

K.14011/30/2013-UT-I
Government of India
Ministry of Urban Development
(UT – I Desk)

Nirman Bhawan, New Delhi
Dated: 23rd January, 2014

OFFICE MEMORANDUM

Sub: Minutes of the 7th Central Sanctioning and Monitoring Committee (CSMC) meeting held on 13.01.2014 for sanctioning buses & ancillary infrastructure to all the Cities/ Towns/ Urban Agglomerations— regarding.

The undersigned is directed to forward herewith Minutes of the 7th Central Sanctioning and Monitoring Committee (CSMC) meeting held on 13th January, 2014 under the chairmanship of Secretary (Urban Development), Government of India for sanctioning of buses & ancillary infrastructure to the Cities/ Towns/ Urban Agglomerations for information and necessary action.

Encl: As above.



(Pankaj Kumar)

Under Secretary to the Govt. of India

Tel.: 23062264

To
CSMC:

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 & Mission Director (JNNURM), 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.

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.

State Government

1. The Additional Chief Secretary, Govt. of Assam, Sachivalaya Complex, Guwahati - 781006
2. The Principal Secretary, Transport & Power, Govt. Assam Sachivalaya Complex, Civil, Dispur, Guwahati - 781006.
3. The Principal Secretary, Urban Development, Govt. of Chhattisgarh, Secretariat, Dau Kalyan Singh Bhawan, Mantralaya, Raipur, Chhattisgarh.
4. The Principal Secretary, Transport Department, Govt. of Karnataka, 4th Floor, Vikas Soudha, Bangalore, Karnataka - 560001.

Copy to :

1. The Managing Director, Assam State Transport Corporation, Assam.
2. Dr. Rohit Yadav, Chief Executive Officer, State Urban Development Agency, 3rd Floor, RDA Building, Bajrang Complex, Shastri Chowk, GE Raipur, Chhattisgarh.
3. Managing Director, BMTC, Bangalore.

Others:

1. Shri A.S. Bhal, Economic Advisor, Ministry of Urban Development, Nirman Bhawan, New Delhi
2. Shri G.L. Bansal, Director (PF-I), Deptt. of Expenditure, New Delhi.
3. Director (PF-II), Deptt. of Expenditure, North Block, New Delhi.

Copy also to:

1. PS to UDM
2. PS to MOS (UD)
3. PSO to Secretary (UD)
4. PS to JS(UT).
5. PS to Director (UT-I).
6. Concerned files.
7. The Director (NIC) for uploading the minutes on the Ministry's Website (bus funding part under 'Urban Transport' head).



(Pankaj Kumar)

Under Secretary to the Govt. of India

Minutes of 7th CSMC Meeting held on 13th January, 2014

List of the participants is at Annexure.

2. Secretary (UD) welcomed all the participants present in the meeting either physically or through video conferencing. Thereafter, he requested JS(UT) to start the proceedings.

3. JS(UT) informed the CSMC that following proposals will be taken up in today's meeting:

(a) **Guwahati (Assam)**

(b) **21 clusters of Chhattisgarh** namely :

(i) Ambikapur, (ii) Baloda Bazar, (iii) Bhilai-Durg, (iv) Bilaspur, (v) Chirmiri, (vi) Dantewada, (vii) Dhamdha, (viii) Dhamtari, (ix) Gobranawapara, (x) Jagaldalpur, (xi) Janjgir, (xii) Jashpurnagar, (xiii) Kanker, (xiv) Kawardha, (xv) Kharingarh, (xvi) Kondagaon, (xvii) Korba, (xviii) Mahsamund, (xix) Raipur, (xx) Rajnandgaon and (xxi) Raigarh

(c) **Issues raised by Govt. of Karnataka regarding procurement of buses**

4. The conditions of the sanctioning of buses and ancillary infrastructure under the new bus funding guidelines have already been circulated to all the State Governments/ UT Administrations. The State Governments/ULBs and para-statal shall have to meet these conditions and provide these details to Ministry within two months (three months in case of North-Eastern and hill States) of the sanction for release of first installment:

(a) Setting up of city specific SPV.

(b) Placing the purchase order for the buses.

(c) For maintenance purpose, ULBs/ Para-statal are required to demonstrate within two months of sanction of the project by CSMC, the availability of adequate land for Depots/ workshops in its possession well within the notified area/ metropolitan area/ local planning area so as to ensure proper upkeep of the buses and also to minimize the dead mileage. Depot land/ Depot is required to be transferred to the respective SPV.

(d) Furnishing the proof of tying-up with financial intermediary for financing the cost of the buses.

(e) Submission of an undertaking from the State Government, with the concurrence of their Finance Department, that the operational losses in operation of city buses sanctioned under JnNURM will be borne by the State Government / UT Administration.

(f) Submission of milestones for achievement of various reforms as stated in para- 13 of the guidelines.

- (g) The city is requested to provide the details of routes on which the new buses procured under the scheme will be deployed.
- (h) State is to ensure that for the city buses, city permit should be given to the city specific SPV.
- (i) City is to clarify by how and by what time the drivers will be hired/ recruited for the buses procured under the scheme.
- (j) The state government to give an undertaking that in case of all the stand alone projects for supporting infrastructure proportionate to number of buses sanctioned under this scheme not getting approval under JnNURM, the balance cost of the same other than the ACA will be borne by the state government/ city/ para-statal.
- (k) the urban Agglomeration/ Local Planning Area should be legally notified and supporting documents should be provided while submitting the proposals for Urban Agglomeration as well as cluster of cities.

5. In addition to above, payment to bus suppliers should not be delayed on account of non release of ACA from Govt. of India. Since, MoUD is releasing the ACA as reimbursement and is linked to certain conditions to be fulfilled by either State or city, hence it cannot be linked to payment to bus manufacturers by State/ city. JS(UT) also informed that this time MoUD is also providing financial assistance for ancillary infrastructure such as Depots, workshops, terminals, ITS centre etc. However, this is limited only within the range of Rs.1-20 crore. Hence State / City can avail benefits to the extent ACA available under JnNURM and for remaining funds, if any, they have to arrange either from State or ULB budgets, if the ancillary infrastructure projects are not sanctioned as stand alone projects under JnNURM. He requested all the city officials to assess the FIRR and also find the ways how to make the city bus financially viable.

6 Thereafter, proposals of cities mentioned at Para 3 were taken up.

7. Assam (Guwahati)

7.1 Shri V.B. Pyarelal, Addl. Chief Secretary, V.S. Bhaskar, Principal Secretary (Transport), and MD, Assam State Transport Corporation, Govt. of Assam participated in the meeting through video conferencing. Principal Secretary (Transport) made a detailed presentation for requirement of additional financial assistance from Govt. of India for procurement of buses as well as ancillary infrastructure under JnNURM. Formation of UMTA and SPV have recently been approved in the SLSC meeting and will be notified at the earliest. Other reforms such as comprehensive mobility plan, national helpline no. dedicated urban transport fund (UTF), promotion of Transit Oriented Development (TOD) are not in place. However, he assured that these reforms will be taken up by 31st March, 2014. He stated that DPRs for other 11 clusters are under preparation and will be submitted to the Ministry at the earliest. Thereafter, he requested to sanction 400 buses for Guwahati.

7.2 Secretary (UD) stated that the target of 31st March, 2014 for meeting the reforms conditions will deter the Ministry to release the 1st instalment during the current financial year. Hence, he requested to State Transport Secretary to expedite the reforms by 28th February,

2014 so that the 1st instalment could be released at the earliest possible. He requested to the State representative to notify immediately the Urban agglomerations which will have the legal sanctity and also submit the State Govt. undertaking for under-righting the losses in concurrence with their State Finance Department. He advised the State Govt. to take help from other States and prepare these policies immediately. The Principal Secretary (Transport) agreed to the request.

7.3 Director, Ministry of Finance, pointed out that the physical performance of the buses in operation at Guwahati is not encouraging. He referred the self-appraisal note wherein State Govt. has stated that the fleet utilisation was 95% in 2011-12 which came down to 78% in 2012-13. The State should take corrective measures for maximum utilisation of the fleet.

7.4 Principal Secretary (Transport), Govt. of Assam requested to the CSMC that the criteria for sanction should not be same as far as reforms are concerned, in case of North Eastern States due to their geographical and social conditions. Secretary (UD) advised the State Transport Secretary to take up the matter with all the NE States and come up with a detailed consolidated justification note. The note shall be considered whenever received.

7.5 CSMC after discussion approved 400 buses as well as ancillary infrastructure to Guwahati with the conditions mentioned in Para 4, 5, 7.2 & 7.3 above. The sanctioning details are as under:

							(Rs. in crore)
S. No.	City	No. of buses sanctioned	Type of buses sanctioned	Total estimated cost of buses*	Gol Share (90%)	State Share (10%)	1 st Installment to be released
1.	Guwahati	100	Standard AC , 650 mm, Diesel buses	45.00	40.50	4.50	20.25
		100	Premium Segment Semi-low Floor AC, Diesel buses	90.00	81.00	9.00	40.50
		200	Midi, Non AC, Diesel buses	56.00	50.40	5.60	25.20
	Total	400		191.00	171.90	19.10	85.95

*The above cost is inclusive of ITS and the total cost will be finalised once the procurement orders are in place.

7.6 **Ancillary Infrastructure:** As inquired by Director, Ministry of Finance, it was reiterated that as per the scheme guidelines, the ACA under this programme for the Depots and workshops and other ancillary infrastructure, proportionate to the number of buses sanctioned, shall be limited to Rs. one crore for smaller cities and maximum of Rs. twenty crore for the million plus cities. Keeping in view the guidelines for sanctioning of ancillary infrastructure, it has been decided in the CSMC that Depot Cost will be restricted to Rs.6.00 cr. or as per actual project cost whichever is less for one depot. Accordingly, DPRs received for ancillary infrastructure (Terminals, Depots/ Workshops, Control Centre, etc.) were

appraised. It has also been decided that the remaining cost other than ACA will be borne by the State Government / city authority / ULBs. Project-wise details of approvals are as under:
(Rs. in crore)

S. No.	Ancillary Infrastructure	Estimated Cost	Govt of India share (ACA) approved (90%)	State Govt. share (10%)	1 st instalment
Guwahati					
1.	Upgradation of 2 existing Terminal/ Depot Development	18.61	16.75		
	ITS infrastructure	3.70	3.33		
	Total	22.31	20.08 Restricted to Rs.20.00 crore	2.31	10.00

1st installment of ACA to be released to State Govt. for Guwahati is Rs. 95.95 crore (Rs.85.95 cr.+ Rs.10 cr.)

8. **Chhattisgarh (21 clusters** namely : (i) Ambikapur, (ii) Baloda Bazar, (iii) Bhilai-Durg, (iv) Bilaspur, (v) Chirmiri, (vi) Dantewada, (vii) Dhamdha, (viii) Dhamtari, (ix) Gobranayapara, (x) Jagaldalpur, (xi) Janjgir-Nalia, (xii) Jashpurnagar, (xiii) Kanker, (xiv) Kawardha, (xv) Khairagarh, (xvi) Kondagaon, (xvii) Korba, (xviii) Mahasamund, (xix) Raipur, (xx) Rajnandgaon and (xxi) Raigarh)

8.1 Shri M.K. Raut, Principal Secretary (Urban Development), Shri Rohit Yadav, Director (Urban Development) and Shri H.S. Gupta, Addl. CEO, SUDA, Govt. of Chhattisgarh attended the meeting. Shri Rohit Yadav, Director made a detailed presentation on the status of earlier bus funding projects and the current proposal for 21 clusters. He stated that earlier 100 buses were sanctioned to Raipur during 2009. All the buses have been procured and are in operation. SPV is already working in Raipur, fare revision mechanism is there and UMTA has also been set up. While action on other reforms such as TOD, Urban Transport Fund, Advt. Policy, Parking Policy will be completed by 31st March, 2014. He stated that they have assessed the total requirement of 442 buses for 21 clusters in the new bus funding project. He stated that they are proposing less than 10 buses each in case of 9 clusters. This is due to the non viability of operation of buses in these clusters.

8.2 Secretary (UD) observing the pictures of bus depots, advised the State Govt. to design the bus depots in aesthetic manner. He also suggested that while operating the buses in the cities, States should take care the private/ local operators who are running buses since long and there should be not tussle between these private operators and state-sponsored city bus operation.

8.3 IUT, the appraisal agency, made a number of observations in their appraisal which are as under:

- (i) Population figures provided in DPRs and self appraisals, in almost all the cases, do not match.
- (ii) the modal share for the city is not clear in respect of most of the cities.

- (iii) In many cases headway in peak-hours are 30-60 minutes. To provide an efficient and reliable city bus operations maximum headway desired is 15-20 min.
- (iv) As per the details provided by the State Govt., the bus operations have been taken for 26 days in a month i.e. bus availability of 86.6% which should be beyond 95%.
- (v) 9 clusters have proposed less than 10 buses wherein it is proposed to run one bus per route. It is not viable to run one bus per route continuously.

8.4 State Government has provided their reply, city-wise, against (i) & (ii) above.

8.5 Financial Advisor wanted to know the strategy of State regarding setting up of SPVs for smaller cities and also the plan to handle operational issues in smaller clusters. Director, Ministry of Finance suggested that it may not be viable to sanction less than 10 buses to 9 clusters of Chhattisgarh. Secretary (UD) stated that Ministry's vision is to promote smaller towns as well. Hence, we should provide public transport to smaller cities also. CSMC, after discussion, took a decision that 1 extra bus should be sanctioned as standby to these 9 clusters so that the operation of buses on the proposed routes may be made regular, reliable and effective. CSMC approved 451 buses as well as ancillary infrastructure with the conditions mentioned in Para 4, 5, 8.2, 8.3 & 8.4 above. The sanctioning details are as under:

								(Rs. in crore)
S. No.	City	No. of buses sanctioned	Type of buses sanctioned	Total estimated cost of buses*	Gol Share (80%)	State Share (20%)	SPV/ ULB Share	1 st Install. to be released
1.	Ambikapur Custer (35 buses)	35	900 mm, Diesel, midi, non AC	9.80	7.84	1.96	--	3.92
2.	Baloda Bazar Cluster [8(7+1) buses]	5	900 mm, Diesel, midi, non AC	1.40	1.12	0.28	---	0.56
		3	900 mm, Standard, Non AC Diesel buses	0.90	0.72	0.28	---	0.36
		Total	8		2.30	1.84	0.56	--
3.	Bhilai-Durg Cluster (110 buses)	30	900 mm , Mini Non AC, Diesel Bus	7.50	3.75 (50%)	1.50 (20%)	2.25 (30%)	1.87
		35	900 mm , Midi Non AC, Diesel Bus	9.80	4.90 (50%)	1.96 (20%)	2.94 (30%)	2.45
		12	900 mm, Diesel, midi, AC buses	3.96	1.98 (50%)	0.79 (20%)	1.19 (30%)	0.99

		33	650 mm SLF Diesel AC buses	14.85	7.43 (50%)	2.97 (20%)	4.46 (30%)	3.71
	Total	110		36.11	18.06	7.22	10.84	9.03
4.	Bilaspur Cluster (50 buses)	15	900 mm, Mini Non AC, Diesel Bus	3.75	3.00	0.75	---	1.50
		25	900 mm, Midi Non AC, Diesel Bus	7.00	5.60	1.40	---	2.80
		10	900 mm, Midi Non AC, Diesel Bus	3.30	2.64	0.66	---	1.32
	Total	50		14.05	11.24	2.81	---	5.62
5.	Chirmiri Cluster [7(6+1) buses]	7	900 mm, Midi Non AC, Diesel Bus	1.96	1.57	0.39	---	0.79
6.	Dantewada Cluster [5 (4+1) buses]	5	900 mm, Midi Non AC, Diesel Bus	1.40	1.12	0.28	---	0.56
7.	Dhamdha Cluster [5 (4+1) buses]	5	900 mm, Midi Non AC, Diesel Bus	1.40	1.12	0.28	---	0.56
8.	Dhamtari Cluster (10 buses)	10	900 mm, Non AC, Midi buses	2.80	2.24	0.56	---	1.12
9.	Gobranayapara Cluster [8 (7+1) buses]	4	900 mm, Non AC, Midi buses	1.12	0.90	0.22	---	0.45
		4	650 mm, Diesel, Standard Non AC buses	1.20	0.96	0.24	---	0.48
	Total	8		2.32	1.86	0.46	---	0.93
10.	Jagdarpur Cluster (10 buses)	10	900 mm, Non AC, Midi buses	2.80	2.24	0.56	---	1.12
11.	Janjgir-Nalia Cluster (10 buses)	10	900 mm, Non AC, Midi buses	2.80	2.24	0.56	---	1.12
12.	Jashpurnagar Cluster [5	5	900 mm, Midi Non	1.40	1.12	0.28	---	0.56

	(4+1) buses]		AC, Diesel Bus					
13.	Kanker Cluster (10 buses)	10	900 mm, Non AC, Midi buses	2.80	2.24	0.56	---	1.12
14.	Kawardha Cluster (10 buses)	10	900 mm, Non AC, Midi buses	2.80	2.24	0.56	---	1.12
15.	Khairagarh Cluster [6 (5+1) buses]	6	900 mm, Non AC, Midi buses	1.68	1.34	0.34	---	0.67
16.	Kondagaon Cluster [5 (4+1) buses]	5	900 mm, Midi Non AC, Diesel Bus	1.40	1.12	0.28	---	0.56
17.	Korba Cluster (48 buses)	40	900 mm, Midi Non AC, Diesel Bus	11.20	8.96	2.24	---	4.48
		8	900 mm, Midi AC, Diesel Bus	2.64	2.11	0.53	---	1.05
		Total	48		13.84	11.08	2.77	---
18.	Mahasamund Cluster [9 (8+1) buses]	5	900 mm, Midi Non AC, Diesel Bus	1.40	1.12	0.28	---	0.56
		4	900 mm, Standard, Non AC Diesel buses	1.20	0.96	0.24	---	0.48
		Total	9		2.60	2.08	0.52	---
19.	Rajnandgaon Cluster (20 buses)	20	900 mm, Non AC, Midi buses	5.60	4.48	1.12	---	2.24
20.	Raigarh Cluster (20 buses)	20	900 mm, Non AC, Midi buses	5.60	4.48	1.12	---	2.24
21.	Raipur Cluster (60 buses)	20	900 mm, Non AC, Midi buses	5.60	2.80 (50%)	1.12 (20%)	1.68 (30%)	1.40
		22	900 mm, AC, Midi buses	7.26	3.63 (50%)	1.45 (20%)	2.18 (30%)	1.81
		18	650 mm, Semi low floor, Diesel AC buses	8.10	4.05 (50%)	1.62 (20%)	2.43 (30%)	2.03
	Total	60		20.96	10.48	4.19	6.28	5.24

*The above cost is inclusive of ITS and the total cost will be finalised once the procurement orders are in place.

8.6 Ancillary Infrastructure: As per the scheme guidelines, the ACA under this programme for the Depots and workshops and other ancillary infrastructure, proportionate to the number of buses sanctioned, shall be limited to Rs. one crore for smaller cities and maximum of Rs. twenty crore for the million plus cities. Keeping in view the guidelines for sanctioning of ancillary infrastructure, it has been decided in the CSMC that Depot Cost will be restricted to Rs.6.00 cr. or as per actual project cost whichever is less for one depot. Accordingly, DPRs received for ancillary infrastructure (Terminals, Depots/ Workshops, Control Centre, etc.) were appraised. It has also been decided that the remaining cost other than ACA will be borne by the State Government / city authority / ULBs. Project-wise details of approvals are as under:

(Rs. in crore)

S. No.	Ancillary Infrastructure	Estimated Cost	Govt of India share (ACA) approved (80%)	State Govt. share (20%)	SPV/ ULB Share	1 st instalment
Ambikapur Custer						
1.	Development of Depot cum terminal	2.10	1.68	0.42	--	0.84
2.	ITS Infrastructure	0.50	0.40	0.10	--	0.20
	Total	2.60	2.08	0.52	---	1.04
Baloda Bazar Cluster						
1.	Depot Development	0.42	0.34	0.08		0.17
2.	ITS Infrastructure	0.19	0.15	0.04	--	0.075
	Total	0.61	0.49	0.12	--	0.24
Bhilai-Durg Cluster						
1.	Construction of Depot	6.60	3.30 (50%)	1.32 (20%)	1.98 (30%)	1.65
2.	ITS Infrastructure	7.77	3.89 (50%)	1.55 (20%)	2.33 (30%)	1.94
	Total	14.37	7.19	2.87	4.32	3.59
Bilaspur Cluster						
1.	Development of Depot cum terminal	3.00	2.40	0.60	---	1.20
2.	ITS Infrastructure	0.48	0.38	0.10	---	0.19
	Total	3.48	2.78	0.70	---	1.39
ChirmiriCluster						
1.	Depot Development	0.36	0.29	0.07	--	0.145
2.	ITS Infrastructure	0.20	0.16	0.04	--	0.08
	Total	0.56	0.45	0.11	--	0.23
Dantewada Cluster						
1.	Development of Depot cum terminal	0.24	0.19	0.05	--	0.10
2.	ITS Infrastructure	0.20	0.16	0.04	--	0.08

	Total	0.44	0.35	0.09	--	0.18
	Dhamdha Cluster					
1.	Depot Development	0.21	0.17	0.04	--	0.09
2.	ITS Infrastructure	0.19	0.15	0.04	--	0.075
	Total	0.40	0.32	0.08	---	0.16
	Dhamtari Cluster					
1.	Depot Development	0.60	0.48	0.12	--	0.24
2.	ITS Infrastructure	0.21	0.17	0.04	--	0.09
	Total	0.81	0.65	0.16	---	0.33
	Gobranayapara Cluster					
1.	Depot Development	0.42	0.34	0.08		0.17
2.	ITS Infrastructure	0.20	0.16	0.04	--	0.08
	Total	0.62	0.50	0.12	--	0.25
	Jagdalpur Cluster					
1.	Development of Depot cum terminal	0.60	0.48	0.12	--	0.24
2.	ITS Infrastructure	0.34	0.27	0.07	--	0.13
	Total	0.94	0.75	0.19	--	0.37
	Janjgir- Nalia Cluster					
1.	Depot Development	0.60	0.48	0.12	--	0.24
2.	ITS Infrastructure	0.31	0.25	0.06	--	0.12
	Total	0.91	0.73	0.18	---	0.36
	Jashpurnagar Cluster					
1.	Depot Development	0.24	0.19	0.05	--	0.095
2.	ITS Infrastructure	0.19	0.15	0.04	--	0.075
	Total	0.43	0.34	0.09	--	0.17
	Kanker Cluster					
1.	Depot Development	0.60	0.48	0.12	--	0.24
2.	ITS Infrastructure	0.21	0.17	0.04	--	0.09
	Total	0.81	0.65	0.16	---	0.33
	Kawardha Cluster					
1.	Depot Development	0.60	0.48	0.12	--	0.24
2.	ITS Infrastructure	0.20	0.16	0.04	--	0.08
	Total	0.81	0.64	0.16	---	0.32
	Khairagarh Cluster					
1.	Upgradation of Depot cum terminal	0.02	0.016	0.004	---	0.008
2.	ITS Infrastructure	0.19	0.15	0.04	--	0.075
	Total	0.21	0.17	0.04	---	0.08
	Kondagaon Cluster					
1.	Development of Depot cum terminal	0.24	0.19	0.05	--	0.10
2.	ITS Infrastructure	0.20	0.16	0.04	--	0.08
	Total	0.44	0.35	0.09	--	0.18
	Korba Cluster					
1.	Development of Depot	2.88	2.30	0.58	--	1.15

	cum terminal					
2.	ITS Infrastructure	0.57	0.46	0.11	--	0.23
	Total	3.45	2.76	0.69	--	1.38
	Mahasamund Cluster					
1.	Development of Depot	0.20	0.16	0.04	--	0.08
2.	ITS Infrastructure	0.21	0.17	0.04	--	0.09
	Total	0.41	0.33	0.08	--	0.17
	Rajnandgaon Cluster					
1.	Upgradation of Depot cum terminal	1.20	0.96	0.24	---	0.48
2.	ITS Infrastructure	0.45	0.36	0.09	---	0.18
	Total	1.65	1.32	0.33	---	0.66
	Raigarh Cluster					
1.	Development of Depot cum terminal	1.20	0.96	0.24	---	0.48
2.	ITS Infrastructure	0.48	0.38	0.10	---	0.19
	Total	1.68	1.34	0.34	---	0.67
	Raipur Cluster					
1.	Development of Depot	3.60	1.80 (50%)	0.72 (20%)	1.08 (30%)	0.90
2.	ITS Infrastructure	0.53	0.265 (50%)	0.11 (20%)	0.15 (30%)	0.13
	Total	4.13	2.07	0.83	1.23	1.03

9. Issues raised by State Govt. of Karnataka regarding Procurement of buses

9.1 Principal Secretary (Transport), Govt. of Karnataka, MD/BMTC and MD/KSRTC were present in the meeting. Principal Secretary (Tpt.) made a presentation on the issues faced by the State Govt. The issues are as under:

9.2 Issues related to BMTC

9.2.1 The State representative requested to allow BMTC to procure buses without on-bus Intelligent Transport System as prescribed in clause 17.0 of UBS-II

9.2.2 Since 650 mm buses are being introduced first time in India, CSMC may reduce the no. of 650mm floor height 12m BS-4 buses from 500 (already sanctioned) to 25

9.2.3 Reducing the number of 12m 400mm floor height diesel premium segment AC buses from 150 no. to 75 no.

9.2.4 Providing ACA based on receipt quoted price after the tender.

9.3 Issues related to KSRTC

9.3.1 Removing the component of original factory fitted on bus ITS for all category of buses. After procurement of the buses, the KSRTC will install all the equipments required for intelligent Transport System which will be synchronized with the existing system. 80% of the cost of ITS would be claimed at a later stage.

9.3.2 MoUD should bear 80% of the tendered amount which will be arrived after finalization of tenders.

9.4 Issues related to NEKRTC

9.4.1 MoUD should bear 80% of the tendered amount which will be arrived after finalization of tenders.

9.5 Issues related to NWKRTC

9.5.1 Request to permit procurement of 60 buses of 900 mm standard Non AC Diesel buses sanctioned to Hubli-Dharwad.

9.6 Since most of the points raised by the State Government are of bus specification and related issues, CSMC members requested this may be deferred to a full meeting of CSMC so that all the items can be discussed in detail. JS(UT) made it clear that the sanction of buses and ancillary infrastructure should be as per the guidelines and approval of the Scheme. Representative of Ministry of Finance requested that the issue should be discussed in the light of the approval of the scheme and any deviation should not be allowed. Secretary (UD) assured that deviation will not be done and in case of change required, a new Cabinet Note will be prepared. CSMC, therefore, decided that the State Govt. of Karnataka should compile all the issues and re-submit with the approval of State Level Steering Committee to take a decision.

10. After scheduling the next CSMC meeting on bus funding project on 20th January, 2013, the meeting ended with the vote of thanks to the chair.

ANNEXURE I

List of Participant of 7th meeting of Central Sanctioning and Monitoring Committee (CSMC) under the Chairmanship of Secretary (Urban Development) for bus funding projects under JnNURM held on 13.01.2014.

S.No.	Name & Designation, Organization
1.	Dr. Sudhir Krishna, Secretary, MoUD - Chairman
2.	Shri C.K. Khaitan, Joint Secretary (UT)
3.	Shri Naresh Salecha, JS&FA, MoUD
4.	Ms. Yashodhara Vijayan, Dy Secretary (IFD)
5.	Shri G.L. Bansal, Director, Min. of Finance, Deptt. of Expenditure
6.	Shri R.K. Jaiswal, Development Officer, Deptt. of Heavy Industries
7.	Shri Pankaj Kumar, Under Secretary (UT-I)
8.	Shri Lalit Kumar, Under Secretary, IFD
9.	Ms. Aditi Garh, R.O. Planning Commission
	Chattisgarh
10	Shri M.K. Raut, Principal Secretary, Urban Development
11.	Shri Him Shikhar Gupta, Addl. CEO, SUDA
12.	Shri Rohit Yadav, Director, Urban Development
13.	Shri Sanjay Khare, Urban Public Transport Consulting Pvt. Ltd.
14.	Shri Shri Kapil Arora, Urban Public Transport Consulting Pvt. Ltd.
15..	Shri Jayanth Raguvir, Urban Public Transport Consulting Pvt. Ltd.
	Karnataka
16.	Shri P. Ravi Kumar, Principal Secretary (Transport), Govt. of Karnataka
17.	Shri Anjum Pervej, Managing Director, BMTC
18.	Shri N. Manjunatha Prasad, Managing Director, KSRTC
	HUDCO
19.	Shri Naresh Kumar, DGM (Project), HUDCO
	UMTC
20.	Shri Laghu Parashar
	IUT
21.	Mrs. Sonia Arora, Urban Transport Expert

Meeting attended through video conferencing

22.	Shri V.B. Pyarelal, Addl. Chief Secretary, Urban Development Deptt., Assam
23.	Shri K.C. Chetia, MD, ASTC