1. PS to UDM
2. PSO to Secretary (UD)
3. PPS to JS (UT).
4. PS to Director (UT-I).

Minutes of the 13th CSMC meeting held on 04.09.2014 at 10:00 AM in Room No. 123 "C" (Conference Room), Nirman Bhawan, New Delhi under the chairmanship of Secretary (UD) to review the progress of procurement of buses sanctioned during 2013-14 under the bus funding Scheme of JnNURM

List of the participants is at **Annexure-I**.

2. At the outset, Secretary (Urban Transport) welcomed the participants present in the meeting either physically or through video conferencing and requested Joint Secretary (Urban Transport) to start the proceedings.
3. Briefing the CSMC about the latest position, JS(UT) stated that based on earlier experience of bus funding project sanctioned during 2009 wherein more than 15000 buses were sanctioned to mission cities and still some of the cities have not been able to procure these buses, the CSMC decided to sanction 20% more buses beyond the mandate of 10000 to sanction during 2013-14. Thus, Ministry/CSMC sanctioned 12000 buses to cities with the cushion of 2000 buses. However, the release will be strictly restricted to only 10000 buses. The release will be based on receiving the purchase orders and fulfilment of other conditions on first cum first serve basis. Hence, the cities which are going to submit the purchase orders and fulfil the conditions first, will be recommended for release of ACA first till we achieve the target of releasing the funds for the 10,000 number of buses.
4. Secretary (UD) wanted to know why we have sanctioned 12000 buses against the mandate of 10000 buses. JS (UT) clarified that some cities after the sanction due to non complying with certain conditions of bus funding guidelines do not procure buses and in that case we will not be able to sanction buses to other cities as the scheme was only upto 31.03.2014. To utilize the full 10000 limit, CSMC has sanctioned 12000 buses so that the waiting cities with 2000 buses which have been kept on hold as standby may be passed the number of actual cancellation. Thereafter, Secretary (UD) wanted to know that how many buses so far been procured/in operation. JS(UT) informed that this CSMC meeting has been convened to know the actual status of procurement of buses.
5. Further, Secretary (UD) stated that urban mobility has an important role to play in urbanization, economic activity and decongesting the roads. All this will happen only operating efficient public transport. He requested all the State participants to find out the lacuna in the policy if any and suggest the alternative solution. He also stressed on PPP involvement in urban transport sector. Thereafter he requested JS (UT) to take the issues of States one by one.
6. JS(UT) informed that following agenda items are proposed to be discussed in the meeting today:
 - (i) Status of procurement of remaining buses for which purchase order has not been placed.
 - (ii) Status of implementation of conditions of release of first installment of ACA in r/o those cities which have already submitted P.O.
 - (iii) Changes in typology of buses/location of depots requested by States/Cities.

- (iv) Status of funds transfer to ULB/Municipal Corporation in case of States wherein ACA has already been released.
- (v) Addendum-2 to the UBS-II issued on 24th July, 2014 for information of all the participants.

7. JS(UT) informed the CSMC that so far:

- Purchase Orders (P.O.) in r/o of only 7367 buses have been received.
- 1st installment of ACA amounting to Rs.625.83 crore in respect of 5181 buses and 21 ancillary infrastructure projects.
- 1st installment for 165 buses have been concurred by IFD and ACA is being released.
- Due to non-fulfillment of conditions for release of 1st installment, States/Cities could not be released ACA for 2021 buses.
- Purchase Order for 2633 buses (within the limit of 10000) has not been received.
- Except from Govt. of Karnataka, none of the States have given the work orders for ancillary infrastructure projects.

8. Thereafter all the States were reviewed one by one. Details of discussions are being given in following paras.

9. Andhra Pradesh

9.1 JS (UT) enquired from MD, APSRTC who was on video conferencing the status of procurement of 50 buses for Vijaywada and 65 buses for Vishakhapatnam. He, further, referred to the bus funding guidelines Para 11.4 wherein it is mentioned that "Sanction is liable to be cancelled within two months of sanction by CSMC at the risk & cost of the State/city, if the conditions are not met.

9.2 MD, APSRTC informed that Vijayawada and Vishakhapatnam are two big cities of residual Andhra Pradesh which require immediate development so as to identify as administrative capital and economic activity. Further they informed that the request from commuters to go for AC buses in these cities has been received. Hence, they have submitted a request before the MoUD to change the typology of buses from Non AC to AC. He also stated that the operating cost of 650 mm floor height buses is very high and they may be converted into 900 mm Standard buses.

9.3 JS(UT) informed that the low floor buses have been sanctioned to cities to provide better public transport to people and in no case, the Standard buses will be considered. JS(UT) stated that conversion from Non AC to AC buses will be within the sanctioned amount and hence it will be less no. of buses against the already sanctioned buses. CSMC as well as MD, APSRTC agreed to the proposal. The revised sanction to Vijayawada and Vishakhapatnam is as under:

(Rs. in crore)

S. No.	City	Earlier Sanction			Revised Sanction		
		No. of buses	Types of buses	Estimated cost	No. of buses	Types of buses	Estimated cost
1	Visakhapatnam	30	Low Floor	15.80	17	Low Floor AC 400	10.20
			Non AC 400 mm		10	Low Floor Non AC 400 mm	5.26
	Total	30		15.80	27		15.46
2.	Vijayawada	25	Low Floor	13.25	13	Low Floor AC 400	7.80
			Non AC 400 mm		10	Low Floor Non AC 400 mm	5.30
	Total	25		13.25	23		13.10

10. Assam (Guwahati)

10.1 MD, ASTC stated that they have been sanctioned 400 buses including 100 premium segment buses. They have placed the purchase order for all the buses expecting approval from CSMC to convert 100 premium buses into 30 premium buses and 70 midi non AC diesel buses. He stated that there is no scope to operate 100 nos of premium buses in Guwahati city as the roads are very narrow except the National Highway. Status on all the conditions has been submitted to Ministry. He therefore requested to approve the change in typology and sanction the 1st installment of ACA.

10.2 JS& FA stated that although the request made by the State representative is genuine, it is not as per the bus funding guidelines which has the cabinet approval. She quoted para 5.2 of the guidelines "At least 30% of the buses procured under JnNURM for all million plus cities should be premium segment/ Hybrid electric/ articulated/ low floor buses". Accordingly, the State representative was requested to re-consider their request. However, the State representative reiterated that they have the genuine problem as they don't have enough capacity to operation & maintain high end premium buses. Hence, CSMC may consider to sanction 70 midi non AC buses.

10.3 Since, para 5.2 of the bus funding guidelines clearly specifies at least 30% procurement of premium segment buses, CSMC took a view that Assam should procure 70 buses from premium segment/ Hybrid electric/ articulated/ low floor buses category or surrender these 70 buses.

11. Bihar

11.1 Principal Secretary (Transport), Bihar informed the CSMC that Bihar has been sanctioned 806 buses (including 556 with rider). So far they have submitted purchase order in respect of 526 buses. He requested the CSMC to change the typology of 346 buses from mini to midi without any escalation in the approved estimated cost.

11.2 JS(UT) stated that although Ministry has received the P.O. for 526 buses, other conditions such as transfer of land to SPV, undertaking from State Govt. for bearing the operational loss, declaration of urban agglomeration, arrangement of financial intermediary etc. for release of 1st installment have not been fulfilled by the State Govt. Hence, he requested to State Secretary to submit all the details within a fortnight. The request for change in typology was accepted by the CSMC without the change in the estimated project cost. The revised sanction in case of following cities for 346 buses is as under:

(Rs. in crore)

S. No	City	Earlier Sanction			Revised Sanction		
		No. of buses	Types of buses	Estimated cost	No. of buses	Types of buses	Estimated cost
1.	Arrah	53	Mini, diesel, non Ac buses	13.25	53	Midi , diesel, non Ac buses	13.25
2.	Bihar Sharif	60	Non AC, diesel, mini bus	12.50	60	Non AC, diesel, midi bus	12.50
3.	Muzaffarpur	50	Std. Non AC, Diesel mini buses	12.50	50	Std. Non AC, Diesel midi buses	12.50
4.	Purnea	55	650 mm diesel midi, non AC	14.68	55	900 mm diesel midi, non AC	14.68
5.	Darbhanga	47	650 mm diesel midi, non AC	12.55	47	900 mm diesel midi, non AC	12.55
6.	Katihar	32	650 mm diesel midi	8.54	32	900 mm diesel midi	8.54
7.	Bhagalpur	49	650 mm diesel midi	13.08	49	900 mm diesel midi	13.08

12. Chandigarh

12.1 Director (Transport), UT Administration of Chandigarh informed that they have been sanctioned 400 buses. Purchase order has been placed for 170 buses for which they have received the 1st installment of ACA. For remaining 230 buses, they have initiated the process for finalising the tender. It is expected that they will submit the purchase order within one month.

12.2 JS(UT) requested the UT representative to expedite the matter.

13. Chhattisgarh

13.1 Since, no representative attended the meeting, issues pertaining to Chhattisgarh could not be discussed.

14. Goa

14.1 MD, KTC through video conferencing, attended the meeting. He informed that they have been sanctioned 125 buses including 75 with rider. They have placed the purchase orders for 50 buses. He requested the CSMC to change the typology of buses from Non AC to AC in the category of 650 mm buses as it seems that there is a typographical error in the minutes. There is no cost escalation. As far as fulfilment of the conditions is concerned, they will submit the status on each item within one month including those of tying up with a financial intermediary, undertaking from State Govt. for bearing the operational losses, notification of planning Area.

14.2 JS(UT) reiterated the provision of cancelling the buses in case of non fulfilment of conditions within the time frame and requested the State representative to submit all the details at the earliest to process for release of 1st installment of ACA. The CSMC agreed to change the typology of 17 buses (including 10 with rider) from 650 mm, Diesel, non AC buses to 650 mm, Diesel AC without any cost escalation.

15. Himachal Pradesh

15.1 No representative attended the meeting. CSMC noted that Himachal Pradesh was sanctioned 800 buses for 13 clusters of cities. They have already been sanctioned 1st installment of ACA.

16. Karnataka

16.1 Bangalore: MD, BMTC informed that they have submitted 2 requests to MoUD (i) for change in location of depot and (ii) change in typology of buses sanctioned to Bangalore.

16.1.1 MD, BMTC informed that litigation is pending and the Hon'ble High Court of Karnataka has ordered to maintain the status-quo at the project site at Madappanahalli. This may take a long time to dispose off. Hence, she requested to CSMC to change the location of depot to Kavalahosahalli Bangalore south Taluk and they may also be granted permission to utilize the ACA already released for Madappanahalli Bangalore north Taluk to the new location of Kavalahosahalli Bangalore south Taluk.

16.1.2 JS(UT) stated that since the request made by BMTC is genuine, it may be accepted. Accordingly, CSMC accepted the change in location as well as granted permission for utilization of funds for new location.

16.1.3 Request for change in typology of buses: MD, BMTC informed that out of 810 buses sanctioned to Bangalore, they have placed the purchase order for 500 buses while for remaining 310 buses, they require some change in the typology of buses within the limit of no. of buses as well as estimated cost already sanctioned. She, further, stated that

Bangalore is growing both geographically and in terms of vehicular population, there is a serious threat for environment. Hence, they are proposing to introduce the CNG fuelled buses. Hon'ble CM, Karnataka has already announced introduction of CNG buses in Bangalore city in his budget speech for 2014-15.

16.1.4 CSMC accepted the request of BMTC subject to non escalation in the estimated cost and submission of a formal request from State in this regard. The revised typology, cumulative for Karnataka has been given after para 14.2.2.

16.2 **KSRTC:** MD, KSRTC stated that after floating the tender for Belgaum city, it was found out that the price received for premium segment buses is very high. Hence it is not economically viable for operation of these A.C. buses. Besides there is no much demand for AC buses in NWKRTC operational ambit. Similarly, due to higher price offered by Manufacture for Gulbarga city, the Hon'ble Transport Minister of Karnataka decided to drop the proposal of procurement of 400 mm diesel premium segment AC buses as operation of such buses would be non-viable. Therefore, MD, KSRTC requested to CSMC to revise their typology.

16.2.1 CSMC, after detailed discussion, accepted the request of Bangalore, Belgaum and Gulbarga for change in typology of buses. The revised sanction is as under:

(Rs. in crore)

S. No.	City	Earlier Sanction			Revised Sanction		
		No. of buses	Types of buses	Estimated cost	No. of buses	Types of buses	Estimated cost
1.	Bangalore	10	Diesel Electric AC Hybrid Buses.	17.50	30	Diesel electric AC Hybrid Buses.	52.50
		75	Diesel premium Segment-AC, 400mm floor height.	62.25			
		50	Diesel Articulated AC buses	75.00			
		100	650mm floor height midi AC buses.	33.00			
		75	400mm floor height Non-AC buses.	41.25			
	Total	310		229.00	301		228.65
2.	Belgaum	10	Premium segment AC buses 400 mm	7.80	10	Standard Non AC 900 mm buses	2.90
3.	Gulbarga	25	Premium segment AC buses 400 mm	22.50	25	650 mm Midi Non AC, Diesel buses	7.00

17. Kerala

17.1 JS(UT) stated that 400 buses were sanctioned to 5 cluster of cities in the 2nd CSMC Meeting held on 24th September, 2013. He requested the State representative to inform the CSMC the current status of the project.

17.2 Chairman & Managing Director, Kerala SRTC informed that they have submitted the purchase order for all the 400 buses sanctioned to 5 cluster of cities. SPV has been formed, urban agglomeration has been notified.

17.3 JS(UT) requested to State representative to expedite the fulfilment of remaining conditions such as transfer of land to SPV, tying up with financial intermediary, undertaking from State Govt. for bearing the operational losses and timeline for completion of reforms. Director(UT) added that the cost bifurcation such as basic price, state taxes, central taxes in the purchase order has not been provided. This is required for calculation of Govt. of India share. CMD, KSRTC assured that all these information will be submitted to MoUD within a fortnight time.

18. Madhya Pradesh

18.1 OSD(Transport), Govt. of Madhya Pradesh through video conferencing attended the meeting. He informed that Madhya Pradesh has been sanctioned 600 buses for 6 cities. He informed that RFP/ NIT has been floated in respect of Katni, Guna, Dewas, Chhindwara, Saagar and Burhanpur. For remaining buses, action has been initiated to finalise the NIT. He further requested to change the typology and sanction 2 AC buses to Katni and 5 mini non AC buses to Burhanpur within the sanctioned no. of buses and estimated cost.

18.2 JS(UT) stated that the CSMC may have no objection to revise the sanction from Non AC midi to AC midi and from midi to mini within the cost and no. of buses. Our aim is to provide better facility to city people. CSMC agreed to State Govt. request to sanction AC buses to Katni and Burhanpur. The revised sanction is as under:

(Rs. in crore)

S. No.	City	Earlier Sanction			Revised Sanction		
		No. of buses	Types of buses	Estimated cost	No. of buses	Types of buses	Estimated cost
1	Katni	76	Std. Non AC diesel midi buses	19.00 (as per the cost given in DPR)	73	Std. Non AC diesel midi buses	18.25
					2	Std. AC diesel midi buses	0.56
	Total	76		19.00	75		18.81
2.	Burhanpur	30	Std. Non AC diesel midi buses	8.40	25	Std. Non AC diesel midi buses	7.00
					5	Std. Non AC diesel mini buses	1.25
	Total	30		8.40	30		8.25

19. Maharashtra

19.1 Principal Secretary (UD), Govt. of Maharashtra attended the meeting through video conferencing. He informed that out of 1991 buses (without rider) sanctioned to 12 cities of Maharashtra, except for Pune (200 buses), PCMC (346 buses), Vasai Virar (for 246 buses) Thane (10 buses) and Mira Bhayander (10 buses) tenders have been finalised and submitted to Ministry for release of 1st installment. Navi Mumbai has request to MoUD for change in typology of hybrid buses as the tendered cost is very high i.e more than Rs.2 cr per bus. Similarly, in case of PCMC, due to monopoly of bus manufacturer, the cost of 900 mm floor height std size CNG Non AC buses is on higher side and is around Rs.10-12 lakh more than the estimated cost. As far as fulfilment of conditions is concerned almost all the reforms are in place.

19.2 Deputy Municipal Commissioner, Vasai Virar informed that they will submit the Purchase order for remaining 246 buses within one month. Municipal Commissioner, Thane stated that they were sanctioned 10 articulated diesel buses. They floated the tender but no response has been received. Hence, they requested to change the typology from articulated to 400 mm diesel premium segment AC buses. Navi Mumbai also requested to change the typology of 5 hybrid buses to 5 premium segment 400 mm floor height AC buses.

19.3 JS(UT) clarified that Govt. of India will not interfere in State procurement policy. Hence they have to take decision whether they have to procure the buses or not. Same time, the decision should be faster so that in case city/ State surrender the buses that can be transferred to other cities/ States in waiting list. As far as change in typology of buses in respect of Navi Mumbai and Thane is concerned, these may be agreed to within the financial sanction limit and within the guidelines. The CSMC agreed to the changes of typology of buses as under:

(Rs. in crore)

S. No.	City	Earlier Sanction			Revised Sanction		
		No. of buses	Types of buses	Estimated cost	No. of buses	Types of buses	Estimated cost
1.	Navi Mumbai	10	Hybrid buses	12.50	5	Hybrid buses	6.25
					5	premium segment 400 mm floor height AC buses	4.50
	Total	10		12.50	10		10.75
2.	Thane	10	Diesel articulated buses	12.50	10	premium segment 400 mm floor height AC buses	9.00

20. Meghalaya

20.1 The State (Joint Secretary, Urban Affairs Department) attended the meeting through video conferencing. He informed that total 240 buses (140 midi 650 mm floor height and 100 mini buses of 900 mm floor height) were sanctioned to Shillong urban agglomeration. They have placed the purchase order for 190 buses while for remaining 50 buses they have

finalised the tender. He requested for a change in the typology of 50 mini buses with 900 mm floor height to mini buses with 650 mm floor height. There will be no financial implication on the total estimated cost of the project. As far as fulfilment of other conditions is concerned, they have submitted the status to MoUD on 3rd September, 2014.

20.2 JS(UT) stated that 650 mm buses is more convenient for passengers specially older people, women and children and also there is no financial implication, CSMC may accept the request.

20.3 Accordingly, CSMC, after discussion, accepted the request of State Government to change the floor height from 900 mm to 650mm floor height in respect of 50 mini buses without any cost escalation.

21. Odisha

21.1 Commissioner-cum-Secretary, UD & Housing, Govt. of Odisha informed that they have been sanctioned 194 buses for 3 cluster of cities. SPV has been formed for Cuttack-Choudwar cluster. SPV in respect of other 2 cities will be formed within one month. Earlier it was decided that each SPV will float their separate tender. But now, it has been decided that one SPV which has already been created will float tender for all the three cities.

21.2 JS(UT) requested the State representative to complete all the processes at the earliest.

22. Puducherry

22.1 No representative attended the meeting. CSMC noted that Puducherry was sanctioned 50 buses and they have already been sanctioned 1st installment of ACA.

23. Punjab

23.1 Municipal Commissioner, Patiala informed that they were sanctioned 50 buses. Despite fulfilling all the conditions, we have not received the 1st installment of ACA. She requested to MoUD to release the 1st installment.

23.2 Director(UT-I) informed the CSMC that following information is pending:

- * land transfer to SPV
- * undertaking from State Govt. for bearing the operational losses of JnNURM Buses
- * current status of reforms mentioned in para 13 of the bus funding guidelines (in the DPR it has been committed that all the reforms will be in place of 8 months which is already over).

23.3 JS(UT) requested to Municipal Commissioner to submit these information urgently.

23.4 Commissioner, Municipal Corporation, Jalandhar informed that they have been sanctioned 128 buses (including 78 with rider). They have floated the NIT and within one month they will submit all the details to MoUD.

23.5 JS(UT) requested to Municipal Commissioner to complete the process at the earliest.

23.6 Commissioner Municipal Corporation, Amritsar stated that Amritsar was sanctioned 93 Premium AC Diesel Buses including 43 with rider for BRTS Amritsar. However, considering the high capital and Operational & Maintenance cost of Premium Segment BRT buses, the SPV namely Punjab Bus Metro Society (PBMS) now intends to

procure Standard AC 900 mm UBS-II specification BRT buses. Procurement of Standard AC buses will not have any additional financial implications to MoUD. The RFP for procuring the Standard AC buses will be floated in the 1st week of September, 2014. Hence, he requested CSMC to accept the change in typology of buses.

23.7 Director (UT-I) informed the CSMC that initially (in the 8th CSMC meeting held on 20th Feb., 2014) they were sanctioned both premium BRTS buses as well as 900 mm (28 No.), Diesel Standard, AC buses (65 No.). However, during the last CSMC meeting held on 5.6.2014 giving the justification that BRTS Amritsar is envisaged as closed system to provide metro like experience to the commuters with high quality, comfort & level of service, got approval for revision in the sanction converting all the buses in premium segment buses. Now, they are giving another reason to change the typology into 900 mm diesel standard AC buses.

23.8 JS(UT) considering the high capital and Operational & Maintenance cost of Premium Segment BRT buses and also no additional financial implication in the estimated project cost, requested to CSMC to accept the changes which has been agreed to by the CSMC. The State representative was also requested to expedite the procurement of buses otherwise it will be passed on to other cities.

24. Rajasthan

24.1 MD, JCTSL informed that out of 286 buses, they submitted all the documents in respect of 280 buses and received the 1st installment of ACA. For the remaining 6 buses (4 articulated and 2 hybrid electric buses), they floated the tender and found out that:

- i. Initial cost of procurement of Articulated and hybrid buses is high.
- ii. Delivery period of these buses is 12-16 months.
- iii. Required skill for maintenance of these buses is not available with JCTSL and in the market.
- iv. Operator for these buses may not be available.

He, therefore, requested to change the typology of these 6 buses in 25 No. of 650 mm Diesel Midi Non AC buses.

24.2 Considering the justification provided by JCTSL, JS(UT) stated that though the change in typology is acceptable to CSMC but the no. of buses is sacrosanct and it will remain 6 only. The revised sanction in respect of these 6 buses are as under:

(Rs. in crore)

S. No.	City	Earlier Sanction			Revised Sanction		
		No. of buses	Types of buses	Estimated cost	No. of buses	Types of buses	Estimated cost
1.	Jaipur	2	Hybrid	2.75	6	650 mm	1.68
		4	Diesel Articulated AC	4.00		Diesel Midi Non AC	
	Total	6		6.75	6		1.68

25. Sikkim

25.1 The State representative thanked for receiving 1st installment of ACA in respect of 41 buses out of total sanction of 53 buses to Gangtok cluster. He further informed that tender was floated for remaining 12 buses. Response has been received only from one bus

manufacturer. A final decision will be taken by 15th September, 2014 by the State Govt. to place the purchase order.

25.2 JS(UT) requested the State representative to expedite the issue and submit the required document to Ministry for processing the case.

26. Tamil Nadu

26.1 JMD, MTC/Chennai informed the CSMC that they were sanctioned 350 buses for Chennai by the CSMC. However, the State Finance Department did not agree to provide their share and their sanction may be treated as withdrawn.

27. Telangana

27.1 MD, APSRTC informed the CSMC that 552 buses were sanctioned to 4 cities of Telangana. He informed that so far purchase order has been placed for 210 buses for which the State Govt. has received the 1st installment of Govt. of share. Status in respect of remaining 342 buses (all these are meant for Hyderabad) is as under:

- * As far as 20 articulated buses sanctioned to Hyderabad is concerned, the tender was floated but no response has been received from any bus manufacturer. Hence, he requested to convert these articulated buses into 400 mm Low Floor AC buses.
- * For 252 buses in the category of 650 mm SLF buses, MD, APSRTC stated that there is only one bus manufacturer in the market. This type of buses is introduced in the market first time. The cost of these buses is very high. Hence, the State Govt. is susceptible about its performance. He, therefore, requested to change the typology of these buses into 900 mm floor height Standard buses.
- * For remaining 70 buses (30 No. 400mm diesel AC Std Buses and 40 No. midi 650 mm non AC buses), the proposal for floating tender is under consideration of the State Govt.

27.2 JS(UT) stated that CSMC agrees to change the typology of 20 articulated buses due to the reasons explained above but it should be within the limit of estimated cost already approved. However, change in typology of 650 mm SLF buses is not acceptable due to reasons explained many times in various meetings and as per the Urban Bus Specifications-II. The revised sanction for 20 articulated buses is as under:

(Rs. in crore)

S. No.	City	Earlier Sanction			Revised Sanction		
		No. of buses	Types of buses	Estimated cost	No. of buses	Types of buses	Estimated cost
1.	Hyderabad	20	Diesel Articulated AC	15.00	20	Low Floor AC diesel 400 mm	12.00

27.3 MD, APSRTC also raised the Infrastructure issue of Hyderabad (Telangana). He informed that in the 2nd CSMC meeting of bus funding scheme held on 24.09.2014 Govt. of (undivided) Andhra Pradesh was sanctioned ancillary infrastructure worth Rs. 20 cr. (restricted Project cost). However due to non-submission of DPR for ancillary

infrastructure the same was revised to Rs. 3.6 Cr. for ITS for control central only in the corrigendum of 1st and 2nd CSMC meeting issued on 6th November, 2013. He stated that the requisite DPR for Depots has been submitted to MoUD in June, 2014 and hence requests CSMC to re-consider the DPR and sanction the remaining amount of Rs.16.4 cr. for 3 Depots.

27.4 Director (UT-I) submitted that the mandate for appraising the DPR was upto 31.03.2014 only. The required DPR submitted by the APSRTC only in June, 2014. Hence it may not be possible to appraise/examine the new DPR at this stage. CSMC accepted the plea and did not recommend these DPRs.

28. Tripura

28.1 Secretary (Transport), Govt. of Tripura informed the CSMC that they were sanctioned 100 midi diesel buses. All the required documents including purchase order have been submitted to MoUD with a request to approve 50 midi buses with CNG in place of diesel. Initially while preparing the DPR, they could not include the CNG make buses due to oversight. Further, he stated that:

- i) CNG is cheaper than Diesel and easily available in Agartala. Three CNG stations are there in Agartala Municipal Corporation Area.
- ii) One CNG station is located in the main depot of Krishananagar.
- iii) The existing fleet of TUTCL has a mix of CNG (47 Nos) buses and Diesel (23 Nos.) buses.
- iv) There is less emission from CNG, so CNG is more eco-friendly than diesel.
- v) CNG run buses give more mileage (9km/kg) than diesel buses (6km/l).
- vi) There is increased demand for CNG buses from operators and passengers in Agartala city.
- vii) Their proposal is within the approved estimated cost.

28.2 As the justifications given by the State Govt. are environment friendly and also no additional financial increase in the project cost, the CSMC accepted the request of Govt. of Tripura. The revised sanction is as under:

(Rs. in crore)

S. No.	City	Earlier Sanction			Revised Sanction		
		No. of buses	Types of buses	Estimated cost	No. of buses	Types of buses	Estimated cost
1.	Agartala	90	650 mm Diesel, midi, non AC	22.50	45	650 mm Diesel, midi, non AC	22.50
					45	650 mm CNG, midi, non AC	
		10	650 mm, Diesel, midi, AC	3.00	5	650 mm Diesel, midi, AC	3.00
					5	650 mm CNG, midi, AC	
	Total	100		25.50	100		25.50

29. Uttarakhand

29.1 Since, no representative attended the meeting, issues pertaining to Uttarakhand could not be discussed.

30. West Bengal

30.1 No representative attended the meeting. CSMC noted that Himachal Pradesh was sanctioned 874 buses for 5 cities. They have already been sanctioned 1st installment of ACA.

Other items

31. Status of funds distribution to ULB/Municipal Corporation

31.1 JS(UT) reiterated that 1st installment of ACA amounting to Rs.625.83 crore in respect of 5181 buses and 21 ancillary infrastructure projects to 11 States/UTs have been released. As per information available with the Ministry except for Puducherry, Sikkim, and Chandigarh, the funds have further not been transferred to the ULB/ city municipal corporations. These defaulting States are Andhra Pradesh, Himachal Pradesh, Karnataka, Maharashtra, Punjab, Rajasthan, Telangana and West Bengal. The States are aware that non disbursement of funds to ULBs/ municipal corporations/ implementing agencies affects further towards payment to bus manufacturers and by this was the project gets delayed. He also referred para 3 of the sanction letter issued by the Ministry wherein it is stated that:

“The funds may be released to the implementing agencies without any delay failing which the amount would be recovered from State Government with interest for the period of default.”

31.2 MD, KSRTC informed that as far as Karnataka is concerned, they have made the requisite budget

31.3 Maharashtra, Andhra Pradesh and Telangana assured to expedite the issue.

31.4 Due to non representation from State Governments of Himachal Pradesh, Punjab, Rajasthan and West Bengal, the status could not be ascertained.

32. Addendum 2 in the Urban Bus Specifications-II

32.1 To make aware all the participating States/UTs/cities Joint Secretary (UT) informed that the Empowered Committee in its 3rd meeting held on 19.06.2014 took following decisions to create more flexibility in the UBS-II, generate healthy competition in the market and to bring some more manufacturers:

- (i) Change in specification of Axle clearance seat area (all variants),
- (ii) Change in specification of seat area, seat pitch, minimum back rest height, seat back rest, seat back/Pad/material/thickness, gangway in premium segment buses
- (iii) Change in ITS specification.
- (iv) Inclusion of new item on Fire detection & suppression system. It was found out that it is a very important item which must be available in JnNURM buses as these buses are very costly and its life span is around 12-15 years. Also there are always incidences of buses catching fire and loss of human life and properties.

32.2 JS(UT) further stated that based on these decisions, MoUD issued to all the States/UTs "**Addendum 2 in the Urban Bus Specifications-II**" on 24th July, 2014. A copy is also available on the Ministry's website. This Addendum-2 shall be applicable only on future purchase orders. He requested all the city authorities/ implementing agencies to act accordingly in all future tenders.

33. There being on other items, the meeting ended with the vote of thanks to the chair.

List of Participant of 13th CSMC meeting for the buses sanctioned under JnNURM held on 04.09.2014 at 10.00 AM under the Chairmanship of Secretary (Urban Development) in the Conference Room (Room No.123-C), Nirman Bhawan, New Delhi

S. No.	Name & Designation, Organization
1.	Shri Shankar Aggarwal, Secretary, MoUD - Chairman
2.	Shri C.K. Khaitan, Joint Secretary (UT)
3.	Shri Neeraj Mandloi, Joint Secretary (UD & Mission Director)
4.	Ms. Jhanja Tripathy , JS&FA
5.	Shri R.K. Singh, Director (UT-I)
6.	Shri Pankaj Kumar, Under Secretary (UT-I)
7.	Shri T. Lalit Kumar, Under Secretary, IFD
8.	Ms. Usha Kumar, R.O. Planning Commission
	Assam
9.	Shri K.N. Chetia, Managing Director, Assam State Transport Corporation
	Bihar
10.	Shri Sandeep Poundrik, Secretary, UD & Housing
11.	Shri Ranvir Singh, Project Director
	Chandigarh
12.	Shri TPS Phoolka, Director, Transport, Chandigarh
	Karnataka
13.	Shri Anjum Pervez, Managing Director, KSRTC
14.	Ms. Ekroop Caur, Managing Director, BMTC
15.	Shri S. V. Hulyalkar, Chief Traffic Manager, NWKRTC Hubli
16.	Shri T. L. Srinath, Dy. General Manager Hubli-Dharwad BRTS Co. Ltd.
	Kerala
17.	Shri Antony Chacko, CMD, Kerala State Road Transport Corp.
	Maharashtra
18.	Shri Aseem Gupta, Commissioner, Thane MC.
19.	Shri Shirish G. Aradwad, Transport Manager, NMMT
20.	Shri Tekale Devidas, Transport Manager, Thane MC.
21.	Shri S.S. Bhosale, Add. Transport Manager, Kolhapur
22.	Dr. K.S Gawas, Dy. Municipal Commissioner, Vasai-Virar MC.
23.	Shri Chaitanya Berde, Consultant, Vasai-Virar M.C.
24.	Shri D.P. Meshran, City Engineer, Amravati Municipal Corporation
25.	Shri S. N. Jaswante, Assistant Engineer, Amravati Municipal Corporation
	Odisha
26.	Shri G.Mathi Vathanan, Commissioner-cum-Secretary, UD & Housing

	Punjab
27.	Shri M.S. Chhatwal, Commissioner, MC Jalandhar
28.	Dr. Indu Malhotra, Commissioner, MC Patiala
29.	Shri B. Pradeep Reddy, AGM, PIDB/PBMS.
30.	Ms. Anindita Sen Chaudhuri, Consultant, Jalandhar
31.	Ms. Mitali Chaudhuri, Consultant, Jalandhar
	Sikkim
32.	Shri Raju Basnet, CE, SNT, Government of Sikkim
	Tripura
33.	Shri K. Ambuly, Secretary (Transport)
34.	Shri Rabindra Reang, Managing Director, Tripura Urban Transport Co. Ltd.
	Tamil Nadu
35.	Shri V. Varadharajan, JMD, MTC, Chennai
	HUDCO
36.	Ms. Usha P. Mahavir, GM (Project), HUDCO
	OTHERS
	UMTC
37.	Shri Kishore Nathani, Sr. Vice Precedent
38.	Shri Ranjan J. Dutta, Assistant Manager
39.	Shri Ramanad Rawat, Officer
40.	Ms. Anindita Sen Chaudhuri, Consultant, Jalandhar
41.	Ms. Mitali Chaudhuri, Consultant, Jalandhar
42.	Shri Amlan Sinha, Sr. Officer, ITDC Ltd.
	IUT
43.	Mrs. Sonia Arora, Urban Transport Expert
	NIC
44.	S. Dasgupta, STD, NIC
45.	Vinay Agrawal, Scientist D

Meeting attended through video conferencing

1.	Shri Srikant Singh, Principal Secretary, UD, Maharashtra
2.	Shri J Purnachander Rao, VC & MD, APSRTC
3.	Shri Y. Madhusudan Reddy, MD, APUFIDC
4.	Shri Sasidhar, Director, APSRTC
5.	Shri G. V. Ramna Rao, JMD
6.	Shri Kamal Nagar, OSD(T), Madhya Pradesh
7.	Shri T. Lyngwa, Joint Secretary, Urban Development
8.	Ms. W. Syiem, Project Monitoring Officer, Urban Affairs
9.	Shr C. Gudewar, Municipal Commissioner, Solapur
10.	Shri Jagrup Singh Yadav, MD, JCTSL

