IMPHAL
SMART CITY PROPOSAL

ANNEXURE 02

F	G	H	I	J	K
Scenario 3	**Scenario 4 (ADVANCED)**	**Self-assessment of the city (for Pan-City Solution) or area (for Area-based development), with regard to each feature**	**Basis for assessment and/or quantitative indicator (Optional - only if data exists)**	**Projection of 'where the city wants to be' with regard to the feature/indicator**	**Input/Initiative that would move the city/area from its current status to Advanced status (Scenario 4)**
City conducts citizen engagement at city level and local area level with most stakeholders and in most areas. The findings are compiled and incorporated in projects or programs.	City constantly conducts citizen engagement with people at each Ward level to incorporate their views, and these shape priorities and development projects in the city. Multiple means of communication and getting feedback such, both face-to-face and online are utilised. The effectiveness of city governance and service delivery is constantly enhanced on the basis of feedback from citizens.	Scenario 3	10.5% of the total population submitted their opinions through Newspaper Clips, Feedback Forms and Social Media. Online Public Grievance Redressal System has been provided to the Citizens by Imphal Municipal Corporation. Regular meetings and competitions held to ensure participation.	Scenario-4 - Constant citizen engagement using multiple means of communication and e-governance. -Promotion of Seminars and workshops to encourage participation	Constant encouragement to Citizen Participation by including the various Community Welfare Associations, NGO's, Local Clubs and Gram Panchayats to be a part of the decision making process.
Historic and cultural heritage resources are preserved and utilised and their surroundings are well-maintained. Public spaces, public buildings and amenities reflect the cultural identity of the city;	Built, natural and intangible heritage are preserved and utilised as anchors of the city. Historical and cultural resources are enahnced through various mediums of expression. Public spaces, open spaces, amenities and public buildings reflect local identity and are widely used by the public through festivals, events and activities.	Scenario 3	Swadesh Darshan is implemented in Kangla area to preserve identity and cultural heritage.	Scenario-4 Imphal should be developed as a tourist hot spot and as gateway to S.E. Asia, leveraging its potential in sports, culture, art, etc. . There need to be measures taken to build upon the image of Imphal in the minds of the locals as well as the visitors... This can be done through development of certain landmarks at strategic locations within the city limits	Special board for preservation and restoration of Kangla fort. Ancient monument preservation Act in place. Culture University is also proposed. Creation of tourist circuit with Kangla Fort as Focus. Convergence projects already proposed.
There are adequate job opportunities for all sections of society. But skill availability among residents can sometimes be a challenge.	There are adequate opportunities for jobs for all sections of income groups and skill levels. Job-oriented skill training supported by the city and by industry. Economic activities are suited to and build on locational and other advantages of the city.	Scenario 2	Work participation ratio; Census 2011	Scenario-3 Economic activites must be boosted by taking advantage of its location through Act East Policy. Policy intervention so as to increase investment in the field of building construction, business, tourism etc. Also single window clearance for SME's	Through skill development. Enhanced border trade with Myanmar. Ensuring equal Job Opportunities to all. Impetus to be given to Job oriented skill training. Introduction of Vocational Based Education System.

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City provides adequate primary and secondary education facilities within easily reachable distance for most residential areas of the city. Education facilities are regularly assessed through - databases of schools including number of students, attendance, teacher - student ratio, facilities available and other factors.	City provides adequate and high-quality education facilities within easily reachable distance of 10 minutes walking for all the residential areas of the city and provides multiple options of connecting with specialised teaching and multi media enabled education. Education facilities are regularly assessed through database of schools including number of students, attendance, teacher-student ratio, facilities available and other factors.	Scenario 3	Literacy rate; Census 2011	Scenario-4 Composite schools as well as vocational institutes to teach and enhance job based skills need to be incorporated within the education system	Need based upgradation of infrastructure. Facilities like Tele-Education and Online classes. Educatinal Infrastructure needs to be inclusive in nature and all facilities need to be Barrier Free. Neighbourhood concepts of accessibility for all need to be incorporated in all new residential development.
City provides adequate health facilities within easily reachable distance for all the residential areas and job centers of the city. It has an emergency response system that connects with ambulance services.	City provides adequate health facilities at easily accessible distance and individual health monitoring systems for elderly and vulnerable citizens which are directly connected to hospitals to prevent emergency health risks and to acquire specialised health advice with maximum convenience. The city is able to foresee likely potential disases and develop response systems and preventive care.	Scenario 3	Infant Mortality Rate; Census 2011	Scenario-4 Will develop a quick response team to deal with health emergencies	Will develop a Heirarchical System of health services by proposing Polyclinics, Dispensaries, Health Centres, General Hospitals, Speciality Hospitals and Super Speciality Hospitals
Most parts of the city have housing, retail, and office buildings in close proximity. Some neighborhoods have light industrial uses within them (e.g., auto repair, craft production). Land use rules allow for mixed uses.	Every part of the city has a mix of uses. Everyone lives within a 15-minute trip of office buildings, markets and shops, and even some industrial uses. Land use rules require or encourage developers to incorporate a mixture of uses in their projects.	Scenario 3	As most of the residential areas are privately owned, government control is limited to uses of land and construction thereof.	Scenario-4 Decongest the core area and have clusters of building with similar activites. Restrict Mixed land use in old city areas where the street widths are narrow so as to sort out the movement of people, traffic and goods	Encourage developers to invest in the city, incorporating mixed use. Create a new set of bylaws to facilitate Mixed use for The city of Imphal.

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	The city has multiple high density clusters that are easy to walk around where buildings are close together. However, the city actively encourages development to occur on under-utilized parcels of land into high-density, walkable areas. When new formal large-scale development projects happen at the periphery, they are encouraged to be dense and compact, with buildings that are close together and line the streets. The city actively encourages or incentivizes re-development of under-utilized parcels in the inner-city, especially those located close to public transportation.	The city is highly compact and dense, making the most of land within the city. Buildings are clustered together, forming walkable and inviting activity centers and neighborhoods. Regulations encourage or incentivize re-development of under-utilized land parcels in the city center. Buildings are oriented to the street — and parking is kept to a minimum, located below ground or at the back of buildings. Public transport and walking connects residences to most jobs and amenities. Residential density is at an optimal with affordable housing available in most areas.	Scenario 2	Imphal City has a low residential density except the core area	Scenario-3 The city actively needs to encourage and incentivize re-development of under-utilized parcels in the inner-city, especially those located close to public transportation.	State cabinet decided to move godowns from core area to periphery, bazaar area to be non motorized and encourage pedestrian movement in the core area. We will decongest the City Core through restrictive traffc movement and create pedestrian only areas. Will put in place a Master Plan document for the City which will lay down the norms for future development of the city of Imphal. Proposal to provide cycle tracks to reintroduce use of NMT
	Most areas of the city have some sort of public open space. There is some variety in the types of public spaces in the city. However, public spaces are sometimes not within easy reach or access of more vulnerable populations and are more restricted in poorer neighbourhoods.	Public open spaces are well dispersed throughout the city. Every residential area and work space has access to open space within 10 minutes walking distance. Open spaces are of various types - natural, green, plazas, parks, or recreation areas - which serve various sections of people. Public spaces tend to truly reflect the natural and cultural identity of the city.	Scenario 3	Land use Plan and GIS map of Imphal	Scenario 4 The need of the hour is to develop safe and accessible open spaces that are within walkable distance of the residential areas.	Strategies will be made to connect the existing open spaces into a heirarchical system. Also the open spaces attached to historical building will be proposed so as to enhance and maintain the natural, built and cultural heritage as Public spaces tend to truly reflect the natural and cultural identity of the city.

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	Housing is available at all income levels, but is segregated across income levels. The growth of supply of housing almost meets the rate of population growth. Increasingly, lower and middle-income people can find housing in areas that are conveniently located.	A wide range of housing is available at all cost levels. The supply of housing is growing at pace with population. Affordable, moderate, and luxury housing are found clustered together in many areas of the city	Scenario 3	Socio-Eonomic and Caste Census-2011.	Scenario 4	The city is included under PMAY-Housing For All Mission. This will improve the existing housing conditions at the same time providing the city with a good residential mix.
	Network of streets are fairly complete. Public transport covers most areas of the city. However last mile connectivity remains incomplete -and affects transport options. Foot paths are accessible in most areas, whereas concerns of safe crossings and security throughout the day remain. Parking zones are demarcated but absence of pricing increases over utilization of parking lots.	Street network is complete and follows a clear structure. Public transportation network covers the entire city and intensity of connection relates with the demand. Plenty of options of public transport are available and affordable for all sections of the society. There is multi-modal integration at all mass transit staions and organized-priced on street and off street parking. Walking and cycling is prevalent.	Scenario 2	There are 26,000 four wheelers (LMV) and 1,35,000 two wheelers in the city as on 31/03/2014. (Transport Department).	Scenario 4	We will establish a heirarchical system of Road network. Urban transport to be strengthened. Intelligent traffic management and multi-level parking to be established. Designated Pedestrian Precincts to be outlined. Non motorised transport to be given impetus thereby resolving the last mile connectivity issues.

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The city has a good network of pavements and bike lanes. Buildings in most areas of the city are easily accessible from the pavement. However, traffic signals are sometimes disobeyed and it can feel difficult to cross the street.	The city is highly walkable. Pavements exist on every street and are maintained. Trees line many sidewalks to provide shade for pedestrians. Buildings in most areas of the city are easily accessible from the sidewalk. Traffic signals control the flow of automobiles and are enforced. A network of bike lanes exists to promote cycling as a means of transport. Traffic rules are followed and enforced with great seriousness.	Scenario 1	The city is designed mainly for the automobile. Walking is difficult and often dangerous. There are few pavements, existing pavements need repair. Lack trees to provide shade for pedestrians and marked pedestrian crossings are rare. New buildings have their main entrances set-back from the street, sometimes with large driveways or parking lots separating them from the street, and sometimes are are enclosed by gates. Traffic signals are often disobeyed	Scenario 3	Development of multi-modal integrated transport system. Encourage NMT. Rectification of junction design. Also dedicated pedestrian only walkways, pavement and lanes designed with adequate street furniture after the remodelling of commercial facades
The city makes has high speed internet connectivity available in most parts of the city.	The city offers free wifi services to provide opportunity for all the citizens to connect with high speed internet across the city.	Scenario 2	The city has made plans to provide high speed internet connectivity through the existing framework (as observed during field visits)	Scenario-4	Establishment of Wi-Fi hot spots and towers at suitable places. Also integrated card (smart card) for on line bill payments, online complaint portal and online grievance redressal system.
Most of the services are provided online and offline. Data transparency helps monitoring. Systema and processes to better coordinate between various Government agencies are being developed.	All major services are provided through online and offline platforms. Citizens and officials can access information on accounting and monitor status of projects and programs through data available on online system. Robust data infratsructure system shares information and enhances internal governmental coordination.	Scenario 1.	Field visits and interaction with stakeholders showed that Some of the public services are provided online and infrastructure for total digitalization is not in place. Service delays occur regularly in some sectors. Responses to citizen inquiries or complaints are often delayed. No integration between services and billing.	Scenario-4	Interactive portals to be made mandatory. Digitizing all the official data. Integration of payment gateways.

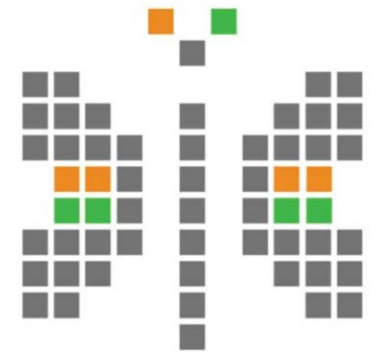| F	G	H	I	J	K
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Electricity is available in most parts of the city for most hours of the day but some areas are not so well-served. Smart metering exists in some parts of the city but not all.	Electricity is available 24 x 7 in all parts of the city with smart metering linked to online platforms for monitoring and transparency.	Scenario 3	Field visits and interaction with stakeholders and Manipur State Power Distribution Company Limited.	Scenario-4	Through reduction of power theft.
Some energy consumed is the city is produced through renewable sources. There are long term targets for higher renewable energy capacities and the city is making plans to achieve these.	At least 10% of the energy used in the city is generated through renewable sources. The city is undertaking long-term strategic projects to tap renewable sources of energy in its region/beyond to increase the percentage of renewable energy sources.	Scenario 2	Manipur Renewable Energy Development Agency.	Scenario-4	Finalised Agency for Waste to energy plant. Solar roof top harvesting incorporated in Building Bye-Laws. Hyro electrical Projects, Rain water harvesting Some energy consumed is the city is produced through renewable sources. There are long term targets for higher renewable energy capacities and the city is making plans to achieve these.
The city has 24 x 7 water supply in most areas but the quality of water does not meet international health standards. Unaccounted water loss is less than 20%.	The city has 24 x 7 treated water supply which follows national and global standards and also available in suffecient quantity and affordable across all sections of the society. Unaccounted loss less than 15%.	Scenario 1	Field visits and interaction with stakeholders and Public Health Engineering Department.	Scenario-4	The situation may improve after the completion of Phase-I integrated water supply system under JnNURM. This will be strengthened with the implementation of AMRUT which may ensure 24x7 water supply. Smart systems like MIS and SCADA to be introduced.
The has meters for all its water supply with some smart mechanisms to monitor. Rainwater harvesting systems are installed and storm water is collected and stored in water bodies. However, recycling of waste water and reusage of storm water is limited.	The city has meters for all its water supply. It includes smart mechanisms to monitor remotely. Rainwater harvesting systems are installed and utilised through the city and storm water is collected and stored in water bodies and treated for usage. Recycled waste water is supplied for secondary uses.	Scenario 1	Field visits and interaction with stakeholders and Public Health Engineering Department.	Scenario-4	Mandate in bye-laws for RWH. Smart systems like MIS and SCADA to be introduced. Also sustainable techniques to be deployed for groud water recharge, conservation of surface run off and rain water harvesting.

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	All the waste water is collected and treated before before disposal. It is also treated to a high standard and some is recycled.	The city has zero waste water because all the waste water is collected, treated and recycled. It meets standards an reduces the need for fresh water.	Scenario 1	Field visits and interaction with stakeholders and Public Health Engineering Department.	Scenario-4	Laying of mainlines under the Phase-I of the Sewage project is 99% completed. Construction of STP is also completed. Situation will improve as soon as the households are connected to the main Sewers.
	City has programs and projects to monitor air quality and spatialising the data to ascertain reasons for degrees of pollution in the air. Pollution levels are acceptable.	The city has clean air by international standards. Live Air quality monitoring cover the entire city and data of air quality are mapped.	Scenario 2	CPCB Data	Scenario-4	regular monitoring of air quality. In future CNG may be introduced as a solution. Strict implementation of norms laid down by the CPCB and NGT
	Most new public buildings install energy effeciency systems and some older buildings are also retrofitted to be more energy efficient. Local government conducts counselling and outreach with developer, businesses and residents to adopt energy effeciency strategies	All the existing old and new public buildings employ energy effeciency principles in development and operation and apply for energy rating by national and international forums. Many non-public buildings are also energy efficient because the government promotes energy efficiency through incentices and regulations.	Scenario 3	Field visit and discussion with MSPDCL official.	Already in Scenario-4	Smart Metering done. Solar power harnessing is actively pursued.
	More than 75% of the city has underground electric wiring system.	More than 90% of the city has underground electric wiring system.	Scenario 3	Annual Report of MSPDCL	Scenario-4	A.B. Cabling which prevents thefts and losses.
	Sanitation facilities are available to 90% of the city's population.	Sanitation facilities are available to 100% of the city's population.	Scenario 3	Census data	Scenario-4 Segregation of solid waste is required.	More community and public toilets. Toilet locator Apps to be updated regularly.
	Waste is segretated, collected, recycled and disposed in an environmentally sound manner.	The city reduces land fill caused by waste so that it is minimal. All the solid waste generated is seggregated at source and sent for recycling. Organic waste is sent for composting to be used for gardening in the city. Energy creation through waste is considered.	Scenario 3	Data from PDA and IMC. Other than segregation at source a good system is in place.	Scenario-4	Waste to Compost initiated. The Agency has been finalised for Waste to Energy plant.

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	The city has high levels of public safety - all citizens including women, children and the elderly feel secure in most parts of the city during most time in the day.	The city has very high levels of public safety - all residents feel safe in all parts of the city during all hours of the day.	Scenario 3	Data from Home Department	The city has high levels of public safety - all citizens including women, children and the elderly feel secure in most parts of the city during most time in the day.	Surveillance for 24x7. random checking at specific sites.

IMPHAL
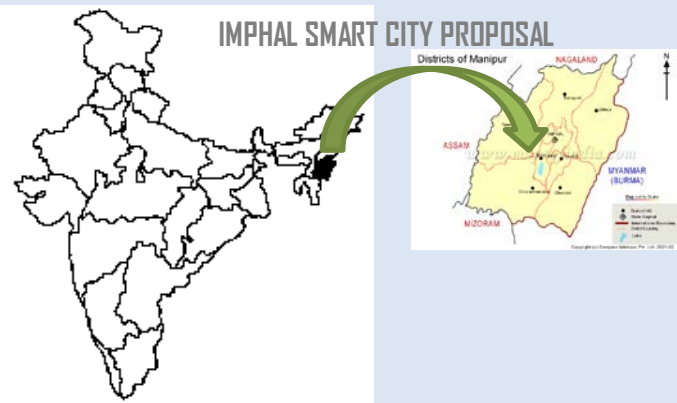## SMART CITY PROPOSAL

ANNEXURE 03

CONTENTS

IMPHAL SMART CITY PROPOSAL
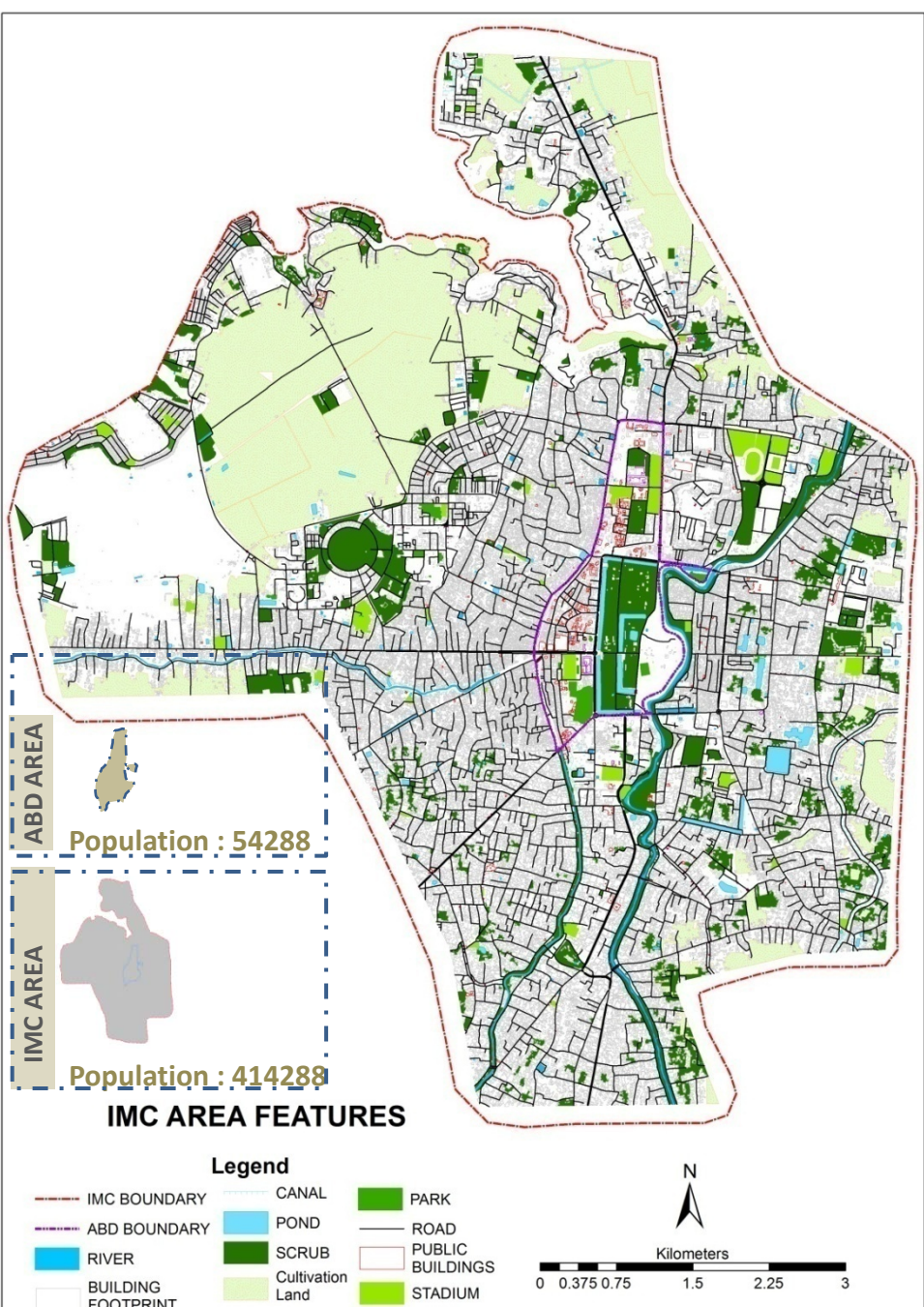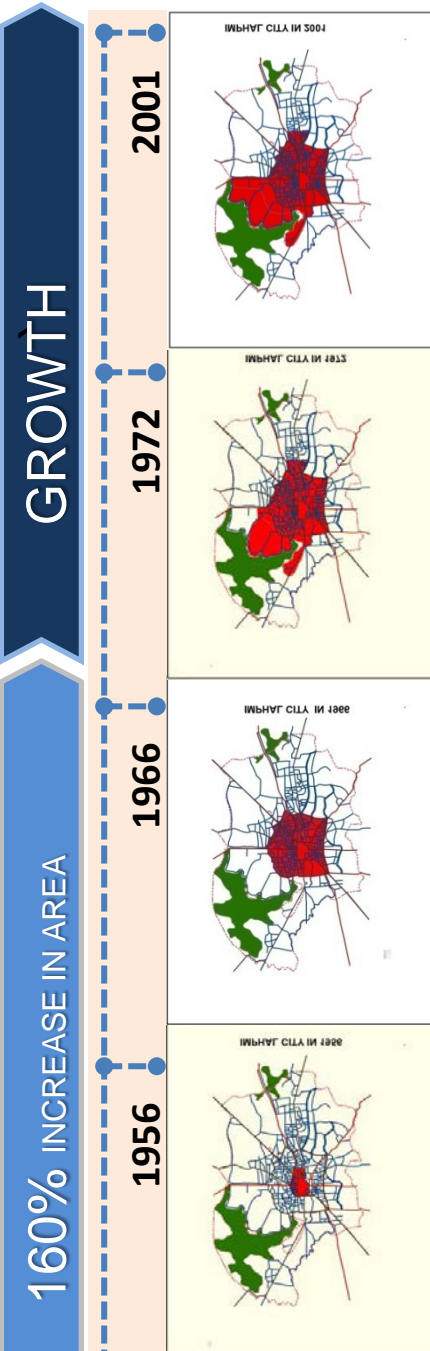
Districts of Manipur

Situated in Valley

N.H. 39, N.H. 53 and N.H. 150.

State Capital

ONLY CLASS - I CITY IN MANIPUR

Land of Loktak Lake

91% Literacy rate

Power House of Sports

Land of Women markets

Migratory Birds

ACCESSIBILTY

GROWTH

160% INCREASE IN AREA

2001
1972
1966
1956

IMPHAL CITY IN 2001
IMPHAL CITY IN 1972
IMPHAL CITY IN 1966
IMPHAL CITY IN 1956

ABD AREA
Population : 54288

IMC AREA
Population : 414288

IMC AREA FEATURES

Legend

- — · IMC BOUNDARY
- — · ABD BOUNDARY
- RIVER
- BUILDING FOOTPRINT
- CANAL
- POND
- SCRUB
- Cultivation Land
- PARK
- ROAD
- PUBLIC BUILDINGS
- STADIUM

N

Kilometers
0 0.375 0.75   1.5   2.25   3

PEOPLE

72% INCREASE IN

IMC POPULATION

51%   49%
- MALE
- FEMALE

TOTAL POPULATION - 268243

LITERACY

87%   95%
- MALE
- FEMALE

AGE RATIO

- 0-14
- 15-34
- 35-60
- 60 AND ABOVE

5%
20%   40%
35%

ROAD NETWORK

The New Cachar Road (**NH-53**) is connecting Imphal with the Cachar District of **Assam** at the west and is meeting **NH-39** at the **City Centre**.
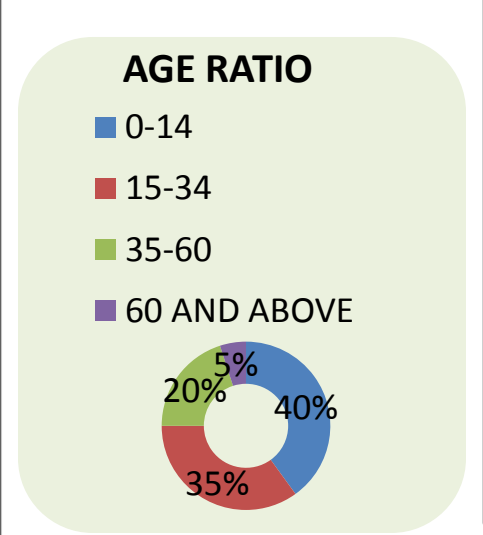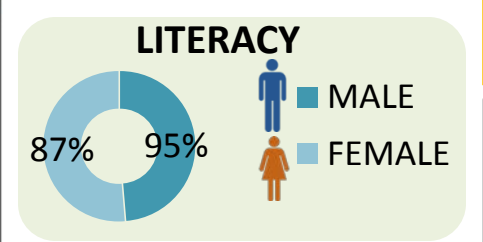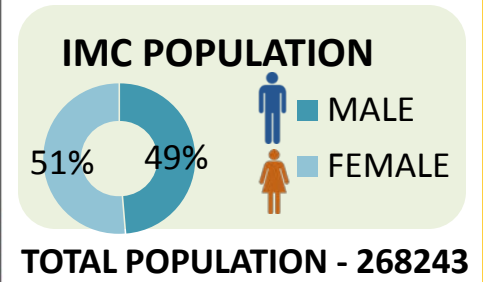
AIR CONNECTIVITY

Imphal has an International airport that provides flights to various cities of the country. International fights are yet to commence.

RAILWAY CONNECTIVITY

At present the **Nearest railway** main station is at **Dimapur**, Nagaland, about 230 km away from Imphal and another at **Silchar** nearly 250 km away. A proposal to connect Imphal city with Railway line is under execution.

LAND USE

Residential 70%
Commercial 2%
Public-semi Public -17%
Roads 10%
Industrial 2%
Parks 3%

IMPHAL

Map not to Scale
Copyright 2012 www.mapsofindia.com
(Updated on 29th November 2012)

Legend
- Major Road
- Other Road
- Hotel
- Hospital
- Religious Place
- Education
- Imp Landmark

STRENGTH

Topography
- Valley area - relatively flat and supports growth and development.

Suitable Climatic Conditions
- Climatic conditions favourable for humans and development. Moderate weather supported by low level of pollution

History
- Imphal houses the ruins of the Kangla Palace of the erstwhile Manipur Kingdom. It has potential to grow as a sustainable city.

Culture and tradition
The state has a Cultural Policy of its own and a Cultural University. The women enjoy equal status and opportunity in the society.

Sports Power house
- The state has a policy for development of Sports and has a Sports Academy.

Educational hub of the region
- Medical institutions, Central Government University, along with other national level institutions make the city an educational hub.

Connectivity
- International Airport . NH-2, NH-53, NH-102 & NH-150 through the city is also known as Trans-Asian Highway & connects to Myanmar

THREATS

Unplanned and Haphazard Development
- Existing water supply network is beyond its design period, thereby causing 40-50% of water loss through leakages. Inadequate sewerage network

Non- Conformance to Regulations
- Urban planning and land use regulation are not followed in several cases and this has an adverse affect on the environment.

Enhanced Traffic Congestion and Pollution
- At present the city has no public transportation system for its people. Rise in numbers of cars and shared auto-rickshaws add to the traffic congestion in the city and increase the level of air and noise pollution.

WEAKNESS

Railway
- Absence of rail connectivity also causes major hurdle in transfer of heavy goods and equipment by increasing transportation cost..

Poor infrastructure
- Existing water supply network is outdated beyond its design period, thereby causing 40-50% of water loss .Inadequate sewerage network facilities.

Weak economic base
- Most of the people are engaged in service sector. Absence of industry in the city and its nearby area is leading to rise in unemployment and encouraging insurgency.

Public Transportation
- At present the city has no public transportation system for its people. People commute on auto-rickshaws on shared basis which ply on fixed routes and add to the traffic congestion in the city

Negative Image
- Outsiders tend to see the city as having serious law & order problems, as well as being inhospitable.

OPPORTUNITIES

Immense Tourism Potential
- Imphal has various tourism sites within the city such as Kangla fort, Bir Tikendrajit park etc. with good road connectivity. If exploited in a planned manner, tourism can boost the economy of city and will also

Sports Hub
- Government of India has decided to set up a Sport University in the state. This will encourage and support the budding sports talents. Imphal can become the hub sports for the North East Region.

IT sector
- State's first SEZ is coming up in the city. This SEZ in IT sector is expected to boost the IT sector in the region along with strengthening economy and generating employment opportunity.

Health Infrastructure
- Imphal has the potential to become the centre of Health Infrastructure for nearby states as well as Medical Tourism from Myanmar.

Cultural City
- With its unique culture and heritage, Imphal can develop into a cultural city.

10.5% OF TOTAL POPULATION
PARTICIPATED THROUGH DIFFERENT MODES:

E- platform

🎙	3 Radio Programmes
📺	2 Interview/ Programs- Doordarshan, Impact TV
📺	5 special Program- "MEET THE PEOPLE", Impact TV
📱	4 phone-in programs for queries & suggestions regarding smart city
f 🐦 ▶ ✉	Facebook, Twitter and poll on IMC website

75% OF TOTAL HOUSEHOLDS
PARTICIPATED IN SURVEY, HELD AT 27 WARDS

SOCIAL MEDIA **MEETING**

SURVEYS

MASS MEDIA

EXHIBITION

COMPETITION **EVENTS**

SANGAI FESTIVAL

Public Consultation Strategies

ENLIGHTEN **ENGAGE** **EMPOWER**

CONSULTATION

COOPERATE
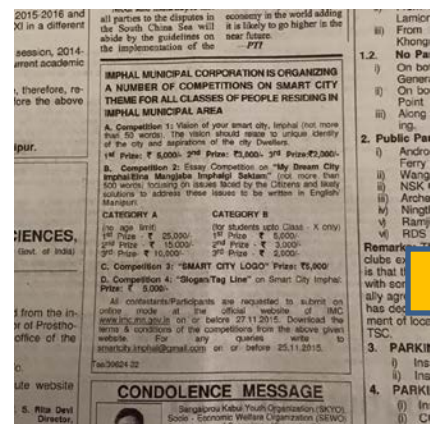
Awareness Programs On Mass Media Like TV, Radio and Print

Public Consultation To Bring And Discuss Major Issues Online And Offline

Citizens Do Meetings Reach A Goal By Consciously Diagnosing The Issues And Charting A Course Of Action

Combines the intelligence of individuals, societies& NGOs in planning and their active role to achieve the results

In the end, citizens were given the right to choose the best option to direct the growth & development

Left process flow

- **VISION STATEMENT**
- **DATA COLLECTION (EXISTING SITUATION)**
- **ANALYSIS (ISSUES IDENTIFICATION)**
- **CITY LEVEL ASSESSMENT (24 FEATURES)**
- **SMART CITY INITIATIVES**
- **AREA BASED DEVELOPMENT AND PAN CITY PROPOSALS**

SWOT

PEOPLE PARTICIPATION

The Key Issues Highlighted During Citizen Engagement

Role Of Various Stakeholders

STAKEHOLDERS
- Community Welfare Association
- Market Association/ Commercial Conodominium
- Prominent Citizens
- Non-governmental Organizations (NGO)
- Other Related Asso/Insts

ADVISORY COMMITTEE
- Hon. Member Of Parliament(MP)
- Hon. Members Of Legislative Assembly (MLA)
- Hon. Mayor As Convener
- I-M-C Members
- Councilors Of Wards Under ABD

PROJECT PLANNING AND DEVELOPMENT

SPECIAL PURPOSE VEHICLE (SPV)

IMPLEMENTING AGENCIES
- Imphal Municipal Corporation
- Planning and Development Authority
- City transport services Ltd.
- PPP Partner/ Vendor
- Parastatal Agencies

PROJECT IMPLEMENTATION, SUPERVISION AND MONITORING

PROJECT OPERATION, MAINTENANCE & MANAGEMENT

MANAGEMENT AGENCIES
- Imphal Municipal Corporation
- Planning & Development Authority
- PPP Partner/ Vendor
- Parastatal Agencies

INTER-DEPARTMENTAL COORDINATION

Technical head of all ULBs	Executive head of all ULBs	Collector as chairman & Municipal Commissioner as convener	Executive head of all Government and para-statal agencies .	Technical head of all para-statal agencies for imphal

AREA BASED DEVELOPMENT
Citizens ruled out Redevelopment and Greenfield development in favour of Retrofitting. The area selected was based on its being the nerve centre of the city and having historical significance.

PAN CITY PROPOSAL
Urban Mobility was the major issue highlighted by the Citizen which made up **33%** of the Overall suggestions.

VISION

THESE FIVE ACTIONABLE ELEMENTS DESCRIBE THE VISION

1. Revitalization of Central Business District
2. Tourism and Heritage Precincts
3. Smart Mobility
4. Smart Infrastructure
5. Smart Governance

STRATEGIC PLAN- Urban Revitalisation & Regeneration

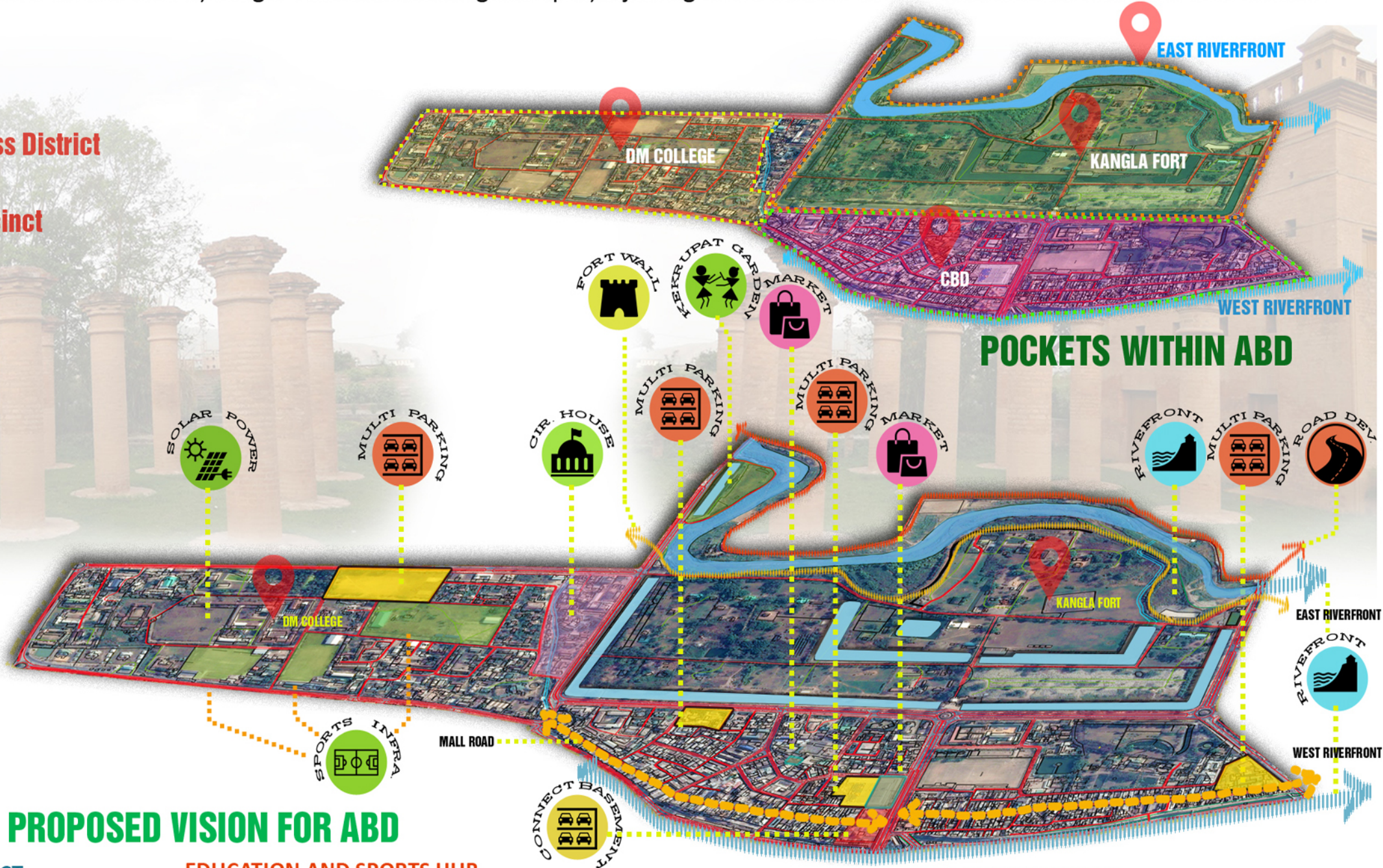| 5 CITY VISIONS	18 BUILDING BLOCKS AND DIRECTIONS	42 CITY GOALS
REVITALISATION OF CENTRAL BUSINESS DISTRICT	BD 1. Development Of Pedestrianised Mall Road	G1: Decongested the area G2: Reduced pollution G3: Introduced open/ green spaces G4: Employment generation G5: Created identity through ambience improvement
	BD 2. Multi Level Car Parking With Commercial Component	G6: Systematized parking G7: Optimized use of public space G8: Released space for pedestrian and cycle movement
	BD 3. City Level Plaza And Greens With Creation And Protection Of Open Spaces	G9: Increased social interaction G10: Improved quality of life
	BD 4. Rehabilitation Of Informal Shops	G11: Job creation to achieve economic goals G12: Increase the commercial base with focus on women
	BD 5. River Front Development With Focus On Sports And Recreation	G13: Revitalisation of water ways G14: Improve urban form by conserving and promoting natural resources G15: Pollution control
TOURISM & HERITAGE PRECINCTS	BD 6. Identification Of Tourist Resources	G16: Rejuvenation of natural and built heritage G17: Promotion of cultural heritage through fairs and festivals like sangai festival
	BD 7. Tourism Infrastructure	G18: to provide conducive environment through provision of tourism infrastructure G19: Tourist friendly streetscape & commercial hubs
	BD 8. Regional & Economical Linkage	G20: To create a regional tourist circuit & infrastructure linking Imphal to Moirang- Khojom- Moreh
SMART MOBILITY	BD 9. Intra City Connectivity	G21: hierarchy of roads G22: Concept of bypass and ring roads G23: Multi modal transportation system G24: Multilevel car parking
	BD 10. Encourage Role Of NMT	G25: Dedicated road network for NMT G26: Last mile connectivity
	Bd 11. Urban Traffic Management	G27: Intelligent transportation system G28: Improvement of nodes and junctions
SMART INFRASTRUCTURE	BD 12. Improvement Of Physical Infrastructure	
	BD 13. Improvement of social infrastructure	G29: Inclusive education and skill based education G30: Improvement in health services
	BD 14. Future Proofing	G31: Solar city G32: Rain water harvesting G33: Disaster management system
	BD 15. Building The Future	G34: Wifi hot-spots G35: CCTV monitoring for safety and security G36: Smart card G37: City information system
	BD 16. Sports Hub	
SMART GOVERNANCE	BD 17. E-governance	G38: Participatory decision making G39: Single window system
	BD 18. Fiscal Sustainability	G40: PPP model G41: GIS based property management system G42: Incentives and subsidies for private investors

AREA PROFILE The citizens of Imphal have identified an area of 541 acre for retrofitting and redevelopment. The area identified for area based development comprises of Core city under wards 24 &25, Kangla fort and DM college campus,adjoining riverfront and the core commercial area with Ema market.

1.Revitalized Central Business District
2. Education and sports Hub
3. Tourism and heritage Precinct
4. Pan ABD Solutions

REVITALIZE CENTRAL BUSINESS DISTRICT

The CBD is conceived as a well connected and accessible area with defined hierarchy of streets and public spaces.
A mall road development with improved junctions for pedestrian friendly movement.
Redevelopment and retrofitting of the old areas and relocation of the unwanted use from the core to the periphery.
Encouraging mixed landuse and flexible zoning regulations responsive to market forces.

EAST RIVERFRONT

DM COLLEGE

KANGLA FORT

CBD

WEST RIVERFRONT

POCKETS WITHIN ABD

FORT WALL

KEIKRUPAT GARDEN

MARKET

SOLAR POWER

MULTI PARKING

CIR. HOUSE

MULTI PARKING

MULTI PARKING

MARKET

RIVERFRONT

MULTI PARKING

ROAD DEV

DM COLLEGE

KANGLA FORT

EAST RIVERFRONT

RIVERFRONT

WEST RIVERFRONT

SPORTS INFRA

MALL ROAD

CONNECT BASEMENT

PROPOSED VISION FOR ABD

HERITAGE AND TOURISM PRECINCT

KANGLA FORT REJUVENATION PROGRAM
-Conservation and up gradation of 230 acres of Kangla Fort Area into a prime destination for all - local & tourists.
-Riverfront development on the East and West river.
-Amalgamation of heritage green into city greens.

EDUCATION AND SPORTS HUB

DM COLLEGE
-Redevelopment and retrofitting of 133 acres of the D.M. College Campus into an Institutional space.
-Providing of hubs of student activity with dedicated precincts integrated with the surrounding area.
-Development of sports infrastructure in the college campus.

PAN ABD SOLUTIONS

-SMART MOBILITY- Real time connectivity of people and vehicles through city wifi hotspots. Promoting pedestrianization and cycles.
-SMART INFRASTRUCTURE- Connecting services and infrastructure through internet based system for easy discharge,management and monitoring.
-SMART GOVERNANCE- Electronic Surveillance and security network for quick alert and response.

MARKET

MULTI PARKING

MULTI PARKING

MARKET

MULTI PARKING

ROAD DEV.

Multilevel car parking at 3 locations for the market area with commercial component.

KANGLA FORT

EAST RIVERFRONT

RIVERFRONT

WEST RIVERFRONT

MALL ROAD
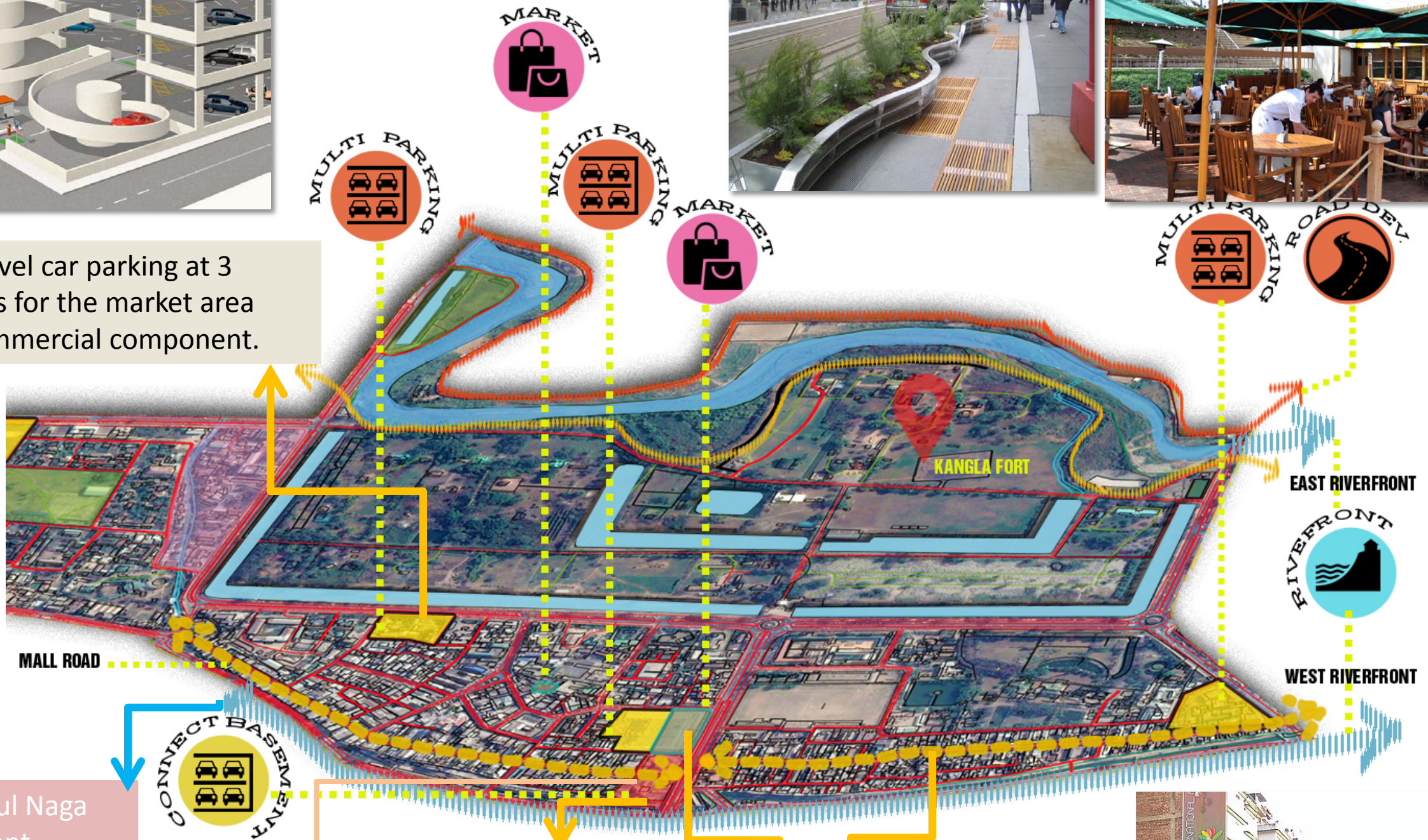
CONNECT BASEMENT

Nambul Naga Riverfront development

Connection of All 3 blocks of existing Ema market through basement for underground parking.

IMA market as a commercial hub with production center and shops.

Dedicated place for informal market area.

Pedestrian precinct development with the concept of Mall road.

▪Development of proper cycling tracks and pedestrian walkways with barrier free access for differently abled.

SOLAR POWER

MULTI PARKING

▪Multilevel car parking facilitating decongestion of the campus streets.

▪Complete Wi-fi Solution for the entire campus.

▪Mobile apps – providing a single platform for students and staff for feedback,

▪comments and complaints and quick response system.

DM COLLEGE

MALL ROAD
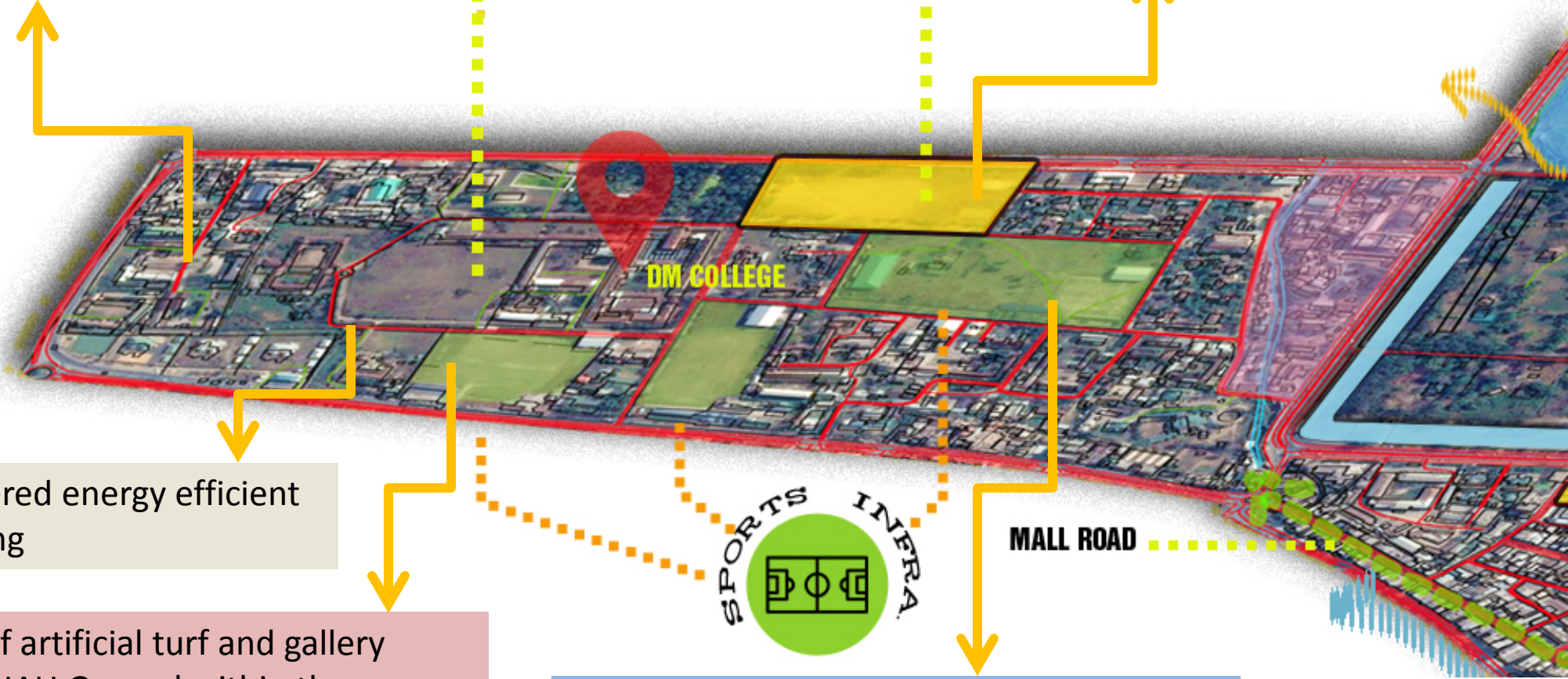
▪Solar powered energy efficient street lighting

SPORTS INFRA.

▪Provision of artificial turf and gallery seating at THAU Ground within the campus.

▪Develop a sports hub by improving sports infrastructure at the two playgrounds and one indoor stadium within the campus.
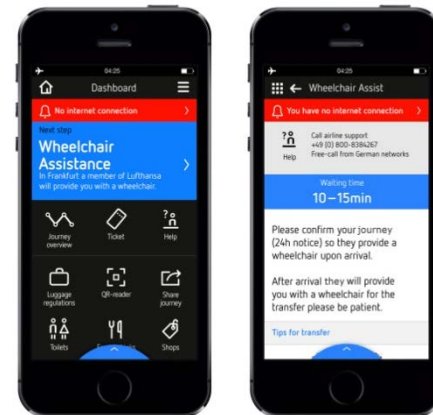
▪Proposing an all weather road on the east bank of Imphal river.

▪Proposing development of Kekrupat as garden cum open space.

▪Kangla Rejuvenation Program (KREP) – Conservation and upgradation of 230 acres of Kangla Fort Area into a prime destination for all - local & tourists.

▪Reconstruction of the old rampart along the Imphal river.

▪Development of riverfront along the Imphal river with landscaped areas merging into the city green.

RIVERFRONT

KANGLA FORT

EAST RIVERFRONT

RIVERFRONT
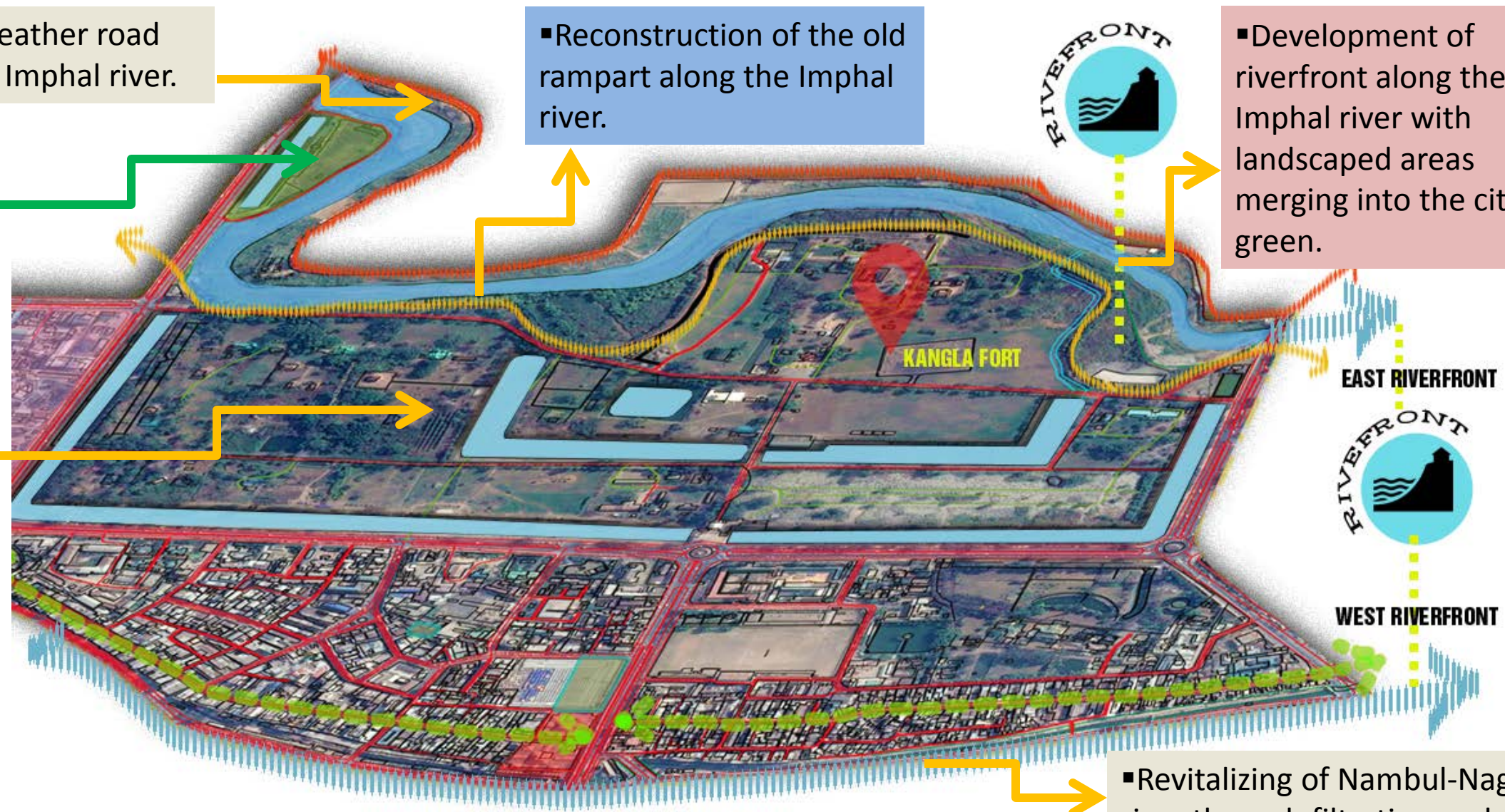
WEST RIVERFRONT

▪Revitalizing of Nambul-Naga river through filtration and development of the riverfront.

RIVERFRONT DEVELOPMENT ALONG THE IMPHAL AND NAMBUL RIVER

Labels on diagram: Outer Moat | Brindaban Chandra Temple | Gate ways | Fort Wall | Palace | Imphal River | Bridge

Lower labels: Lai Pukhri | Outer Moat | Nungjeng Pukhri | Western gate | Uttara | Rasmandala | Pologround | Outer Moat

• Proposing a cultural hub
• Light & sound show
• Restoration of inner and outer moat
• Street & Landscape furniture
• Restoration of heritage structures in Kangla fort
• Conservation, Preservation and new constructions of East boundary wall of Kangla Fort.
• Capacity building & skill development center
• Smart signage/ Installation of audio guides
• Theme parks
• Smart site management: drainage
• Construction of dance performance platform in front of Shri Shri Govindji temple.

Rejuvenation of sacred water bodies & Landscape development around Yai Ghangkei Puri, Wangon pukri, Nunjeng Pukri & Lai Pukri
• Light & Sound show
• Visitor Interpretation Center & conveyance
Adaptive reuse of heritage structures for galleries of
1. Meitei culture, cosmology and the religious history
2. Intangible heritage of Imphal
3. Interpretation of the lost areas of kangla fort
4. Polo gallery

• Proposals for construction of traditional exhibition huts, rock garden, fountain in front of Pakhangba temple
• Solar yard Lighting

• Proposing IT based ticketing & feedback system
• Smart parking management
• Smart heritage walks with tourist designated pathways conveyances with barrier free access.

Tourist can view information details with route map by using mobiles, Tablets and System

3.11 PAN CITY PROPOSAL

PROVIDING FOOTPATHS, CYCLE TRACKS WITH SHELTERS TO PROMOTE NON MOTORISED MOVEMENT.

TO ACHIEVE THE VISION OF A SUSTAINABLE, ENVIRONMENT FRIENDLY FUTURE IMPHAL

IMPHAL SMART OPERATIONS COLLABORATIVE (ISOC)

Safe mobility + **Responsive transportation** + **Traffic management**

1. IMPHAL CITY SMART MOBILITY MANAGEMENT SYSTEM – **ICSMMS**

2. IMPHAL CITY INTEGRATED ASSET MANAGEMENT SYSTEM – **ICIAMS**

3. IMPHAL CITY UNIFIED COMMUNICATION, COLLABORATION AND INFORMATION SHARING CLOUD PLATFORM – **ICUCCISP**

4. IMPHAL CITY SOLID WASTE MANAGEMENT SYSTEM - **ICSWMS**
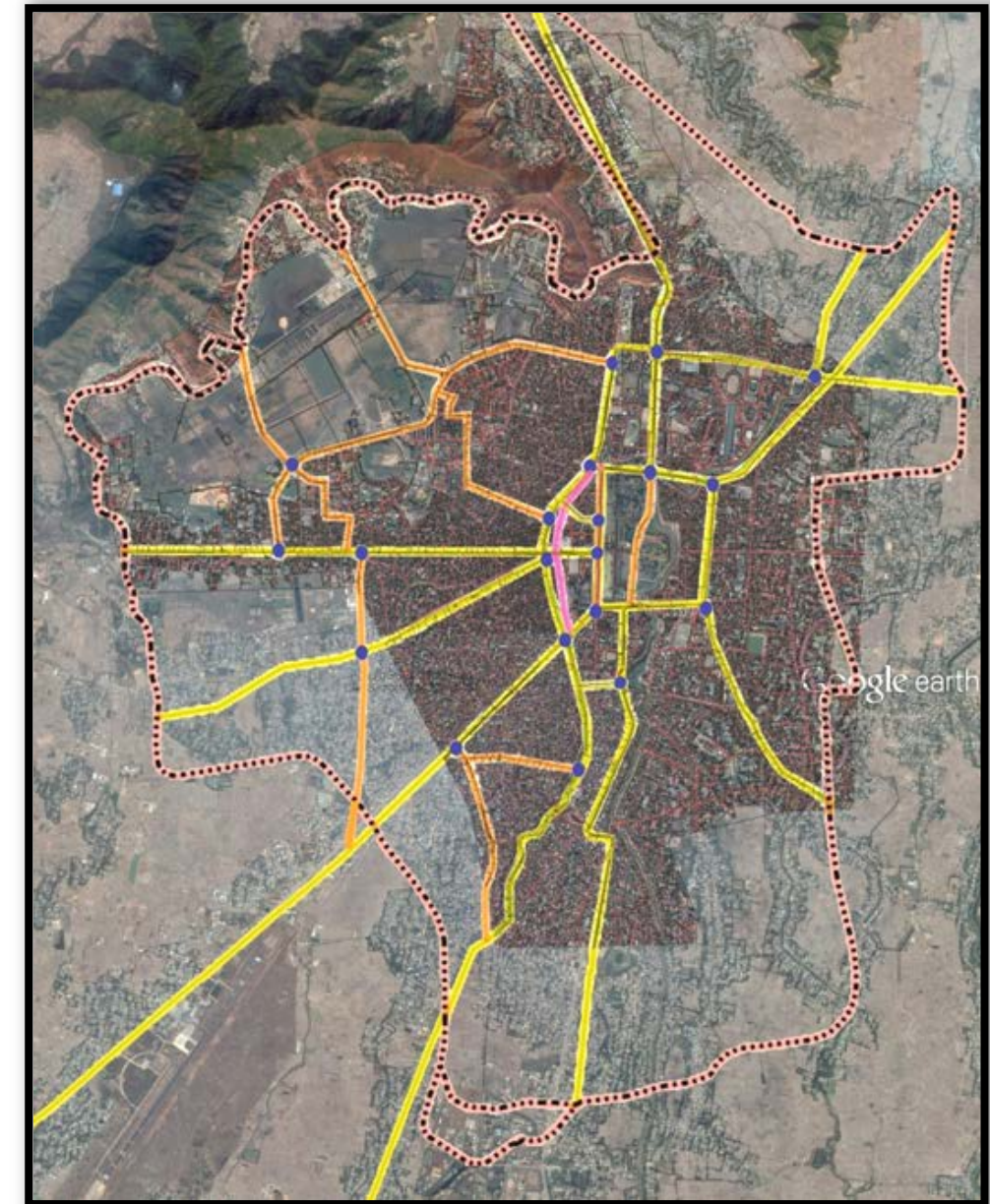
IMPHAL ROAD MAP

LEGENDS

National highway
Major road
Mall road
Ring cum bypass road
Junction

Proposal Of Cycle Tracks And Pedestrian Walkways
Separate un-interrupted cycle tracks and pedestrian walkways are proposed with cycle stands & shelters, running parallel to the main roads of the city.
- WIDTH OF CYCLE TRACK (ALONG ONE SIDE OF ROAD) = 1.5 M
-WIDTH OF PEDESTRIAN WALKWAY (ALONG BOTH SIDES OF ROAD)= 1.5 M

STREET SECTION

BUILDING LINE | PEDESTRIAN+SERVICES 1.5M | CYCLE TRACK 1.5M | BUFFER 1.2M | 3 LANE-CARRIAGE WAY 10.5M | MEDIAN 0.5M | 3 LANE-CARRIAGE WAY 10.5M | BUFFER 1.2M | CYCLE TRACK 1.5M | PEDESTRIAN+SERVICES 1.5M | BUILDING LINE

1. IMPHAL CITY SMART MOBILITY MANAGEMENT SYSTEM (ICSMMS)

Parking Management

Parking fee to be paid by Mobile app Or through Smart Card

Display board to provide Parking space availability

CCTV and RFID to detect user
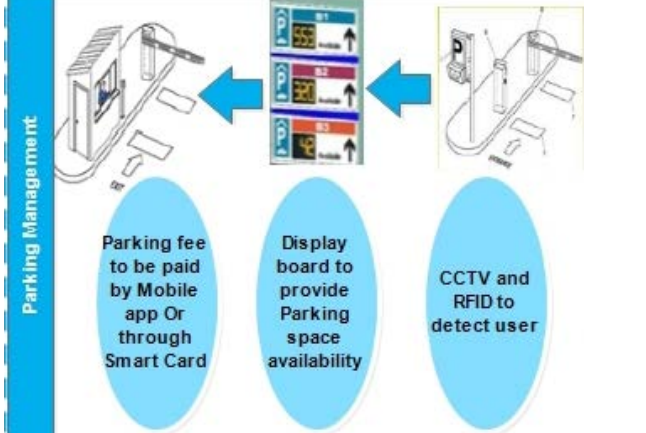
1. Smart Parking Management

2. Smart Traffic Light Management with real time data analysis and adaptive signaling (STLM)

3. Command and Control Centre Management (CCCM)

4. Towed Vehicle Management (TVMS) with lot and dispatch management

5. Automatic Number Plate Recognition using cameras (ANPR)

6. Mobile Based Vehicle and Driver License Checking System (MVRDLCS)

Bus details

Rail details

Flight details

Tourist info & Hotels

Imphal City Public Mobility Information System

Smartphones

Tablets

Flight/ Rail/ Bus POI

Smart Traffic Light Management with Real time Data analysis, and Adaptive signaling for Imphal City

Central Command Center

CCTV monitoring

- Central traffic Lights managed
- Violation and security management
- Traffic volume analysis and profiling
- Incident Management

- Adaptive traffic lights
- Ambient light sensors to dim/ brighten
- Power backup and UPS
- Solar panels

- Vehicle sensors to detect violations and traffic analysis

- Vehicle counting and profiling
- Number plate recognition and identification

- Incident Reporting

- Pedestrian button to add to convenience of pedestrians

1. IMPHAL CITY SMART MOBILITY MANAGEMENT SYSTEM (ICSMMS)

City surveillance solution

Emergency Incident Alert & Response Management System for Imphal city

CCTV at City locations — Central Control Room

Command & Control Center Management

Web based EIARS System for Central Control Room and Mobile App for public & ERS Mobile team

e-Chalaln for traffic rule violation

7. Imphal City Public Mobility Assistance System (ICPMAS)

8. Emergency Incident Alert and Response Management System (EIARS)

9. Wifi using fiber optic laid across pan city 250km road with 500 hot spots

10. Imphal City Digital Road Guidance System with landmarks (ICDRGS)

11. E-Challan Application for traffic rules and parking violations

12. IT solution for Integrated Multimodal Transportation Hub, being proposed by the state

2. IMPHAL CITY INTEGRATED ASSET MANAGEMENT SYSTEM (ICIAMS)

Effective management of Pan city assets like
roads, bridges, emergency vehicles, traffic signal equipments, control
panels, CCTV equipments, Wifi access points and FO network
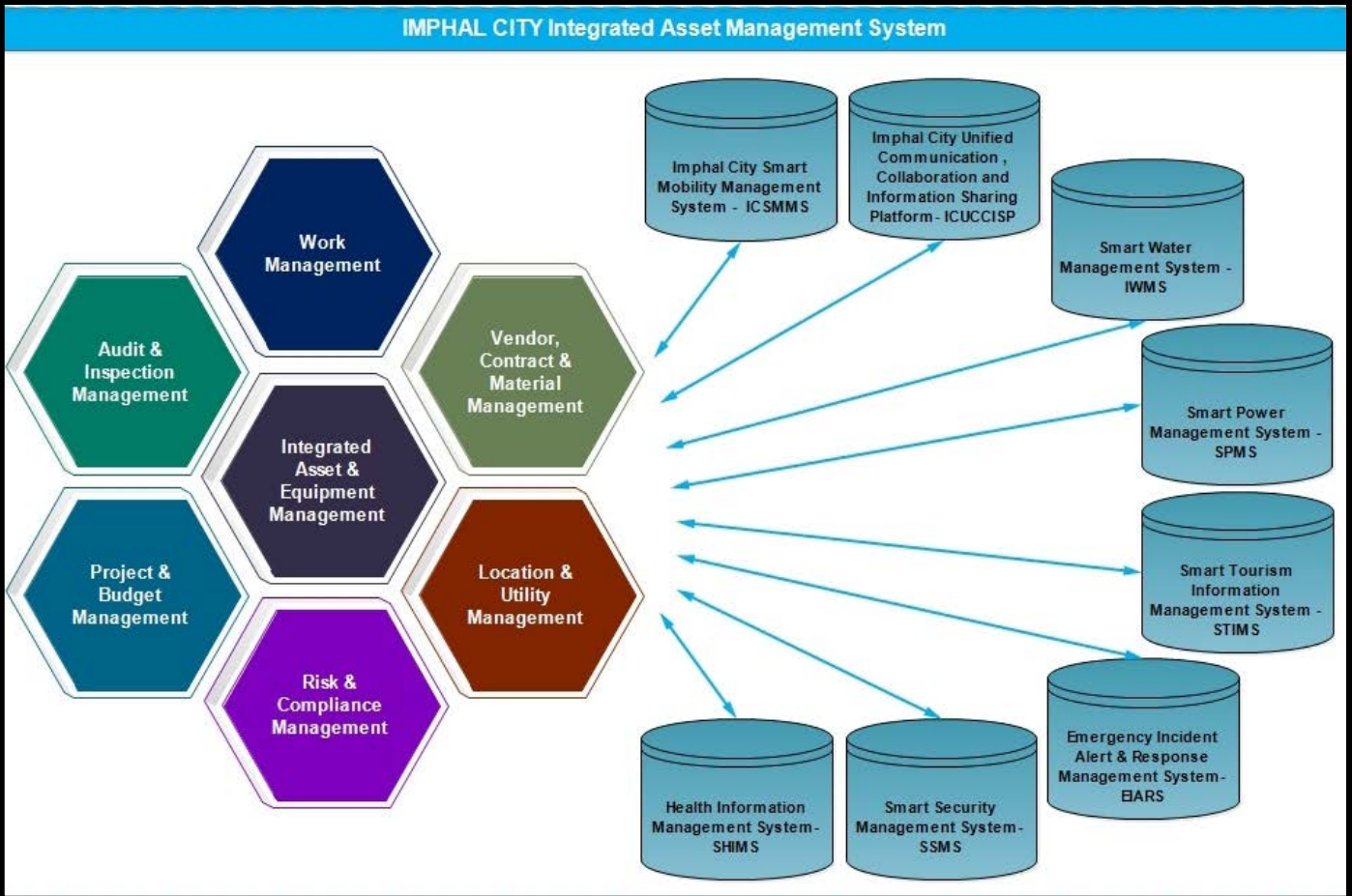
3. IMPHAL CITY UNIFIED COMMUNICATION, COLLABORATION AND INFORMATION SHARING CLOUD PLATFORM (ICUCCISP)

The proposed solution will provide a platform to share & cross share
information, ideas, innovations, knowledge, practices and documents among the
workers, sections, departments and public.

IMPHAL CITY Integrated Asset Management System

IMPHAL CITY Unified Communication, Collaboration and Information sharing System

Collection of Wet waste daily and Dry waste on weekly basis from homes

Dry waste goes to Recycling units

Transfer Station

WET

DRY

DRY

WET

Bottle

Tetrapack

Can

Kitchen waste

Landfill

Recycling Unit

Wet waste goes to Landfill where it is processed to produce compost, biofuel and power etc
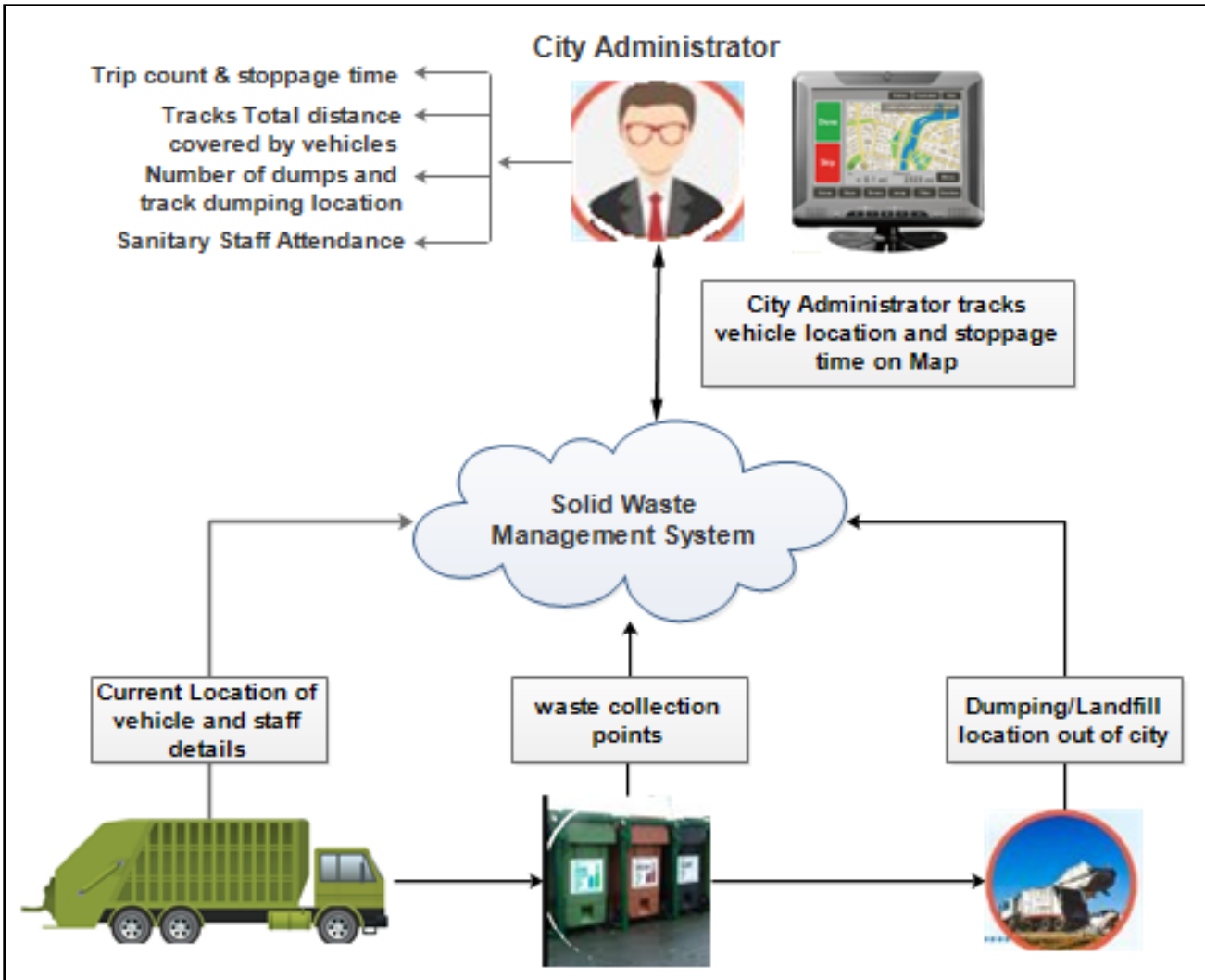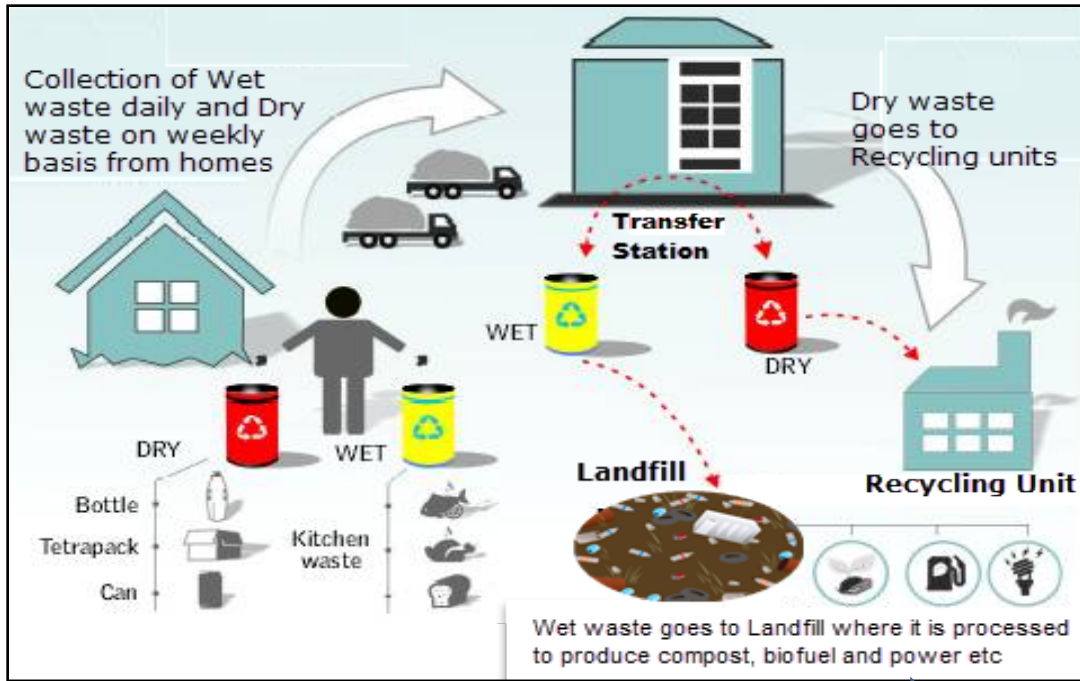
4. IMPHAL CITY SOLID WASTE MANAGEMENT SYSTEM

This solution is to monitor solid waste management process starting from waste collection from city dustbins up to disposal of the harmful waste materials at appropriate place at a far distance from local public place.

City Administrator

Trip count & stoppage time
Tracks Total distance covered by vehicles
Number of dumps and track dumping location
Sanitary Staff Attendance

City Administrator tracks vehicle location and stoppage time on Map

Solid Waste Management System

Current Location of vehicle and staff details

waste collection points

Dumping/Landfill location out of city

Solid waste collection

Private Hauler

Materials Recovery Facility / Compost Facility

Transfer Station

Transfer Trucks

Out-of-City Landfill

Citizen Awareness

• Analytics
• Maintenance Decisions Support System (MDSS

Online Services

Crowd Sourcing

Sanitation/waste collection Scheduling Solution

Sensor based waste storage and collection

Automated waste collection systems

Recycle

• Energy simulation
• Pollution sensors:
• Analytics

Land fill

Sensor based sorting

Incineration

PROPOSALS :

Structural Stability Earthquake Resistance

- Enforcement of Building bylaws for any new construction and retrofitting old construction for earthquake proofing also increasing the level of Disaster Preparedness

Energy Efficiency Initiative

- Reducing energy consumption and ensuring Sustainable Energy through programs such as SE4ALL, DELP for energy efficient lighting , Energy efficient water pumps and Solar water heaters. Introduce Sustainable Alternate Energy Initiatives
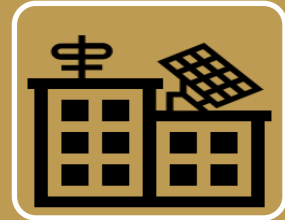
Solar City Programme

- Introducing Roof Top Solar project with 2MW Solar energy generation on existing public building Premises, 7MW on roof tops of new developments, 1MW on retrofitting of private building .

Urban Flooding- Early Warning System

- Installing Early Warning Sensors for better preparedness and to mitigate the impacts of flooding. Environmental status monitoring through Environmental Sensors

Incident and Disaster Management Plan

- Preparation and annual up-gradation of Integrated Disaster Management Plan for Smart District and neighborhood level. Organizing Mock Drills for capacity building of staff
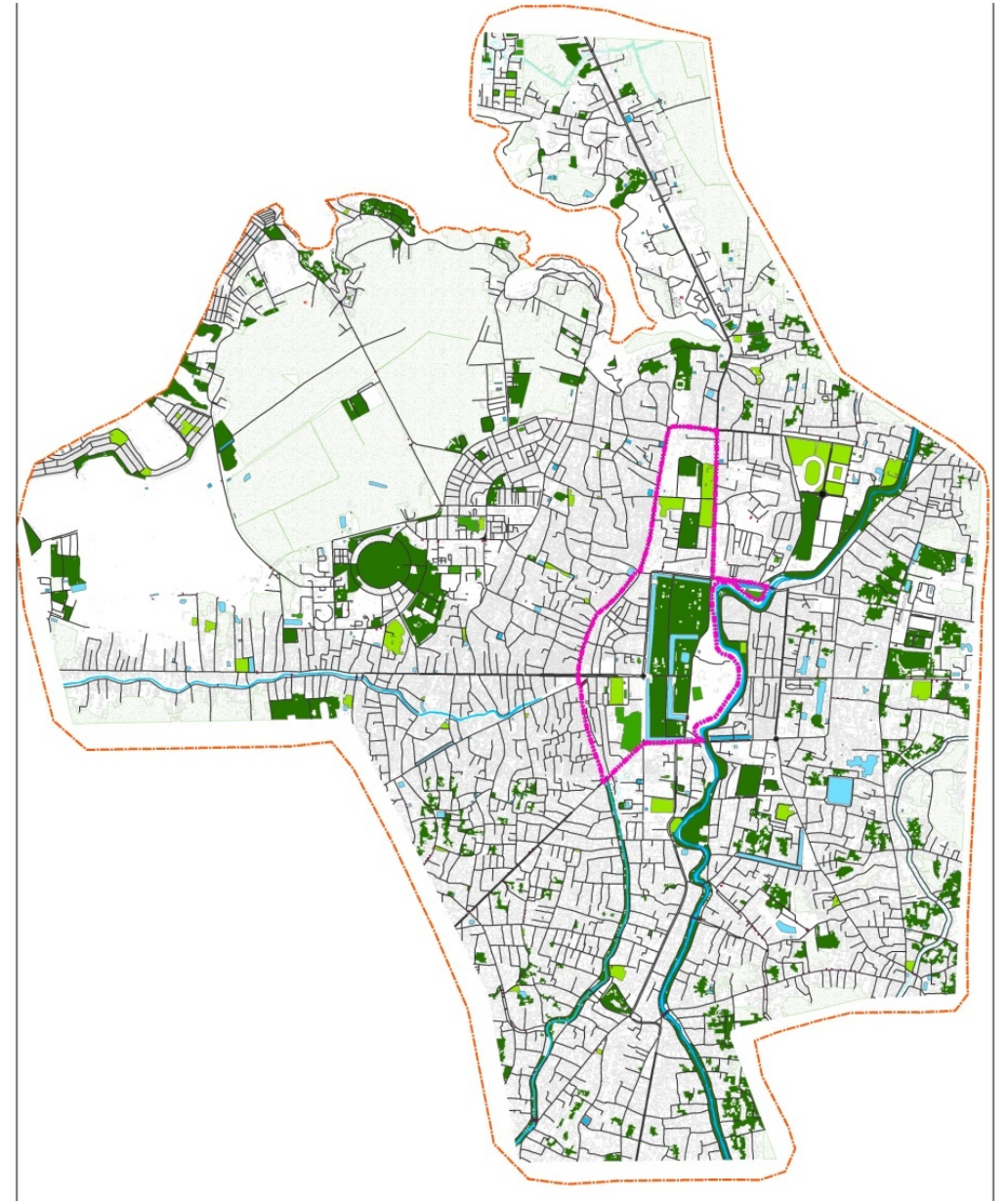
Composite Vulnerability Map

35% of the city area are Flood Prone areas

100% of the city area are under Seismic Zone 5

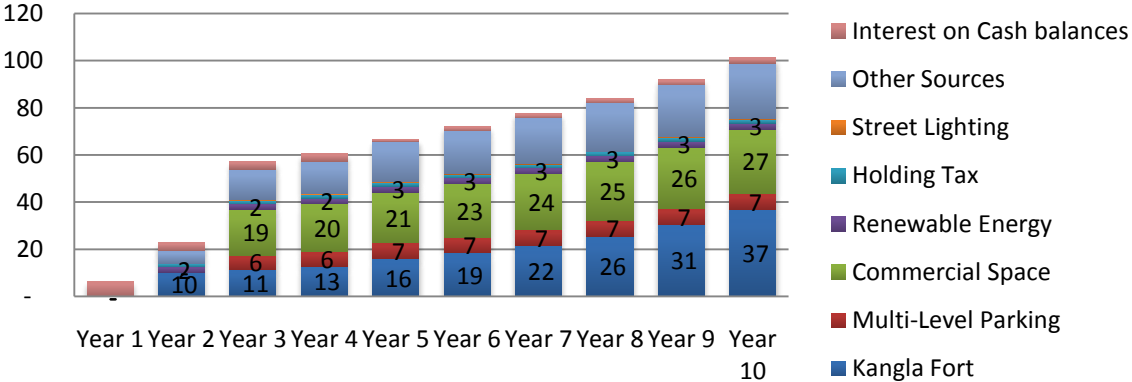| S. No.	Activity/componenet	Indicator	Baseline (as on)	Target	Resoureces Required	Likely date of completion
			AREA -BASED DEVELOPMENT			
1	**Central Business District Plan (CBD)** 1.1Pedestrian precinct development 1.2 Plaza with Manipur theme. 1.3 Pedestrianisation of DM College 1.4 Public Parking.	CBD1: Total length of pedestrian pathways CBD2: Total No. of Public Places for socializing CBD3: Total length of Pedestrian pathways in DM College Campus CBD4: Total No. of Public Parking Spaces	CBD1:Do not Exist CBD2: Inadequate public socializing space CBD3: Inadequate CBD4: 1 Existing parking	CBD1: 6km of Pedestrian Mall Road CBD2: 2 Plazas CBD3: 5km of Pedestrian Pathways in DMC CBD4: Creation of 3 Parking	CBD1: Finacial Resources 11.61 CR. CBD2: 4.4Cr CBD3: 6Cr CBD4:27Cr.	CBD1:36 months from the date of start CBD2: 24 months from the date of start CBD3: 36 months from the date of start CBD4: 30 months from the date of start
2	**Tourism and Heritage Precincts** 2.1 Kangla Rejuvenation Program (KREP) 2.2 West Riverfront & Landscaped & Green 2.3 East Riverfront & Landscaped Green 2.4 Addition of open space to the city.	HP1:% Revenue Generated HP2: Total NO. of Visitors HP3: % Increase in City Greens	HP1: Nil HP2: 10,000-15,000 annually HP3: 5.6%	HP1: 30% of total economy HP2:at least 4-5 lacs annually HP3:% increase of 2-3%	HP1: 120Cr. For KREP HP2: 75Cr for River Front Development HP3: 27Cr for River Cleaning	HP1: 48-60 months from the date of start HP2: 48-60 months from the date of start HP3: 48-60 months from the date of start
3	**Smart Mobility** 3.1: Dedicated cycle tracks and shelters. 3.2: App-based systems for cycle pick and go. 3.3: Provision of IPT through aggregators 3.4: Non-pollution public transport. (E-rickshaws) 3.5: Integrated Emergency and Trauma Ambulance Services	SM1 : Total length of cycle track SM2 : No. of Users SM3 : No. of Users SM4 : No. of Users SM5 : No. of Users	SM1 : Minimal SM2 : Not existing SM3 : Minimal SM4 : Minimal SM5 : Not existing	SM1 : 11 KM length SM2 : 100% coverage SM3 : 100% coverage SM4 : 100% coverage SM5 : 100% coverage	SM1 : 6.6 Cr. for cycle tracks SM2 : Technical support staff SM3 : SM4 : 1.2 Cr. and PPP model SM5 : 8.0 Cr.	SM1 : 24-36 months from start SM2 : 6-12 months from start SM3 : 36-48 months from start SM4 : 12 months from start SM5 : 12 months from start
4	**Smart Infrastructure** 4.1 Smart grid water and sewerage management 4.2 Renewable energy- Roof top solar PV for public buildings. 4.3 Complete Wifi connectivity and hotspots. 4.4 Sewerage system.	SI1 : No. of hours of supply SI2 : No. of solar panels installed SI3 : No. of Users SI4 : No. of connected households	SI 1 : 2 Hrs. a day SI 2 : Minimal SI 3 : Inadequate SI 4 : 3% connected	SI1 : 24x7 supply SI2 : 10% of the total demand SI3 : 100% coverage SI4 : 100% coverage	SI1 : 114 Cr. SI2 : 26.5 Cr. SI3 : 2 Cr., Telecom wifi provider, PPP model SI4 : 1.2 Cr.	SM1 : 36-48 months from start SM2 : 12 months from start SM3 : 12 months from start SM4 : 12 months from start
5	**Smart Governance** 5.1: Safe Imphal- A mobile app for 24x7 safety of citizen and tourists. 5.2: I-MODI (Imphal Mobile Dispensary) 5.3: Imphal Disaster Management Cell (IMDM)	SG1 : No. of Users SG2 : No. of Users SG3 : Access to IMDM	SG1 : Not existing SG2 : Nil SG3 : Nil	SG1 : 100% coverage SG2 : 100% coverage SG3 : 100% coverage	SG 1 : SG 2 : SG 3 :	SG 1 : 12 months from start SG 2 : Safe Imphal from start SG 3 : 12 months from start
6	**Creation of Commercial Centre** 6:1 Vendor Market near Ema Market 6:2 Tombishna Market 6:3: Mall Road (Hard and Soft Landscape)	CC1: Increase in employability CC2: No. of shops CC3: Length of Road	CC1: 1Market with informal 500 vendors CC2: Under Construction CC3: Not Existing	CC1: Legalising 500 Vendors CC2: 1500 shops CC3: 2 Km of Length	CC1: 32 CC2: 26 Cr. CC3: 5 Cr.	CC1: 12 months from start CC2: 12 months from start CC3: 24 months from start
7	**Smart Technological Solutions** 7.1 Smart Metering with SCADA 7.2 Water Supply Blockage & Leakage detection through Sensors 7.3 Smart Area Based Power Management 7.4 Street Light Service Management System	STS1: % of household covered STS2: % of water leakage STS3: number of hours of power outrage STS4: % of area covered with efficient street lights	STS1: Minimal STS2: 50% STS3: 2-3 hours a day STS4: Nil	STS1: 100% coverage STS2: NIL STS3: 24X7 STS4: 100% Coverage	STS1 and 2 : ppp model, 9 cr STS3 and 4 : 0.25 Cr.	STS1:2 years from start STS2:2 years from start STS3:2 years from start STS4:2 years from start
8	**Smart Initiatives** 8.1 ABSTIMS 8.2 Mobile Based KNFB Reader App for Visually Challenged 8.3 ICEIARS 8.4 ABSSMS 8.5ABSHIMS	SI1:Accessibility SI2: No. of users SI3: No. of users SI4: No. of users SI5: No. of users	SI1: NIL SI2: NIL SI3:NIL SI4: Nil SI5: NIL	SI1: 100% Coverage SI2: 100% Coverage SI3: 100% Coverage SI4: 100% Coverage SI5: 100% Coverage	PP model	2-3 years from start
A	**Imphal City Smart Mobility Management System – ICSMMS**					
1	**Smart Parking Management**	1. Smart sensors at parking lots. 2. Parking space availability Display board. 3. Web and mobile apps.	All the cars are being parked on road.	The software system will be built for pan-city. However, the sensors and the hardware will be installed in the ABD as a replicable model.	INR 5.0 Cr.	17-Mar
2	**Smart Traffic Light Management with Real time Data analysis, and adaptive signaling (STLM)**	1. Dynamically adjusting traffic lights. 2. Pedestrian switches on select junctions.	No traffic lights and Pedestrians switches.	20 Traffic Junctions and 100 nos. pedestrian switches	INR. 5.0 Cr.	17-Jul
3	**Command and Control Centre Management (CCCM)**	1. CCTV cameras and digital dispalys 2. Servers and IT infrastructure. 3. Web & Mobile based applications. 4. System and analytics softwares	Nil	CCTV cameras and digital display connectivity with servers and other ICT infrastructure including software	INR. 20.0 Cr.	17-Dec
4	**Towed Vehicle Management (TVMS) with Lot and Dispatch Management**	1. Nos of Vehicles Towed 2. Nos. of Towing trucks dispatched	Nil	0-100 vehicles per day and 0-10 Towing trucks	INR. 4.0 Cr.	17-Jan
5	Automatic Number Plate Recognition using Cameras (ANPR)	1. Nos of Vehicles	Nil	20 Junctions	INR. 5.0 Cr.	17-Oct
6	MVRDLCS	1. Development of mobile based application on android and iOS 2. 100 Nos. mobile devices	Nil	1 Applications for SARATHI and 1 for VAHAN (for android as well as iOS) 100 mobile devices to City Police	INR. 1.0 Cr.	16-Oct
7	Imphal City Public Mobility Assistance System (ICPMAS)	Availability of Web and Mobile apps for: 1. Train and Bus (Intercity and Interstate) timings 2. Request for services like wheel chairs at different transportation points. 3. Information on facility available at various tranport hubs. 4. Travel journey planning	Nil	To be implemented at 1 multimodal transport hub and intercity bus station	INR. 10.0 Cr.	18-Oct
8	Emergency Incident Alert and Response Management System by using mobile apps, panic buttons and CC cameras across the city to capture real time image and create alerts on immediate basis in order to improve safety & security (EIARS)	1. Nos of incident per year 2. CCTV and digital display at location 3. Emergency Alert Buttons 4. Mobile devices	NIL	0-500 Incidents 500 nos. of locations 0-1000 buttons 0-200 mobile devices	INR. 40.0 Cr.	19-Mar
9	Wifi using FIber Optic laid across pan city	1. Nos. of Km fibre optic laid 2. Nos of Wi-Fi hot spots	Nil	Laid Fibre Optic Cable across pan city 250KM Road with 500 Hot Spots	INR. 150.0 Cr.	18-Dec
10	Imphal City Digital Road Guidance System with Land marks for mobility guidance (ICDRGS)	1. Inclusion of landmarks on Google map 2. Web & Mobile based application	1. 100 nos. 2. Nil	1. 1000- 5000 nos of landmarks 2. Development of web based and android & iOS app.	INR. 2.0 Cr.	16-Dec
11	E-Challan Application for traffic rules violations, parking violation etc	Mobile devices and printers	NIL	0-100 Mobile devices with Printers	INR. 1.0 Cr.	17-Mar
B	Imphal City Integrated Asset Management System- ICIAMS	1. No. of asset types 2. No. of assets	Nil	5-25 asset types and 100000 assets	INR. 10.0 Cr.	18-Dec
C	Imphal City Unified Communication, Collaboration and Information Sharing Cloud Platform - ICUCCISP	Online Cloud Based Systems	Nil	Grivance management, file sharing, audio text casting, task mangement, document mangement, Imphal City Smart Mobility Management, Imphal City Solid Waste Mangement and Imphal City Integrated Asset Management System.	INR. 20.0 Cr.	19-Oct
D	Imphal City Solid Waste Management System - ICSWMS	1. No. of Smart Tags on bins 2. No. of Smart Tags on Collection vehicles	6000 bins without tags and 110 nos. of collection vehicles without tags are there.	0.-7000 tags on bins and 0-150 tags on Vehicles	INR. 10.0 Cr.	18-Jul

Source & Application of Funds

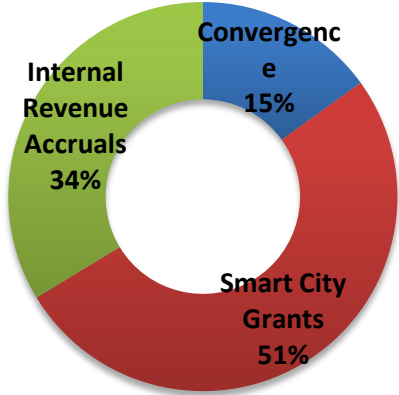| (INR crores)	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Year 8	Year 9	Year 10	Total
Use of Funds											
Capital Expenditure	450	238	392	264	-	-	-	-	-	-	**1,344**
Operating Expenditure	8	8	14	17	19	20	21	22	24	25	**179**
Total	**458**	**245**	**407**	**281**	**19**	**20**	**21**	**22**	**24**	**25**	**1,523**
Sources of Funds											
Smart City Grant	388	196	196	196	0	0	0	0	0	0	**976**
Convergence	71	30	157	29	-	-	-	-	-	-	**287**
Revenue from Projects	7	23	57	61	67	72	78	84	92	101	**641**
Total	**465**	**249**	**410**	**286**	**67**	**72**	**78**	**84**	**92**	**101**	**1,904**

INR Crores

Activity/Component	Capex Year 1	Year 2	Year 3	Year 4	Total	Opex Year 1	Year 2	Year 3	Year 4	Year 5	Revenue Year 1	Year 2	Year 3	Year 4	Year 5
1 Area Based Development															
Central Business District															
Encouraging NMT	4.4	2.0	10.9	-	**17.3**	-	-	0.0	0.1	0.1	-	0.3	0.3	0.3	0.3
Multi Level Car Parking Cum Office /Comm	92.4	64.7	-	-	**157.1**	-	-	1.7	1.8	1.9	-	-	25.5	26.5	28.1
Conversion of Street Lighting	5.0	5.3	-	-	**10.3**	-	-	-	0.6	0.6	-	-	0.4	0.4	0.4
Road Geometry and Junction Design	39.6	16.6	113.5	-	**169.8**	-	-	-	-	-	-	-	-	-	-
Other Interventions	40.5	13.4	53.5	49.7	**157.1**	-	-	-	0.4	1.6	-	4.4	4.9	5.3	5.9
Heritage															
Kangla Fort Rejuvenation Program (KAFREP)	18.0	3.8	27.7	29.1	**78.5**	-	2.3	2.4	2.5	2.6	-	10.3	11.4	12.8	16.1
Other Tourism Interventions	37.8	7.9	58.3	61.3	**165.3**	-	-	-	1.3	1.4	-	-	-	-	-
Education Hub															
Sports Infrastructure	17.3	5.9	36.5	15.4	**75.1**	-	-	-	0.8	0.8	-	-	0.1	0.1	0.1
Other Facilities	39.0	32.9	36.5	-	**108.3**	-	-	0.6	1.2	1.2	-	-	0.0	0.0	0.0
Other Infrastructure & Allied Solutions															
Public Health & Social Safety	11.6	5.4	1.1	-	**18.1**	-	0.1	0.5	0.6	0.6	-	0.2	0.2	0.2	0.2
Renewable Energy	22.0	-	-	-	**22.0**	-	0.2	0.2	0.3	0.3	-	2.3	2.3	2.3	2.5
IT Connectivity & Digitization	1.0	1.1	-	-	**2.1**	-	-	0.1	0.1	0.1	-	-	3.6	4.0	4.4
Smart IT Based Solutions	14.9	12.5	18.2	4.1	**49.6**	-	-	0.8	1.1	1.4	-	0.5	0.5	0.5	2.5
2 Pan City Solutions															
Smart Mobility	33.3	15.3	35.8	104.9	**189.3**	-	-	-	-	4.2	-	-	-	-	-
Dedicated Cycle Routes	24.3	17.0	-	-	**41.3**	-	-	-	0.2	0.2	-	-	-	-	-
Pedestrian Pavements	42.8	29.9	-	-	**72.7**	-	-	-	0.4	0.4	-	-	-	-	-
Smart Solid waste Mangement System	6.0	4.2	-	-	**10.2**	-	-	0.6	0.6	0.6	-	-	3.3	3.3	3.6

Revenue Distribution (INR Crores)

Legend:
- Interest on Cash balances
- Other Sources
- Street Lighting
- Holding Tax
- Renewable Energy
- Commercial Space
- Multi-Level Parking
- Kangla Fort

Financing Sources

- Convergence 15%
- Smart City Grants 51%
- Internal Revenue Accruals 34%

Capital Expense (INR Crores)

	Year 1	Year 2	Year 3	Year 4
Pan City Solutions	106	66	36	105
Area Based Development	343	171	356	159
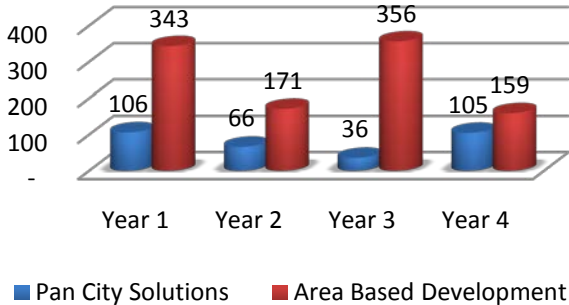
Income, Expense & Surplus (INR Crores)

- Income
- Expense
- Surplus
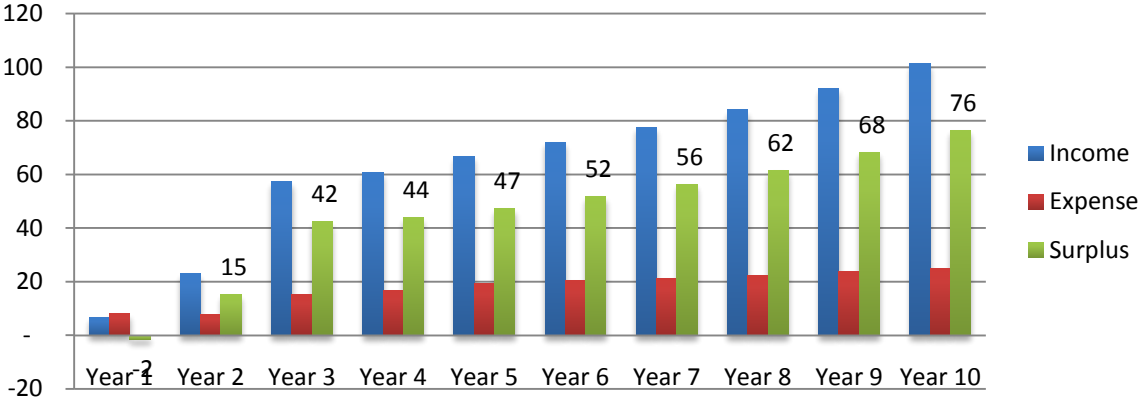
3.20 IMPLEMENTATION SCHEDULE

S.No.	Activity/Component	Year 1	Year 2	Year 3	Year 4
1	**Pan City Solutions**				
1.1	Smart Mobility	■	■	■	■
1.2	Dedicated Cycle Routes	■	■		
1.3	Pedestrian Pavments	■	■		
1.4	Smart Solid waste Mangement System	■	■		
2	**Area Based Development**				
A	**Central Business District**				
2.1	Encouraging NMT	■	■	■	
2.2	Multi Level Car Parking Cum Office /Comm	■	■		
2.3	24x7 Water Supply (piping and allied works)	■	■	■	■
2.4	Mall road hard and soft landscape	■	■	■	
2.5	Development of city piazza	■	■		
2.6	City Level Green	■	■	■	
2.7	Fire Hydrant system in mall	■	■	■	
2.8	Integrated Public Transport	■	■	■	
2.9	Conversion of Street Lighting	■	■		
2.10	Footover Bridges	■	■	■	
2.11	Tombisana Market	■	■	■	
2.12	Road Geometry and Junction Design	■	■	■	
B	**Heritage**				
2.13	West Riverfront	■	■	■	■
2.14	River Cleansing Project	■	■	■	■
2.15	Underground Drainage for pologround	■	■	■	■
2.16	Boundary wall and rampart	■	■	■	■
2.17	Road East Bank of Imphal River	■	■	■	■
2.18	Kangla Fort Rejuvenation Program (KAFREP)	■	■	■	■
2.19	Kekrupat gardens	■	■	■	■
2.20	East riverfront development	■	■	■	■

S.No.	Activity/Component	Year 1	Year 2	Year 3	Year 4
2	**Area Based Development**				
C	**Education Hub**				
2.21	DM College parking	■	■		
2.22	Cycle tracks	■	■		
2.23	Pedistrian	■	■	■	
2.24	Hard and Soft landscape	■	■	■	
2.25	PLAY GROUND	■	■	■	
2.26	INDOOR STADIUM	■	■	■	■
2.27	ARTIFICIAL TURF	■	■	■	
2.28	GALLERY	■	■		
D	**Other Infrastructure & Allied Solutions**				
2.28	Integrated Trauma Ambulance Services	■			
2.29	Smart Water Metering	■			
2.30	Smart solution for 24x7 water supply	■	■		
2.31	Sewarage System	■	■	■	
2.32	Renewable Energy (4MWp)	■			
2.33	Emmergency Response System	■	■		
2.34	Imphal Disaster Mangement Cell	■			
2.35	I- MODI (Imphal Mobile Dispensary)	■	■	■	
2.36	Smart Power Managemnt System	■			
2.37	Smart Sewarage blockage & Leakage dectction System	■	■		
2.38	Health Management Information System	■	■		
2.39	Mobile based solution for Visually challenged	■			
2.40	CAAQMS	■	■		
2.41	IT connectivity & Digitization	■	■		
2.42	Smart Public Mobility Assistance	■	■	■	■
2.43	SAFETY AND SECURITY	■	■		
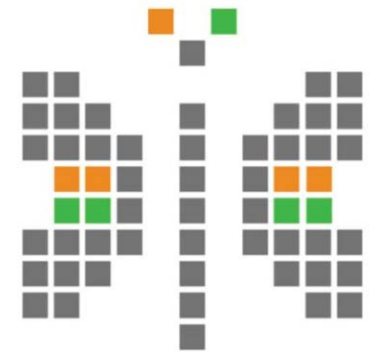
IMPHAL
SMART CITY PROPOSAL

ANNEXURE 02

IMPHAL
SMART CITY PROPOSAL

ANNEXURE 04

Hewlett Packard
Enterprise

Date: 15th April, 2016

To,

Executive Officer,
Imphal Municipal Corporation,
Imphal, Manipur
India

Sub: Letter of Support for Implementation of Smart City ICT solution for Imphal.

Dear Sir,

This has reference to the discussion held on the subject. We understand that the city of Imphal is one of the strong contenders in Fast Track Smart City Challenge under Smart City Mission by Ministry of Urban Development (MoUD), Government of India. We hereby confirm to work as a technology partner for the city of Imphal for Smart City Mission.

Thanking You,

Sincerely,

Santanu Chakraborty
RM TS Cosnulting-projects
mail id: santanu.chakraborty@hpe.com

DLF IT Park,8,Major Arterial Road,
Block-AF,Tower-C,1st Floor, New Town,Rajarhat,
700 156 Kolkata
India

hpe.com

IRg

IRG Systems South Asia Pvt. Ltd.
E-16, 3rd Floor, Main Market,
Hauz Khas, New Delhi – 110 016
INDIA
Tel   +91-11-4597 4597
URL   www.irgssa.com
e-mail   irgssa@irgssa.com

30th Mach, 2016

To,
Executive Director
Imphal Municipal Corporation
Imphal, Manipur
India

Subject: Expression of Interest for Specific Mentoring, Capacity Building & Hand Holding

Dear Sir,

This has reference to the above subject M/s IRG Systems South Asia Pvt. Ltd. along with its parent organization M/s Engility / IRG, USA is willing to assist Imphal Municipal Corporation, Government of Manipur for mentoring capacity building and handholding in the areas of Environment, Energy and Natural Resources, Climate Change and Waste Management for Implementation of SMART City Mission.

Thanking You

Yours Sincerely

Amit Jain
Managing Director

北 九 州 市 （★） CITY OF KITAKYUSHU

21ˢᵗ May 2015

To
The Director, CBUD,
Ministry of Urban Development,
Government of India, Room No. 313, B Wing
Nirman Bhawan
Maulana Azad Road,
New Delhi 110018

Subject: Association with M/s IRG Systems South Asia Pvt. Ltd. for Preparation of
Proposal for Assisting Cities to Participate in the Smart Cities Challenge,
Capacity Building for Urban Development, MoUD Governmrnt of India.

Dear Sir,

This has reference to the subject. We are glad to associate with M/s IRG Systems South
Asia Pvt., in the role of the MENTOR to them for providing such services in case they
get shortlisted.

Thanking You,

With Warm Regards

Junichi SONO
Director,
Kitakyushu Asian Center for Low Carbon Society
Environment Bureau, City of Kitakyushu

Dated 10th March 2016

To
The Executive Officer
Imphal Municipal Corporation
Imphal, Manipur,India

Refer : Our various discussions

Sub : <u>**Letter of Support for Implementation of Various Smart City ICT Systems for Imphal**</u>

Dear Sir

We are pleased to inform you that we along with our associate M/S UR International , USA ,will be happy to partner with Imphal Municpal Corporation for implementation of following systems as a part of your smart city initiatives.

1) Integrated Asset Management System

2) Towed Vehicle Management with Lot and Dispatch Management Systems

3) Emergency Incident Alert and Response Management System

4) E-Challan

5) Solid Waste Management System

6) Power Outage Management System

7) Street Light Service Management System

This letter may be formalized by issuing a Letter of Intent at your end and communicated to us.

Please feel free to contact the undersigned for any further clarifications.

Thanking you,

Sincerely,

Bishnu P. Samal
Director

March 23, 2016

The Executive Officer
Imphal Municipal Corporation
Imphal, Manipur

Sub: **Letter of Interest for partnering with Imphal Municipal Corporation**
       for skill development and training

Dear Sir:

This is with reference to our discussion; we are pleased to offer our services as partner for skill development and training in the areas of urban infrastructure, management and public service delivery. We have a decade long experience in imparting such programs very effectively and efficiently.

Your look forward to work with you.

Best regards,

Pradeep Panwar
Director

MEMORANDUM OF UNDERSTANDING

BETWEEN GOVERNMENT OF MANIPUR & THE FRENCH CONSORTIUM

FOR

CONTINUATION OF PROJECT SEWAERAGE INFRASTRUCTUERE (PHASE I) OF IMPHAL
BEYOND MARCH 31ST 2014.

The MOU is made on February 16th, 2014 between
The Government of Manipur represented by Mr.

And

The French consortium represented by Mr. F Colson and constituted by:
AQUA TECHNIQUE INGENIERIE (hereafter refer to as A.T) 65 rue des Cevennes -75015 Paris,
FRANCE.
And
DEGREMONT India (hereafter referred to as DGT)- Gurgaon- India
Hereafter referred to as the "Consortium".

Whereas

The Government of French have assisted in kind (machineries worth ₹ 41.54 crs in 2003),the setting up of a Sewerage Treatment Plant and the corresponding pipe network in Zone-1 of Imphal city. The project was name as SEWAGE INFRASTRUCTURES (PHASE-I) of Imphal.

Discussion and negotiations have been held since 1996 and finally the agreement for implementation of the Sewage Project in Imphal was signed between the Govt. of Manipur and the French consortium on 2nd Dec 1998 for FF 59.17 million. Two agenda were agreed upon on 26th Nov 99 and 17th July 2000 respectively and finally the project was included in the Indo –French Financial Protocol (signed on 4th Dec 2011) for Euro 8.73 million. The project was finally notified on 7th Aug 2002 and came into force on 16th Sept 2002.

The foundation stone was laid on 5th march, 2002 by the then Governor of Manipur, H.E Mr. Ved Marwah in the presence of *Mr. Francis Widmer,* secretary General, French Embassy , Delegates from the French companies and seniors officials from the Govt. of Manipur

The Ministry of Urban Development , Govt. of India , New Delhi (which is in line with Ministry concerned by this project) has accorded its approval to the project at FF 57.3 m for the French component at an estimated cost of 93.21 crores (for state component)

Simultaneously to the foundation stone laying in march 2002, and even before the project was notified, the consortium and PHED had embarked on implementation of the project, to save time and to take care of unforeseen delays.

Implementation of the project was started in right earnest by both sides. A number of French engineers and experts visited Imphal, as per schedule, to carry out successive and planned tasks, such as the topographical surveys, master plans studies, designed of the network, design of the plant, civil works guide drawings and comments, network supervision and co-ordination of works, underground piling for STP structures and RCC mains etc

The completion of the project was envisaged for March 2006, but due to the delays, for reason (not attributable to the consortium) of more than two (2) years, the project completion deadline of 31st march 2006, stipulated in the contract, could not be met. The financial protocol and the associated admission governing the original contract expired on 31st March 2006 and there was no response to it's extension since the *Government of India* had ruled out all bilateral aid from French.

Nevertheless, in order to realize the project properly and in public interest, the consortium entered into successive MOUs with the PHED(public health Engineering Department) to continue to provide uninterrupted assistance for the additional years (beyond march,2006).

Successively MOUs were signed on eventual chargeable basis depending on price adjustment respectively on .

1. Jan 23rd 2006
2. March 20th 2008
3. April 28th 2010
4. March 9th 2011
5. February 15th 2012
6. April 16th 2013

These eventual price adjustments were transferred on to AT's account after obtaining administrative approval of the government of Manipur.

The sixth MOU (signed on February-April 16th 2013) was made for uninterrupted continuation of the consortium's supervision for one additional year until 31 march 2014.

During the 24th technical meeting at Imphal (on November 11th to November 13th 2013), it was again recognized that the date of start up of the STP of 31st March, 2014 could not be met and the present MOU should be entered into for uninterrupted continuation of the Consortium's supervision of the project for one additional year beyond march 31, 2014, which means up to 31st March 2015.

COSTS ADJUSTMENTS FOR UNINTERRUPTED SERVICE

Therefore it is hereby agreed that:

1. Considering that the revised planning has been shifted by sixty seven (67) months in all and is now set as per the following revised milestones:

End of civil works finished of STP		31-12-2013
End of AB line and PS5 civil works		31-03-2014
Preparation of erection (inventory of equipment)	from	15-07-2013 to 31-01-2014
Erection of STP and additional repairs	from	01-02-2014 to 30-09-2014
Brushes repairs (incl. manufacturer assistance)	until	31-12-2014
Start up and commissioning of STP	from	1-10-2014 to 31-12-2014
Inventory of equipment of pumping station	from	30-11-2013 to 13-12-2013
Erection of pumping station	until	31-06-2014

2. Considering that the following contractual services have still to be carried out. i.e
   - The erection supervision of the STP and of the five (5) pumping station.
   - The STP start up, commissioning and initial running supervision.
   - The training in France of PHED engineers.
   - The management and co-ordination for the above tasks.

3. Considering both the French cost variation of the remaining French services to be taken into account for the additional execution period, and the risks due to the present global economical conditions.

4. Considering some changes done in the final execution of the civil works of the pumping stations involving some additional checkup and studies;

The corresponding extra-costs adjustment for the above-mentioned coordination and AT's services are:

€ 80 000 EI (eqvt 67,73 Lakh INR at a present rate of 84,67 INR per € 2)

Note:

Taxes: In accordance with Art 16 of the original Agreement signed between the Government and the Consortium in Dec 1998, all remuneration due to ATI under this MOU is net and free of all present and future Indian taxes, customs duties, service tax, levies and penalties thereto levied by the Govt of India and/or Govt of Manipur..

Payment terms and condition:

The payment terms are hereby agreed to be as follows:
  - 100% of the services (i.e; 80 000,00 - eighty thousand €uros) being effective before March 31st, at the latest.
  - By SWIFT transfer to AQUA TECHNIQUE INGENIERIE's account which is:
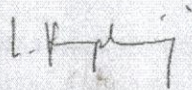
Societe Generale — Agence Paris Convention,
N° 30003 03543 00020338101 15
IBAN: FR76 3000303543000020338101 15
BIC: SOGEFRPP
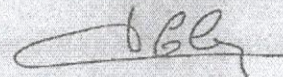
Signed at Imphal, on   , 2014

On behalf of the Government of Manipur   On behalf of the French Consortium:

W.L. Hangshing, IAS
Principal Secretary
Government of Manipur

Francois Colson,
Director, Aqua Technique Ingenierie.

----

1. Considering an inflation rate of 1,8% only over the last year period
2. The €uro/Rupee exchange Rate mentioned above is only indicative. The actual rate of conversion will be determined on the date of transfer of fund remittance, the latter being done in €uros.

WASTE TO ENERGY.

Collected by PPC

GOVERNMENT OF MANIPUR
DIRECTORATE: MAHUD DEPARTMENT.
....

No.7/1/2015-DIR(MAHUD). Imphal, the 10th March, 2016.

To,

Innovative Eco-Care Pvt. Ltd.
A-103, Sagun Plaza,
Vastrapur.
Ahmedabad – 380 015.

Kind Attention : Mr. Ravi Kalantri, Vice President, Innovative Eco-Care Pvt. Ltd.(Power of Attorney for the **consortium of Innovative Exo Care Pvt. Ltd**. and **Thermo tech Systems Ltd.).**

Subject:- Letter of Award of Concession for Operation, Upgradation and Maintenance of MSW Plant at Lamdeng, Manipur.

Dear Mr. Kalantri,

This has a reference to your proposal dated 10th September 2015, pursuant to the request for proposal for the **OPERATION, UPGRADATION AND MAINTENANCE OF MSW PLANT AT LAMDENG, MANIPUR** vide Tender No.7/1/2015-DIR(MAHUD) dated 08/07/2015.

2. Pursuant to the evaluation of the proposal, we are pleased to inform you that you have been awarded the concession to operate, upgrade and maintain MSW plant at Lamdeng Manipur, summary of which is annexed hereto (Annexure 1: Term Sheet), and detailed terms and conditions of which will be specified in the Concession Agreement.

  The award is subject to :
  a) The incorporation of the Special Purpose Vehicle (SPV) Company under the Companies Act 2013 within 30 days of this Letter of Award. The shareholding of the company shall be held by you as per terms of the Concession Agreement;

  b) Execution of the Concession Agreement by the company incorporated under (a) above within 15 days of receipt of draft Concession Agreement mutually approved by SPV company and MAHUD and Power Department, Government of Manipur.

  c) Deliver to MAHUD, a bank guarantee of Rs. 25 lakhs from any Nationalized or Scheduled Bank as a performance security deposit issued in favour of the Director, MAHUD, for a period of 36 months from the date of issuance of the bank guarantee, on or before the signing of the concession agreement.

10/3/2016

P.T.O.

pl. prepare MoA

R Kalantri 18/3/2016

SWM th2

3. Notwithstanding anything contained hereinabove, on your failure to execute the Concession Agreement or fulfilling any other requirements contained in this Letter of Award within the time period as specified herein, the performance security (if submitted) shall stand forfeited, without any notice by MAHUD.

4. You shall ensure that the authorized representative of the company formed under 2(a)(i.e. Concessionaire) is present on such date and such place as may be notified by MAHUD for execution of the Concession Agreement, upon your fulfillment of all the conditions as set out in this Letter of Award.

As acknowledgement of unconditional acceptance and readiness for absolute compliance of the terms contained in the Letter of Award, you are requested to counter-sign a copy of this Letter of Award and Term Sheet and return the same to us within a period not exceeding five (5) business days from the date of issuance of the Letter of Award.

Yours faithfully,

10/3/2016

(N. Gitkumar Singh)
Director (MAHUD), Govt. of Manipur.

Acknowledgement :

Counter Signature .... Date: 18th March. 2016

Authorized Signatory : Mr. Ravi Kalantri
Designation: Vice President, Innovative Eco-Care Pvt. Ltd
(Power of Attorney for the **consortium of Innovative Eco Care Pvt. Ltd** and **Thermo Tech Systems Ltd.**).

SWM th2

No.	Clause	Description
1.	Parties	(a) Concessioning Authority – Department of Municipal Administration, Housing & Urban Development (MAHUD), Government of Manipur; and Department of Power, Manipur; (b) Concessionaire – Project SPV formed by the consortium of companies, including but not limited to, Innovative Eco Care Pvt. Ltd. And Thermo Tech System Ltd.
2	Project	Operation, Upgradation and Maintenance of MSW Plant at Lamdeng, Manipur. Phase 1: will include the processing of the MSW into compost, RDF etc. Phase 2: will include the conversion of the MSW into electricity.

3	Concession	The Concessioning Authority will grant the following concession to Concessionaire:
		Phase 1
		  (a) Guarantee for minimum of 60 Tons of MWS per day (Averaged on monthly basis)
		  (b) Tipping fees of Rs. 350 Per Ton
		
		Phase 2
		  (a) Power Purchase Agreement Rate: Rs.5.80 Per unit and NO TIPPING FEE. Annual increment of 5% in the power tariff.
		  (b) Provide infrastructural and equipment for linking up the generated power to the power grid from synchronization panel of the plant.
		  (c) Provide supporting documents in getting consents/permissions whenever required, such as Manipur Pollution Control Board etc.

4	Concession Period	30 years commencing from Concession Agreement Date, extendable by 10 years at Concessioning Authority's discretion.
5	Obligations of Concessioning Authority	(a) Grant lease rights to Concessionaire for site, access to site, existing machinery for treatment and processing and other facilities like lighting. (b) Pay Concessionaire Rs. 350 per ton of MSW during phase 1 of the project (c) Pay Concessionaire Rs.5.80 per unit of power generated (escalating @ 5% annually) during phase 2 of the project (d) Provide power interconnection and evaluation infrastructure, connection to water, electricity and drainage facilities at their own cost (e) Assist Concessionaire in obtaining all necessary permits, clearances and approvals.

Rralati
18/3/2016

10/2/2016

14	Operational Period	Operation Period means the period commencing from COD and ending on the date on which the concession period expires or is terminated.
15.	Performance Security Deposit during construction Period and operation period	For the due and punctual performance of its obligations under the Letter of Award, the Concessionaire will submit a performance security deposit of Rs. 25 Lakhs, on or before signing of the concession agreement that will remain in force for a period of 36 months from the date of issuance. For the due and punctual performance of its obligations under the Concession Agreement the Concessionaire will submit a performance security deposit of Rs. 10 lakhs, on or before COD, that will remain in force for a period of remaining Concession period.
16	Grant/Subsidy	The Concessionaire, with support from Concessioning Authority, may apply for grants subsidies or VBF, and avail of such benefits if granted.
17	Taxes	Concessioning Authority and /or Manipur State Government will exempt the project from property tax, VAT and other similar applicable taxes.
18.	Validity	This Term sheet will remain valid for the period stated in the letter of Award.
19	Governing Law	The Term Sheet shall be government by Indian Law.
20.	Jurisdiction	The Term Sheet shall be subject to the exclusive jurisdiction of Imphal, Manipur.
21.	Ambiguity	In case of any ambiguity in interpretation of any of the terms contained herein, the relevant term/explanation given in the RFP document shall be final.

RKalontri
18/3/2016

SPEED POST

To
THE JOINT DIRECTOR
MUNICIPAL ADMINISTRATION, HOUSING & URBAN
DEVELOPMENT
PDA COMPLEX, NORTH AOC
IMPHAL - 795001

OFFICE OF THE
IMPHAL MUNICIPAL COUNCIL

No.IMC/2/Exo/2004-2012(Pt.I)   *Imphal the 11ᵗʰ November, 2013*

To

The Commissioner MAHUD,
Government of Manipur.

      Subject:- Outsourcing the Collection and dumping of garbage within the area
               covered by the road from Khuyathong crossing to Keishampat Junction
               via western Kangla gate and the Governor's gate and from Keishampat
               Junction to Khuyathong crossing again via Maharani bridge.

Sir,

      I am to state that in view of the various constraints being faced by the Imphal Municipal Council, due to the various factors, in the collection and dumping of garbage within the area covered by the road from Khuyathong crossing to Keishampat Junction via western Kangla gate and the Governor's gate and from Keishampat Junction to Khuyathong crossing again via Maharani bridge, the Imphal Municipal Council vide Resolution Misc.No.2 taken in its meeting held on 30/10/2013 had decided that collection and dumping of garbage within the said area of Imphal city may be outsourced to other suitable Agencies/NGOs for a period of 6 (six) months to begin with and if their service is satisfactory further extension may be made. An Extract copy of the Imphal Municipal Council Resolution Misc.No.2 dated 30/12/2013 is enclosed.

      It is, therefore, requested that further necessary action for outsourcing the collection and dumping of garbage within the said area may please be taken up by the State Government through the Directorate of MAHUD by providing special package of fund for the said outsourcing.

      Enclosed.- as stated above.

                                     Yours faithfully,

                                       (W.Rajen Singh)
                                       Executive Officer
                                   Imphal Municipal Council

Copy to:-

      1. The Director MAHUD. Govt. of Manipur.

      - for information and necessary action.

      2. Guard File.
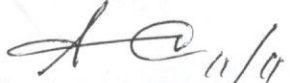
Extract copy of the Imphal Municipal Council Resolution Misc. No. 2
dated 30-10-2013

Members present :-

1.	Shri. Thambaljao Phoamei	Honble Vice Chairperson
2.	Shri. Ph. Baleshwar Sharma	Honble Councillor
3.	Shri. K. Tiken Singh	- do -
4.	Shri. Sunil Singh	- do -
5.	M. Subashchandra	- do -
6.	Smt. Kalanchonglu Gangmei	- do -
7.	Smt. S. Binarani Devi	- do -
8.	Shri. Th. Purnachandra Singh	- do -
9.	Shri. Nutanchandra Singh	- do -
10.	Shri. L. Arenkumar Singh	- do -
11.	Smt. Ph. Praneshori Devi	- do -
12.	Smt. K. Priyosakhi Devi	- do -
13.	Shri. Salam Tiken Singh	- do -
14.	Km. Ph. Memchatombi Devi	- do -
15.	Shri. A. Romakanta Singh	- do -
16.	Smt. R.K. Bimolini Devi	- do -
17.	Shri. Y. Ratikanta Singh	- do -
18.	Smt. L. (O) Tombi Devi	- do -
19.	Shri. Ksh. Umesh Singh	- do -
20.	Smt. Majakhon	- do -
21.	Km. S. Memsana Devi	- do -

Misc. No. 2

The meeting discussed the pros and cons of the proposed programme of outsourcing the collection and dumping of garbage within the area covered by the road from Khoyathong crossing to Keishampat junction via Western Kangla Gate and the Governor's Gate and from Keishampat junction to Khoyathong crossing again via Maharani bridge. The outsourcing may be done for a period of 6 months to begin with and if the service is satisfactory further extension may be made. However, in the rest of the Imphal Municipality areas the normal programme taken up by the Imphal Municipality will remain in force. A sketch map may be enclosed for ready reference.

(Aribam Nimai Sharma)
Chairperson
Imphal Municipal Council

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Government of National Capital Territory of Delhi

e-Stamp

Certificate No.	:	IN-DL67080760835038N
Certificate Issued Date	:	06-Oct-2015 01:12 PM
Account Reference	:	IMPACC (PF)/ dl766013/ DELHI/ DL-DLH
Unique Doc. Reference	:	SUBIN-DLDL76601331849433160961N
Purchased by	:	NSDC
Description of Document	:	Article Others
Property Description	:	Not Applicable
Consideration Price (Rs.)	:	0
		(Zero)
First Party	:	NSDC
Second Party	:	Not Applicable
Stamp Duty Paid By	:	NSDC
Stamp Duty Amount(Rs.)	:	100
		(One Hundred only)
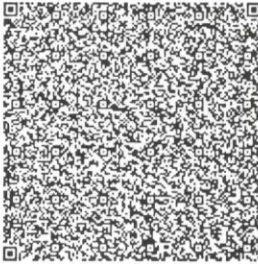
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AGREEMENT

BETWEEN

STATE URBAN LIVELIHOOD MISSION, GOVERNMENT OF MANIPUR

AND

NATIONAL SKILL DEVELOPMENT CORPORATION

Secretary
Manipur Urban Dev. Agenc'
(MUDA), Imphal

THIS Agreement is executed at New Delhi on the 29th day of December, 2015.-

BY AND BETWEEN

STATE URBAN LIVELIHOOD MISSION, Government of Manipur, having its head office at Manipur Urban Development Agency, PDA Complex, North of AOC, Imphal - 795001 (here in after referred to as "SULM", which expression shall, unless it be repugnant to the subject or context thereof, include its successors and permitted assigns) of the First part, through **N. Git Kumar Singh, Mission Director, SULM;**

AND

NATIONAL SKILL DEVELOPMENT CORPORATION a not for profit company, registered under the Companies Act, 1956 and licensed under section 25 of the Companies Act, 1956 having its registered office at A-Block, Clarion Collection, Shaheed Jeet Singh Marg, New Delhi-110016 and Corporate Identity Number: U85300DL2008NPL181612 (hereinafter referred to as **"NSDC"** which expression shall, unless it be repugnant to the subject or context thereof, include its successors and permitted assigns) of the Second part.

SULM and NSDC are hereinafter individually referred to as a **"Party"**, and collectively, as **"Parties"**.

WHEREAS:

1. SULM is with mandate to ensure proper implementation and monitoring of the centrally assisted programmes for generating employment opportunities and alleviation of poverty throughout the State. SULM shall be the single point within the Government of Manipur to formulate and steer various Skill Development schemes across the Departments.

2. NSDC is a public private partnership established with the object of developing unskilled and semi-skilled labour force into productive and skilled labour and to establish, manage, run and support institutes and polytechnics for achieving this objective.

3. The Parties are desirous to engage with each other for Skill training, Assessment & Certification of the Candidates (**"Project"**).

4. In order to facilitate and implement the Project, SULM is desirous of engaging NSDC as a fund manager. NSDC may also engage their empanelled Training Partners for providing training and approved Sector Skill Councils (SSC's) to standardise the assessment & certification processes, in order to achieve the objectives of the Project.

NOW THEREFORE IN CONSIDERATION OF THE MUTUAL COVENANTS HEREINAFTER CONTAINED, THE PARTIES HEREBY AGREE AND THIS AGREEMENT WITNESSETH AS FOLLOWS:

Secretary
Manipur Urban Dev. Agency
(MUDA), Imphal

2

1. Relationship Between The Parties
   a. SULM has entered into this Agreement with NSDC for supporting its endeavours to achieve the joint objectives in the skilling space.
   b. NSDC shall not be construed as an employee of SULM in performance of this Agreement.
   c. Nothing in this Agreement is intended to be construed, or is deemed to create any rights or remedies to any third party.
   d. It is clarified that at any time that the EST&P guidelines of MoHUPA shall prevail over any other contrary guidelines

2. **Process Of Transfer Of The Funds**
   a. NSDC shall submit a work plan along with the budget of each activity/ scheme proposed and the total fund requirement to SULM to enable receipt of Funds from SULM for furtherance of the objectives.
   b. SULM shall transfer the required funds to NSDC for implementing the objectives of the Project.
   c. A management fee of Re. 1 (Rupees one only) shall be paid by SULM to NSDC in consideration for the services provided by NSDC under this Agreement.
   d. SULM shall ensure that funds will be disbursed within a period of 15 days of receipt of work plan from NSDC.

3. **Responsibilities of SULM:**
   a. SULM will facilitate empanelment of the NSDC partners as Skill Training Partners for Employment through Skills Training and Placement ("EST&P") implementation for providing training as per the EST&P Guidelines.
   b. SULM will facilitate the process of engagement with NSDC and its partners for the purpose of Skill training, Assessment & Certification of the Candidates.
   c. SULM hereby appoints NSDC to manage and utilize funds for the Project.
   d. SULM will transfer an amount of Rs. 15,000/- per candidate to NSDC (30% on commencement of training, 50% on completion and certification of candidate and 20% on successful placement of atleast 50% of candidates per batch) for the implementation of the project till the same are achieved. Nothing in this Agreement is intended to be construed, or deemed to create any rights or remedies to any third party.
   e. NSDC will manage utilise the same for the purpose of the Project only and submit utilization certificate to State Urban Livelihood Mission, Manipur ("SULM"). The SULM will include this amount in its expenditure under NULM. In case, NSDC is unable to fully utilise the funds transferred to it, then the unutilised fund will be returned to the **SULM.**

4. **Responsibilities of NSDC:**
   a. NSDC would provide technical support for planning, management, monitoring and reporting of trainings including MIS undertaken by SULM.
   b. NSDC will provide assistance through its Sector Skill Councils ("SSCs") to SULM in finalization of courses, their syllabi and normative training fees, and alignment of courses and curriculum to the National Skills Qualification Framework ("NSQF") guidelines.
   c. NSDC will act as the single point contact between the SULM and all the SSCs approved by NSDC for the purpose of designing of the training course curriculum, assessment and certification of the candidates through the established SSCs as per the Guidelines of NULM.
   d. NSDC will assist SULM in engaging short term specialists/ technical consultants for undertaking special research studies/ surveys/ market research/ creative design related work.
   e. NSDC through its associated Partners will extend technical non-financial assistance to SULM in:
      - Conducting Studies concerning urban skill development,

3

Secretary

Urban Dev. Agency
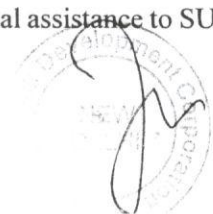
- Selecting the right Training Partners from its approved list of Training Agencies across India.
- Engagement with Sector Skill Councils for assessment and certification of candidates and development of Occupation Standards in compliance to National Skill Qualification Framework (NSQF).
- Identification of innovative and special projects promoting livelihoods for urban poor including vulnerable communities.
- Providing technical support for developing / customizing NSDC's monitoring system called Skill Development Management System to meet up NULM's requirements for monitoring.

5. Monitoring

The Parties will jointly monitor the progress of the training and placement of target numbers in the SULM as per the Guidelines of NULM and the SULM and their authorized persons will have the right to monitor the progress of the training and placement of target numbers.

6. Term

This Agreement will come into effect from the date of signing by all the parties and will be valid till March 31, 2016 from the date of signing of the agreement.

This Agreement may be varied at any time by mutual agreement of the parties in writing. It shall be reviewed one month before the end of the term or at any time mutually agreed by the parties for possible renewal.

7. Governing Law

This Agreement shall be governed by and construed in accordance with the laws of India.

8. Dispute Resolution

All or any dispute, controversy, claim or disagreement arising out of or touching upon or in relation to the terms of this Agreement or its termination, breach, invalidity, including the interpretation and validity thereof and the respective rights and obligations of the Parties hereof, that cannot be amicably resolved by mutual discussion within 30 (thirty) calendar days, shall be settled as per the provisions of the Arbitration and Conciliation Act, 1996 which shall be final and binding arbitration. The proceedings of the arbitration shall be in accordance with the Rules of Arbitration of the Indian Council of Arbitration ("ICA") which rules are deemed to be incorporated by reference in this clause and the award made in pursuance thereof shall be binding on the Parties;

a. The place of arbitration shall be Imphal, Manipur. The arbitration proceedings shall be conducted in the English language.
b. During the pendency of any dispute resolution exercise whether by negotiations or arbitration, the Parties shall be bound by the terms of this Agreement and shall continue to perform their respective obligations not under dispute under this Agreement.
c. Any provision of this Agreement which is prohibited or unenforceable in any jurisdiction shall, as to such jurisdiction, be ineffective to the extent of prohibition or unenforceability but that shall not invalidate the remaining provisions of this Agreement or affect such provision in any other jurisdiction.

9. Notice

Any notice to be given under this Agreement shall be in writing and may be sent either by registered or certified mail, facsimile transmission, email, or personal delivery.

Any notice to SULM shall be sent or delivered to:

4

Secretary
Manipur Urban Dev. Agenc

Any notice to NSDC shall be sent or delivered to:

National Skill Development Corporation
A-Block, Clarion Collection, Shaheed Jeet Singh Marg, New Delhi – 110016
Kind Attn: The CEO, NSDC
Fax: +91 11 4656 0417

Notice shall become effective upon delivery in person, three (3) business days after posting by prepaid registered or certified mail, receipt by the sender of a successful facsimile transmission report, or receipt by the sender of an email deliver receipt, whichever occurs first.

This Agreement embodies the entire agreement amongst the Parties, any other negotiations or agreements are superseded by this Agreement.

This Agreement may be executed in counterparts, each of which shall be deemed to be the original and all counterparts shall collectively constitute a single instrument.

IN WITNESS THEREOF THE PARTIES IN THEIR FREE VOLITION AND FULL UNDERSTANDING WITH THE INTENT TO LEGALLY BIND THEMSELVES TO THIS AGREEMENT EXECUTE THIS AGREEMENT THROUGH THEIR DULY AUTHORIZED PERSONNEL'S

Signed and delivered for and on behalf of **SULM**

N. Git Kumar Singh
Mission Director
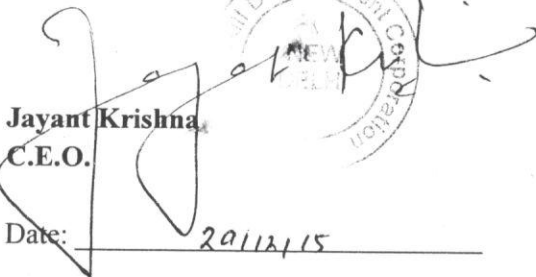
Date: 29.12.2015

Witnessed by:

Signature: _____
Name: PETER SALAM
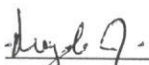
Address: Manipur Urban Development Agency, PDA Complex, North of AOC, Imphal - 795001

Signed and delivered for and on behalf of
National Skill Development Corporation

Jayant Krishna
C.E.O.

Date: 20/12/15

Witnessed by:

Signature: _____
Name: Mayank Bhatnagar

Address: A-Block, Clarion Collection, Shaheed Jeet Singh Marg, New Delhi – 110016

Secretary
Manipur Urban Dev. Agenc.
(MUDA), Imphal

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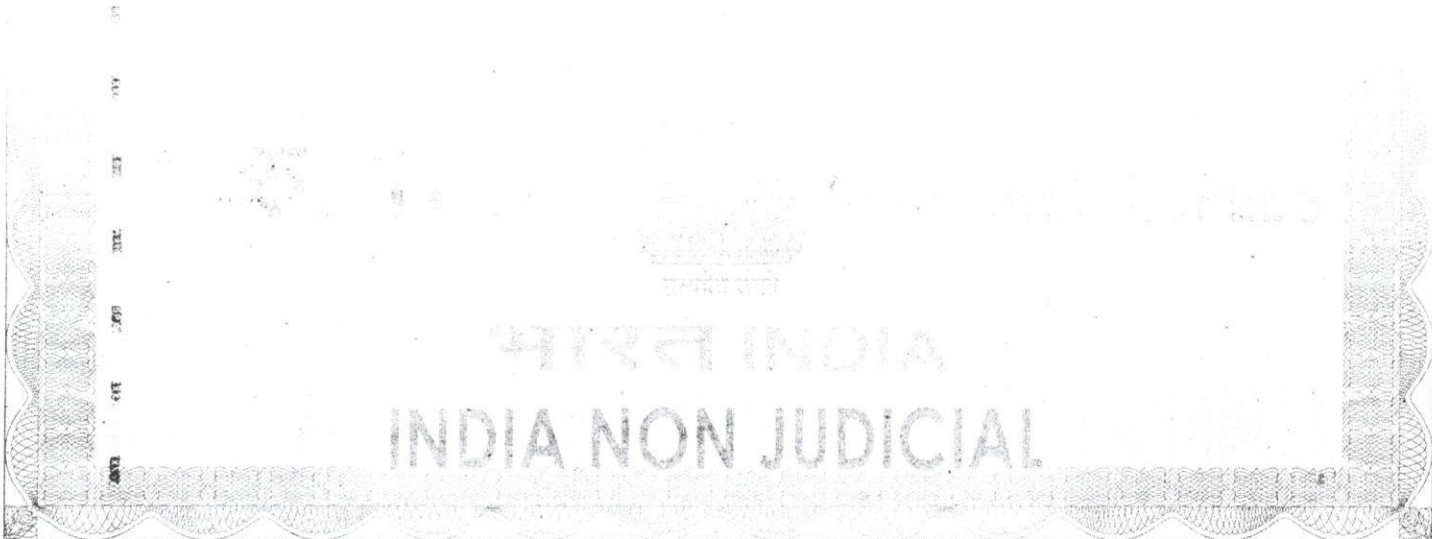
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233257

Agreement
Amongst
State Urban Livelihood Mission
And
Central Institute of Plastics Engineering & Technology

AGREEMENT
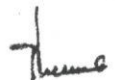
THIS **Agreement** is executed at <u>IMPHAL</u> on the <u>4th</u> day of <u>FEBRUARY</u> 2016

BY AND AMONGST

STATE URBAN LIVELIHOOD MISSION, Government of Manipur (hereinafter referred to as "SULM" , which expression shall, unless it be repugnant to the subject or context thereof, include its successors and permitted assigns) of the First part, through **Mission Director, SULM/ Secretary, Manipur Urban Development Agency**.

AND

Central Institute of Plastics Engineering & Technology (CIPET), is an ISO 9001:2008 QMS,NABL,ISO/IEC 17020 accredited national institution devoted to Academic, Technology Support & Research (ATR) activities for the growth of plastics & allied industries in the country, having its registered head office at Chennai and extension centre at Takyelpat Industrial Estate, Imphal (hereinafter referred to as "CIPET" which expression shall, unless it be repugnant to the subject or context thereof, include its successors and permitted assigns) of the Second part, through the Senior Project Officer, CIPET. Takyel Industrial Estate, Imphal.

Secretary
Manipur Urban Dev. Agenc
(MUDA), Imphal

इमो थियाम
वरिष्ठ परियोजना अधिकारी, सिपेट इम्फाल
IMO THIYAM
or Project Officer, CIPET Imphal

SULM and CIPET are hereinafter individually referred to as a "Party", and collectively, as "Parties".

WHEREAS:

1. SULM is with mandate to ensure proper implementation and monitoring of the centrally assisted programmes for generating employment opportunities and alleviation of poverty throughout the State.

2. CIPET is an ISO 9001:2008 QMS, NABL,ISO/IEC 17020 accredited national institution devoted to Academic, Technology Support & Research (ATR) activities for the growth of plastics & allied industries in the country.

3. The Parties are desirous to engage with each other for Skill training, Assessment & Certification of the Candidates ("**Project**").

4. In order to facilitate and implement the Project, SULM is desirous of engaging CIPET as a training partner.

5. **NOW THEREFORE IN CONSIDERATION OF THE MUTUAL COVENANTS HEREINAFTER CONTAINED, THE PARTIES HEREBY AGREE AND THIS AGREEMENT WITNESSETH AS FOLLOWS:**

   1. **Responsibilities of SULM:**
      a. SULM will empanel CIPET as Skill Training Partner for Employment through Skills Training and Placement ("**EST&P**") implementation for providing training as per the EST&P Guidelines.

      b. SULM will transfer an amount of Rs15,000/- per candidate to CIPET for the purpose of the Project in following instalments.
         i. 30% of the fund will be released on signing of the MoU before commencement of a training batch.
         ii. 50% of the fund will be released on completion and certification of training.
         iii. 20% of fund will be released on Placement/ Enterprise Development and tracking of candidates for 6 months.
      c. CIPET will manage and utilise the same for the purpose of the Project only and submit utilization certificate to State Urban Livelihoods Mission ("SULM"). In case, CIPET is unable to fully utilise the funds transferred to it, then the unutilised fund will be returned to the donor.

   2. **Responsibilities of CIPET:**

      a. CIPET would provide skill training to the urban poor population of Manipur desirous of undertaking skill training under the EST&P of NULM. Urban poor would mean population below the poverty line.

Secretary
Manipur Urban Dev. Agenc
(MUDA), Imphal

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वरिष्ठ परियोजना अधिकारी, सिपेट इम्फाल
IMO THIYAM
Senior Project Officer, CIPET Imphal

b. CIPET would take approval of SULM before commencement of a fresh batch.

c. CIPET would ensure placement of at least 50% of trainees and assist those trainees desirous of starting their own enterprises.

3. Monitoring

The Parties will jointly monitor the progress of the training and placement of target numbers in the state.

4. Term

This Agreement will come into effect from the date of signing by all the parties and will be valid for one year from the date of signing of the agreement.

This Agreement may be varied at any time by mutual agreement of the parties in writing. It shall be reviewed one month before the end of the term or at any time mutually agreed by the parties for possible renewal.

5. Governing Law

This Agreement shall be governed by and construed in accordance with the laws of India.

6. Dispute Resolution

a. All or any dispute, controversy, claim or disagreement arising out of or touching upon or in relation to the terms of this Agreement or its termination, breach, invalidity, including the interpretation and validity thereof and the respective rights and obligations of the Parties hereof, that cannot be amicably resolved by mutual discussion within 30 (thirty) calendar days, shall be settled as per the provisions of the Arbitration and Conciliation Act, 1996 which shall be final and binding arbitration. The proceedings of the arbitration shall be in accordance with the Rules of Arbitration of the Indian Council of Arbitration ("ICA") which rules are deemed to be incorporated by reference in this clause and the award made in pursuance thereof shall be binding on the Parties;

b. The place of arbitration shall be Manipur. The arbitration proceedings shall be conducted in the English or Manipuri language.

c. During the pendency of any dispute resolution exercise whether by negotiations or arbitration, the Parties shall be bound by the terms of this Agreement and shall

Secretary
Manipur Urban Dev. Agency
(MUDA), Imphal

इमो थियाम
रिष्ठ परियोजना अधिकारी, सिपेट इम्फाल
IMO THIYAM
enior Project Officer, CIPET Imphal

continue to perform their respective obligations not under dispute under this Agreement.

    d. Any provision of this Agreement which is prohibited or unenforceable in any jurisdiction shall, as to such jurisdiction, be ineffective to the extent of prohibition or unenforceability but that shall not invalidate the remaining provisions of this Agreement or affect such provision in any other jurisdiction.

7. Notice

Any notice to be given under this Agreement shall be in writing and may be sent either by registered or certified mail, facsimile transmission, email, or personal delivery.

Any notice to SULM shall be sent or delivered to:

MANIPUR URBAN DEVELOPMENT AGENCY
Address: PDA Complex, North AOC, Imphal
Kind Attn: Member Secretary, MUDA
Fax:
Email: mudamanipur@gmail.com

Any notice to CIPET shall be sent or delivered to:

Central Institute of Plastics Engineering & Technology,
Kind Attn: **Senior Project Officer,**
Takyelpat Industrial Estate, Imphal - 795001

Notice shall become effective upon delivery in person, three (3) business days after posting by prepaid registered or certified mail, receipt by the sender of a successful facsimile transmission report, or receipt by the sender of an email deliver receipt, whichever occurs first.
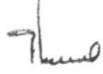
This Agreement embodies the entire agreement amongst the Parties, any other negotiations or agreements are superseded by this Agreement.

Secretary
Manipur Urban Dev. Agenc·
(MUDA), Imphal

इमो थियॉम
वरिष्ठ परियोजना अधिकारी, सिपेट इम्फाल
IMO THIYAM
Senior Project Officer, CIPET Imphal

IN WITNESS THEREOF THE PARTIES IN THEIR FREE VOLITION AND FULL UNDERSTANDING WITH THE INTENT TO LEGALLY BIND THEMSELVES TO THIS AGREEMENT EXECUTE THIS AGREEMENT THROUGH THEIR DULY AUTHORIZED PERSONNEL'S

Signed and delivered for and on behalf of SULM

Name: N. Gitkumar Singh
Designation: Mission Director, SULM

Date: _4.2.2016_

Secretary
Manipur Urban Dev. Agenc
(MUDA), Imphal

Signed and delivered for and on behalf of **CIPET**

Imo Thiyam
Senior Project Officer,
CIPET, Takyelpat Industrial Estate, Imphal

Date: _04/02/2016_

इमो थियॉम
वरिष्ठ परियोजना अधिकारी, सिपेट इम्फाल
IMO THIYAM
Senior Project Officer, CIPET Imphal

Witnessed by:
Name: **Peter Salam**, Deputy Secretary, Manipur Urban Development Agency, Imphal

Address: PDA Complex, North AOC, Imphal

Signature: _4/2/16_

Witnessed by:
Name: Sagolsem Itomba, Assistant Technical Officer, CIPET

Address: Takyelpat Industrial Estate, Imphal

Signature: _S. Itomba_

पावर फाइनेंस कॉर्पोरेशन लिमिटेड
POWER FINANCE CORPORATION LTD.
(भारत सरकार का उपक्रम)　　　　　(A Govt. of India Undertaking)

No.02:10:IPDS:MSPDCL/Manipur/Vol.I/36627　　　　Dated: 2nd March'16

Sh. R. Sudhan, IAS
Managing Director,
Manipur State Power Dist.Co. Ltd.
Secured Building Complex,3rd floor,A.T. Line,
North AOC,Imphal West
Manipur-795001

Sub: Financial assistance to MSPDCL for implementation of projects under Integrated Power Development Scheme (IPDS) of Govt. of India in the State of Manipur (Grant Nos. 63351001 to 63351003 & 63350001)

Sir,

This has reference to letter No. 4/51/IPDS/ED (Tech) MSPDCL-2015/340-44 dated 18-05-2015 from MSPDCL regarding financial assistance under IPDS scheme. In this regard, we are pleased to convey that IPDS Monitoring Committee of MoP/GoI, in its 4th meeting held on 6th August'15 has considered your Projects proposals and approved Rs.129.43 crore as project cost for 03 no. circles/zones of MSPDCL in Manipur covering 12 number of towns. Details of approvals are as below:-

1. Approved DPR Cost for three Number circles /zones Rs.129.43 crores
2. Govt. of India (GoI) Grant of Rs.110.02 Crore (85% of Sl.No.1)
3. Govt. of India (GoI) Grant for Project Management Agency Rs.0.65 Crore (0.5% of sl.no.1)
4. **Total GoI Grant = Rs.110.67 crore**
5. Projects to be implemented on turnkey basis as informed by MSPDCL vide its mail dated 10-06-2015 for all three circles

Project area wise details enclosed at **Annexure-I**

The sanctioned DPRs have been uploaded on IPDS web-portal (www.apdrp.gov.in). Utility is requested to submit signed copies of all the sanctioned DPRs on all pages, alongwith acceptance letter.

The grant amount shall be released through PFC, Nodal Agency as per IPDS guidelines as amended from time to time and as per the terms and conditions of Tripartite Agreement.

Projects completion dates as per IPDS guidelines shall be 01-09-2018 (viz. 30 months from date of sanction letter). The closing date for drawl of grant shall be 01-09-2019 (i.e. one year from project completion date) /or any other date as decided by Monitoring Committee. Expenditure incurred after the sanction letter date shall only be eligible for Grant utilisation.

The approval of projects and GoI Grant shall be subject to IPDS guidelines and Tripartite Agreement executed /to be executed between PFC as the Nodal Agency on behalf of Ministry of Power, the State Government and the Discom concerned. This sanction letter will form part of the Tripartite Agreement.

Release of GoI Grant funds shall be further subject to the terms and conditions of Chapter-IV of IPDS guidelines (Funds Disbursement Guidelines). Extracts of terms and conditions of Funds Disbursement Guideline enclosed at Annexure-IV.

We request you to communicate your acceptance to the above approved project cost and GoI Grant component on the terms and conditions at the earliest in format at **Annexure-II** within **15 days** from the date of issue of this sanction letter.

List of Documents required and Extracts of terms and conditions for funds disbursement (Ref Chapter-IV of IPDS Guidelines) is enclosed at **Annexure-III & IV respectively.**

Your kind attention is invited to Chapter IV Para 15 of the IPDS guidelines, which reads as under:-

15 Pre Closure/Recall of Grant:

15.1 In case the utility fails to submit the Project Completion Certificate within a period of one year from the approved project completion date (approved by Monitoring Committee), or not completed project within project completion date due to poor progress, the Nodal Agency shall send a team suo moto to assess the works and expenditure and submit its recommendation to the Monitoring Committee for closure and also refund of excess grant by utility if any released against the project.

15.2 ~~In case the utility fails to award the project within nine months of release of first tranche of grant component viz. 10% of the project will be deemed as closed/ cancelled and the grant component released shall be refunded by the utility within three months~~

Modified Clause 15.2 (as approved by IPDS Monitoring Committee in its 6th meeting held on 10.12.2015)

15.2 In case the utility fails to award the sanctioned projects upto Three months after finalization of rate contracts by Committee B or Nine months from release of 1st tranche of grant component by PFC to Utility, whichever is later, the project will be deemed as closed/cancelled and the grant component released shall be refunded by the utility within three months.

15.3 In case the utility fails to refund the grant as in above cases, the Nodal Agency has the right to adjust the already released grant against future releases of grant pertaining to other approved projects under the scheme. If there are no

such eligible future releases, the same shall be adjusted against the Central Plan Assistance for the state by Govt. of India.

Thanking you.

Yours faithfully,
for **POWER FINANCE CORPORATION LTD.**

(B. P. Singh)
(Nodal Officer PFC)
Manipur

Encl: as above

Copy for information to:
i. Director (Distribution), Ministry of Power, Shram Shakti Bhavan, Rafi Marg, New Delhi-110001
ii. Sh. O. Nabakishore Singh, IAS, Chief Secretary/Chairman(Distribution Reforms Committee), North Block ,Government of Manipur, Imphal-795001
iii. Sh. K. Jila Singh, Nodal Officer(IPDS), Manipur State Power Dist.Co. Ltd. Secured Building Complex,3rd floor,A.T. Line,North AOC,Imphal West,Manipur-795001
iv. **Internal in PFC:**
i. GM(L&D) PFC Ltd.
ii. GM (IPDS) PFC Ltd.
iii. GM (Disb.) PFC Ltd.

A) Approved DPR Cost and Government of India (GoI) Grant

S.No	Grant Number	Name of Circle / Zone	Towns covered		Approved DPR Cost	GoI Grant on approved DPR Cost
			Nos	Names	(Rs. Crs)	(Rs. Crs)
1	63351001	Circle-I	3	Imphal, Lamsang & Wangoi	65.61	55.77
2	63351002	Circle-II	4	Heirok, Wangjing, Yairipok & Sugnu	45.32	38.52
3	63351003	Circle-III	5	Sekmai, Tamenglong, Kangpokpi, Jiribam & Ukhrul	18.50	15.73
	Total		12		129.43	110.02

B) GoI Grant sanctioned for Project Management Agency for above projects
(Grant No 63350001):   Rs. 0.65 crore

Total GoI Grant sanctioned for above projects [A+B] Rs. 110.67 Crs.

Note: Cumulative GoI Grant sanctioned for PMA: Rs. 0.65 Crs. [including previous sanctions]

(Signature)

(B. P. Singh)
(Nodal Officer)
PFC Ltd.

No.   Dated_____

The Executive Director (IPDS)
Power Finance Corporation Ltd.
Urja Nidhi, 1, Barakhamba Lane
NEW DELHI-110001

Sub: Acceptance of the sanction of DPRs/Projects (Grant Nos 63351001 to 63351003) and Government of Grant (Grant No. 63350001) and terms and conditions for implementation of projects under IPDS.

Ref: PFC sanction letter No. 02:10:IPDS:MSPDCL/Manipur/Vol.I/36627 dated 2nd March'16.

Sir,

This is with reference to your sanction of even number dated 2nd March'16 under reference above conveying the approval of Monitoring Committee for IPDS for our DPRs/Projects under IPDS with project cost of Rs. 129.43 crore for 3 no. circles /zones and sanction of Government of India Grant of Rs.110.02 Crore, being 85% of approved project costs and Rs.0.65 Crs, being 0.5% of approved project cost as Grant for Project Management Agency (PMA) to be released through Nodal Agency, PFC.

MSPDCL accepts the above sanctions on the terms and conditions as set out in the sanction letter under reference above, IPDS guidelines and Tripartite Agreement. Further, we wish to inform/submit you the following:-

i)   Utility has already received a copy of IPDS guidelines.
ii) Copy of PFC sanction letter dated 2nd March'16 duly accepted, initialled and stamped on each page is enclosed.
iii) Signed copies of all sanctioned DPRs downloaded from www.apdrp.gov.in are submitted alongwith.
iv) State DRC recommendations and MoM of DEC meeting /consent of DEC are enclosed.
v)   We have appointed M/s _____as Project Management Agency (PMA) on_____for IPDS.

Thanking you,

Yours faithfully,

(Authorized Signatory)
Utility

<u>Documents required</u>

1. Acceptance letter in the format at Annexure-II

2. Specimen signatures of authorized signatory duly attested by the concerned Secretary/Company Secretary/ MD or CMD of beneficiary Utility.

3. Details of dedicated IPDS Bank account.

4. Copy of **LoI** for appointment of Project Management Agency (PMA) **[in case appointed]**

5. Other documents as required during release of Grant funds as per Mechanism for Release of Grant (**refer para 2.4 Chapter-IV**) of IPDS guidelines.

EXTRACTS OF TERMS AND CONDITIONS FOR FUNDS DISBURSEMENT (Ref Chapter-IV of IPDS Guidelines)

1. **Flow of Funds** (*Para 2 Chapter IV IPDS guidelines*)

    1.1. PFC shall submit proposal to Ministry of Power for release of funds for further release to Utility when all the formalities for release to utilities are completed to ensure minimum time gap between receipt of funds by PFC from Ministry of Power and release to utilities by PFC.

    1.2. On request from PFC and after satisfying that the conditions specified for release of particular installment have been complied with Ministry of Power shall release fund against that particular installment directly to PFC's dedicated bank account.

    1.3. **Release by PFC** (*Para 2.3 Chapter IV IPDS guidelines*)

    1.3.1. On request from Utilities, PFC shall release funds to the dedicated bank accounts of utilities.

    1.3.2. In order to receive fund under IPDS each utility shall open separate dedicated bank account in nationalized banks having e-banking facility. The nature of Programme account shall be current account with CLTD (Corporate Liquid Term Deposit) facility.

    1.3.3. Eligible fund for execution of the project shall be released to Programme account and all due payments related to execution of project(s) shall be made by Utilities from this account. Utilities shall maintain books of accounts both for receipt of fund from PFC and release to Contractors for each of the project.

    1.3.4. The project cost approved by the Monitoring Committee or Award cost of the project (including price variation, if any), whichever is less, shall be the eligible cost for determining the Grant (including additional grant) under the Scheme. However any cost overrun after approval of the project (by Monitoring Committee) due to any reason whatsoever shall not be eligible for any grant and shall be borne by the utility/respective State Government.

    1.4. **Mechanism for release of grant** (*Para 2.4 Chapter IV IPDS guidelines*):

    1.4.1. Release of 10% of eligible Grant component (**1st tranche**) on achievement of following:

    (i)   Approval of the project by the Monitoring Committee
    (ii) Execution of tripartite/bipartite agreement
    (iii) Appointment of Project Management Agency (PMA) by the utility.

    1.4.2. Release of 20% of eligible Grant component (2nd tranche) on achievement of following:

    (i) Placement of Award
    (ii) Updating of web portal regarding award details

In case the award cost is lower vis-à-vis the approved project cost, 2nd tranche shall be suitably adjusted.

1.4.3. Release of 60% of eligible Grant component (3rd tranche)on submission of following:

(i) Certificate from utility regarding utilization of 90% of grant released under 1st and 2nd Tranche
(ii) Receipt of 100% of utility contribution (5% of approved project cost for special category states and 10% of approved project cost for other states)
(iii) Financial sanction of lenders (FIs/Banks) for 10% of approved project cost for special category states and 30% of approved project cost for other states, in case utility needs to avail loan for the project and/ or commitment to bring its own fund.
(iv) Recommendation of PMA supported by a report on expenditure, progress and constraints if any for timely completion of project.

1.4.4. Release of 10% of eligible Grant component (final tranche) on submission of following:

(i) Project Completion Certificate, duly recommended by the Head of Utility, in the stipulated format.
(ii) PMA report regarding Project Completion and expenditure incurred along with recommendation in accordance with the guidelines.

1.4.5. In case of timely completion of the project, utilities shall submit all the documents and information in the prescribed format for availing additional grant as per the guidelines.

2. Inter Project Utilization *(Para 4 Chapter IV IPDS guidelines)*

2.1. In the event of the funds earmarked for a particular sanctioned project (say project A) not expended for valid reasons, the Utility can be allowed to utilize such earmarked funds for other projects (s) (say project B) of the same Utility subject to following:

2.1.1. The fund so diverted from project 'A' together with the amount released for project 'B' in the normal course shall at no time exceed sanctioned cost of project 'B'.

2.1.2. Such diversion will be treated as part of next installment due in respect of project 'B' to which the fund are getting diverted to. All conditions relating to compliance of physical and expenditure target laid down for the next installment due in respect of project 'B' shall also be applicable to such diverted amount of funds from project 'A' as if, it will be treated as release of further installment to project 'B'.

2.1.3. The fund so swapped (fully or partially) shall be regularized on receipt of regular installment from PFC.

3. Fund Management by Utility *(Para 6 Chapter IV IPDS guidelines)*

3.1. Utility shall adopt CINB. All project related payments to the contractors (and others) by Utility shall be done directly from the dedicated bank account and in no case, Utility shall open any other bank account(s) under IPDS. PFC shall have the view right of Utility account.

3.2. All payment (to contractors & others) shall be made directly from the dedicated bank account as per the established procedure through e-banking only.

3.3. Any interest earned on IPDS capital subsidy/grant shall be remitted to Ministry of Power's bank account on regular basis and at least once in a quarter.

3.4. Since capital subsidy/grant under IPDS is Govt. of India money and Utilities are only the custodian of that fund, the Utilities shall take necessary steps to seek exemption from Income Tax Department regarding deduction of Tax at Source by the bank on interest accrued on un-utilized fund under IPDS. However, in case of deduction of TDS by bank, the Utilities shall claim refund of the deducted amount from Income Tax Department directly while filing annual tax return and remit it to Ministry of Power's account.

3.5. The Utility shall ensure that funds released under IPDS is utilized for the purpose for which it is released and will not be diverted for any other purposes other than IPDS whatsoever. In case of any breach or deviation further release of funds shall be stopped.

3.6. The Utility shall ensure that IPDS fund shall not be invested in any other bank/branch, whether for short term or medium term, including fixed deposits.

4. **Utilization Certificate** *(Para 7 Chapter IV IPDS guidelines)*

Utility shall submit utilization certificates (UC) for the funds released during the financial year and the utilization thereof in prescribed format, latest by 30th April of succeeded year. Release of further fund to the state utilities will be subject to submission of UC in the prescribed format. The UC shall provide the physical progress/achievements also apart from financial utilization.

5. **Auditing** *(Para 8 Chapter IV IPDS guidelines)*

5.1. The Utility will ensure auditing of IPDS accounts relating to receipts of funds from PFC and expenditure incurred by the Utility against such receipts during the F.Y. by independent Chartered Accountant and furnish a report to PFC latest by 30th June of succeeding year. PFC shall consider release of further funds on the receipt of audited report and certificate from Charter Accountant.

5.2. In addition to above, the works and any other aspects like quality, quantity, financial etc. under IPDS would be open to audit by the office of the Comptroller & Auditor General of India (C&AG) as well as Internal Audit Wing, Office of Controller of Accounts, Ministry of Power.

6. **Monitoring of Programme** *(Para 9 Chapter IV IPDS guidelines)*

6.1. The requisite details of project(s) as prescribed by the PFC from time to time shall be entered by the Utility in relevant module of IPDS portal.

6.2. It shall be the responsibility of the Utility to ensure placement of all Master Data for the constant updating and accuracy of data relating to the progress of IPDS works, record of Quality control tests as well as the payments made.

6.3. Fund releases to Utility would be affected in case of failure in updation of data on web portal.

7. **Public Financial Management System (PFMS)** *(Para 10 Chapter IV IPDS guidelines)*

7.1. IPDS being a Government of India program, the release from nodal agency (PFC) to utilities shall be done through PFMS and utilities shall be using PFMS for funds flows under the scheme.

7.2. The Utilities shall mandatorily enter details like receipts, expenditures, etc in PFMS portal. In case of non entering desired details in PFMS portal, banks may not consider release of funds to Contractors.

7.3. Utilities receiving funds under IPDS are to be registered / mapped in PFMS. PFC/Programme Division of Ministry of Power may ensure that all utilities to whom funds are to be released are properly registered/mapped in PFMS.

7.4. PFC / Utilities shall submit status of unspent Capital subsidy/grant lying with them to Ministry of Power on quarterly basis.

8. **Quality Assurance and Concurrent Evaluation Mechanism** *(Para 11 Chapter IV IPDS guidelines):* The utility shall be solely responsible & accountable for assuring quality in IPDS works. Accordingly, utility shall formulate a comprehensive Quality Assurance (QA) and Inspection Plan with an objective to build a quality infrastructure under IPDS works. The QA and Inspection Plan shall be an integral part of the contract agreement with turnkey contractor or equipment supplier/vendor and erection agency as the case may be in case of partial turnkey and departmental execution of works. Documentation with regard to Quality Assurance & Inspection Plan shall be maintained by utility and kept in proper order for scrutiny during the course of project execution and for future reference. The Utility has to ensure that the quality of material/equipment supplied at site and field execution of works under the project is in accordance with Quality Assurance & Inspection Plan. The implementation of the scheme in the particular district shall be reviewed periodically during meeting of District Vigilance and Monitoring Committee.

Nodal Agency shall also formulate an appropriate mechanism for Concurrent and post implementation Evaluation of the scheme. The nodal agency will appoint Third Party Concurrent Evaluating Agency (TPCEA) for carrying out inspections on sample basis. The expenditure on this account shall be met from fund allocated for MoP enabling activities under the scheme.

9. **Completion of works** *(Para 12 Chapter IV IPDS guidelines):*

A Project Completion Certificate shall be furnished by the utility, signed by Head of Utility, which shall contain the information regarding date of completion, details of major items of works approved and completed, justification for non-completion or shelving of any project component, expenditure against the project with item wise breakup certified by a practicing Chartered Accountant (CA) etc. The project completion certificate needs to be submitted to nodal agency for release of final tranche of grant component. A format for project completion certificate will be made available in the web portal for the scheme.

10. **Eligibility for release of final installment** *(Para 13 Chapter IV IPDS guidelines):* The date of completion as mentioned in the project Completion Certificate shall be within the execution period of 24 months from date of award in case of turnkey execution and 30 months from date of communication of approval by Monitoring committee in case of partial turnkey/departmental execution or as extended by the Monitoring committee to become qualified for the release of final tranche of 10%. The expenditure as per the Project

Completion Certificate or award cost or the cost approved by the Monitoring Committee whichever is lower shall be considered as the final cost of the project for the release of the last installment of 10%, after adjusting any excess release made earlier (to limit the subsidy amount to 60% of the completed project cost).

11. **Release of additional grant** (*Please refer Para 14 Chapter IV IPDS guidelines*)

12. Miscellaneous *(Para 17 Chapter IV IPDS guidelines)*

Ministry of Power/PFC may, from time to time, issue such directions for compliances of Utilities as may be necessary for smooth implementation of the IPDS.

Note: In case of any deviations/mismatch in above, IPDS guidelines shall prevail.

Government of India
Ministry of Tourism
(Swadesh Darshan Division)

Transport Bhawan
1, Parliament Street
New Delhi:110001
Dated:29.06.2015

File No. 10(1)/2015-SD

The Principal Pay & Accounts Officer,
Principal Accounts Office,
Ministry of Civil Aviation and Tourism,
Double Storey Building, near Dispensary
Indian Airlines Building Complex,
Safdarjung Airport
New Delhi – 110 003.

Collected by PAC

Subject : Development of Tourist Circuit in Manipur: Imphal-Moirang-Khongjom-Moreh.

Sir,

I am directed to refer to the project proposal submitted by Deputy Secretary, Tourism, Government of Manipur and to convey the sanction of the President of India for Development of Tourist Circuit in Manipur: Imphal-Moirang-Khongjom-Moreh under Swadesh Darshan Scheme with Central Financial Assistance of Rs.71,82,30,410.00 (Rupees Seventy One Crore Eighty Two Lakh Thirty Thousand and Four Hundred Ten Only) and release of first installment of Rs. 14,36,46,082.00 (20% of Sanctioned CFA) for the components mentioned below:

Sl. No	Items of Work	Amt proposed	Amt. recommd
1	2	3	4
1	LIGHT AND SOUND SHOW		
	(a)Light and Sound Show Gallery including tensile roofing & ambience lighting	15619176	15619176
	(b) Electrical equipments	32767917	32767917
	(c) Statue or Murals	10000000	10000000
	(d) Construction of Infrastructure buildings for installation of Light and sound system	3826192	3826192
	(e) Audio design/film/Script	30000000	30000000
2	RESTORATION , IMPROVEMENT OF OUTER & INNER MOAT AND REJUVENATION OF SACRED PONDS	126853628	126853628

Page 1 of 5

3	CONSTRUCTION OF PATHWAYS IN OUTER RAMPART, INNER RAMPART, AROUND SACRED PONDS AND LANDSCAPE AREA			
	Pathway			
	Providing of Steps to outer and inner Rampart	69894460	69894460	
	Providing of Steps and Ramp to outer Rampart	955820	955820	
4	SITTING BENCH OF SIZE 6' X 1' 6"	397984	397984	
5	INSTALLATION OF WATER JET IN OUTER AND INNER MOAT	1815960	1815960	
6	RESTORATION OF HERITAGE BUILDINGS	2450400	2450400	
7	LEVELLING, HORTICULTURE AND STORM WATER DRAIN	38352943	38352943	
8	RECONSTRUCTION OF OLD RAMPART	77912330	77912330	
9	CONSTRUCTION OF DANCE PERFORMANCE PLATFORM IN FRONT OF SHRI SHRI GOVINDAJI TEMPLE	26931891	26931891	
(a)	Gallery, Stage, Tensilile steel membrane roofing			
(b)	Electrical	19994538	19994538	
10	SCIENTIFIC SIGNAGES	4996600	4996600	
11	ECO FRIENDLY CONVEYANCE	19515425	19515425	
	(a) Eco friendly Battery operated Tourist Car			
	(b) Bamboo Bicycle	11502540	11502540	
12	PROPOSED CONSTRUCTION OF TRADITIONAL EXHIBITION HUTS	360000	360000	
13	DEVELOPMENT OF PARKING AREA NEAR WESTERN ENTRANCE	7999960	7999960	
14	RECEPTION AND TICKET COUNTER	6270583	6270583	
15	STRENGHTENING OF OUTER FENCING ADJACENT TO IMPHAL RIVER	5854982	5854982	
16	MODIFICATION OF HIYANG HIREN ENCLOSURE TO CREATE WATER EFFECT FOR THE BOATS	1001893	1001893	
17	PROPOSED CONSTRUCTION OF FOUNTAIN IN FRONT OF PAKHANGBA TEMPLE	1504981	1504981	
	(a) Civil Work			
	(b) Pakhangba statue	2362299	2362299	
18	CONSTRUCTION OF ROCK GARDEN	2137000	2137000	
	(a) Water Cascade and Artificial Stream			
	(b) Rock and Orchids Garden including Orchidium	6407737	6407737	
19	SOLAR YARD LIGHTING	2000000	2000000	
20	INSTALLATION OF AUDIO GUIDE	997500	997500	
		700000	700000	

			1000000	1000000
21	SOLID WASTE MANAGEMENT			
22	TREE ENCLOSURES		3008800	3008800
23	THEME PARK			
	(a) Murals and its enclosures		50000000	50000000
24	UTILITY BLOCK		13999937	13999937
25	POLO GALLERY		4000000	4000000
26	DEVELOPENT OF CRAFTS HOUSES AND PARKING ON NAGA NULLAH		80635486	80635486
			684028962	684028962
	Add 2% Consultancy Fee		13680579.24	13680579.24
	Add 3% Contingency Charges		20520868.86	20520868.86
	Total		718230410.1	718230410.1
	Say			718230410

2.   The sanction of the President of India is also accorded to the release of Rs. 14,36,46,082.00 (Rupees Fourteen Crore Thirty Six Lakh Forty Six Thousand and Eighty Two only) i.e. 20% of CFA as first installment in advance for starting the work to the State Government of Manipur. The Payment will be arranged by the Principal Accounts Officer, Ministry of Civil Aviation and Tourism on receipt of the sanction for the payment of grant-in-aid to State Government who will advise the RBI, CAS, Nagpur to credit the balances of the State Government by debiting the same to Central Government.

3.   The State Government has certified that no utilization certificate is pending from the State Govt. of Manipur in respect of grant in aid released by the Central Govt. in respect of all the schemes/projects/programs of Ministry of Tourism.

4. The State Government will execute the project through the Public Works Department, Manipur and shall have to commence the work immediately to ensure timely utilization of funds and to avoid escalation of cost. The project should be commissioned within a maximum period of 24 months from the date issue of sanction and any cost escalation on account of delay etc. would be met by the State Government and no reimbursement will be made by the Central Government on this account.

5.   The Government of Manipur shall follow CPWD/PWD Schedule of rates and all other codal formalities while executing the project. The State Govt. would make the land available for the project and would render all possible assistance for completion of the project on time.

6.   The State Government shall regularly furnish the monthly statement of progress of work and expenditure incurred to the Central Government, Ministry of Tourism. The balance amount of installments will be released in due course on receipt of Utilization Certificate, Completion/Commissioning Certificate to the effect that the project has been completed as per the original plan, drawing, blue print etc., approved by the Central Government and the State Government/Executing Agencies have followed all the codal formalities while executing the project,

Management agreement for proper upkeep maintenance and operation of the asset created and Undertaking that the facility and the land on which the project has been constructed out of Central Financial Assistance will not be transferred/sold/alienated without the approval of the Ministry of Tourism, Government of India.

7.   Funds will be utilized only for the purpose for which they are released. The State Government shall not rent/lease or transfer the property without the permission of the Ministry of Tourism, Government of India

8.   The State Government would undertake the responsibility for maintenance of facilities for which the funds are released and no reimbursement on account of losses incurred, if any, would be made by the Central Government.

9.   The State Government of Manipur will not keep the amount released by Central Government unutilized for more than six months. In case the funds cannot be utilized by such time, the same will have to be surrendered to Central Government along with the interest earned, if any or their formal approval should be taken to transfer/adjust the amount against other Centrally Financed Projects.

10.   The State Government shall form a Monitoring Committee for the purpose of providing feedback on the progress of implementation to the Government of India on a regular basis.

11.   The Expenditure may be made under Demand No.97-Ministry of Tourism; 3601 - Grants in –aid to State Government, 03-Grants to Central Plan Scheme (Sub Major Head), 829-Tourism(General)-Development, 01-Tourism Circuit, 01-00.31- Grant-in-aid General for the year 2015-16 (Plan)

12.   The issues with the concurrence of the Integrated Finance vide their U.O. No.410 dated 29.06.2015.

13.   It is certified that this sanction order has not been operated earlier.

14.   This sanction is noted at Serial No. 3 Page no. 1 in the Register of Grants being maintained by the Swadesh Darshan Division of Ministry of Tourism.

Yours faithfully,

(Raja Kar)
Under Secretary to Govt. of India.

Copy to:

1. Secretary (Tourism), Government of Manipur.
2. Director (Tourism), Government of Manipur.
3. Director (P&C) - Convener Mission Directorate.
4. Accountant General, Government of Manipur.
5. Regional Director, India tourism, Guwahati.
6. Economic Advisor, Ministry of Tourism, New Delhi.
7. Principal Director of Audit, CW&M, New Delhi.
8. Pay & Account Officer, Min. of Tourism, C-1 Hutments, Dalhousie Road, New Delhi.
9. Asst. Director (Admn. II), Min. of Tourism, New Delhi.
10. I.F., Ministry of Tourism, New Delhi.
11. Sanction File.

(Ajit Pal Singh)
Asstt Director (Swadesh Darshan)

NOTICE INVITING EOI

Imphal, the 18th December, 2013.

No. 35/24/DIR/MAHUD/2013 (MSW):   The revised toolkit for preparation of City Development Plan issued by the Ministry of Urban Development, Government of India envisages achievement of 100% Private Sector Participation in door to door collection and transportation of Municipal Solid Waste by 2016. In pursuance of the goal set by the Ministry of Urban Development, Government of India, the Directorate of Municipal Administration, Housing & Urban Development (MAHUD), Government of Manipur **invites Expression of Interest (EoI) consisting of Technical and Financial Bids from Non-Governmental Organisations (NGOs) in Imphal having experience in cleaning, sweeping & transportation of garbage /solid waste from the core area of Imphal** bounded by Naga Nalla starting from Khoyathong Junction to Maharani bridge and Nambul river starting from 2[nd]Khwai bridge uptoKeishampat Junction on the west, NH-2 connecting Nityaipat Chuthek to Keishampat bridge on the south, NH-2 starting from LIC Junction to Nityaipat Chuthek on the east and LIC Junction to Khoyathong Junction on the north.

2.   The EoIs marked with *collection, sweeping and transportation of solid waste of Imphal core area* clearly written on the cover must be submitted in sealed envelope and must be received at the address specified below on or before 16:00 hrs on 28.12.2013 (Saturday). Documents received after the above date and time will not be entertained.

3.   Technical proposals must be submitted in **one original**, clearly marked as such, **with 3 (three) additional copies**. Technical proposals (both original and copies) must be sealed in a specially marked envelope/package which should be placed inside EoI envelope. Financial proposals must be submitted in one separately sealed envelope which should also be placed inside EoI envelope. The envelope marked Technical Bid shall be opened on the same day at 16:00 hrs. The date of opening of Financial Bid shall be communicated at a later date.

4.   Details to be furnished for Technical proposals:
   a) Name & year of establishment of the firm/NGO.
   b) Power of Attorney of person for signing the EoI.
   c) Resource Commitment – number & type & usage of vehicles, deployment of manpower, machines & other infrastructure including investment in health, safety & training of labourers.
   d) Operational Excellence: prior experience and track record – performance certificate from Municipality/Governmental Organisations/Non-Governmental Organisations of repute.
   e) Copy of the latest Income Tax SARAL statement of the firm, if any.
   f) Copy of Bank transaction statement for the year 2013-14.
   g) Copy of Pan/Tan Card, if any.
   h) Financial status and Audited Financial statement for the last 2 (two) years.
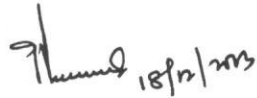
5. Details to be furnished for Financial proposals:

No.	Scope of Work	Amount quoted	
		In figure	In words
1.	Primary collection of MSW, segregation and transportation on daily basis		
	(a) From bulk generators like godowns/ workshops/warehouses.		
	(b) Large commercial establishment having opening more than 15 feet		
	(c) Medium commercial establishment having opening from 8 to 15 feet		
	(d) Small commercial establishment having opening upto 8 feet		
2.	Primary collection of MSW with door-to-door collection& segregation of waste from residential units on daily basis		
	(a) with household size upto 7 (seven) members per kitchen		
	(b) with household size more than 7 (seven) members per kitchen		
3.	Road sweeping including collection, removal, transportation and disposal of road dust of all the roads in the area on daily basis irrespective of sundays and holidays (the rates quoted shall be examined based on the standards set by CPHEEO Manual and labour wages fixed by the Government).		

Note:
1. *10% of the chargeable fee in respect of item No. 1 & 2 above shall be deposited to Imphal Municipal Council after deducting the road sweeping charges (3).*
2. *If the road sweeping charges are more than 10% of the chargeable fee, it shall be borne by the bidder.*
3. *Amount payable for door to door collection should be acceptable by the payees and negotiation will be made in this regard.*
4. *In case of failure of day to day collection, necessary deduction shall be made from the monthly charges.*

6. Notwithstanding anything contained in this EoI, the Authority reserves the right to accept or reject any Bid and to annul the Bidding Process and reject all Bids at any time without any liability or any obligation for such acceptance, rejection or annulment, and without assigning any reasons thereof.

7.   All services in the proposed area must conform to the provisions of Municipal Solid Waste (Management & Handling) Rules, 2000 as amended from time to time. Each person deployed on the work shall be provided with a set of uniform, such as: trousers, shirt, apron, cap, a set of hand gloves, safety shoes, face mask, gum boots, rainy wear etc.

8.   All EoIs will be considered by a Search Committee according to a set of criteria.

9.   This Notice is issued with the concurrence of Imphal Municipal Council and Government of Manipur and valid for 6 (six) months only to begin with and if the service is satisfactory further extension may be considered.

10.   Address to which the EoI to be sent.

Commissioner (MAHUD),
Room No. 187, South Block,
Old Secretariat,
Imphal - 795001

18/12/2013

(N. Gitkumar Singh)
Director (MAHUD), Govt. of Manipur.

Copy to:

1.   The Secretary to Chief Minister, Manipur for information of the Hon'ble Chief Minister (Minister in charge of MAHUD).
2.   The Commissioner, MAHUD, Government of Manipur
3.   The Chairperson, Imphal Municipal Council.
4.   The Executive Officer, Imphal Municipal Council

N O T I C E

Imphal, the 23rd July, 2007
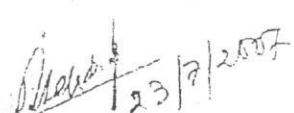
No. IMC/198/2006 (Pt-III):- It is hereby notified to all the inhabitants, shopkeepers, members of business establishments and general public within the Imphal Municipal Area that the collection, transportation and disposal of Solid Wastes from house to house/shop to shop on daily basis within the 27 Wards of Imphal Municipal Area by private NGOs/Agents shall start from 27-07-2007. For this purpose the 27 Wards of the Imphal Municipal Area are divided into four zones and the following four NGOs/Agent are appointed for the collection, transportation and disposal of the Solid Wastes for a period of one year. The details of the four NGOs/Agents and the Wards/Area to be covered by them are given below:

Sl. No.	Name of the NGOs/Agent	Zone No.	Ward/Area to be covered
1.	Thangmeiband Assembly Constituency Development Forum, Thangmeiband, Khoyathong.	I	Ward No. 1,2,3,4,5,27 and part of Ward No. 25 (Western) side of Thangal Road.
2.	MEEHUL Foundation Nagamapal, Imphal	II	Ward No. 21,22,23,26 and part of Ward No. 25 (Eastern side of Thangal Road.
3.	Seven Security Force Tera, Naoremthong Road, Imphal.	III	Ward No. 6,7,8,9,10,11,12,13 and part of Ward No. 24 (Western side of Paona Road).
4.	Centre for Research on Environment Development (CRED), Naoremthong Bazar, Imphal West.	IV	Ward Nos. 14,15,16,17,18,19, 20 and part of Ward No. 24 (Eastern side of Paona Road).

The negotiated rated of monthly charges/fees for collection by the Agents/NGOs shall be as follows :

(a) For households/shops/hotels/restaurants/offices within the commercial area ..... Rs. 100/- pm.
(b) For households/shops/hotels/restaurants/offices within non-commercial area .... Rs. 50/- pm.

The above arrangement is being done for a prompt and systematic disposal of Solid Wastes from the inhabited and commercial areas to keep Imphal City neat and clean and also hygienic. All concerned and the general public are requested to extend full cooperation and offer suggestions, if any, in the implementation of the privatization of the Solid Waste management programme by the Imphal Municipal Council.

23/7/2007

(W. Bhaktaraj Singh)
Executive Officer
Imphal Municipal Council

Copy to:-

1. The Secretary to the Hon'ble Chief Minister, Manipur.
2. The Chairperson, Imphal Municipal Council.
3. The Vice-Chairperson, IMC.
4. All Councillors, IMC
5. The P.P.S. to the Chief Secretary, Government of Manipur, Imphal.
6. The Secretary (MAHUD), Government of Manipur, Imphal.
7. The Director (MAHUD), Government of Manipur, Imphal.
8. The Director (IPR), Government of Manipur, Imphal.
9. The Joint Secretary (MAHUD), Government of Manipur, Imphal.
10. All concerned NGOs/Agents
11. The News Editors, AIR Imphal/ISTV Imphal - for kind announcement of the above notice to the Manipur News Bulletin.
12. Notice Board
13. File Concerned

1. SHORT TITLE, EXTENT AND COMMENCEMENT.

(1) These Bye-Laws may be called "The Imphal Municipal Council *(Cleanliness and Sanitation)* Bye-Laws, 2011".

(2) They shall extend to the whole area of the Imphal Municipal Council.

(3) They shall come into effect from the sate of their publication in the official Gazette.

2. DEFINITIONS:

In these Bye-Laws unless the subject or context otherwise requires:

(1) "Act" means the Manipur Municipalities Act, 1994;

(2) "Agency/Agent" means any entity/person appointed or authorized by Municipality to act on this behalf, for discharge of duties or functions i.e sweeping of streets, collection of waste, collection of charges/ fines, etc;

(3) "Bio-degradable waste" means the waste of plants and animal origin e.g. kitchen waste, food & flower waste, leaf litter, garden waste, animal dung, fish/meat waste and any other material that gets decomposed by the action of living organism;

(4) "Bio-medical waste" means any waste, which is generated during the diagnosis, treatment or immunization of human beings or animals or in research activities pertaining thereto or in the production or testing of biological and including categories mentioned in Schedule IV of this Bye-laws;

(5) "Bulk generator" means the owner, occupier or any other person representing owners and occupiers of housing society/housing complexes, restaurant, hotels, markets, industrial estates and shopping complexes/malls and include any government or public office building, or other users such as clubs, gymkhanas, marriage halls, recreation/entertainment complexes, hospital, educational institutions, commercial establishments or other establishment sources/premises that are specifically identified and notified by the Municipality and/ or any person/agency authorized by Municipality to be so;

(6) "Collection" means lifting and removal of solid waste from collection points or any other location;

(7) "Collection at Source" means the collection of municipal solid waste by Municipality directly from the premises of any building or common premises of a group of buildings. This is also referred to as "point to point collection";

(8) "Composting" means a controlled process involving microbial decomposition of organic matter;

(9) "Construction and Demolition Waste" means waste from building materials, debris and rubble resulting from construction, remodelling, repair and demolition operations;

(10) "Delivery" means handing over any category of solid waste to a Municipality worker or any other person appointed, authorized or licensed persons by the Municipality for taking delivery of such waste or depositing it in any vehicle provided by the Municipality or by any other authorized licensed persons by the Municipality to do so;

(11) "Dry **Waste**" means the category of municipal solid waste referred to at No. (7) of this Bye-laws;

(12) "**Dry** Waste Sorting Centre" means any designated land, shed, kiosk, or structure located on any municipal or government land or in a public space which is authorized to receive and sort dry waste;

(13) "Bulk garden and horticulture waste" means bulk waste from parks, gardens, traffic island etc. and includes grass clippings, weeds, woody "brown" carbon-rich material such as pruning, branches, twigs, wood chipping, straw or dead leaves and tree trimmings, which cannot be accommodated in the daily collection system for bio-degradable waste;

(14) "Generator of waste" means persons or establishments generating municipal solid waste within the limits of Municipality;

(15) "Hazardous household waste" means any waste, which by reason of any of its physical, chemical reactive, toxic, flammable, explosive or corrosive environment, whether alone or when in contact with other wastes or substances and shall include wastes specifically listed in Schedule III of this Bye-laws and ai! other hazardous wastes as defined in the manner that as mandated by the Hazardous Waste (Management & Handling) Rules, 1989;

(16) "House-gully" means a passage or strip of land, constructed, set apart or utilized for the purpose of serving as a drain or affording access to the latrine, urinal, cesspool or other receptacle for filthy or other polluted matter by persons employed in the removal or cleaning thereof or in the removal of such matters there from as defined under section 2 (23) of the Act;

(17) "Imphal Municipal Area" means the territorial area of the Imphal Municipal Council as notified from time to time by the State Government;

(18) "Inert Solid Waste" means any solid waste or remnant of processing whose physical, chemical and biological properties make it suitable for sanitary land filling;

(19) "Kangshi-gari" means the bell-ringing vehicles provided by Municipality or its agents for point-to-point collection of municipal solid waste;

(20) "Land -filling" means disposal of residual solid waste on land in a facility designed with protective measures against pollution of ground water, surface water and air fugitive dust, wind-blown litter, bad odour, fire hazard, bird menace, pests of rodents, greenhouse gas emissions, slope instability and erosion;

(21) "Littering" means putting litter in such a location that fl falls, descends, blows, is washed, percolates or otherwise escapes or is likely to fall, descend, blow, be washed, percolate or otherwise escape into or onto any public place, or causing permitting or allowing litter to fall, descend, blow, be washed, percolate or otherwise escape into or onto any public place;

(22) "Municipal Area" is a territorial area of a Municipality as is notified and defined under Section 2 (32) of the Act;

(23) "Municipality" means the Nagar Panchayat and Municipal Council, as the case may be, constituted under the provisions of the Act and, where the context requires, its Agent (s);

(24) "Municipal Solid Waste" includes commercial and residential waste generated within the limits of Municipality either in solid or semi-solid form excluding industrial hazardous waste, but including treated bio-medical waste;

(25) "Nuisance" includes any act, omission, place or thing which cause or is likely to cause injury, danger, annoyance or offence tot eh sense or sight, smelling or hearing or disturbance to rest or sleep or which is or may be, dangerous to life or injurious to health or property and environment as defined under section 2 (37) of the Act;

(26) "Nuisance Detectors" (NDs) means those employees of Municipality, who are appointed by Municipality to detect act of Public nuisance etc, under the Bye-laws;

(27) "Occupier/Occupant" includes any person, who for the time being is in occupation of, or otherwise using, any land or building or part thereof, for any purpose whatsoever as defined under section 2(38) of the Act;

(28) "Owner" for the purpose of this bye-law when used in reference to any premises, means the person who receives the rent of the said premises, or who would be entitled to receive the rent thereof, if the premises were let, and includes:

(a) an agent or Trustee who receives such rent, on account of the owner;

(b) an agent or Trustee who receives the rent of, or is entrusted with, or concerned for any premises devoted to religious or charitable purposes;

(c) a receiver, sequestrate, or manager, appointed by any court of competent jurisdictions to have the charge of, or to exercise the right of an owner of the said premises; and

(d) the head of a government department in respect of properties under their respective control;

(29) "Person" means any person or persons and shall include any o\shop or establishment of firm or company or association or body of individuals whether incorporated or not and their agents; assignee etc;

(30) "Point-to-Point collection" means the system of collection of municipal solid waste from specific pick-up points as designated by Municipality, up to which the generator must bring the collected and stored waste for delivery to a kangshi-gari or any other vehicles so appointed by the Municipality);

(31) "Premises" includes buildings, tenements is a building, house, outhouse, stable, shed, hut and any other structure whether of masonry, brick, mud, wood, metal or many other material whatsoever and lands of any tenure whether open or enclosed whether built upon or .not being used for the time being for purposes of residence, trade, industry, service, business, government or any other public or private purpose including weddings, banquets, meetings, exhibitions, organized events, etc. It also includes any portion of a public road that is permitted by the Municipality to be used for the time being for parking of vehicles, street vending, storage of materials at a work site or for any public or private purpose whatsoever other than the movement of vehicles;

(32) "Processing" means the process by which solid waste is treated for processing for the purpose of recycling or making it suitable for land filling;

(33) "Public courtyard" means the public place in front of or adjacent to any premises, extending to the kerb side and including the footpath kerb and water table;

(34) "Public Nuisance" means any act, omission, place or thing being which causes or is likely to cause nuisance in any public place;

(35) "Public place" for the purpose of this bye-law includes any road, viaduct, lane, footway, alley or passage, highway, causeway, bridge, whether a through fare or not over which the public have a right of passage, and such places to which the public has access such as parks, garden, recreation grounds, playgrounds, beaches, water bodies, water courses, public plazas and promenades, government and municipal buildings, public hospitals, markets, slaughter houses, courts, etc.

(36) "Receptacle" means container, including bins and bags used for the storage of any category of municipal waste as prescribed by Municipality from time to time;

(37) "Recycling" means the process of transforming segregated solid waste into raw materials for producing new products, which may of may not be similar to the original products;

(38) "Refuse" means any waste matter generated out of different activities processes either degradable/non-degradable/inert in nature in either solid or semi-solid form which can not be consumed, used or processed by the generator in its existing form;

(39) "Sanitation" means the promotion of hygiene and the prevention of disease and other consequence of ill health related to environment factors;

(40) "Schedule" means schedule appended to these Bye-laws;

(41) "Source" means the premises in which waste is generated;

(42) "Stabilized biodegradable waste" means the biologically stabilized (free of pathogens) waste resulting from the mechanical/biological

3. PROHIBITION OF LITTERING, OTHER NUIS ZERO GARBAGE IN PUBLIC PLACES.

(1) No person shall throw or deposit litter in ar public place except in authorized public or c

(2) No person shall throw or deposit litter on vacant private property, except in autho receptacles.

(3) No person shall throw or deposit litter upc walk, playground, garden, traffic island or any vehicles either moving or parked.

(4) No per shall drive or move any truck or other litter unless such vehicles are so designed and loaded as to prevent any litter from bei upon any road, sidewalks, traffic islands, pla public place.

(5) No person shall cook, bathe, spit, urinate, birds repair/wash vehicles, utensils or any public place except in such public facilities or provided for any of these purpose.

(6) Every owner or occupier of premises, other th shall be responsible for maintaining clean "

4. SEGREGATION, STORAGE, DELIVERY A MUNICIPAL SOLID WASTE:

(1) Every generator of Municipal Solid Waste sha source of waste generation into the following store separately, without mixing it for delive public receptacles.

   i) Bio-degradable (wet) waste.

   ii) Specified hazardous waste.

   iii) Bio-medical waste.

   iv) Construction and demolition waste.

   v) Bulk garden and horticulture waste i trimmings, and

   vi) All other non-biodegradable (dry) wa and non-recyclable waste.

(2) The municipality may separately notif implementation of sub-bye-law (1) by initia categories taking into account the level generators of waste as well as availability o in the city.

(3) The Municipality shall separately notify mandatorycolour coding and other speci prescribed for storage and delivery of differ to enable safe and easy collection without spillage of waste, which generators of differ shall have to adhere to.

(4) It shall be the duty of every generator of muni owner or occupier of every land and buildin be collected from their respective land and b waste and to store and deliver the same to or vehicle deployed by Municipality for the p

(5) Segregated Bio-degradable Municipal Solid Schedule II) if not composted by the gener generators of such waste within their premis be ensured by every such generator to the bio-degradable waste collection vehicle prov or its Agents at such times as the Municipal to time.

(6) Local composting of waste shall be p transportation of waste.

(7) Specified household harzardous waste (as lis be stored and delivered by every generator c vehicle which shall be provided weekly/peri or any other agency authorized by the Ma Board (MPCB) for collection of such waste o for collection of such waste for disposal in a n by the Government or the Manipur Pollution

(8) Untreated bio-medical waste (as listed in collected & stored in specified type of co delivered by every generator of such wast any other Agency authorized by the Manipur or to a centre designated for collection of su a manner that is accordance with the (Management & Handling) Rules, 1998.

(9) Construction and Demolition waste shall b separately at such spot and at such time as or its agent from time to time for collection generators (household level) shall be respo construction & demolition waste as source by line of Municipality or the Agent who shall pick up such segregated construction & demc of necessary charges by the said generator a to a processing centre. The details of local I shall be available in the respective Ward Off

(10) All other Non-biodegradable (Dry) Waste bo recyclable shall be stored and delivered by e to the dry waste collection vehicles, which Municipality or its agents as provided in su spots and at such time as may be notified b time-to-time for collection of such waste, or to sorting centres. Non bio-degradable waste accordance with the Municipality Solid Was Handling) Rules, 2000.

(11) Bulk garden and horticultural waste shall composted at source. The Municipality sh guidelines with regard to pruning of tress an of tree trimmings including collection sche continue to collect and transport segregated waste by charging suitable fees as notified f

(12) Disposal by burning of any type of solid wa private or public premise is prohibited.
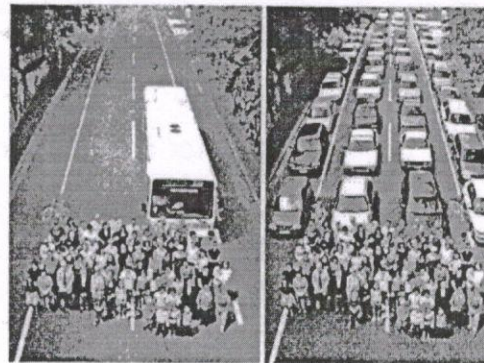
SUBMISSION

to

Imphal Municipal Corporation

On Imphal as a Smart City

IMPHAL – A CITY OF CYCLES

The

Chairperson

Imphal Municipal Corporation

Imphal/ Dated: 11 December 2015

Subject: Submission to IMC on making Smart Imphal Mission

Madam/Sir,

Manipur Cycle Club would like to submit our recommendation/ views on the idea of Imphal as a Smart City. Our vision is of Imphal as a City of Cycles.

Imphal is now swarming with cars. The numbers' swelled and still counting. We are now witnessing traffic jams on a regular basis where in some period of the day we fear

to take our car out. The two twin market area of Paona and Thangal bazaar is now saturated with cars and bikes. All important junctions of the city like Kangla roundabout, Singjamei Crossing, Keisampat Junction, Khoyathong Crossing, Chingmeirong Khongnangani Karak are now clogged with vehicle jams. And no technocratic solutions are available as we have seen in the case of Delhi where after building numerous flyovers and even the costly Metro Rail network have to find ways to curb cars. Associated with this is the noise and air pollution which are going beyond the permissible limit. Soon enough, we will be like Delhi - one of the most polluted city on earth. It will be smart for us citizens of this state to not re-invent the wheel. We have an economic system which is largely suitable for cycling or walking. Long distance travels are not really required and with little effort of redesigning, Imphal can add walking and cycling paths making it the city of cycles.

Imphal is 'small' (area)[1] and most of it can be reached by walking or cycling. A good public transport system with a strong (Non motorized Transport) NMT will serve the city well. This indeed is also one of the key features and core infrastructure elements of what is visioned as a smart city. We understand that mobility is about people moving from their stay/home to their work place or their educational centers or to offices or for recreation. Mobility is more than the concept of 'transport', it is about people feeling safe and they enjoy it when they move to their destination(s). Its about creating a Happy and Healthy city! Imphal will be a great place for planning a proper public transport linked by a network of roads, streets and paths for non motorized transport

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[1] As per provisional reports of Census India, population of Imphal in 2011 is 268,243. Total area is 31 Sq.Km.

(NMT). Surely it cannot cope with more cars, motor bikes and hence the need for imagining itself for a sustainable future. We therefore call the Government of Manipur to consider our proposition to make Imphal into a city of cycles.

WHY DO WE ASK FOR THIS

By positioning Imphal as a city of cycles, we can achieve the following, inter alia:

- A city less dependent on Oil. For a state that depends on oil imports that too for vehicles, and with such great difficulties, it makes sense to find ways to reduce consumption of oil. This means less number of oil tankers or the ugly sight of queues of vehicles during bandh and highway blockade.

- When citizens begin to shift to more sustainable means of transport like cycling they save on money for themselves or for their families.

- Saved money can be used for more essential things like education for children or for more healthy food.

- Healthier citizens, as they get their exercise done while going to work itself, and from less pollution of noise and air. This in turn means less government spending on health expenses.

- Citizens will save more time on work than on traffic.

- Road accidents and casualties will reduce to minimum.

- We, collectively, begin to contribute positively on climate change.

How to make Imphal a City of Cycles

1. Envision Imphal as the city of cycles. This can be extended to all the valley in the long run.

2. Prepare a state Urban Transport Policy in line with National Urban Transport Policy of 2014.

3. Democratize Road Space so that all users get their share of road space.

4. Make all roads accessible to people of all age. Particularly the elderly should be safe when on roads or crossing roads.

5. Make all roads, streets and crossings friendly to differently abled citizens.

6. Make un-interrupted cycle lanes in Imphal and link it progressively to satellite towns.

7. Start Cycle on Rent and Cycle Sharing system within the smart design. These sharing or rent stations can be placed in most important connecting roads and parking so as to enable users to reach their destinations.

8. Ensure that all public institutions, offices, hospitals, airport, courts, Secretariat, school and colleges have cycle parking facilities.

9. Incentivize use of NMT while the opposite for private motor vehicles.

10. Ensure that there is a Cycle Expert on road and streets designs in planning department and at IMC.

11. Ensure traffic system is functioning for security and safety.

We appreciate that the IMC have created space for people to send their comments. This process will help citizens to own up the city as their own. We partake in building it rather than just some experts deciding it. This submission is made with the belief that our submission will have meaningful space in this smart city of Imphal.

Sincerely,

President
Ramananda Wangkheirakpam
On behalf of Manipur Cycle Club

CC to:

1. Additional Chief Secretary (Finance and Planning)

2. Special Secretary (Transport)

3. Chief Town Planner (Town Planner)

EXTRACT COPY OF THE 81ST SPECIAL MEETING OF IMPHAL MUNICIPAL CORPORATION HELD ON 18TH APRIL, 2016 AT 2:00 pm IN THE CONFERENCE HALL OF THE CORPORATION WITH SHRI A. NIMAI SHARMA, HON'BLE CHAIRPERSON IN THE CHAIR

Agenda 2: To discuss the matter relating to the submission of "SMART CITY PROPOSAL" for Fast Track Competition.

Resolution: After minute of deliberation, the Imphal Municipal Corporation in its meeting unanimously approved the improved "SMART CITY PROPOSAL" for onward submission to the Ministry of Urban Development (MoUD), Government of India to participate in the Fast Track Competition of selection of cities to be developed as smart cities including the **financial plan** of the Smart City Proposal

The Municipal Corporation further approved setting up of Special Purpose Vehicle (SPV) for implementation of Smart City Mission in Imphal as per the guidelines issued by the Ministry of Urban Development, Government of India.

-sd-
(A.Nimai Sharma)
Chairperson,
Imphal Municipal Corporation

Certified to be true copy,

(Ng. Uttam Singh)
Executive Officer,
Imphal Municipal Corporation

PROCEEDINGS OF THE STATE LEVEL HIGH POWERED STEERING COMMITTEE (HPSC) ON IMPROVEMENT OF SMART CITY PROPOSAL FOR FAST TRACK COMPETITION HELD AT 02:00 PM ON 18/04/2016 IN THE CABINET HALL OF THE CHIEF MINISTER'S SECRETERIATE WITH SHRI O. NABAKISHORE SINGH, CHIEF SECRETARY, MANIPUR IN THE CHAIR.

In the Chair: Chief Secretary, Manipur.

Members Present:

1. Dr. J Suresh Babu, Addl. Chief Secretary (Home/Finance), Government of Manipur.
2. R.K. Dinesh Singh, Commissioner (MAHUD/YAS), Government of Manipur.
3. Vineet Jashi, Commissioner (Power/Planning), Government of Manipur.
4. W. Malemnganba Chenglei, Deputy Secretary (MAHUD), Government of Manipur.
5. N. Gitkumar Singh, Chief Town Planner, TPD, Manipur.
6. L. Geetchandra Singh, Under Secretary (MAHUD), Government of Manipur.
7. H. Sunil Singh, Chief Engineer, PHED, Manipur.
8. Ng. Uttam Singh, Executive Officer, IMC.
9. H. Ibotombi Singh, Executive Engineer (PHED), Government of Manipur.
10. N. Nirmalkumar Singh, Executive Engineer (PHED), Government of Manipur.

Special invitees:

1. I. Hemochandra Singh, Minister (Revenue/Forest/ Law)
2. Y. Erabot Singh, MLA (Khurai AC)
3. L. Ibomcha Singh, MLA (Keishamthong AC)
4. E. Chand Singh, MLA (Yaiskul AC)
5. L. Nandakumar Singh, MLA (Uripok AC)
6. W. Brajabidhu Singh, MLA (Lamshang AC)
7. RK. Imo Singh, MLA (Sagolband AC)

At the outset, the Chief Secretary, Manipur, Chairman of the HPSC welcomed all the Hon'ble MLAs of Assembly Constituencies falling under Imphal Municipal Corporation and all the members of HPSC and requested the Commissioner (MAHUD) to initiate the discussion. The Commissioner (MAHUD) highlighted the details of the process undergone by the Imphal Municipal Corporation in revising and improving the Smart City Proposal which was developed after thorough Citizen Consultation at various levels and various forums. It was also informed that Imphal Municipal Corporation has tied up with Administrative Staff College of India (ASCI), Hyderabad as mentoring agency, besides the consulting agency Arkitechno Consultant (India) Pvt. Ltd., Bhubaneswar.

After threadbare discussion, the following decisions were taken:

1. The improved Smart City Proposal for Imphal City which is prepared by M/s Arkitechno Consultant Pvt. Ltd., Bhubaneswar incorporating the suggestions collected from citizens, stake holders and Mentor (ASCI, Hyderabad) after several rounds of consultation is approved.

2. The Committee also approved the formation of a Special Purpose Vehicle for successful implementation of the Smart City Mission.

3. Formation of City Level Smart City Advisory Forum to advise and enable collaboration of various stake holders in the implementation of Smart City Mission is approved.

4. Different para-statal bodies/departments present in the Meeting such as Finance Dept., Home Dept., Planning Dept., Power Dept., Youth Affairs & Sport Dept., PHED, Town Planning Department, MAHUD Dept. etc. assured full support to the successful implementation of Smart City Mission by the Special Purpose Vehicles & Imphal Municipal Corporation.

5. Further, the Committee authorized the Commissioner (MAHUD) to submit the revised and improved proposal to the Ministry of Urban Development, Government of India and take any decision on behalf of the Committee for successful implementation of Smart City Mission.

The Meeting ended with thanks from the Chair.

Sd/-
(O. Nabakishore Singh, IAS)
Chief Secretary,
Government of Manipur
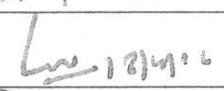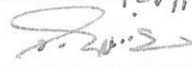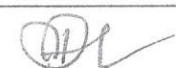Imphal, the 18th April, 2016

Memo No. 7/5/2015-MAHUD
Copy to:
1. The Secretary to the Hon'ble Chief Minister, Manipur.
2. I. Hemochandra Singh, Minister (Revenue/Forest/ Law)
3. Y. Erabot Singh, MLA (Khurai AC)
4. L. Ibomcha Singh, MLA (Keishamthong AC)
5. E. Chand Singh, MLA (Yaiskul AC)
6. L. Nandakumar Singh, MLA (Uripok AC)
7. W. Brajabidhu Singh, MLA (Lamshang AC)
8. RK. Imo Singh, MLA (Sagolband AC)
9. The Staff Officer to Chief Secretary, Govt. of Manipur.
10. The Addl. Chief Secretary (Home/Finance), Govt. of Manipur.
11. The Hon'ble Chairperson, IMC
12. The Commissioner (Planning/Power), Govt. of Manipur.
13. The Chief Town Planner, TPD, Manipur.
14. The Chief Engineer, PHED, Manipur.
15. The Executive Officer, IMC.
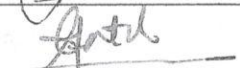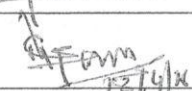
(R.K. Dinesh Singh)
Commissioner (MAHUD),
Govoverment of Manipur.

HIGH POWER STEERING COMMITTEE MEETING ON SMART CITY PROPOSAL
on 18th April, 2016 at 02:00 p.m.

Members present :-

Sl.No.	Name	Designation	Contact No. & e-mail ID	Signature
1.	O. Nabakishore Singh	C.S.	9612160645	
2.	Dr. J. Suresh Babu	ACS/Finance.	9436033222	18/4
3.	R.K. Sinoh.	Comm/MAHCD	8132953225	
4.	Vineet Joshi	Comm/Ply	9891567818	18/4/16
5.	W. Malemganba	DS./MAHUD.	8794929040	
6.	L. Geetchandra Singh	US/MAAUD	9856147134	
7.	NG. Uttam Singh	EE/IMC	9862593652	18/4/
8.	H. SUNIL SINGH	CE/PHED		
9.	H. Ibotombi Singh	EE/PHED.	9436025048.	
10.	N. Nirmal Kumar Singh	EE/PHED	9862566074	
11.	N. Gikumar Singh.	Chief Town Plan	9436021804	
12.				
13.				
14.				
15.				

HIGH POWER STEERING COMMITTEE MEETING ON SMART CITY PROPOSAL
on 18th April, 2016 at 02:00 p.m.

Members present :-

Sl.No.	Name	Designation	Contact No. & e-mail ID	Signature
1.	I. Hemochandra	Minister Rev/Forest/Law	0- 9862574599	Hemochandra
2.	Y Erabot Sup	M L A	09862005488	18-4
3.	L Ibomcha	MLA		
4.	E. Chand Sai	MLA	09862826938	
5.	X Nandakumar	MLA	09436021781	X Nen
6.	W. Brajabidhu	MLA	09862559176	
7.	R.K.Imo Sgh	M LA	9436027245	
8.				
9.				
10.				
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No. IMC/P/219/Smart-City/2015-17   Imphal, the 18th April, 2016

PRELIMINARY HUMAN RESOURCE PLAN FOR SPECIAL PURPOSE VEHICLE (SPV)

The Special Purpose Vehicle (SPV) will be established as a public limited company under the Companies Act, 2013. There will be minimum of 8 (Eight) shareholders – 4 (Four) shareholders each from the promoters (the Manipur Government and the Imphal Municipal Corporation).

It is proposed to have a Board of Directors having one representative from the Central Government, three representatives each from the Manipur Government and Imphal Municipal Corporation. There will be two independent Directors selected from the data bank maintained by the Ministry of Corporate Affairs.

There would be a Chairperson and a full time Chief Executive Officer (CEO). The Chief Executive Officer (CEO) of the SPV would be appointed through open recruitment.

The required manpower including Functional Directors will be either deputed from the line Departments or outsourced or appointed through open recruitment as per the decision of the Board of Directors.

(Ng. Uttam Singh)
Executive Officer
Imphal Municipal Corporation

Note :- There will be some changes on inclusion of Private parties in the Special Purpose Vehicle (SPV).

Copy to :-
1. The Commissioner (MAHUD), Government of Manipur.
2. The Director (MAHUD), Government of Manipur.
3. The Director, Arkitechno Consultants (India), Pvt. Ltd.
4. Guard file

OFFICE OF THE
IMPHAL MUNICIPAL CORPORATION

No. IMC/P/219/Smart-City/2015-17   Imphal, the 18th April, 2016

INSTITUTIONAL ARRANGEMENT FOR FUNCTIONING THE
SPECIAL PURPOSE VEHICLE (SPV)

The Special Purpose Vehicle (SPV) will be established as a public limited company under the Companies Act, 2013. The State Government and the ULB (Imphal Municipal Corporation) will have 50:50 shareholding at all times. Maximum effort would be given to rope in Private Sector or Financial Institutional in the SPV, provided the State Government and the Municipal Corporation together have the majority shareholding and control of the SPV.

All possible efforts would be made to ensure financial sustainability of the SPV through various means.

Mini-SPVs would be established under the Parent SPV as when required to ensure smooth implementation of the Mission. Rights and Obligations, decision making powers of the Municipal Corporation under the Municipal Act and of the Urban Development Department with respect of the Smart City Mission would be delegated to the Chief Executive Officer of SPV.

(Ng. Uttam Singh)
Executive Officer
Imphal Municipal Corporation

Copy to :-

1. The Secretary (MAHUD), Government of Manipur.
2. The Director (MAHUD), Government of Manipur.
3. The Director Arkitechno Consultants (India) Pvt. Ltd.
4. Guard file.