
HARYANA MASS RAPID TRANSPORT CORPORATION
LIMITED

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**AGENDA FOR
15TH MEETING**
(CONFIDENTIAL)

DATE 29.09.2015
TIME 10:00 AM
VENUE CS Committee Room

AGENDA FOR THE 15TH MEETING OF THE BOARD OF DIRECTORS OF HMRTC

Day & Date	TUESDAY, 29.09.2015
Time	10:00 AM
Venue	CS Committee Room

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Item No 15.1
To grant Leave of Absence to the Directors

Leave of absence may be granted to the Directors who have not been able to attend the meeting.

It may be brought to the notice of the Board that as per the Companies Act 2013, every Director is required to attend at least one Board meeting during the current Financial Year. In the absence of which the Director will automatically vacate the office, even though the leave of absence might have been granted by the Board.

Item No 15.2
Confirmation of the minutes of the 14th Board Meeting of
HMRTC held on 06.08.2015

The approved minutes of the 14th meeting of the Board of Directors were circulated to all the Directors of the corporation vide office letter no. HMRTC-ADF/2015/AO/472-481 dated 19.08.2015 and are placed at **Annexure- I**. No observations have been received from any Director.

The Board is requested to confirm the same.

Item No 15.3

**Follow up action on the decisions taken by the Board in its
14th Board Meeting of HMRTC held on 06.08.2015**

Action taken report on the decisions taken in the 14th Meeting of Board of Directors is placed at **Annexure-II**. Board may take note of the same.

Item No 15.4
Adoption of the Audited Financial Statements for the financial year ending 31st March 2015, along with the Auditor's Report.

The Financial Statements for the year ended 31st March 2015, duly certified by the Auditor along with the Auditor's Report is being proposed to be placed before the meeting for the approval and comments thereon. The copy of the Audited Financial Statements along with the Auditor's Report is placed at **Annexure-III**. Meeting after consideration passed the following Resolution:

"RESOLVED THAT pursuant to Section 134 and other applicable provision of Companies Act 2013, Financial Statements i.e. Balance Sheet and Profit and Loss Account for the year ended 31st March 2015, duly authenticated by the Directors of the Company, as placed before the meeting, be and is hereby approved together with the annexure thereto including Auditors Report, Notes on Accounts and other relevant schedules as per the provision of Companies Act.

RESOLVED FURTHER THAT Managing Director and Vice-Chairman of the Corporation **be and are hereby authorized to sign financial statements on behalf of the company.**

RESOLVED FURTHER that Sh. Brijendra Singh, IAS, Managing Director of the Company be and is hereby authorized to file necessary documents with ROC and to get it certified by the Auditor to place this financial statement along with Auditor's Report for adoption in the Annual General Meeting of the Company."

Item No 15.5

Adoption and approval of Director's Report for the financial year ending 31st March 2015.

The Board's Report for the year ended 31st March 2015 is being proposed to be placed before the meeting for the approval and comments thereon. Copy of the Board's Report is placed at **Annexure-IV**. Meeting after consideration passed the following Resolution:

"RESOLVED THAT pursuant to Section 134 of Companies Act 2013, Board's Report of the Company for the financial year 31st March 2015, duly signed by the Directors and placed before the meeting, be and is hereby approved.

RESOLVED FURTHER that Sh. Brijendra Singh, IAS, Managing Director of the Company be and is hereby authorized to file necessary documents with ROC and to place this Report in the Annual General Meeting of the Company."

Item No 15.6

Appointment of Statutory Auditors for FY 2015-16.

Board is hereby informed that Comptroller and Auditor General of India vide its letter no. /CA.V/COY/HARYANA, HMRTCL(0)/1180 dated 05.08.2015, (Copy of the letter is placed at **Annexure- V**) has appointed M/S Baldev Kumar & Co. , Chartered Accountants (Firm Registration No.013148N), as Statutory Auditors of HMRTC for FY 2015-16 at a fee of Rs. 10,000/- plus service tax. M/s Baldev Kumar & Co. has also given their consent for the appointment. Board may consider and pass the following resolution:

"RESOLVED that Pursuant to Section 139 ,141 and other applicable provisions of Companies Act ,2013 M/S Baldev Kumar And Co., Chartered Accountant (Firm Registration Number: 013148N) be and is hereby appointed as the Auditor of Haryana Mass Rapid Transport Corporation Limited for the Financial Year 2015-2016.

"RESOLVED FURTHER that Sh. Brijendra Singh, IAS , Managing Director of the Company be and is hereby authorized to file the necessary documents with Registrar of Companies as may be necessary as per the provisions of Companies Act, 2013 and to do all acts and deeds necessary and incidental thereto in this regard."

Item No 15.7
Holding of 3rd Annual General Meeting on 29.09.2015.

Board is hereby informed that the 3rd Annual General Meeting of the shareholders of HMRTC is required to be held on or before 30.09.2015. The draft notice of the meeting is attached at **Annexure- VI.**

Board may note and pass the following resolution:

“RESOLVED that the Annual General Meeting of the company be called on 29th September, 2015 at 03.00 PM at the registered office of the company.

FURTHER RESOLVED that the draft notice of the meeting and initialed by the Managing Director for the purpose of identification be and is here by approved.”

“FURTHER RESOLVED that Sh. S.C. Kansal, CFO of the Company be and is hereby authorized to issue notice of meeting.”

Item No 15.8
Consultancy fee for the Study to examine the Institutional Strategy for the construction of Metro Rail Projects by HMRTC.

The Board has decided in its 14th meeting held on 06.08.2015 that the details of the Study team in addition to the study team specified in the eligibility criteria may be called from the companies who have submitted the quotations. In this regard, the information was called from the companies – UMTC, RITES and DIMTS vide this office letter no. HMRTC-ADF/2015/AO/486-89 dated 25.08.2015.

The above information has been received from RITES, DIMTS & UMTC. The brief details are submitted as under:

1. RITES Limited:

As per the details as placed before the Board of Directors in the 14th Board meeting held on 06.08.2015, the study team consist of the following:

- (i) Financial Analyst - Mr. Alok Kumar with experience of more than 15 years.
- (ii) Specialist in Railways- Mr. B.S. Sudhir Chandra with experience of about 50 years.

Now, the additional/ other members of the Study Team will be as under:

- (iii) Traffic and demand modeling expert - Mr. Piyush Kansal, Group General Manager.
- (iv) Systems Expert- Mr. R.K. Mehta, Group General Manager.

2. Delhi Integrated Multi-Modal Transit System Ltd. (DIMTS):

DIMTS team has vast experience in undertaking similar assignments and the team has delivered number of metro/monorail/rapid rail/LRT advisory solutions including implementation and institutional strategy to Delhi, Nation Capital Region (NCR), Mumbai and Ranchi.

DIMTS has in-house expertise in Railways, Engineering, Transport Planning, Management Consulting/Advisory, Operations, Road Transport, Intelligent Transport Solution (ITS), IT Product development and etc. therefore, specific inputs will be obtained from such experts where required during the project report preparation stage.

As per the details as placed before the Board of Directors in the 14th Board meeting held on 06.08.2015, the study team consist of the following:

- (i) Financial Analyst - Mr. Ashvini Parashar with experience of 26 years.
- (ii) Railway Expert- Mr. Jitendra Kumar Jain with experience of around 24 years.

Now, the total team members including the above two, who are planned to engage for the assignments, are as under:

- | | | |
|----|----------------------|---|
| 1. | Ashvini Parashar | Team Leader and Financial Analyst |
| 2. | Jitendra Kumar Jain | Support Team- Railway Expert |
| 3. | Sameer Sharma | Support Team- Transport Planning |
| 4. | Anand Shankar | Support Team- Transport Planning |
| 5. | Parween Kumar Bansal | Support Team- Design |
| 6. | S. Anbhchezhiyan | Support Team- Financial & Institutional Analyst |
| 7. | Nishikant Gupta | Support Team- Financial Specialist |
| 8. | Virender Kumar Singh | Support Team- Railway Expert |

9. Chander Kumar Shekar Support Team- Alignment Expert
10. Amardeep Khanojia Support Team- Architect

3. Urban Mass Transit Company Limited (UMTC):

As per the details as placed before the Board of Directors in the 14th Board meeting held on 06.08.2015, the study team consist of the following:

- (i) Team Leader cum Rail Expert- Mr. Gyan Prakash Garg with experience of around 46 years.
- (ii) Legal Specialist- Mr. Piyush Joshi with experience of around 22 years.
- (iii) Financial Analyst cum Contract Specialist- Mr. Gautam Patel with experience of 20 years.
- (iv) Transport Planner- Mr. Dhavala Bhaskar Srinivas with experience of 24 years.

The above team of UMTC will remain the same and no additional members are engaged for this project.

The consultants have submitted the financial bid as under:

L1: DIMTS- Rs. 19, 87,640/- plus S. Tax.

L2: RITES Ltd. - Rs. 20,00,000/- plus S. Tax.

L3: UMTC- Rs. 32,00,000/- plus S. Tax.

“The matter is placed before the Board for consideration.”

Item No 15.9

Methodology for conducting the Feasibility study of Metro connectivity to Old Gurgaon.

The Board in its 14th meeting held on 06.08.2015 decided that the methodology for conducting the feasibility study may be obtained from UMTC who has quoted the lowest fee. UMTC has submitted the methodology of the feasibility study which is given as under:

- Step 1: Kick off meeting with HMRTC officers (nodal authority):
- Deliverable: Minutes of the Kick off meeting- 7 days from issuance of work order.
- Step 2: MRT Route Finalization:
- a) Review & Collate existing data with preliminary route identification.
 - b) Appraisal of existing data.
 - c) Traffic Survey & study area.
 - d) Data analysis & preparation of baseline model.
 - e) Corridor- Travel demand assessment:
Deliverable: Submission of Travel demand forecast report- 9 weeks from issuance of work order.
 - f) Alignment options & approval:
Deliverable: Alternative corridors with recommendation of best alignment for final go ahead from HMRTC for Topographical survey- 11 weeks from issuance of work order.
 - g) Topographical Study:

Deliverable: Submission of Horizontal and vertical alignment and station location based on Topographical survey – 17 weeks from issuance of work order.

Step 3: After receiving the approval from HMRTC on Travel demand assessment report & Topographical Report, Draft Feasibility Report will be prepared:

Deliverable: Draft Feasibility report for corridor approval- 20 weeks from issuance of work order.

Step 4: Incorporation of comments & suggestions, if any, received from HMRTC on Draft Feasibility Report:

Deliverable: Final Feasibility Report – within 2 weeks of receiving the Govt./HMRTC's comments on Draft Feasibility report.

Further, UMTC have submitted the background note and recommended the following:

Based on preliminary assessment, the study has been proposed considering three alternative routes to be connected with:

- a) Connecting Huda City Centre to Gurgaon Railway Station for 11 Kms length.
- b) Connecting Sector 29 to Bijwasan Railway Station for 22 Km length and
- c) From Huda city centre to Bijwasan Railway Station as suggested by UMTC with a route length of 18.96 Kms approx.

Once the study is conducted, it should cover all possible route alternatives in the area in addition to identifying all existing & proposed transport system which could be integrated with proposed mass transit system. Referring to the case example of a study conducted by DMRC while planning Delhi Metro, whole of the

city was studied and based on travel demand assessment, several corridors were identified and accordingly four phases were planned for implementation with further connectivity through feeder service based on line requirement.

Considering the same while planning the traffic study for Gurgaon Metro, scope of the study should be to cover wider area as suggested the longest corridor of 22 Km route length instead of limiting the study to connect two destination points. Referring to the DMRC Study pattern, and general principal, while conducting a study is that the traffic surveys are not only meant to learn the travel pattern of potential users and to identify the most attractive route for the corridor attracting highest ridership but are also meant to study the other existing transport system available in the region with which the proposed system could be well integrated, so as to make the system more viable and to offer users a smooth connectivity with inter modal integration.

Recommendations:

It is suggested to cover a wider length of the corridor wherein all possible trip attraction points could be covered including Bijwasan railway station, which would assist in analyzing the travel pattern of passengers and would give us an overview as how to improve the existing connectivity of passengers travelling from HUDA city center to Bijwasan railway station & to Palam Vihar. As widely said, an extensive traffic study with accurate traffic forecast help in planning a sustainable & reliable public transport system, following it we strongly recommend that a study should be conducted for a wider area considering longer corridor with a length of 22 Kms (for the initial stage a length of 18 Kms approx could be considered), which could cover all possible connecting points and would help us in identifying the most potential corridor offering highest ridership and maximum connectivity in the region. The corridor could be further developed in phases supported by feeder services offering last mile connectivity to users, so as to enhance the ridership & viability of the corridor.

UMTC and other consultants had submitted the financial bid as follows:

L1: UMTC- Rs. 2,00,000/- per Km of alignment plus S. Tax.

L2: DIMTS - Rs. 5,79,000/- per Km of alignment plus S. Tax.

L3: RITES Ltd. - Rs. 7,00,000/- per Km of alignment.

“The matter is placed before the Board for consideration.”

Item no 15.10
To Discuss the Status of Metro Projects being implemented in Haryana

The latest status of other Metro Projects is given as follows:-

1. Faridabad Metro:

The Board was informed that Faridabad Metro line was inaugurated on 06.09.2015 by the Hon'ble Prime Minister of India.

2. Metro Link between Sector-21, Dwarka & IFFCO Chowk, Gurgaon.

The Board was informed that DMRC has re-examined the feasibility of the alignment starting from Sector-21 Dwarka towards Kapashera border and then to old Gurgaon(Alternative No. II) vis-a-vis with the alignment from sector-21, Dwarka to IFFCO Chowk via Bijwasan, Palam Vihar, Maruti, NH-8 and IFFCO Chowk Gurgaon(Alternative No. I) and submitted as under:

- (a) The total trips in Alternative No.II may be about 30% of the Alternative No.I.
- (b) PHPDT load is 2064 in Alternative No.II as compared to PHPDT load of 4881 in Alternative No.I.
- (c) The boarding and alignment between IFFCO-Maruti is 165% and 35% more in Alternative No.I than Alternative No.II.

- (d) Similarly boarding and alignment between Palam Vihar/Udyog Vihar and Dwarka is 3 times and 17.60 times more in Alternative No.1 then Alternative No.II.
- (e) The cost of project in Alternative No.II may be much more than Alternative No.I as underground portion in Alternative No.II is 4.87 km as against 2.3 km in Alternative No.I. Moreover, the length of Alternative No.II is extra by more than 1 Km.
- (f) It may more difficult to acquire land in Alternative No.II especially for construction of RAMP at Samalka. Whereas GoH land could be utilized in Alternative No.I for depot or stabling of trains can be arranged at IFFCO Chowk on elevated tracks in the rear of proposed IFFCO Chowk Metro station.
- (g) 2 sharp bends in Alternative No.II which may reduce the speed of train but there is only one moderate bend in Alternative No.I.

Therefore, DMRC as recommended Alternative No. 1. The map showing alignment of Alternative No. II and Alternative No. II is enclosed at **Annexure-VII**. The matter has been submitted for discussing the matter in the meeting to be held under the Chairmanship of Hon'ble CM, Haryana.

3. Ballabgarh Metro.

Board was informed that the Central Financial Assistance for the project is yet to be approved by the GOI.

4. Alignment of Extension of Delhi metro from Narela to Kundli

DMRC was entrusted the job of preparation of DPR of extension of Delhi Metro from Narela to Kundli. DMRC has suggested three options for the Metro connectivity from Narela to Kundli which are given as under:

Option No. I

Line No.1 of Delhi Metro is operational upto Rithala. The DPR of extension from Rithala to Bawana and from Bawana to Narela has been prepared by DMRC as per the directions of the EGoM and the same is under sanction by the Government of India (GoI). The route length from Rithala to Narela is about 22 km. The distance from Rajiv Chowk to Rithala is about 19 km. Therefore, from Rajiv Chowk (which is the central place in Delhi) to Narela, the total distance is about 41 km. The distance from Narela to Kundli will be about 5 km, out of which about 2.5 km falls in Delhi territory and the rest in Haryana territory.

Option No. II

Line No. 2 of Delhi Metro is operational till Jahangir Puri and the same is being extended upto Badli. The Metro upto Badli will be made operational shortly. The option II is Metro connectivity from Badli to Narela and from Narela to Kundli. The distance from Badli to Narela is 17 km and from Rajiv Chowk to Badli, the distance is about 16 km. Thus, the total distance from Rajiv Chowk to Badli is 33 km. The line from Badli to Narela will be parallel to the existing railway line. However, Govt. of NCT of Delhi has not yet approved the Metro connectivity between Badli to Narela.

Option No. III

The third option is the RRTS and is already under consideration with the NCRTC.

All the above options were discussed in detail in the meeting held on 15.09.2015 under the Chairmanship of Chief Secretary, Haryana and it was observed that there is additional distance of about 9 km if Metro connectivity to Kundli is provided through Rithala-Bawana-Narela line, involving extra travel time of 15 minutes. However, Rithala-Bawana line is likely to be made operational in Phase-IV of Delhi Metro by 2020 and the DPR is under sanction by the GoI whereas Badli-Narela alignment is yet to be approved by NCT, Delhi. The RRTS is already under consideration with the NCRTC. Therefore, it was unanimously decided that the option No.I may be recommended to DMRC for preparation of DPR with the approval of the Competent Authority.

The map showing Option I is enclosed at **Annexure- VIII**.

5. Issues raised by Rapid Metro Rail Gurgaon Ltd.(RMGL)- support needed from Government of Haryana.

RMGL has raised certain issues which were discussed in the meeting held on 18.09.2015 at Gurgaon under the chairmanship of ACSTCP, the gist of which is given as follows:

(i) Parking areas to be provided at Sikanderpur and sector-56, Gurgaon.

RMGL requested that the land at Sikandarpur station and sector-56 station which are terminal stations of both the projects of Rapid Metro may be allotted for Park and Ride sites. The land identified by RMGL for this purpose was not available with HUDA.

(ii) Identify suitable area for parking land at every station.

RMGL also requested that the land may be allotted for parking at every station of the project for the Development of Metro Link from Sikanderpur Station to sector-56, Gurgaon. The land identified by

RMGL for this purpose was found to be planned for vegetable market, shopping centre or multi-level parking etc. Therefore, the land was not available.

It was felt that parking is a necessary facility to be provided at Metro stations. But the area provided for designated use cannot be changed for parking. It was, therefore, decided that EO-II, Gurgaon along with the representative of RMGL may check the layout plans of the sectors close to Metro Stations and examine whether any land is available for which no specific use has been prescribed and which can be suitably used for parking as per usual terms & conditions. However, it was made clear that any land for which the designated use has been prescribed will not be allowed for parking as it will attract legal as well financial implications.

(iii) Foot Over Bridge across NH-8 from Cyber City Station to Udyog Vihar.

RMGL requested that the permission may be allowed to construct Foot Over Bridge across NH-8 from Cyber City Station to Udyog Vihar. FOB will be 130 Mtr. long with the facility of escalators. RMGL has obtained the clearance from NHAI to construct FoB. But HSIIDC has not allotted the land for landing and integration of feeder services for which the area of 2000 sq.mtr. will be required. HSIIDC was requested to re-examine the proposal and consider the allotment of land for landing and integration of the feeder services.

RMGL also requested to grant permission for displaying the advertisement rights on walk way of FOB. It was decided that Commissioner, Municipal Corporation, Gurgaon will examine the matter and take further necessary action as per policy.

(iv) Permission for undertaking multi-modal integration.

and

(v) Designating nodal agency for streaming routes earmarked for different modes of transport to enable feed in an evacuation from metro stations.

It was decided that RMGL will submit a specific proposal in this regard and the same shall be examined by Commissioner, Municipal Corporation, Gurgaon.

(vi) Balance acquisition of all private land falling under metro alignment and depot.

RMGL intimated that certain portion of viaduct, station and depot of the project of Metro link from Sikanderpur Station to NH-8 have been on constructed on private land. These pockets are under process of acquisition by HUDA. It was requested that the land may be acquired and handed-over to RMGL as it is paying heavy lease charges for this land to private persons. The officials of LAO, Gurgaon clarified that the case of land acquisition for depot is pending in the Hon'ble High Court wherein stay-dispossession has been granted on 12.5.2009. However, it was decided that RMGL will make a representation to Commissioner, Municipal Corporation Gurgaon who will get the matter examined and sort out the matter where-ever possible.

Regarding station, it was intimated by the LAO that the award of the land could not be announced as the collector rates have not been fixed so far. It was decided that Administrator, Gurgaon cum ADUE will expedite the matter.

Land lease charges

RMGL intimated that the project of Metro link from Sikanderpur Station to NH-8 is running into huge losses. RMGL requested that the land lease charges payable to HUDA may be deferred till the time cash break even occurs. RMGL was asked to make a detailed representation in this regard to Government/HMRTC which would be examined on merit.

(vii) Policy formulation for other forms and transport along the metro route.

RMGL requested that in order to avoid traffic congestion, restriction of cars/cabs and shared autos on Metro corridors may be regulated and cess may also be imposed on the vehicles plying along Metro corridors.

The matter was discussed and it was decided that proposal would be examined by Commissioner, MCG.

(viii) Alignment of North Extension.

RMGL made the Power Point presentation in respect of various options of alignment of West Extension of their Metro. It was observed that the alignment of Sector-21, Dwarka to IFFCO Chowk has been re-examined by DMRC and DMRC also submitted their report and the matter is likely to be discussed in a meeting to be held under the Chairmanship of Hon'ble CM. Therefore, it was recommended that the proposal of alignment of West Extension may also be discussed in the same meeting.

6. Proposal for construction of Metrino Personal Rapid Transit System(PRT) from Dhaula Kuan to IMT, Manesar along NH-8

Transport Department, Haryana vide letter dated 11.09.2015 has intimated that Govt. of Haryana has accorded the approval for conducting the feasibility study for the construction of Metrino Personal Rapid Transit System(PRT) from Dhaula Kuan to IMT, Manesar along NH-8 to National Highway Authority of India (NHAI). The main features of the proposal are given as under:

- a) The Metrino PRT is a car size, fully automatic, driverless electric POD, which travels independently on ariel guide ways, about 10mtr above the road level.
- b) The capacity of the POD is five people and the average speed is about 50km/hr.
- c) The cost of construction is about 60 crore per km.
- d) The fare shall be at par with the other metro network running in NCR.
- e) The tentative loop plan is given as under:
 - i. Dhaula Kuan to IMT Manesar on NH-8.
 - ii. Loop 1: IFFCO Chowk, HUDA City Centre to Golf Course Extension Road, Sohna Road, Rajjiv Chowk, railway Station, Bus Stand and back to IFFCO Chowk.
 - iii. Loop 2: Sector-5 junction on Loop 1 to Sector-2/23A, 23/23A, 22/23, 21/22, 19/22, Old Delhi-Gurgaon Road to Bus Stand.

The copy of letter of GOH/ NHAI along with map showing the tentative loop plan is enclosed at **Annexure- IX**.