

Minutes of Board Meeting 6/2018-19 of Aurangabad Smart City Development Corporation Limited held on December 7, 2018 at 11.00 AM at Dr. Babasaheb Ambedkar Research Center, Near Amkhas Maidan, Aurangabad – 430001. The list of people present in the meeting is annexed (Annexure A). The following issues were discussed in the meeting:

1. Update on Aurangabad city bus service

- 1.1. The CEO apprised the Board that in the urban mobility part of PAN City projects, the Board had resolved that a total of 150 buses shall be procured in phases with 100 buses in Phase 1. An RFP had been accordingly floated and order for 100 buses had been placed to the selected bidder. The inspection of proto type bus was completed and also approved by Central Institute of Road Transport (CIRT), an independent agency appointed by ASCDCL. Actual delivery of buses was planned to commence shortly. Survey and Trial runs were to be carried out, after which the actual operations of buses would start (Annexure 1 contains the approval documents and photographs of the bus inspected and approved).
- 1.2. It was further informed to the Board that in accordance with the Board's resolution on engaging MSRTC for Operation and Maintenance of the buses, an MOU with MSRTC was signed on 10th October 2018 (A copy of signed MOU is enclosed as Annexure 2). A detailed agreement has been jointly prepared and would be executed soon.
- 1.3. It was mentioned that the fare structure and routes had been worked out and submitted to the State Transport Authority(STA) for approval after recommendations by ACSDCL Committee on transport. The fare structure was primarily based on MSRTC's fare structure. The existing concessions of MSRTC have been considered while working out the fare structure and financials. For shorter distances, the fare was made even lesser to attract citizens. The Chairman expressed that the focus should be on providing quality service which would be the primary factor in attracting citizens. It was further informed that, while the financials would depend upon on actual performance, as per broad estimates, for 100 operational buses, the estimated yearly revenue would be around Rs. 27 Crores as against the estimated yearly expenditure of around Rs. 38 Crores. However, these were projected figures and might vary depending on actual performance.
- 1.4. The Board was informed that keeping in view the availability of manpower, the operations were proposed to be carried out in phased manner. In the first phase around 25 buses would commence operations on 14 routes. It was proposed to ply one bus exclusively on a heritage route in view of the unique heritage status of the city. Appropriate steps for smooth commencement of operations were being taken. Tender for bus stops (poles) and bus stops was being floated shortly. Other steps like finalising ticketing machines, registration and insurance of buses, etc., were also being taken. Steps were also being taken to engage auto drivers to solicit their cooperation for smooth operations.



1.5. Regarding the availability of drivers and conductors, Aurangabad Divisional Controller of MSRTC and Deputy Manager (Operations), ASCDCL, informed the Board that MSRTC currently has the staff strength to ply around 25 buses. In addition, some more drivers and conductors were likely to join, enabling operations of around 15 more buses. Besides, MSRTC had initiated the process for recruiting the staff required for the remaining buses. After recruitment, these drivers and conductors would also undergo proper training that is critical for the quality and safety of service. The ASCDCL Chairman desired to know the arrangement for running the remaining 60 buses till the recruitment process was over. It was mentioned that the same was being taken up with MSRTC to expedite the recruitment and also to explore interim deployment of drivers and conductors for all buses until recruitment was completed. The ASCDCL Chairman desired that MSRTC should be pursued to conclude its recruitment process for hiring drivers, conductors and other required staff in a timebound manner. He further said that the bus delivery schedule should be streamlined in accordance with the schedule for staff availability in case there was a mismatch between the two. Further, alternate options for provisioning of additional drivers and conductors as an interim arrangement may also be explored. The Board concurred that MSRTC expediting its recruitment process while deploying additional staff in the interim would be the priority option.

Chairman
emphasized
that

In no case after delivery buses not lie idle. If need be delivery sch and be postponed.

1.6. Proposed arrangement for Accident Relief Fund and Depreciation Fund:

The Board was informed that in line with the present practice followed by MSRTC for building a corpus for Accident Relief Fund, it was proposed that 1 (One) Rupee per ticket be set aside in a separate bank account for Accident Relief Fund. These funds would be used for immediate relief and spot payments in case of an accident. MSRTC's current policy would be followed for use of the Accident Relief Fund corpus created. The Compensation to claims received from Insurance companies could be used to recoup the Accident Relief Fund. Also, it was proposed that the amount attributable to depreciation of buses at the end of each financial year could be deposited in the depreciation fund account which could be used for replacement and/ or addition of the fleet as and when necessary. These proposals were discussed and agreed to by the Board.

1.7. After detailed discussions and deliberation, the Board made the following resolution:

"RESOLVED THAT the board noted updates in terms of preparation for commencement of city bus operation and approved the fare structure and concessions proposed for the Aurangabad City Bus service as given in Annexure 3(A)". ~~Also resolved to defer delivery of buses in case arrangement for paying them is not made in time.~~

"FURTHER RESOLVED THAT Transport Committee of ASCDCL may take appropriate decision on routes."

"FURTHER RESOLVED THAT the board also approve the creation of Accident Relief Fund and Depreciation Fund for city bus service as proposed"

“FURTHER RESOLVED THAT MSRTC should be pursued to conclude its recruitment process for hiring drivers, conductors and other required staff in a timebound manner and that the bus delivery schedule should be streamlined in accordance with the schedule for staff availability. Further, alternate options for provision of additional drivers and conductors as an interim arrangement may also be explored”.

2. Update on Master System Integrator (MSI)

- 2.1. The Board was briefed on the principal components of the MSI tender. It was further informed that the budget for MSI was Rupees 120 Crores, including Capex and Opex costs. The payment terms would consist of 70% of contract value being paid based on milestones up to the time of completion of the project and 30% of Contract Value in equal quarterly instalments during the five years maintenance period after the completion.
- 2.2. The CEO informed that based on the resolution during 5th Board meeting, the queries raised by some of the Board members were further examined and a fresh RFP was floated on 20th October 2018. A pre-bid meeting was held on 2nd November 2018 and the response to the queries was being prepared. The board was apprised that ASCDCL had received some suggestions from the DIT, Government of Maharashtra.
- 2.3. The first suggestion was that instead of QCBS, Award of contract may be made on L1 basis after technical qualification with minimum 70 marks in Technical evaluation. The Chairman desired to know the system being adopted in other Smart Cities. It was mentioned that majority of the Smart Cities had gone for QCBS system. The Board discussed the matter. It was felt that the QCBS methodology employed aims to identify the strongest technical proposal at the best price and that the original tender has been floated with this methodology only. It was therefore, decided to go for QCBS methodology only.
- 2.4. The second suggestion was that instead of Laser Video wall, normal video wall may be considered for cost cutting. On a query regarding quality of product, CH2M mentioned that Laser video wall is recommended for 24x7 usages for longer and comfortable use of operators which is best practice in control and command center. Also, it is more energy efficient which further helps in operational cost cutting. The Board discussed the matter and felt that in the interest of quality, it was better to go with a laser technology and approved the use of laser wall.
- 2.5. The third suggestion regarding “PTA Camera: Image sensor with WDR: instead of 1/3.2 with true WDR, 1/3 or better” was accepted.
- 2.6. Regarding the suggestion: Box Camera: Video compression and Streams: Also add H.265/ H.264+/ H.265+ protocol, Resolutions and Frame rates: @20 FPS will impact the cost. 7/15 FPS may be considered. Dome Camera: Video Resolution: @20 FPS will impact the cost 7/15. FPS may be considered; the CH2M clarified that the proposed MSI tender is compliant in this respect.



2.7. The DIT also suggested that vide its letter dated 14th August 2018 it was stated that as per the Government policy, Implementation of ICT component of Aurangabad Safe and Smart City project will have to implement and maintain on Cloud based common DC and DR along with Integrated Command Control Center (ICCC) in Hub and Spoke model and that ASCDCL proposal contain on premise Data center with DR on cloud without having Integrated Command Control Center (ICCC) in Hub and Spoke model. Some of the board members shared concerns on feasibility of the Hub and Spoke model and indicated that no advice had been received from the DIT on any Hub location. It was explained, that video files have heavy data and that would be stored locally in the data center of ASCDCL and the applications could be stored remotely on the Hub as and when it was created. Accordingly, it was proposed that for integrated ICCC, necessary changes are incorporated in Addendum as mentioned below:

“MSI has to ensure that all the smart city applications shall be hosted on ICCC in Hub and Spoke model on cloud (DC & DR) as per the Cloud Computing Policy issued by DIT, GoM through their Government Circular and relevant amendments, if any cloud prices shall be reimbursed as per DIT policy”. The Board agreed to the same.

2.8. The board approved the responses to DIT suggestions as mentioned in paras 2.3 to 2.7 and desired the CEO to expedite the response to the pre-bid queries and issuance of necessary corrigendum and addendum, if any.

3. Update on other Pan city projects:

3.1. The CEO briefed the board on the recently completed pilot Rooftop solar panel project and further added that based on the Board's resolution in last meeting regarding Solar energy, a survey of all Municipal buildings has been taken up to study feasibility of using their rooftops for installation of solar panels and that discussions with MEDA have been initiated. The Board was also informed that the ASCDCL team also visited Surat to study their successful implementation of rooftop solar plants.

3.2. Regarding Smart Roads, the Board was informed that detailed estimates are being prepared. The Chairman desired that the same may be placed for approval of the Board.

3.3. The Board noted the progress on other Pan City projects and directed that these may be expedited.

4. Update on restructuring of Greenfield Project:

4.1. The CEO informed the Board that based on the resolution during 5th Board meeting on restructuring of the greenfield projects a proposal was sent to the Ministry on 22nd October 2018. Response from the Ministry was awaited.

4.2. The CEO briefed the board that ASCDCL had organized a one-day citizen engagement workshop on 17th November 2018. He informed that over 300 leading citizens from the city including



industrialists, doctors, educationalists, heritage experts, water and IT experts and others participated in the deliberations. Experts in respective fields (Urban Mobility, IT, Solar Projects, Sewage Reuse, Smart Water, etc.) were also invited from other districts/ states. Besides the Primary Sessions where experts from outside and within the city exchanged ideas, discussions were also held in breakaway sessions on the subjects of Urban Mobility & Transportation, Water, Water Conservation and Waste Water, Environment, Education, IT & E-governance and Heritage and Master Planning. The CEO further added that the workshop provided new insights on projects that can be taken up in different sectors as part of Smart City and the workshop also provided the unique opportunity to citizens to present their ideas and promoted goodwill about the Smart City Project amongst them.

5. ASCDCL SPV Organizational Strengthening:

5.1. The CEO stated that the SPV needed to be strengthened in terms of manpower for handling various projects. He informed that the Additional Commissioner on deputation from Government, Shri Santosh Kawde had been nominated as the Nodal Officer for the Aurangabad Smart City. He added that the key posts of Jt. CEO and CFO had been filled and were approved by the Board during the 5th BOD meeting.

5.2. The CEO explained that in order to streamline City Bus Operations, a Transport Division was essential within the SPV that might be led by a Chief Operations Manager, supported by Dy. Manager (Operations) and Dy. Manager (Operation and Maintenance). He informed that due to the urgency in starting operations and in view of the fact that MSRTC would be operating buses for first 5 years, the Divisional Controller, MSRTC had been given additional charge as the Chief Operations Manager by MSRTC; besides, the posts of Dy. Manager (Operations) and Dy. Manager (Operation and Maintenance) were advertised and a Committee comprising of Dr. Nipun Vinayak (CEO, ASCDCL), Shri Santosh Kawde (Nodal officer, ASCDCL), Shri M. R. Thatte (CFO, ASCDCL), Shri M. B. Kazi (Executive Engineer, Aurangabad Municipal Corporation), Shri Prashant Bhusari (Divisional Controller, MSRTC and Chief Operations Manager ASCDCL) interviewed the candidates on 23rd November 2018 and selected the following candidates:

Sr. No.	Name of the Post	Name of the selected candidate	Remarks by the Committee	Remuneration
1	Deputy Manager – Operation	Shri Lalit K Ostwal	The candidate has rich experience of working in bus transport sector. He has worked in various positions in MSRTC, both had the operation	INR 80, 000 per month (all inclusive on CTC basis) +

	and Maintenance		level (Depot Manager, etc.) and at the policy level handling procurement and other subjects. He has also worked at an executive post at ASRTU (Association of State Road Transport Undertakings). He also has experience of city bus operation at PCMT. He has extremely good vision regarding the current job on all aspects of mechanical division and also other related aspects such as costing etc.	Company Car for Official Use
2	Deputy Manager – Operation	Shri Manaji Ravanaji Khillare	The candidate has rich experience at all levels including senior levels in MSRTC as well as private bus operations in Smart City Bhopal. He has worked in diverse portfolios. Post-retirement he has been key in starting and commissioning Bhopal City Bus operations. He has very good understanding of policy and operations relating to bus transport including aspects such as costing, operations, HR, management etc. Though he is 67 years, he seems absolutely fit and suitable to carry out the job.	INR 80, 000 per month (all inclusive on CTC basis) + Company Car for Official Use

5.3. The Board members discussed and approved the nomination/selection of above mentioned candidates (Para 5.2) and authorized the CEO to work out other requisite positions in Transport Division for smooth initiation and running of the city buses and also carry out selection of suitable candidates for the same by adopting a transparent procedure.

5.4. The Board was further apprised that in view of the restructuring of the projects , it would be essential to engage certain Sector Experts as full/ part time Advisors to give directions to the newly conceptualized Projects; Planning and strategizing for Area Based Development would need Experts of Urban Planning including mobility and heritage; Similarly, for Smart Water and Smart Waste Water Reuse, experts with long standing experience in the respective areas would be required. The CEO emphasized that given the importance of Smart City Aurangabad Project on social and inclusive aspects, those Experts/ Advisors would also be required and similarly, experts in the Environment Sector would be required to plan, strategize and shape up Projects for Smart Environment, Education and Health sector. An IT Advisor was also required to guide and advise on the Pan City MSI project being undertaken.

5.5. In view of the above, the CEO proposed to engage Advisors/ Experts for the following fields in the SPV:

- a) Urban Planning (Mobility)— (1 Advisor)
- b) Urban Planning (Heritage)— (1 Advisor)



- c) Urban Planning (Area Based Development) ~~(2)~~
- d) Water and Waste Water ~~(2)~~
- e) Water Conservation ~~(2)~~
- f) Environment – (2 Advisors)
- g) Solid Waste Management
- h) Social
- i) Inclusion
- j) IT

5.6. The CEO explained that the Advisors/ Experts would be chosen through a transparent process from amongst people who are eminent in their respective fields and with vast experience of the sector. The Chairman desired to know about the nature and scope of their work and their remuneration. It was clarified that the same would be worked out based on the particular sector and requirement of the project. The Board members discussed the matter and approved the creation of posts of above mentioned Advisors within the SPV and also authorized the CEO to carry out the selection, as and when required, through a transparent process and further added that that work might include Advisory role and/ or PMC role as necessary.

5.7. After detailed discussion and deliberation, the Board made the following resolution:

5.7.1 The recruitment of the Transport Division posts of Deputy Manager (Operations) and Deputy Manager (Operations and Maintenance) as mentioned in para 5.2 is approved.

5.7.2 Further, the CEO was authorized to work out other requisite positions in Transport Division for smooth initiation and running of the city buses and also carry out selection of suitable candidates for the same by adopting a transparent procedure.

5.7.3 The following Advisors/Experts or PMC were approved to be engaged in the ASCDCL SPV:

- a) Urban Planning (Mobility)— (1 Advisor)
- b) Urban Planning (Heritage)— (1 Advisor)
- c) Urban Planning (Area Based Development) — (1 Advisor)
- d) Water and Waste Water— (1 Advisor)
- e) Water Conservation— (1 Advisor)
- f) Environment – (2 Advisors)
- g) Solid Waste Management— (1 Advisor)
- h) Social— (1 Advisor)
- i) Inclusion— (1 Advisor)
- j) IT— (1 Advisor)

5.7.4 The CEO is empowered to undertake selection procedure for the above mentioned Advisors/Experts/PMC in a transparent manner and engage them as per the Project need. The nature and scope of work and terms of engagement of those advisors including remuneration may be placed before the Board for approval.

Annexure A: List of Attendees

Sr. No.	Name	Designation
1.	Shri Sunil Porwal	Chairman - ASCDCL, Additional Chief Secretary (Home – GOM)
2.	Shri Bhaskar Mundhe	Independent Director, ASCDCL
3.	Shri Chiranjeev Prasad	Commissioner of Police - Aurangabad
4.	Dr. Nipun Vinayak	CEO - ASCDCL, Municipal Commissioner - Aurangabad Municipal Corporation
5.	Shri Nandkumar Ghodele	Mayor, Aurangabad Municipal Corporation
6.	Shri Renukadas Vaidya	Chairman of Standing Committee - Aurangabad Municipal Corporation
7.	Shri Vikas Jain	House Leader - Aurangabad Municipal Corporation
8.	Shri Zameer Quadri	Leader of opposition - Aurangabad Municipal Corporation
9.		
10.	Shri Bhausahab Jagtap	Representative of national party - Congress
11.	Shri Santosh Kawde	Nodal officer, ASCDCL
12.	Shri Moreshwar Thatte	CFO, ASCDCL
13.	Shri Prashant Bhusari	Divisional Controller-Aurangabad, MSRTC
14.	Shri Manaji Ravanaji Khillare	Dy. Manager (Operations) for Aurangabad Bus Parivahan
15.	Shri S R Ganjewar	NIC officer, Aurangabad
16.	Shri Hitesh Parmar	CH2M Consultants
17.	Shri Vishal Patil	
18.	Shri Vivek Agarwal	
19.	Ku. Rama Purohit	
20.	Shri Pushkal Shivam	
21.	Shri Amol Laate	


