

Cabinet note

GOVERNMENT OF NCT OF DELHI
OFFICE OF THE CHIEF SECRETARY
DELHI SECRETARIAT, I.P. ESTATE, NEW DELHI

1102
13/2/09

**Minutes of the meeting held in the Conference Hall of Chief Secretary
Shri Rakesh Mehta on 9th February at 3.00 PM
to decide the terms of payments of DIMTS .**

C (Projects)

The Council of Ministers vide Cabinet decision No.1473 dated 10.9.2008 (para 13.7) decided that a Committee headed by Chief Secretary and other officers would decide the terms of payment given for works of DIMTS as listed in para 10 & 11 of the Cabinet note. A meeting was convened for deciding the terms of payment of various works taken up by DIMTS on 9.2.2009. The following officers attended the meeting:-

1. Sh. V.V. Bhat, Pr. Secretary (Finance)
2. Sh. R.K. Verma, Secretary-cum-Commissioner (Transport)
3. Sh. Vishva Mohan, Jt. Commissioner (Planning), Transport Deptt.
4. Sh. B.K. Sharma, Director (Planning)
5. Sh. S.N. Sahai, MD, DIMTS
6. Sh. S.K. Jain, Engineer-in-Chief, DIMTS

The issue that was discussed was the rates of various works to be undertaken by DIMTS. After detailed discussion on various aspects of the matter the following decisions were taken:-

1. Engineering Consultant/Advisor from CPWD:

It was decided that Commissioner (Transport) would engage the services of retired DG or Addl. DG (Senior officer of CPWD) who would examine the proposals submitted by DIMTS to the Transport Department in respect of all civil and electrical works. The consultant / advisor would examine these proposals with reference to the CPWD Code to ensure that the rates and charges demanded by DIMTS are meeting the provisions of the CPWD Codes. It would ensure that public funds extended to DIMTS to carry out various works meet the norms of expenditure as laid down in the CPWD Code.

2. Construction of ISBTs:

As far as engagement of Architect for construction of ISBTs are concerned, the work of constructing ISBTs whenever assigned to DIMTS would follow the norms as laid down in the CPWD Code within upper

ceiling limits which is about 3% or actual fees whichever is less, based on the normal estimates to be fixed so as to ensure that the cost of work not escalate to give undue benefit to the architect. As far as civil works are concerned, the norms as laid down in the CPWD code for Project Management Consultancy would be followed for the charges, which will be paid to DIMTS. This would be scrutinized by the officer of CPWD engaged by Department of Transport.

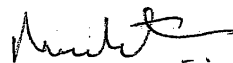
3. As far as fees of various studies, advisory services and consultancies assignment including that of Automatic Fare Collection are concerned, it was discussed that in view of the complexity involved in the transport sector as also that most of them have large input of information technology component including choice of technology hardware, software, the man power rates of Rs.3.9 lakhs per man month as demanded by DIMTS is reasonable and needs to be paid to them. These are one time costs and require engagement of highly skilled professionals including I.T. experts who are normally not available in-house for undertaking such complex jobs. Even the normal management consultancy work of Transaction Advisor engaged by GNCTD, the payment being made to them even on individual basis is almost the same as demanded by DIMTS if we take into account the cost of various overheads borne by DIMTS. The amount suggested above is therefore justified, being of limited duration.
4. As far as the operation and maintenance of BRT corridors are concerned there are two aspects to it. One is the maintenance of the civil infrastructure since this should also follow the CPWD code norms. It was decided that a Committee of engineers of PWD, Finance and Planning would be constituted to give its report on the maintenance charges to be given to DIMTS for maintaining road infrastructure along with related works such as maintenance of roads, maintenance of bus queue shelters, signages maintenance, sanitation and cleaning and other related aspects. The committee could consist of a Chief Engineer, PWD (Maintenance), a SE(Electrical), an Accounts Officer of the PWD Department and a representative of Planning Department. They would examine the proposals of DIMTS before giving their report within 30 days.

As far as operational aspects are concerned these would be worked out on the basis of proposals submitted by DIMTS and examined by committee consisting of Commissioner (Transport), Director (Planning) and a representative nominated by Principal Secretary (Finance) from the Finance Department and DIMTS. This would be decided in 30 days.

The charges for operation and maintenance for BRT Corridors would be sum total of maintenance charges as well as operation charges

per Km. as recommended by the 2 committees. If there are any capital works to be incurred, these would be done on the basis of CPWD code norms which have already been listed above and would have to be separately justified as being beyond the O&M costs.

5. As far as maintenance of street light of BRT Corridor is concerned since there are certain problems faced by DISCOM (BSES), the same would be maintained by the PWD till such time a decision on the maintenance of street light can be taken.



(RAKESH MEHTA)
Chief Secretary, Delhi
12.2.2009

No. CS/783-786

Dr. 13/4/09

Copy to:

1. Pr. Secretary (Finance)
- ✓ 2. Secretary-cum-Commissioner (Transport)
3. Director (Planning)
4. MD, DIMTS