
HARYANA MASS RAPID TRANSPORT CORPORATION
LIMITED

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**AGENDA FOR
19TH MEETING**

(CONFIDENTIAL)

DATE 31.05.2016
TIME 11:00 AM
VENUE CS Committee Room

AGENDA FOR THE 19TH MEETING OF THE BOARD OF DIRECTORS OF HMRTC

Day & Date	TUESDAY, 31.05.2016
Time	11:00 AM
Venue	CS Committee Room

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Item No 19.1

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. Leave of absence will be granted against specific requests.

Item No 19.2

Confirmation of the minutes of the 18th Board Meeting of HMRTC held on 02.05.2016

The approved minutes of the 18th meeting of the Board of Directors were circulated to all the Directors of the Corporation vide memo no HMRTC-ADP/2016/AO/196-204 dated 13.05.2016 (**Annexure- I**). No observations have been received from any Director.

The Board is requested to confirm the same.

Item No 19.3

Follow up action on the decisions taken in the 18th Board Meeting of HMRTC held on 02.05.2016

Action taken report on the decisions taken in the 18th Meeting of Board of Directors is placed at **Annexure-II**. Board may take note of the same.

Item no 19.4

To Discuss the Status of Metro Projects being implemented in Haryana

The status of Metro projects implemented /being implemented in Haryana is given as under:-

1. YMCA Chowk to Ballabgarh Metro.

The Faridabad Metro from Badarpur to YMCA Chowk is being further extended upto Ballabgarh. The total length of this Metro corridor is 3.205 Kms and the total cost of the project is ₹ 651 crore. The work on this corridor has already started and the likely date of completion is December, 2017.

2. Mundka to Bahadurgarh Metro.

The total length of this Metro corridor is 11.182 of which 4.875km falls in Haryana and the total cost of the project is ₹ 2028.96 crore (Haryana segment- ₹ 949.96 crore). The likely date of completion as per DPR is March, 2016 and as informed by DMRC vide letter dated 25.03.2015 is December, 2016. Funds released so far by GoH - ₹ 435.745 crore.

3. Extension of Metro to Kundli, Sonapat.

MoUD has given in-Principle approval for carrying out the preparation of DPR vide letter dated 17.03.2016 (**Annexure- V**) with following additions in the ToR:

1. Alternative analysis and planning of feeder network, including pedestrian and cycle facilities in catchment area.
2. Monitoring-cum-advisory Committee is set up to review the progress of preparation of DPR.
3. Shajra Maps for land acquisition are prepared.
4. Revenue model for generating at least 50% of cost through property development and 12.5% of O&M through recurring source of revenue other than fare.
5. The Monitoring-cum-Advisory Committee' report and minutes for preparation of DPR should be forwarded to MoUD.

The above conditions have been conveyed to DMRC vide this office letter dated 20.04.2016 for incorporating in the ToR.

4. Metro Connectivity between Faridabad & Gurgaon.

The Board in its 17th meeting noted the options provided by DMRC and decided that technical feasibility for the following two spurs may be conducted:

- (i) One spur for Nehar Paar Sectors of Faridabad from Badarpur-YMCA Chowk Faridabad.
- (ii) Another spur may be planned along Mehruli-Badarpur line (proposed in phase IV), which may pass through the inhabited areas of northern Faridabad in Haryana starting from Surajkund and connect it to an appropriate Metro station located on Badarpur-YMCA Chowk Faridabad.

DMRC has been requested vide letter dated 14.03.2016 for conducting feasibility study for both the options. DMRC was also requested to send the Revised TOR which has been received on 01.04.2016. As per revised TOR (**Annexure- VI**), fees for conducting feasibility study of both the options will be ₹ 80.11 lakhs plus Service Tax and time for conducting the study would be 6 months (approx.) from the date of release of Mobilization fee. The mobilization fee amounting to ₹ 27,51,779 has also been released to DMRC on 18.04.2016. **update from DMRC**

5. Gurgaon – Manesar – Bawal Project.

Revised DPR of the project has been received on 11.01.2016. On examination of DPR, it is found that the project will be viable only through Govt. support. A presentation is being made by DMICDC on the Final Revised DPR before the Board for consideration after the Board meeting on 02.05.2016. **Report of HSIIDC.**

6. Metro connectivity to Old Gurgaon:

In order to provide Metro connectivity to the residents of old Gurgaon, DMRC has been appointed as the Consultant for conducting the feasibility study vide letter dated 20.01.2016. As per schedule given in the terms & conditions of consultancy conveyed vide letter dated 13.11.2015 by the DMRC, draft report

shall be submitted within five months after the payment of mobilization fee. The fee for conducting feasibility study is ₹ 10 lakh plus service tax. Vide letter dated 24.02.2016, DMRC has demanded mobilization fee amounting to ₹ 5,72,500/- which has been released on 18.04.2016. Update from DMRC.

Item No 19.5

Grant of cure period to RMGSL for Development of Metro link from Sikanderpur Station to Sector-56 in Gurgaon

RMGSL vide letter dated 18.12.2015, had requested for grant of two cure periods of six months each as the encumbrances were due to external factors beyond the control of RMGSL.

The above matter was placed before the Board in its 16th meeting held on 28.12.2015. It was intimated that as per concession agreement executed between HUDA and RMGSL dated 03.01.2013, two cure periods of six months each can be provided. The relevant Article 14.3 and 18.4 of the agreement are reproduced hereunder:

"Two cure periods of 6 months each shall be allowed at the discretion of HUDA to complete the project after expiry of two and half years, if the delay is due to the reasons beyond concessionaire's control after which liquidated damages equivalent of 0.1% (zero point one percent) of Performance Security for delay of each day till commercial operation date (COD) will be imposed."

In 16th Board meeting it was decided that RMGSL may be asked to provide the details due to which the project has been delayed quantifying each and every activity in terms of time delays.

Board in its 17th meeting held on 16.02.2016 was informed that RMGSL vide letter dated 29.12.2015 had intimated the detailed reasons due to which the project has been delayed and quantified each and every activity in terms of time delays.

In 17th Board meeting it was decided that Chief Engineer, HUDA may be asked to verify the grounds of delay given by RMGSL and to submit the report after verification. CE-I, HUDA will verify the grounds of delay viz a viz target dates of each activity given in the PERT chart.

Report was received from Chief Engineer-I, HUDA vide letter dated 27.04.2016 which was placed before the Board in its 18th meeting held on 02.05.2016. It was decided in the meeting that a detailed fact finding report be prepared by a Committee consisting of Chief Engineer-I, HUDA and CTP, HUDA within one week positively.

Accordingly, a meeting of committee was convened on 16.05.2016 under the chairmanship of CA, HUDA-cum-MD, HMRTC. After detailed deliberations it was decided that SE-II, HUDA, GGN and CE-I, HUDA, Panchkula will send a detailed factual report in the matter.

The ibid report has been received on 23.05.2016 (Annexure -). CE-I, HUDA has reported that:

- (i) **Road widening work being undertaken by DLF-HUDA project:**
As per article 10.1 (ix) of concession agreement signed between HUDA & RMGSL, civil work has to be properly coordinated with on-going work on construction of subways, flyovers and other utility services along and across the sector-road by **interfacing** with contractor. Rapid Metro is directly coordinating with DLF & IL&FS engineering services for sector road project work. The alignment has been fixed in coordination with DLF, so XEN-I, GGN /SE-II, GGN has no role in finalization of alignment. Thus this cannot be considered as valid point for time extension.
- (ii) **Under pass and Flyover at Genpact crossing:** Genpact underpass has been approved by SE-II, GGN recently and no correspondence has been done by RMGSL to his office. All correspondence is between RMGSL and DLF, hence his office has no information for the same. Thus this cannot be considered as valid ground for time extension.
- (iii) **BPCL gas Line shifting:** Rapid Metro requested SE-II GGN for shifting of BPCL line at sector-56 station on 02.05.2014, his office in turn forwarded their request to BPCL on 19.05.2014, again reminder was sent on 07.01.2015, after that numerous meeting and correspondence held between BPCL, DLF & RMGSL. However BPCL could not shift the line due to unavailability of ROW which has to be provided by road project. Finally, BPCL started the work on 21.08.2015 near sector-56, station, as the line was to be shut down

only once for the whole line shifting under sector up-gradation road project. The work was completed in Dec. 2015. Thus SE-II GGN has opined that delay of 1 year is justified as clear ROW could not be provided by road project which had delayed the execution of work at sector-56.

- (iv) **66KV power distribution main line shifting:** Conversion of OH 66KV line into UG XLPE cable from Sikanderpur to Sector-56 was approved by HVPNL on 14.11.2013. The work had to be carried out by both DLF and RMGSL for their respective ROW. Both companies engaged the same contractor to execute the work. However, the total line was commissioned on 11.10.2015. The delay was due to the fact that clear ROW was not available for road up-gradation project and shifting of additional cable falling under Genpact underpass. RMGSL informed DLF to shift these cables on 11.06.2014, HVPNL instructed DLF to repair it on 13.03.2013, 05.12.2013 & 03.03.2015. At last RMGSL submitted the proposal on 12.06.2015 to HVPNL and got approval on 30.06.2015. Thereafter, RMGSL executed the work which was under the scope of DLF, to avoid any further delay. SE-II GGN has clarified that delay of 1 year is justified as per correspondence available.

CE-I, HUDA has concluded that in view of the facts explained above, 1 year cure period may be granted to Rapid Metro.

The matter is placed before the Board for consideration and decision regarding grant of Cure period as requested by RMGSL.

Item no 19.6

Institutional Strategy for the construction of Metro Rail projects by HMRTC.

Board in its 12th meeting held on 30.03.2015 decided that a study may be got conducted to examine the feasibility of Metro Projects being constructed by HMRTC itself, after raising finances from lenders/market. Accordingly, Terms of reference for the study were finalized. The Board in its 15th meeting held on 29.09.2015 decided that DIMTS(lowest bidder) may be appointed as Consultants for conducting the study to examine the institutional strategy for the construction of Metro Rail Projects by HMRTC. The letter of award was given to DIMTS on 21.10.2015.

The Initial Draft Report has been received from DIMTS. The consultant has suggested following **options for implementation** of Mass Transit Project in the State.

- a. Development and operations by Government (through project SPVs)
- b. Development of system through Government Agencies and operation by the private sector PPP basis.
- c. Construction and operation by private sector on design, build, finance operate and transfer (DBFOT) basis.

The consultant has also suggested following **financing options** for implementation of Metro Projects:

- a. Public financing scheme
 - i. State Government Plan Budget.
 - ii. Viability gap funding from the State and Central Government.
 - iii. Urban Local Bodies own sources.
 - iv. Equity contribution by State and Central Government.
 - v. MP LAD and MLA fund
- b. Multilateral investment
 - 1) Loan
 - i. Asian Development Bank (ADB)
 - ii. Japan International Cooperation Agency (JICA)

- iii. World Bank.
 - iv. Agency for French Development (AFD)
 - v. Asian Infrastructure Investment Bank (AIIB)
 - vi. KfW (Reconstruction Credit institute)
- 2) Grant for Technical Assistance for preparation of project reports
- i. Asian Development Bank (ADB)
 - ii. Japan International Cooperation Agency (JICA)
 - iii. World Bank.
 - iv. Agency for French Development (AFD)
 - v. Asian Infrastructure Investment Bank (AIIB)
- 3) Grant for project implementation
- i. Global Environmental Facility (GEF)
 - ii. Green Climate fund (GCF)
 - iii. Clean development mechanism (CDM)
- c. Private sector investments
- i. Private Sector Equity
 - ii. Loan from domestic and international financial institution
 - iii. Private equity
 - iv. Innovative financing mechanism

The consultant has suggested the following **financing strategies and Proposed Organisation Structure** for implementation of Metro Projects:

- a. Ring-fencing of resources
- b. Infrastructure development charges
- c. Set up a dedicated state level-Urban Transport Fund (UTF)

Overall management of HMRTC shall rests with the Board of Director, its highest decision making body. The day-to-day management of the company will be entrusted with the Managing Director who would be supported by functional department heads and other officers and staff of HMRTC.

In order to address the immediate needs/requirements it has been suggested to have an interim organisation set up which could be scaled up according to the future responsibilities and roles that the organization.

A presentation is being made by DIMTS on the Initial Draft Report before the Board for consideration after the Board meeting on 02.05.2016. A copy of the draft report is placed at **Annexure-XII**.

Item No 19.7

Creation of post of Advisor Planning in HMRTC.

An agenda on the subject cited above was placed in the 18th meeting of HMRTC Board vide item no. 18.13. It was proposed to create a post of Advisor (Planning) in HMRTC, equivalent to the post of Chief Town Planner in HUDA, in the pay scale of ` 37400-67000+10000 GP. Following decision was taken by the Board:-

"The board observed that post of Advisor (Planning) equivalent to the post of Chief Town Planner is proposed to be created in HMRTC. The eligibility conditions for appointment on deputation on the post of Advisor (Planning) shall be the same as of CTP, HUDA. Accordingly, a proposal may be put up on the file."

As per HUDA Services Regulations, 1989, the following are the prescribed academic qualifications and experience for the post of Chief Town Planner & Senior Town Planner.

Sr. No.	Designation of post	Academic qualifications and experience, if any, for direct recruitment.	Academic qualifications and experience, if any, for appointment other than by direct recruitment.
1	Chief Town Planner	-	3 years as Senior Town Planner
2	Senior Town Planner	A post graduate degree or diploma in Town Planning from a recognized University/ Institution making the holder eligible for associate membership of the Institute of Town Planners (India). Or A degree in Civil Engineering or a degree or diploma in Architecture	10 years experience on the post of District Town Planner

		recognized by the Institute of Engineers (India) or the Institute of Architects (India) respectively for their membership followed by 19 years experience in Town Planning, out of which 10 years should be on the post of District Town Planner or an equivalent post in Town Planning.	
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The educational qualifications prescribed for the post of CTP in HUDA are at par with the Town & Country Planning Department, Haryana. Although the experience required as STP, in case of HUDA is 3 years whereas in the T&CP Department it is only one year. Following academic qualifications and experience are the prescribed for the post of Chief Town Planner in the service rules of Town & Country Planning Department, Haryana:

Sr. No.	Designation of post	Academic qualifications and experience, if any, for direct recruitment.	Academic qualifications and experience, if any, for appointment other than by direct recruitment.
1	Chief Town Planner	Not applicable	By promotion. Minimum one year experience as Senior Town Planner. By transfer/ Deputation (i) A post graduate degree in urban and regional planning/ urban planning/ regional planning/ M. Tech. in Planning (Urban, Traffic and Transport, Housing infrastructure), or equivalent

			<p>making the holder eligible for associate membership of the Institute of Town Planners, India</p> <p>Or</p> <p>B. Tech degree in planning from a recognized institute/ university with two years experience in the field of town planning under a qualified town planner.</p> <p>(ii) Minimum three years experience as Senior Town Planner or its equivalent capacity.</p> <p>(iii) Hindi/Sanskrit up to Matric standard.</p>
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As per Haryana Govt. notification, the prescribed pay band of the post of Chief Town Planner is Rs. 37400-67000+10000 GP.

In compliance of the decision of the Board taken in its 18th meeting, the above details were submitted to Chairman, HMRTC and the same have been approved.

The matter is placed before the Board for ex post facto approval of creation of post of Advisor (Planning) in HMRTC, equivalent to the post of Chief Town Planner in HUDA, in the pay scale of ` 37400-67000+10000 GP and filling of the post on deputation from HUDA.

Item No. 19.8

Any other item with the permission of the Chairman.