

CONFIDENTIAL
CABINET MATTER

GOVERNMENT OF NATIONAL CAPITAL TERRITORY OF DELHI
GENERAL ADMINISTRATION DEPARTMENT
DELHI SECRETARIAT, I.P. ESTATE, NEW DELHI-02

No.F.3/3/2004-GAD/CN/ 22368-379

Dated: 02-08-2007

CABINET DECISION NO. 1248 DATED: 30/07/2007

Sub: Implementation of High Capacity Bus System (HCBS) Project from Ambedkar Nagar to Delhi Gate (14.5 km).

Decision: The Cabinet approved the proposal at para 13 read with paras 8, 9, 10, 11 & 12 of the Cabinet Note submitted by Pr. Secretary cum Commissioner (Transport).

Sd/-

(R. NARAYANASWAMI)
SECRETARY TO THE CABINET

No.F.3/3/2004-GAD/CN/ 22368-379

Dated: 02-08-2007

Copy forwarded to the following:-

1. Secretary to Lt. Governor, Delhi.
2. Pr. Secretary to the Chief Minister, Delhi.
3. Secretary to Minister of Finance, Govt. of NCT of Delhi.
4. Secretary to Minister of Health, Govt. of NCT of Delhi.
5. Secretary to Minister of Industries, Govt. of NCT of Delhi.
6. Secretary to Minister of Food & Supplies, Govt. of NCT of Delhi.
7. Secretary to Minister of Education, Govt. of NCT of Delhi, Delhi.
8. Secretary to Minister of Transport, Govt. of NCT of Delhi, Delhi.
9. Pr. Secretary (Transport), Govt. of NCT of Delhi, Delhi.
10. OSD to Chief Secretary, Govt. of NCT of Delhi, Delhi.
11. Hindi Officer, Language Department: for translation.
12. Guard file.

(SHAKUNTALA D. GAMLIN)
JOINT SECRETARY TO THE CABINET

SECRET
COPY No. _____

F.No.F4 (20)/04/EM/SKK/ISBT
GOVERNMENT OF NATIONAL CAPITAL TERRITORY OF DELHI
(Transport Department)

Minister- in- charge: Shri Haroon Yusuf
Minister of Transport

Secretary- in- charge: Shri R. Chandramohan,
Principal Secretary-cum-
Commissioner Transport

NOTE FOR THE COUNCIL OF MINISTERS

**Subject: Implementation of High Capacity Bus System (HCBS)
Project from Ambedkar Nagar to Delhi Gate (14.5 km.)**

Background

The Government of N.C.T. of Delhi has been pursuing the implementation of the High Capacity Bus System (HCBS) for the past several years, as part of its effort to improve the Public Transport System in the city of Delhi. HCBS was first conceptualized some 7-8 years ago as a Bus Rapid Transit System, based on international experience. A study was subsequently conducted through M/s. RITES Ltd. in association with IIT Delhi, in which, initially, a total of seven corridors were identified for implementation of this system. The implementation of these seven HCBS corridors by 2009 has been submitted by Government of Delhi before the Hon'ble Supreme Court as one of the various measures being undertaken in meeting environmental concerns arising out of vehicular pollution in Delhi. Accordingly, the Environment Pollution (Prevention & Control) Authority (EPCA) has been directed by the Hon'ble Court to monitor the progress and to report back to it periodically.

2. After considerable deliberations on the technical and financial parameters, the corridor from Ambedkar Nagar to ISBT (Approx. 19 km.) was identified as the first

route for implementation as a pilot project. This was later curtailed to Delhi Gate (14.5 km.) due to inadequate road space in Darya Ganj. The design approved for the corridor envisages construction of a 3.3 m bus lane and a 6.75 m wide motor vehicle (MV) lane on either side of the central median separated by a 0.3 m wide kerb. Beyond the MV lane a 2.5 m non motor vehicle (NMV) lane, 1.5m wide footpath and service road as per availability are planned. The MV and NMV lanes will be separated by non-paved strip, which will also house the gratings for pavement surface drainage, the poles and conduits etc. for road lighting, the bus shelters near the junctions have provision for additional bus lanes and space for bus shelters. An additional MV lane has also been envisaged for free left turn at junctions. The construction of concrete pavement mechanically for all the lanes has been planned for the expeditious completion of the work.

3. The construction of the Ambedkar Nagar –Delhi Gate corridor, as the first project at a cost of Rs.153.05 crore to be implemented by M/s RITES as the Project Management Consultant with a consultancy fee of 5% of the project costs subject to a prescribed ceiling of Rs 6 crores, was approved by the Cabinet in its decision No.1091 dated the 4th July, 2006. The work was, accordingly, awarded by M/s RITES in September 2006 and the actual work on the project started on the 4th October, 2006. Permission for cutting of 2182 trees (1386 cutting and 806 re-plantation) has been obtained and 19 hectares of land in Harewali village along with required funds has also been made available to the Forest Department for compensatory afforestation. A Core Group has been constituted under the Chairmanship of Principal Secretary-cum- Commissioner Transport consisting of representatives of Revenue Department, Forest Department, RITES Ltd., MCD, DMRC, DJB, MTNL & BSES with DIMTS Ltd. to resolve the inter-departmental issues. This Group is holding its meetings regularly.

Present status

4. The concrete pavement in the bus lanes and partly in the MV lanes as per the approved specifications has been completed up to km 3.00 i.e. Chirag Delhi. But beyond this point the shifting of the utilities and need for cutting more trees for traffic

diversion and for the deployment of the mechanical paver are posing serious problems. Before starting the work all the utility owners like BSES, NDMC, DJB, and MCD were requested to shift the under-ground utilities coming under the right of way to such locations beyond right of way so that the re-engineered carriageway with concrete is not disturbed during the maintenance of these utilities in order to maintain the life of the road surface. However, after the start of the work all the agencies have enhanced the cost of shifting of the utilities phenomenally. But the main problem relates to the need for shifting Delhi Jal Board's water main line (1100 dia pipe) between 3.7 to 4.4 km falling under the NMV/MV lanes . This pipe line is quite old and it will not be able to withstand the load of the concrete pavement. DJB has, therefore, submitted a proposal for the shifting of the entire pipe line falling in the section of the lanes 3.7 to 4.4 km. this work will take at least 6- 9 months

5. During the Core Group meetings, M/s.RITES Ltd. has been raising the above issues and has indicated cost over-runs and time over-runs due to the difficulties being faced by them during actual construction for laying the concrete surface.

6 A Technical Committee was, therefore, formed consisting of representatives of IIT Delhi, RITES Ltd. and DIMTS Ltd. to review the Design of HCBS Corridor considering experience of problems faced till now i.e., Traffic handling during construction, need to save trees, facility of maintenance of infrastructure and utilities after construction and keeping the cost within the sanctioned budget estimate and maintaining the project schedule.

7. It emerged from the deliberations of the above Committee that continuation of construction of concrete pavement will lead to several problems such as the need to cut additional trees, difficulties in managing traffic during construction for long durations and the time needed for shifting utilities. The Committee, therefore, recommended that after completing the concrete pavement up to Chirag Delhi flyover, further construction may be carried out on bituminous pavement. This will limit the cost of construction contract awarded to the same value and with this change will also mean that the work can be completed by and large within the original time schedule.

As per Committee's proposal - from Ambedkar Nagar to Chirag Delhi, all bus lanes, MV lanes, cycle track and footpaths (cement concrete block) will be in concrete. From Chirag Delhi to Delhi Gate, cycle track and footpaths only will be in concrete. MV Lanes and bus lanes will be with bituminous pavement. To tackle the rutting problems in bituminous pavement and seepage of surface water, the use of Crumb Rubber Modified Bitumen in place of normal bitumen with provision of geosynthetic layer has been proposed.

9. Based on the foregoing, the revised cost of the project is Rs.215.189 crore, i.e., an increase of Rs.215.189-Rs.153.05 = Rs.62.139 crores. The increase is explained

follows :-

(Rupees in crores)

Item	Original cost	Revised cost as on tender award date	Variation	Reason
(1) Main Corridor	108.853	129.078	20.225	As per contract awarded
(2) Additional work not considered originally	-	10.000	10.000	
(3) Utility & Signal shifts, Bus shelters, Contingencies & DIMTS fee @ 1 % of project cost subject to a maximum of Rs 1.50 crores	36.437	48.649	<u>11.691</u>	As estimates by concerned department
(4) Escalation @10% pa	No: included	19.692	<u>19.692</u>	
Total:			<u>62.139</u>	

Revised cost based on original specification i.e., concrete pavement from Ambedkar Nagar to Delhi Gate (14.5 km.) would have been Rs.270.056 crore. Change in specification necessitated by practical difficulties of construction will lead to a cost saving of Rs.54.867 crore and time saving of 8 months.

10. As per the foregoing, the stretch from Ambedkar Nagar to Moolchand x-ing should be ready by August 2007, as envisaged earlier and as per commitment made by M/s. RITES Ltd. in the meeting with EPCA on 16.06.2007, and the entire Corridor will be ready by June, 2008, in place of the originally committed date of commencement as April 2008. However based on a recent review of the project implementation made by Chief Secretary on 27.06.07, M/s RITES has been asked to adhere to the schedule already conveyed to the EPCA for completing the construction of the entire corridor up to Delhi Gate.

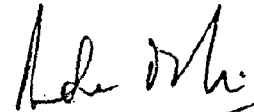
11. The proposal of Transport Department for seeking revised sanction for the project with the changes as mentioned in para 8 above was submitted to Finance Department for consideration of Expenditure Finance Committee which in its meeting held on 22.6.2007, has sanctioned the revised estimate at a cost of Rs 215.189 crores subject to the approval of the Council of Ministers. Accordingly, this Note has been prepared seeking the approval of the Council.

12. This Cabinet Note was circulated to Law, Finance Planning Departments and the Public Works Departments. Their comments are given in Annexure to this Note. While the Law, Finance, Planning Departments have been seen and concurred to the Note, the PWD in its comments has stated that (in view of its proposal to construct a flyover at A point on Bahadur Shah Zafar Marg, HCBS corridor will have to be terminated at the W point short of Tilak Bridge. The cost of construction of HCBS corridor beyond W point near Tilak Bridge estimated as Rs 23.859 crores by M/S RITES the Project Management Consultant of the Transport department will therefore have to be transferred to the PWD in due course. This decision of the PWD will be extending the date of completion of the construction corridor up to Delhi Gate to December, 2009) The implementation of the project is being monitored by the Supreme Court through the Environment Pollution (Prevention & Control) Authority (EPCA). This matter had come to the notice of the EPCA in its meeting held on 21.07.07 while reviewing the progress of implementation of the HCBS project and EPCA had taken an adverse view. It had directed the Transport Department to formally inform the Authority about the revised schedule for the completion of the project with the reasons. It had also indicated that the Authority would take up the matter at its level with the Government of NCT of Delhi and also apprise the position to the Apex Court

Resolution before the Council of Ministers

13. The Council may consider the proposal of the Transport Department in para 8 above and approve the modified construction plan for the HCBS corridor from Ambedkar Nagar to Delhi Gate at the revised cost of Rs 215.189 crores. Council may also approve the revised date of completion of the corridor authorize the Department to formally convey the decision taken by the Public Works Department so that the same could be formally conveyed to the Environment Pollution (Prevention & Control) Authority (EPCA) along with the modified schedule for completion of the Corridor up to Delhi Gate.

14. This Note has the approval of Hon'ble Minister of Transport.



(R. Chandra Mohan)

Principal Secretary-cum- Commissioner Transport

17th July 2007

ANNEXURE

S.No.	Name of the Department with Comments	Comments of Transport Department
1.	<p style="text-align: center;"><u>PLANNING AND FINANCE</u></p> <p>The project was earlier approved at an estimated cost of Rs.113.43 crore which was later revised to Rs.153.05 crore for which approval of Council of Ministers was also obtained. The Pr.Secretary (Transport) informed that during implementation of the project some problems such as cost of shifting of utilities under the carriage way, saving more trees from cutting and traffic handling during construction were faced. A committee consisting of RITES, Project management consultants, designer of the project and DIM'S Ltd. Examined the issue and recommended that after completing the concrete pavement up to Chirag Delhi (3 KM); further construction (11.5 KM) may be carried out on bituminous pavement. After deliberations the proposal of the department was approved at a revised estimated cost of Rs.245.89 crore subject to the condition that the department would seek the approval of the Council of Ministers for the revised cost.</p>	<p>No additional comments are required in view of this Note</p>

2.	<p style="text-align: center;"><u>LAW</u></p> <p>.....the matter is essentially of administrative and financial nature and no legal issue is involved nor raised specifically for the consideration of this department. The Finance Department, as stated by the administrative Department, has already considered the matter and accorded sanction of the revised estimate. Therefore, this departmental has no objection if the administrative department may go ahead and place the matter for the consideration and approval of the Council of Ministers as proposed in the draft Cabinet Note.</p>	No comments
3	<p style="text-align: center;"><u>PWD</u></p> <p>" It was agreed that HCBS Corridor will be terminated at W pt. short of Tilak Bridge in view of PWD's proposal to construct a flyover at A pt on Bahadur Shah Zafar Marg. This is not mentioned in the proposal. In other words cost taken will be apportioned to PWD for the stretch between Tilak Bridge to Delhi Gate. This is to be clarified & this portion will be completed by December 2009 only as PWD proposal involves construction of flyover, parking below flyover in two levels for solving partly the parking problems of Express Building, parking in front of CAG office, pedestrian Subways/F.O.B.'s etc.</p> <p>This fact may be brought to the notice of the Cabinet</p>	The comments of the PWD has been suitably incorporated in the Note in para 12.