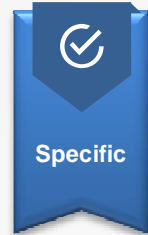




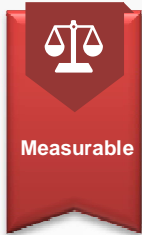
PORT BLAIR MUNICIPAL COUNCIL SMART CITY PROPOSAL



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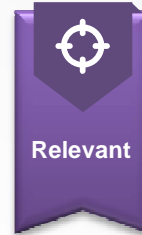
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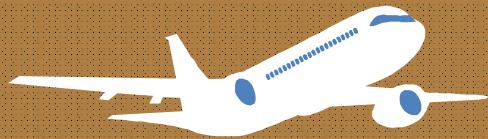
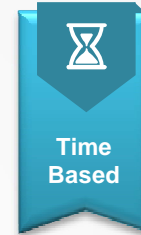
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ANNEXURE 02



ANNEXURE 02 – SELF ASSESSMENT



A	B	C	D	E	F	G	H	I	J	K
	Smart City Feature	Definition	Scenario 1 (BASE)	Scenario 2	Scenario 3	Scenario 4 (ADVANCED)	Self-assessment of the city (for Pan-City Solution) 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 from its current status to Advanced status (Scenario 4: Column G)
1	Citizen participation	A smart city constantly shapes and changes course of its strategies incorporating views of its citizen to bring maximum benefit for all. (Guideline 3.1.6)	The City begins identifies priorities and projects to pursue without consulting citizens.	City undertakes citizen participation with some select stakeholders. The findings are compiled and incorporated in some projects or programs. Very few major decisions are shared with -citizens until final projects are unveiled.	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	Citizen involvement has been achieved at city level through essay writing competition for students, e-mails, shape your city campaign, uploads on mygov.in portal and citizen survey through questionnaire. At the area level micro planning tools like transect walk, focussed group discussions, voting have been employed. Responses have been received from 45.8% of the population and the outreach through radio and newspapers is estimated to be above 90%.	4 in three years time	<ul style="list-style-type: none"> * Direct interaction with the citizens through ward sabhas and NGOs for obtaining inputs on current levels of services and future projects of PBMC. * Continuous inputs and feedback from the citizens through IP based wireless network in absence of internet access will increase citizen participation manifold. * The grievance redressal mechanism is to be upgraded with an escalation feature.
2	Identity and culture	A Smart City has a unique identity, which distinguishes it from all other cities, based on some key aspect: its location or climate; its leading industry, its cultural heritage, its local culture or cuisine, or other factors. This identity allows an easy answer to the question "why in this city and not somewhere else?" A Smart City celebrates and promotes its unique identity and culture. (Guideline 3.1.7)	There are few architectural monuments, symbols, and festivals that emphasise the unique character of the city. Built, natural and cultural heritage is not preserved and utilised or enhanced through physical, management and policy structures.	Historic and cultural resources are preserved and utilised to some extent but limited resources exist to manage and maintain the immediate surroundings of the heritage monuments. New buildinds and areas are created without much thought to how they reflect the identity and culture of hte city.	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 enhanced 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 2	The city has several heritage structures like cellular jail, Aberdeen clock tower, war memorial, Andaman club and many more. The unique identity of the city as 'Mini India' due to its composite culture is not projected adequately. Publications of the tourism department document information about the Island's role in the freedom struggle and its heritage character.	4 in five years time	<ul style="list-style-type: none"> * Tourism identified as a thrust area of development. Rejuvenation of heritage circuit, and development of patriot walk project will present the heritage and historical role of the Islands in freedom struggle to the public and tourists. * Unique artistic icons to be set up in public spaces as part of cityscaping will reinforce the composite culture of the city and communicate the 'Mini India' concept.
3	Economy and employment	A smart city has a robust and resilient economic base and growth strategy that creates large-scale employment and increases opportunities for the majority of its citizens. (Guideline 2.6 & 3.1.7 & 6.2)	There are some job opportunities in the city but they do not reach all sections of the population. There are a high number of jobs in the informal sector without sufficient facilities.	There is a range of job opportunities in the city for many sections of the population. The city attempts to integrate informal economic activities with formal parts of the city and its economy.	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	Primary sector industrial development is negligible. There is some growth in the secondary sector. The main economic growth is in the tertiary services sector. Most of the Job opportunities exit in the informal private sector. Citizens look forward to government jobs for formal sector employment.	3 in five to ten years time	<ul style="list-style-type: none"> * With Port Blair as the base station new outlying islands to be opened up for tourism thereby widening the options. * The tourism sector is to receive massive stimulus through the various projects planned for rejuvenation of heritage circuit and provision of tourist centric facilities. This will open up job opportunities for the citizens. * Skill upgradation programs in association with existing educational institutions will open new employment opportunities in secondary and tertiary sectors with focus on entrepreneurship development. * In view of high literacy level, knowledge economy can grow after laying of the submarine internet cable.
4	Education	A Smart City offers schooling and educational opportunities for all children in the city (Guideline 2.5.10)	The city provides very limited educational facilities for its residents. There are some schools but very limited compared to the demand. Many schools are in poor condition.	City provides adequate primary education facilities within easily reachable distance of 15 minutes walking for most residential areas of the city. The city also provides some secondary education facilities.	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	As per the results of citizen survey, education sector is doing well with respect to coverage. 70% feel that the quality needs improvement. 53% feel the need to improve higher education infrastructure. There is an ITI, TTI, B.Ed. college, polytechnics, Engineering College. There are over 150 schools in the city.	4 in 7 years time	<ul style="list-style-type: none"> * School infrastructure improvement by introducing e-class room, web connectivity and digital library to improve teaching learning process. * stadium and sports facilities for extracurricular activities. * Establishment of a medical college. * Monitoring of the education system by creating realtime school data base with online dashboard indicating the strength of students, staff, daily attendance and academic performance parameters.



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5	Health	A Smart City provides access to healthcare for all its citizens. (Guideline 2.5.10)	Healthcare is difficult for citizens to access - demand for healthcare often exceeds hospitals' ability to meet citizen needs.	The city provides some access to healthcare for its residents but healthcare facilities are overburdened and far from many residents. Access to preventive health care is only easily available for some residents.	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 diseases and develop response systems and preventive care.	Scenario 3	As per the Municipal Council records there is 1 community health center, 4 PHCs, 5 urban health centers, 26 sub centers and 2 dispensaries. The community health centers are located within 5 Km distance and have a capacity of 10 beds each. The PHCs are located within a distance of 10 Km and have 50 beds with diagnostics. The G.B. Panth hospital is the only referral hospital in the area with 450 beds for the entire city. The citizen survey indicates the need of speciality treatment facilities in the hospital.	4 in 5 to 10 years time	<ul style="list-style-type: none"> * Strengthening of 24x7 emergency service in the existing hospital and provision of speciality treatment facilities. * Computerization of health records of the citizens and hospital operations. * Ambulance service to be improved through project 'Patha' by reducing response time to 15 minutes. * Establishment of epidemic disease monitoring center to provide quick response in case of outbreak of infectious diseases. 	
6	Mixed use	A Smart City has different kinds of land uses in the same places; such as offices, housing, and shops, clustered together. (Guidelines 3.1.2 and 3.1.2)	The city has mostly separated uses and areas are focused either on residential, commercial, or industrial, with little co-existence of uses. The average resident cannot walk to the closest market or shops near his or her home. For almost everyone, going to work or going shopping for basic needs requires a journey by automobile or bus of more than 15 minutes. Land use regulations prevent putting commercial or office locations in residential neighborhoods and vice versa.	In some parts of the city, there is a mixture of land uses that would allow someone to live, work, and shop in close proximity. However, in most areas, there are only small retail stores with basic supplies near housing. Most residents must drive or use public transportation to access a shop for food and basic daily needs. Land use rules support segregating housing, retail, and office uses, but exceptions are made when requested.	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 per Port Blair Municipal Council regulations mixed use development is permitted.	4 in about 10 years time	<ul style="list-style-type: none"> * Innovative zoning regulations to be promulgated in order to promote mixed use development in the old areas of the city. * Incentivisation to private owners through relaxation in FAR to under take redevelopment with mixed use. * In the 6 newly merged wards, all future development to be in tune with the mixed development concept. * Business and commercial areas as well as administrative areas, school and PHC centers to be located within 15 – 20 minutes journey time by public transport system. 	
7	Compact	A Smart City encourages development to be compact and dense, where buildings are located close to one another and are ideally within a 10-minute walk of public transportation, forming concentrated neighborhoods. (Guidelines 2.3 and 5.2)	The city is expanding rapidly at its periphery into undeveloped land, rural or natural areas, or along industrial corridors - both formally and informally. Formal new development is occurring in a way that is "sprawling," meaning that the buildings spread across a wide area and are far from one another. Residents or tenants find it easier or safer to travel by automobile because it takes a long time to walk between destinations and there are busy roads separating buildings. Large pockets of land in the inner-city are vacant. New developments at the periphery tend to be large-scale residential developments, often enclosed with a gate and oriented to the automobile.	The city has one or two high density areas - such as the city center, or historic areas, where buildings are concentrated together and where people can walk easily from building to building and feel as though they are in center of activity. Most of the city consists of areas where buildings are spread out and difficult to walk between, sometimes with low-density per hectare. Regulations tend to favor buildings that are separated from one another, with lots of parking at the base and set-back from the streets. The city likely has some pockets of under-utilized land in the center. New formal developments at the periphery tend to be large-scale residential developments, often enclosed with a gate and oriented to the automobile.	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 1	The newly developing areas are more compact than the older parts of the city. Citizens prefer independent houses due to which compactness is not very visible. As per data furnished in the Master Plan for Port Blair Planning Area - 2030, 81% of the households are independent houses and compact development is not favored.	3 in about 10 years time	<ul style="list-style-type: none"> * The new developments in the southern part of the town to be regulated to create compactness * Redevelopment projects in the core areas to have higher FAR such that the new urban form is compact with open spaces. * Redevelopment of public land to create compactness with release of open spaces for parks and recreational facilities. * Redevelopment of slums through vertical development for creating compactness. * NMIT to be encouraged and pedestrian infrastructure to be strengthened through out the city. 	



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8	Public open spaces	A Smart City has sufficient and usable public open spaces, many of which are green, that promote exercise and outdoor recreation for all age groups. Public open spaces of a range of sizes are dispersed throughout the City so all citizens can have access. (Guidelines 3.1.4 & 6.2)	The city has very few usable public open spaces and very few usable green spaces. Available recreational spaces are located far away and are dispersed at long distances around the city. The few available public open spaces offer a limited variety of experiences for all sections of population and age groups such as places for sport, places for rest, and places for play.	A variety of public open spaces are available in some neighborhoods, but are not available in all the areas of the city or are located far away from residential areas -Many of the open spaces have access restrictions, or are not well-maintained. A variety of types of public open spaces may be lacking, such as natural areas, green areas, parks, plazas, or recreation areas.	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 2	As per PBMC there are 24 public parks in the city. There is need to improve availability of open spaces and public parks for recreation use by the citizens. The citizen survey results indicate that 75% of the citizens feel that the existing parks are not adequate. 71% of the citizens report lack of open spaces and their adequacy.	4 in about 5 years time	* Existing parks will be developed in order to improve their service value to the citizens. * Vacant spaces to be developed so that they become usable for recreation purposes. * Areas adjacent to the heritage structures to be developed into green spaces
9	Housing and inclusiveness	A Smart City has sufficient housing for all income groups and promotes integration among social groups. (Guidelines 3.1.2)	Housing is very limited and highly segregated across income levels. Population growth far exceeds the creation of new housing. The poor live in informal settlements with limited to no access to basic services, and are concentrated in a few areas. The wealthy live in separate enclaves. Those in the middle have few, if any options.	Housing is available at most income levels but is highly segregated across income levels. Population growth slightly exceeds the creation of new housing. The wealthy and the middle class have housing that meets their needs at costs appropriate to their income. The poor live in informal settlements.	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 a 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	Housing sector is satisfactory in Port Blair City. Most of the people have own houses and there are very few tenants. As per data furnished in the Master Plan for Port Blair Planning Area - 2030, 78% of the population is living in their own houses. Only 8% of the households are in rental houses and the remaining 13% are accommodated in Government quarters.	4 in about 10 years time	* The PBMC shall formulate suitable guidelines and enforce them to ensure availability of affordable housing to all sections of the society in the new developments. * About 20% of the layouts shall be demarcated for economically weaker sections. * Slum redevelopment to be taken up to improve the stock of good quality housing for the poor.
10	Transport	A Smart City does not require an automobile to get around; distances are short, buildings are accessible from the sidewalk, and transit options are plentiful and attractive to people of all income levels. (Guidelines 3.1.5 & 6.2)	Personal automobile centric city with very few modal options. Long trip lengths for daily commute to work and education. Accessing various areas by walking or cycling is difficult. Women and vulnerable sections find it very difficult to move independently in the city. There is limited public transport. Vehicles cause high air and noise pollution levels in the city. Vehicles dominate public spaces and affect their effective functioning.	The street network system is elaborate but public transport choices are restricted. Public transport can be too expensive or unaffordable for the poor. Pedestrian infrastructure is only available in select areas. The majority of investments focus on reducing traffic congestion through the creation of more roads.	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 stations and organized-priced on street and off street parking. Walking and cycling is prevalent.	Scenario 2	Presently, limited mass public transport facility is available. Last mile connectivity is incomplete. For short distance travel autos are available. For the tourists buses and taxis are available. As per the citizen survey 75% of the citizens report lack of parking space. Road side parking causes congestion in narrow roads. Walking is prevalent but there are no safe footpaths for the pedestrians. Cycling is not preferred due to undulating terrain in the city. 54% of the citizens favour restriction on personal vehicles and encouragement of public transport.	3 in about 5 years time	* Restrictions are to be imposed on use private vehicles in core areas by declaring them vehicle free zones. * Adequate parking space to be created to decongest the roads * Shuttle bus service to be operated in order to facilitate mass transport. Modal shift to be ensured through real time passenger information system at bus stands. * Introduction of bus services with demand related frequency along arterial and feeder lanes. * Pedestrianization of market zones.
11	Walkable	A Smart City's roads are designed equally for pedestrians, cyclists and vehicles; and road safety and sidewalks are paramount to street design. Traffic signals are sufficient and traffic rules are enforced. Shops, restaurants, building entrances and trees line the sidewalk to encourage walking and there is ample lighting so the pedestrian feels safe day and night. (Guidelines 3.1.3 & 6.2)	The city is designed mainly for the automobile. Daily life without a car requires long bus rides. Walking is difficult and often dangerous; there are few pavements, existing pavements need repair and 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 enclosed by gates. Traffic signals are often disobeyed.	Older areas of the city see a mix of pedestrians, cyclists, and vehicles but newer areas are focused mainly on the automobile. In the new areas, there are few pavements and main entrances to new buildings are not accessible from the front of the street. Large driveways or parking lots often separating them from the street, and sometimes are enclosed by gates. In these areas, traffic signals are disobeyed.	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 2	As per the citizen survey results, only 30% of the citizens report availability of sidewalks for the pedestrians. 61% of the citizens report that there are no vehicle free zones in the markets. 50% of the citizens report inadequate traffic signals.	4 in about 5 to 10 years time	* Continuous foot path to be provided in all streets * Automatic traffic signals with pedestrian controlled road crossing to be implemented. * Buildings to be made accessible from the sidewalks. * Adequate facilities to be provided for the differently abled in order to facilitate usage of footpaths and crossing of roads.



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12	IT connectivity	A Smart City has a robust internet network allowing high-speed connections to all offices and dwellings as desired. (Guideline 6.2)	City has no major plans to bring increased high speed internet connectivity to the public.	The city has made plans to provide high speed internet connectivity through the existing framework.	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 1	Being an island, IT connectivity is a major concern in the city. The satellite link IT service provides a low speed unreliable internet connections to the citizens. Based upon the citizen survey it is ascertained that about 70% of the respondents are dissatisfied with the telecommunication and internet connectivity	3 in about 5-8 years time	<ul style="list-style-type: none"> * Laying of Submarine cable connecting the city of the mainland for high speed internet access will resolve the issue. * Adequate bandwidth to provide atleast 1 MBPs connection to each household and 10 MBPs to all government offices. * Free wi-fi spots in public areas to be provided in order to make th facility inclusive in nature.
13	ICT-enabled government services	A Smart City enables easy interaction (including through online and telephone services) with its citizens, eliminating delays and frustrations in interactions with government. (Guidelines 2.4.7 & 3.1.6 & 5.1.4 & 6.2)	Essential Government services are not linked with online platforms. Paper intensive interactions with the local Government continues. Recieving services and response to citizen complaints take a long time. There is limited availability of data to monitor service delivery.	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.	Most of the services are provided online and offline. Data transparency helps monitoring. Systems 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 infrasturcture system shares information and enhances internal governmental coordination.	The present scenario corresponds to 1. Due to non availability of high speed internet connection ICT enabled government services have not be developed adequately. Some services are available through the A&N administration web site http://www.and.nic.in / The municipal council web site does not provide any citizen service.	No quantitative data is available. Presently due to non availability of high speed internet connection, ICT enabled government services have not been developed adequately. Some services are available through the A & N administration website http://www.and.nic.in . The municipal council website does not provide any citizen service. Service of about 52 e-form can be availed through the Citizen Service Centers.	3 in about 2 - 3 years	<ul style="list-style-type: none"> * Setting up of scalabe Wi-Fi wireless network will play a vital role in accessing all the e-governance services without the need of internet connection. * This Metropolitan Area Network will provide access to websites of government departments and also deliver services to the citizens in the area of billing, collection, real time services and about 52 e-governance services. * The e-governance services will be extended to over 132- e-forms in the next 2 to 3 years.
14	Energy supply	A Smart City has reliable, 24/7 electricity supply with no delays in requested hookups. (Guideline 2.4)	There is only intermittent electricity supply with regular power shedding. Many residents have to plan their days around when power is available.	Electricity supply and loads are managed as per demand and priority for various functions with clear scheduling, with electricity being available in many areas for most hours of the day.	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 2	As per information furnished by the Electricity Department of Port Blair there have been 210 unscheduled outages in the present year. As per citizen's response there are frequent scheduled as well as unscheduled outages in many parts of the city. This is chiefly due to use of small diesel gensets for power generation.	4 in 5-7 years time	<ul style="list-style-type: none"> * With commissioning of LNG and solar plants, dependence on diesel gensets will reduce. * Upgradation of transformers and smart grid will help in power quality improvement thereby reducing unscheudled outages by about 75% over the existing outages in 2014-2015, paving the way for 24x7 uninterrupted power supply. * Installation of prepaid smart meters will lead to conservation. * Automated billing information through SMS and online bill payment facility to the citizens.
15	Energy source	A Smart City has at least 10% of its electricity generated by renewables. (Guideline 6.2)	The city does not have any renewable sources of energy and there is no commitment to promote this for the foreseeable future.	The city is preparing plans for ensuring that it gets more energy from renewable sources and is in the process of making commitments in this regard.	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 3	Port Blair being an island, the generation is now diesel based which is expensive and non-environment frinedly. As per data furnished by the Electricity Department a 5 MW solar power plant is in use at Garacharma which represents 17% energy generation through renewable sources. other enegy project is on-going in the form of solar park of 100 MWp The work is entrusted to NTPC. 30 MW LNG based power plant is proposed.	4 in about 8-10 years	<ul style="list-style-type: none"> * Switching from diesel based generation fo LNG and solar based power. * 24x7 power supply throughout the year without unscheduled outages. Scheduled outages for maintenance works with prior information to public. * In principle approval granted for 30 MW LNG based power plant. * A 20 MW solar power plant is under construction by NTPC. Another 20 MW solar plant at Attampahad approved and land allocation done. To be implemented under PPA by private sector.



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	Smart City Feature	Definition	Scenario 1 (BASE)	Scenario 2	Scenario 3	Scenario 4 (ADVANCED)	Self-assessment of the city (or Pan-City Solution) 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 from its current status to Advanced status (Scenario 4: Column G)
16	Water supply	A Smart City has a reliable, 24/7 supply of water that meets national and global health standards. (Guidelines 2.4 & 6.2)	The city has a poor water supply system with limited water availability. There are no clear targets to achieve higher quality and optimal quantity standards. Unaccounted water loss is above 40%	The city has intermittent water supply and availability. However it is setting targets and processes in place to try to improve its water supply. Unaccounted water loss is less than 30%.	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 sufficient quantity and affordable across all sections of the society. Unaccounted loss less than 15%.	Scenario 3	The assessment is based upon the citizen survey and Water supply department inputs. The supply level is 90 lpcd and the service is on alternate days for about 1 hour. The distribution losses are 20%. Water quality is reported to be good by 68% but the quantity is inadequate as per 55% of citizens. The duration of supply is also reported to be insufficient by 58% of the citizens.	4 in 5 years time	<ul style="list-style-type: none"> * 24x 7 water supply with reduction of NRW to less than 15% through leakage plugging, replacement of worn out pipes and SCADA with bulk flow meters and sensors in the distribution system for monitoring the water supply parameters. * 100% metered supply through installation of smart water meters for accurate billing and improvement in revenue collection.
17	Water management	A Smart City has advanced water management programs, including smart meters, rain water harvesting, and green infrastructure to manage stormwater runoff. (Guideline 6.2)	The city does not measure all its supply. It does not recycle waste water to meet its requirements and rain water harvesting is not prevalent. Flooding often occurs due to storm water run-off.	The city has meters for all its water supply but lacks mechanisms to monitor. Water wastage is very high. Some, but not much, rainwater harvesting exists.	The city 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 reuse 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	The assessment is based on the information furnished by Port Blair Municipal Corporation. No statistical information is available. There is no metering of water supply. Recycling is not possible since waste water treatment is not done and rain water harvesting is prevalent at a nominal scale. Part of the ABD area is subjected to water logging during severe storms coinciding with high tide.	3 in about 5 to 10 year	<ul style="list-style-type: none"> * Meeting about 20% of the water demand through rain water harvesting in all government and institutional buildings. * Suitable regulations to improve rain water harvesting will be adopted for the future. * Drain improvement to be done in order to mitigate water logging during storms.
18	Waste water management	A Smart City treats all of its sewage to prevent the polluting of water bodies and aquifers. (Guideline 2.4)	The city is unable to treat all its sewage. Many local sewer lines open on to water bodies and open ground and pollute the environment.	Most waste water is collected and treated before before disposal. However the treated water does not meet standards and is not recycled for secondary uses.	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 and reduces the need for fresh water.	Scenario 1	The assessment is based on the information furnished by the Port Blair Municipal Council. Presently the city is not having a sewerage system. Septic tanks and open drains for storm water and sullage are present. There are no treatment facilities for septage, sullage and storm water. The waste is disposed directly in to the sea which is likely to damage the marine ecology.	3 in about 5 years	<ul style="list-style-type: none"> * Total waste treatment through septage treatment system, decentralized sullage and storm water treatment system * Recycled waste water to be used for gardening and commercial purposes. * Efforts to be made to make use of recycled water acceptable for domestic consumers also. * Use of recycled water to be incentivised for the hotel sector
19	Air quality	A Smart City has air quality that always meets international safety standards. (Guideline 2.4.8)	City does not have plans, policies or programs to improve the air quality. Systems to monitor air quality are absent.	City has programs and projects to monitor air quality and spatialising the data to ascertain reasons for degrees of pollution in the air. A few strategies to decrease air pollution have been implemented.	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 1	No data is available on air quality in the city. As on today, the islands are in general free of air pollution and there is no reason to suspect the ambient air quality.	3 in about 4-6 years	<ul style="list-style-type: none"> * The DST to install continuous (real time) ambient air quality monitoring system (CAAQM) for monitoring of air quality in key points throughout the city. * Daily reports of air quality data in the city will be analyzed and steps taken to alleviate pollution based upon the air quality parameters in order to make the air quality complaint to international standards. The DST is in the process of establishing the monitoring system.
20	Energy efficiency	A Smart City government uses state-of-the-art energy efficiency practices in buildings, street lights, and transit systems. (Guideline 6.2)	City has no programs or controls or incentive mechanisms to promote or support energy efficiency in buildings	The city promotes energy efficiency and some new buildings install energy efficiency systems that track and monitor energy use and savings.	Most new public buildings install energy efficiency 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 efficiency strategies	All the existing old and new public buildings employ energy efficiency 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 incentives and regulations.	Scenario 1	The information is furnished by the Electricity Department, Port Blair. According to this presently there are no noticeable efforts and schemes aimed at attaining energy efficiency. There are no incentives to the common citizens or institutions for encouraging the practice of using energy efficient devices.	3 in about 5-10 years time	<ul style="list-style-type: none"> * Solar LED to be used in all redevelopment and new public building projects. * Installation of LED lamps in the streets and all public places. * Certification of energy rating by National forum in all public buildings. * Installation of rated energy efficient equipment. * Passing of regulation for incentives to public practicing energy efficiency at homes. * "Trade off" scheme with FAR for installing rooftop solar panels in private properties. * Implementation of smart grid and smart energy meters.

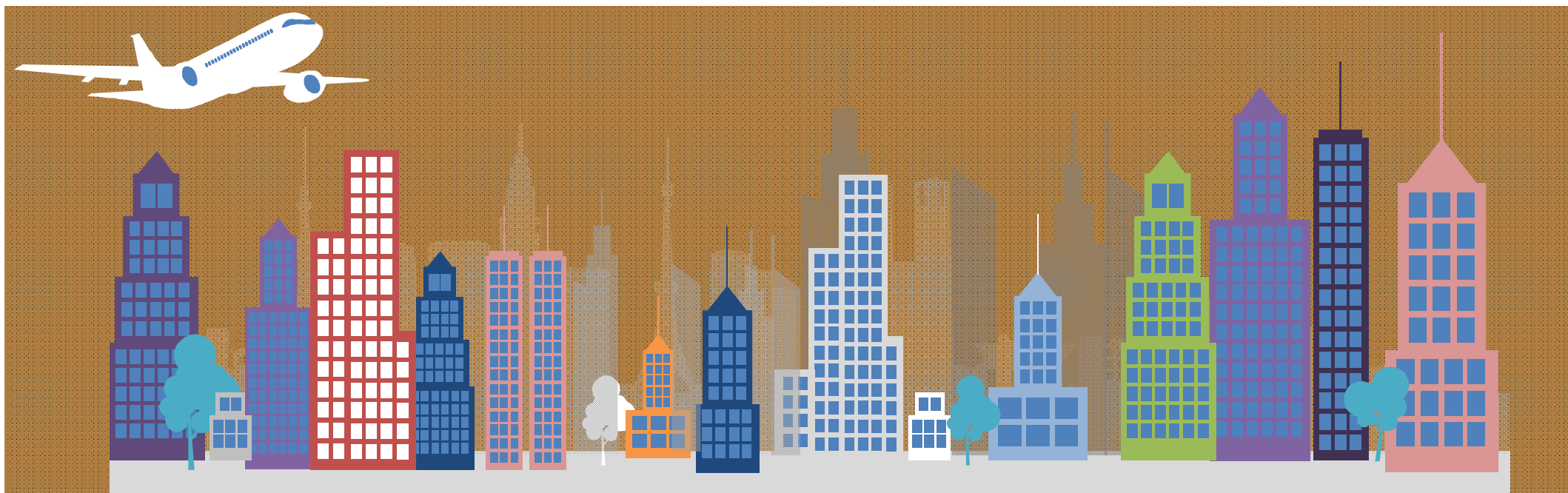


ANNEXURE 02 – SELF ASSESSMENT

A	B	C	D	E	F	G	H	I	J	K
	Smart City Feature	Definition	Scenario 1 (BASE)	Scenario 2	Scenario 3	Scenario 4 (ADVANCED)	Self-assessment of the city (for Pan-City Solution) 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 from its current status to Advanced status (Scenario 4: Column G)
21	Underground electric wiring	A Smart City has an underground electric wiring system to reduce blackouts due to storms and eliminate unsightliness. (Guideline 6.2)	City does not have plans for underground electric wiring system.	More than 40% of the city has underground electric wiring system.	More than 75% of the city has underground electric wiring system.	More than 90% of the city has underground electric wiring system.	Scenario 2	The basis of assessment is the information furnished by the Electricity Department, Port Blair. The city has started laying of underground cables with assistance of IPDS. About 45 of the	4 in about 5 -7 years time	* The target is laying of 16.385 Km of 11 KV HV Transmission line along with OFC and 662.818 KM of LV distribution line underground through cable trenches covered with slab and having manholes for access of the cable. Provision of ring main units to ensure uninterrupted power supply in all weather conditions. The work is in progress and will be completed in a phased manner in about 5 years time. Project funded by Gov.
22	Sanitation	A Smart City has no open defecation, and a full supply of toilets based on the population. (Guidelines 2.4.3 & 6.2)	Many parts of the city do not have access to sanitation infrastructure and facilities.	Sanitation facilities are available to 70% of the city's population.	Sanitation facilities are available to 90% of the city's population.	Sanitation facilities are available to 100% of the city's population.	Scenario 2	Self assessment is based on the inputs from the PBMC and citizen survey. 36% of residents report open defecation.80% report inadequate public toilets. 75% report inadequate public convenience at public places.	4 in about 3 years time	* Open defecation will be eradicated totally by taking up campaigns to education the public and encouraging them to construct individual household toilets. * providing community toilets in congested areas of the city and encouraging its use * Construction of bio toilets at all public places and tourist spots for the convenience of the public. * Drinking water fountains and water ATMs in public places and commercial areas for the citizens and tourists. * Provision for differently abled citizens in all public and community toilets.
23	Waste management	A Smart City has a waste management system that removes household and commercial garbage, and disposes of it in an environmentally and economically sound manner. (Guidelines 2.4.3 & 6.2)	Waste collection systems do not pick up waste on a frequent basis and waste often enters into water bodies.	Waste generated is usually collected but not segregated. Recycling is attempted by difficult to implement.	Waste is segregated, 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 segregated 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 2	The basis of assessment is the citizen survey as per which 55% of the citizens report door to door collection, daily cleaning and removal of garbage from secondary points. 65% of population is ready to pay for improved service.	4 in about 4 years time	* The 4 R's principle using 2 bin 1 bag door to door collection system to be implemented for source segregation of solid waste. * Covered bins in commercial areas for secondary point collection. * Transport vehicles fitted with GPS for monitoring and improving efficiency. * Recycling of waste through outsourcing * Composting and landfilling of the organic waste.
24	Safety and security	A Smart City has high levels of public safety, especially focused on women, children and the elderly; men and women of all ages feel safe on the streets at all hours. (Guideline 6.2)	The city has low levels of public safety - most groups of residents feel insecure during most parts of the day in many parts of the city.	The city has medium levels of public safety - some more vulnerable groups feel insecure during some points of the day and in some parts of the city	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	The basis of assessment is the citizen survey carried out by PBMC. An overwhelming 82% of the citizens feel that the city is safe for public. About 79% of the citizens feel that women, children, elderly feel safe even at odd hours.52% feel crime against women is on rise. On an average 5106 cases are registered with the police per year and 4824 are resolved representing 94% rate of resolution. 24x7 police, file, women and child help lines launched.	4 in about 3 years	* The goal is proposed to be achieved by creating awareness and sensitization of gender issues through ward sabhas in association with NGOs and the police department. * Project 'Patha' will reduce police response time in emergencies as the location of the caller will be known through GPS coordinates. * Awareness about cyber crime is to be created by cyber cell of police department so that the citizens feel safe in the virtual environment. * Installation of 224 CC Cameras at 56 locations will act as deterrence and improve safety for all citizens in all parts of the city at all times of day.



PORT BLAIR MUNICIPAL COUNCIL SMART CITY PROPOSAL

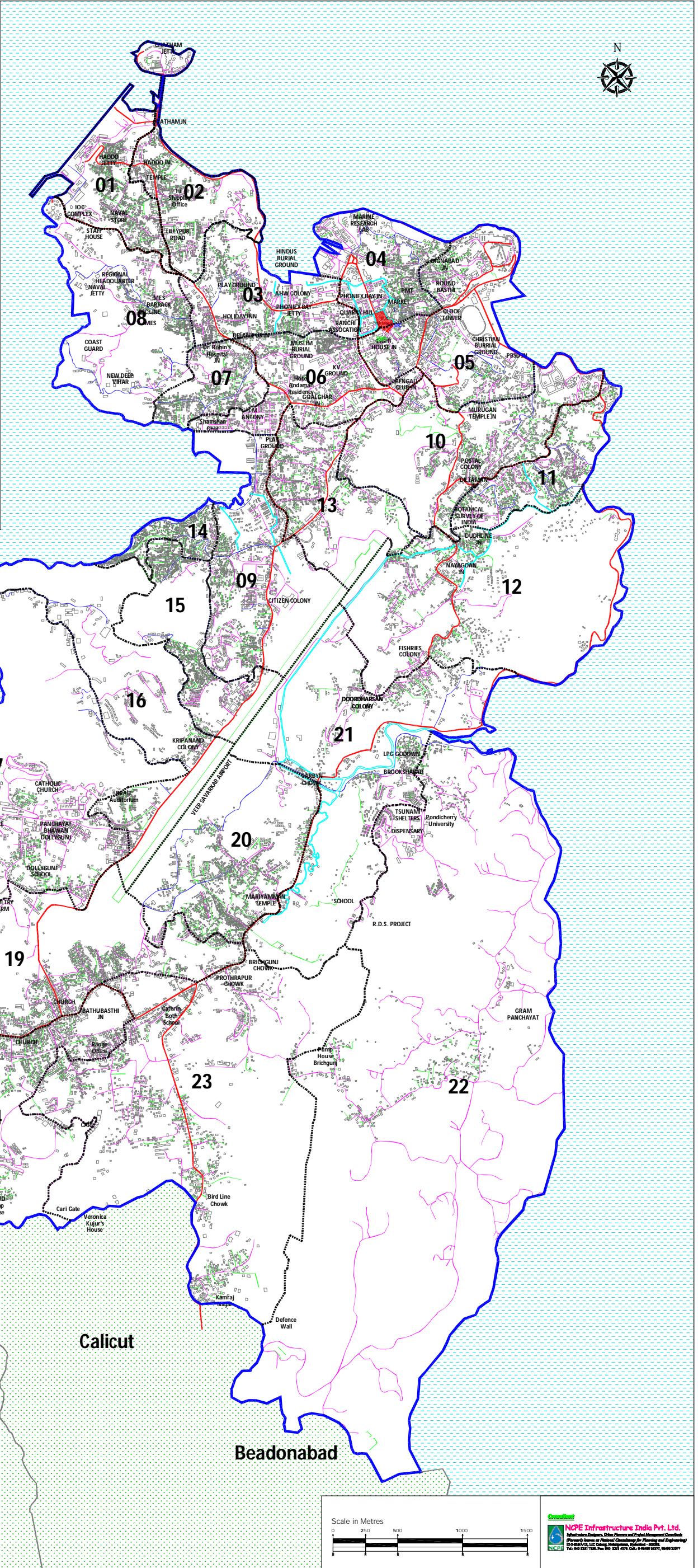


ANNEXURE 03

A B C D E F G H I J K L M N O

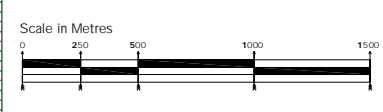
SALIENT FEATURES OF PORT BLAIR MUNICIPAL COUNCIL

Sl.No.	Ward No.	Area in Sq.Km.	Populations	ROAD LENGTHS				Total	Population Density / Ha	Length in K.M.	Road Density (K.m. / Sq.Km.)
				Major Roads	Intermediate Roads	Link Roads	Pathways				
1	Ward 1	0.59	6580	2.40	0.38	4.80	5.77	13.35	112	22.74	
2	Ward 2	0.65	6437	2.44	0.30	3.40	4.21	10.35	99	15.86	
3	Ward 3	0.75	6569	1.61	0.99	5.34	3.94	11.88	88	15.93	
4	Ward 4	0.64	5805	2.29	1.51	4.78	4.98	13.55	91	21.14	
5	Ward 5	1.07	6330	4.75	2.97	6.16	5.88	19.76	59	18.46	
6	Ward 6	0.72	5564	2.05	1.00	7.32	4.27	14.64	77	20.28	
7	Ward 7	0.37	5866	0.17	1.12	1.81	4.24	7.34	159	19.94	
8	Ward 8	1.21	5416	0.55	2.99	5.00	2.75	11.29	45	9.34	
9	Ward 9	0.75	6721	1.43	2.58	6.93	4.15	15.09	90	20.20	
10	Ward 10	1.31	5751	2.87	1.10	6.20	7.61	17.78	44	13.55	
11	Ward 11	0.53	5476	2.11	1.77	3.15	6.05	13.07	104	24.71	
12	Ward 12	2.27	5206	3.33	0.33	6.20	5.55	15.42	23	6.79	
13	Ward 13	0.72	5297	2.05	1.03	5.96	5.38	14.42	73	19.95	
14	Ward 14	0.20	6575	0.00	1.76	0.25	5.00	7.00	327	34.84	
15	Ward 15	0.65	5978	0.58	3.11	2.16	5.17	11.02	92	16.95	
16	Ward 16	1.33	6277	1.07	3.68	3.46	2.09	10.31	47	7.75	
17	Ward 17	4.11	5880	0.60	2.52	19.32	5.64	28.08	14	6.83	
18	Ward 18	3.53	5698	1.32	0.00	18.47	6.98	26.78	16	7.59	
19	Ward 19	1.79	6135	3.11	0.00	10.80	6.66	20.58	34	11.51	
20	Ward 20	1.59	6189	1.30	2.58	4.48	8.81	17.17	39	10.83	
21	Ward 21	3.14	5279	3.25	2.17	9.49	5.30	20.22	17	6.45	
22	Ward 22	7.98	4508	0.00	0.55	35.17	3.66	39.38	6	4.94	
23	Ward 23	3.97	5308	3.60	0.00	17.07	8.28	28.95	13	7.30	
24	Ward 24	1.37	5727	1.88	0.00	12.42	6.99	21.29	42	15.50	
Total		41.22	140572	44.77	34.46	200.14	129.35	408.72	1711	359.38	



LEGEND

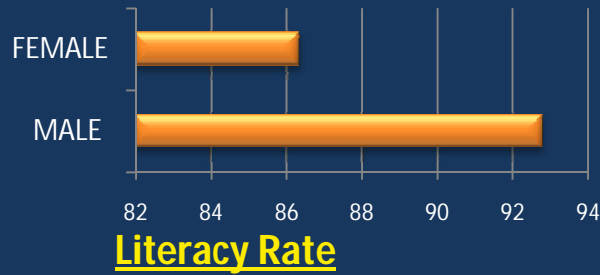
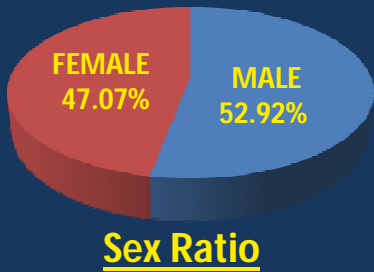
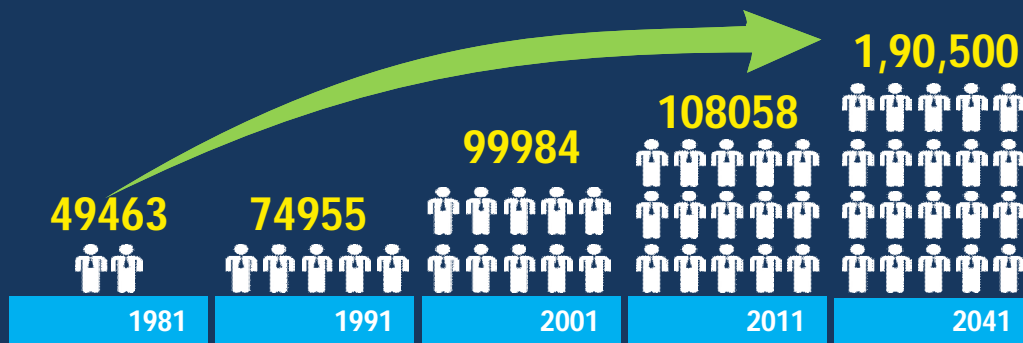
Road Type	K.M.
Major Roads	: 44.77
Intermediate Roads	: 34.46
Link Roads	: 200.14
Path Ways	: 129.35
Total	: 408.72 K.M. Approx
Municipal Boundary	: [Blue Line]
Wards Boundary	: [Dotted Line]



A B C D E F G H I J K L M N O



PORT BLAIR MUNICIPAL COUNCIL – CITY PROFILE



Total Population : 140572 As per 2011 Census after merging 6 new wards
 Municipal Area : 41.22 Sq. Km.
 Wards : 24



- Water Supply :**
 - * Per capita Supply of 90 LPCD
 - * Network Coverage 95.00%
 - * Non Revenue Water 20.00%
 - * Revenue Collection 77.40%**Goal**
 - * 24x7 meeting CPHEEO Norms
- MSWM :**
 - * 100% Door to Door Collection
 - * 46454 House Holds & 9982 Commercial establishments
 - * Plastic Free City**Goal**
 - * Implementation of Comprehensive MSWM
- Energy :**
 - * 24 MW Diesel Gensets & 5 MW Solar
 - * Power Loses 16.20%
 - * Power Outages 210 per month**Goal**
 - * 20 MW Solar PV Plant
 - * 30 MW LNG based Power Plant
- Housing :**
 - * 78.00% House Ownership, 9.00% Rented
 - 13.00 % Govt. Accommodation
 - * Time for Building Plan Approval – 2 Months
 - * Property Tax Collection - 2.37 Crores**Goal**
 - * Online Sanctioning of building Plans
- Transportation :**
 - * 30% Model Share of Public Transportation
 - * 50 Govt. Stage Carriage Buses
 - * 100 Private Stage Carriage Buses
 - * Total Vehicles Plying in Port Blair – 52,000**Goal**
 - * Increase of Model Share of PT to 50%
- Administration :**
 - * Bio Metric Attendance System
 - * Grievance Redressal-Online & Direct Contact
 - * 52 e-Governance services through CSE
 - * Online Dash Board Access to administration**Goal**
 - * e-Governance services on Mobile Platform



PORT BLAIR MUNICIPAL COUNCIL – SMART CITY PROPOSAL



SMART CITY CITIZEN PARTICIPATION

Citizen Involvement in Shaping Vision & Goals

- * Essay Writing Competition : 1400 Submissions
- * Emails : 1200 Submissions
- * Citizens Survey : 28000 Submissions
- * Shape your City Campaign : 2230 Submissions
- * Uploads on mygov.in portal : 125 Submissions
- * Citizen Contact : 31445 Citizens

Total Out Reach Including News Paper Advertisement & All India Radio & Broad Cast – 90%

Citizen Engagement Strategies

ROUND 1 ENGAGEMENT

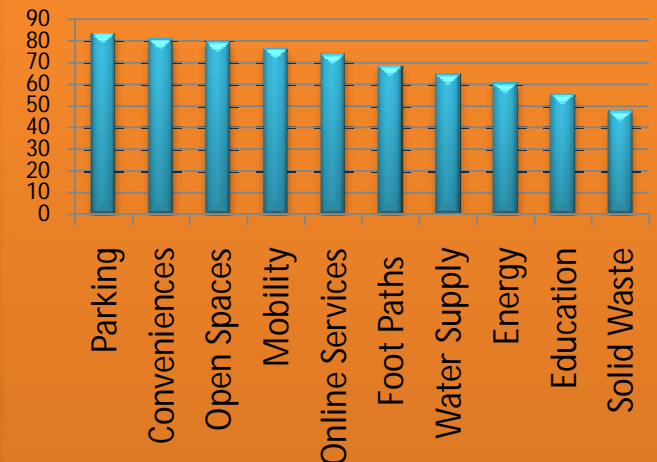
- * My gov.in portal of Govt. of India
- * Email Account – anpbmc.and@nic.in
- * Essay Writing for school and College Students
- * Shape your City Campaign
- * Interaction with MP, Ward Counselors, PBMC & Govt. Officials

ROUND 2 ENGAGEMENT

- * Participatory micro planning in Zone I

ROUND 3 ENGAGEMENT

- * Citizen Consultation for Project Approval



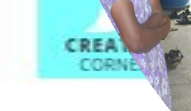
CITIZEN ASPIRATION BASED ON ENGAGEMENT OUTCOME



“ Let us join this mass movement towards Smart City. Realize the hopes and aspirations of the people and take India forward.”



TRENDING



Mann Ki Baas Share your thoughts for the Prime Minister's Radio address



Electron & Service Delivery will lead to smart governance Easy access and delivery of services as for business



CITY LEVEL SURVEY OUTCOME



The methodology adopted for sector prioritization under SCP is a transparent and statistically sound process which involved engagement with citizens, elected representatives and Heads of parastatal agencies

- i. **Ward Counselors:** A specially designed questionnaire was directed towards the ward counselors to obtain first-hand information about the sector wise deficiencies in their respective wards and their aspirations based upon the citizen interactions.
- ii. **Heads of Parastatal agencies:** Extensive brain storming sessions have been held with these stakeholders during which data pertaining to baseline information and key performance indicators has been acquired. Specific operational deficiencies were also identified. This data is the key input for the deficiency analysis with respect to service level benchmarks in various sectors. During one such meeting on 31-10-2015, an extensive desk review was done, which is a precursor to the integration of the citizen engagement inputs into the development plans for realization of the smart city
- iii. **Citizen Survey:** An exhaustive questionnaire was designed and circulated to the citizens for engaging them in the exercise of sector prioritization for SCP. 8280 responses were received and statistically analyzed. A deficiency index vs. citizen index matrix was constructed to prioritize the sectors. The following sectors have been prioritized base on the matrix: Parking, Public Toilets, Open spaces, Roads, Online Services, Pedestrian facilities, Telecommunication, Education, Parks etc. The output was mapped with the other stake holders inputs for consistency.

		Deficiency Index					
		1	2	3	4	5	6
Citizen Priority Index	1	Parking	open spaces	Online services	Water Supply		
	2	Public Toilets	Pedestrian Facilities	Education			
	3	Roads	Parks				
	4	Telecomm unication					
	5						
	6					Ambulance Service	Poor CSC service
	7					Traffic Signals	Safety

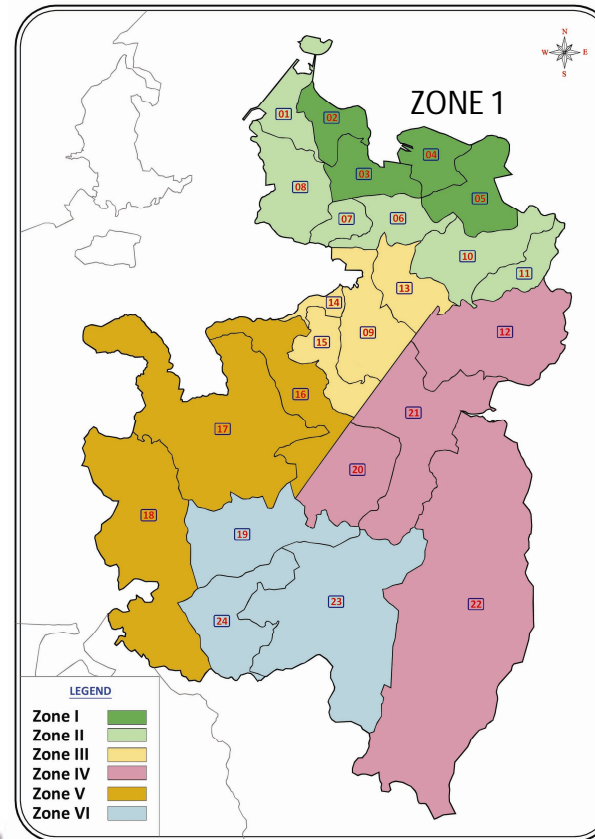
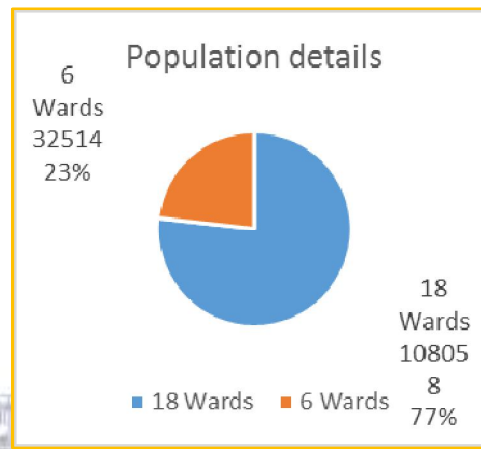
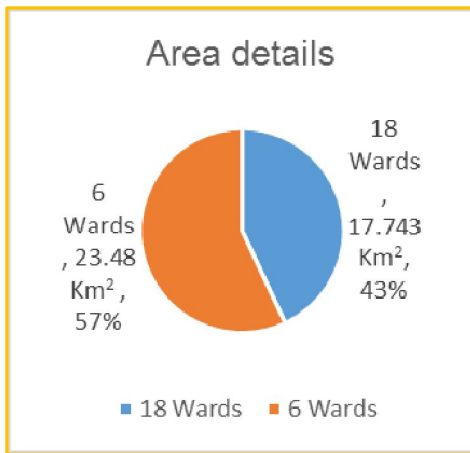


ZONING AND AREA SELECTION FOR ABD



Smart City
MISSION TRANSFORMATION

- ✓ Port Blair Municipal Council has 24 wards with an area of 41.223 Km² and a population of 140572 as per Census 2011.
- ✓ The number of wards has been increased from 18 to 24 in the year 2015, by merging surrounding areas. The new wards have larger areas but are thinly populated.

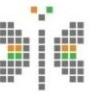


- ✓ The ward could not be taken as the basic planning unit under ABD as none of them have an area of over 500 acres.
- ✓ Hence the wards were clubbed into zones for the purpose of ABD. The following criteria was adopted for clubbing of wards into zones:
 - The wards in a zone should be contiguous.
 - The area of each zone must not be less than 500 acres
 - The wards included in a Zone should have similarities with respect to demography, development characteristics, activity footprint, development potential, citizen footfalls in day to day functioning of the city, tourist facilities, movement of floating population, population density, levels of service delivery and traffic volume congestion.
- ✓ A meeting of the Ward councilors was convened on 4-11-2015 in order to select the zone for implementation of smart cities mission.
- ✓ Based on the criteria mentioned above it was recommended that zone 1 met the maximum number of selection parameters and hence it was recommended for implementation of SCP.





ZONE LEVEL SURVEY OUTCOME



Smart City

Ward Level Problem Priorities of Ward No-2

Problem Priority	Rank
Lack of Civic Amenities	1
Poor Water Management	2
Poor Electricity	4
Poor Solid Waste Management	3
Inadequate Drainage Network	5

Ward Level Problem Priorities of Ward No-5

Problem Priority	Rank
Unemployment	1
Public Health and Sanitation	2
Lack of Civic amenities	3
Poor Water Management	4

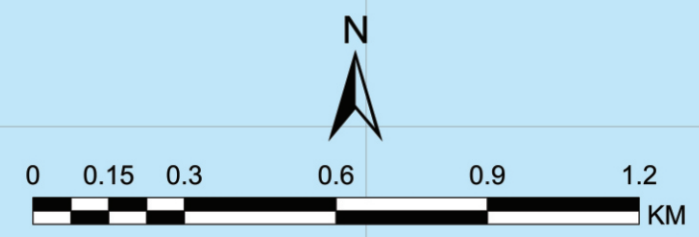
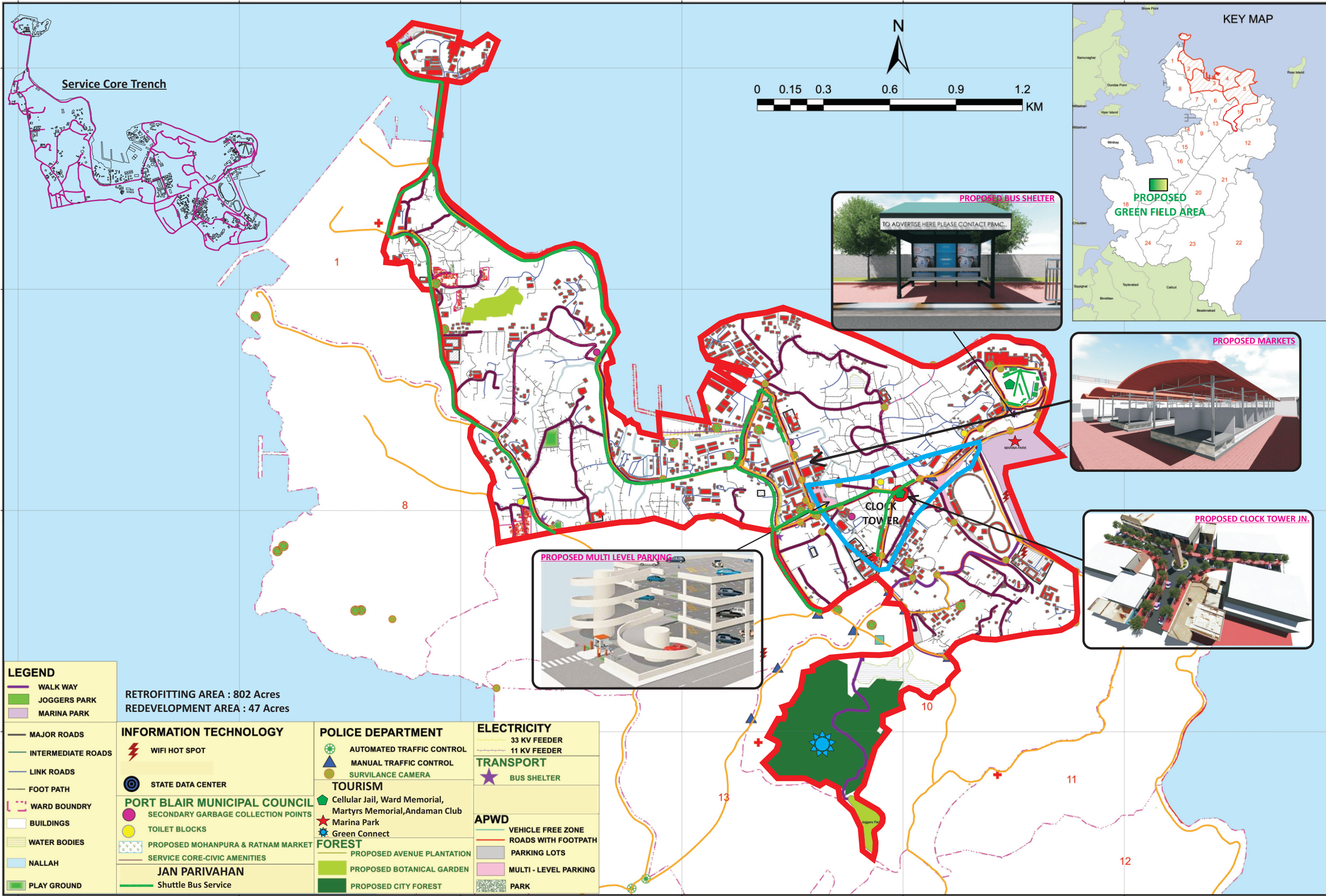
Priority of Zone –I Ward Residents		
Problem Rank	Problem Priority	Problem Score
Rank-1	Public health & sanitation	17
Rank-2	Water management	11
Rank-3	Lack of Civic amenities	11
Rank-4	Poor Electricity	08
Rank-5	Roads & Parking	04



Level 2 citizen engagement was done in order to identify problem priorities and solutions under retrofitting strategy of area development. The highly citizen centric approach of 'Participatory Micro-Planning' has been adopted for this purpose. The exercise was done by the student groups of JMRM College in association with the ward counselors and PBMC staff on 8-11-2015. The Member of Parliament of Andaman and Nicobar Islands also participated in the process. The method of citizen engagement consisted to the following activities:

- Transect Walk
- Community Mapping
- Focused Group Discussion
- Ranking of Problems by Groups
- Prioritization of Problem by Voting at Ward Level
- Discussion on Possible Solutions and Payment for Improved Services

Transect walk was followed by more detailed interactions like mapping, group discussion and voting. At the end of the exercise, the citizens were apprised of the outcome of the micro planning and they were encouraged to suggest possible solutions. Project formulation for retrofitting is largely based on this exercise. The ranking of the outcome is as follows: Public health and



LEGEND

- WALK WAY
- JOGGERS PARK
- MARINA PARK
- MAJOR ROADS
- INTERMEDIATE ROADS
- LINK ROADS
- FOOT PATH
- WARD BOUNDARY
- BUILDINGS
- WATER BODIES
- NALLAH
- PLAY GROUND

RETROFITTING AREA : 802 Acres
REDEVELOPMENT AREA : 47 Acres

INFORMATION TECHNOLOGY

- WIFI HOT SPOT
- STATE DATA CENTER

PORT BLAIR MUNICIPAL COUNCIL

- SECONDARY GARBAGE COLLECTION POINTS
- TOILET BLOCKS
- PROPOSED MOHANPURA & RATNAM MARKET
- SERVICE CORE-CIVIC AMENITIES

JAN PARIVAHAN

- Shuttle Bus Service

POLICE DEPARTMENT

- AUTOMATED TRAFFIC CONTROL
- MANUAL TRAFFIC CONTROL
- SURVILANCE CAMERA

TOURISM

- Cellular Jail, Ward Memorial, Martyrs Memorial, Andaman Club
- Marina Park
- Green Connect

FOREST

- PROPOSED AVENUE PLANTATION
- PROPOSED BOTANICAL GARDEN
- PROPOSED CITY FOREST

ELECTRICITY

- 33 KV FEEDER
- 11 KV FEEDER

TRANSPORT

- BUS SHELTER

APWD

- VEHICLE FREE ZONE
- ROADS WITH FOOTPATH
- PARKING LOTS
- MULTI - LEVEL PARKING
- PARK



THEME 1:
TOURISM FOR INCLUSIVE DEVELOPMENT

- SUB THEMES**
- REJUVENATION OF HISTORICAL TRAIL
 - DEVELOPMENT OF TOURIST CENTRIC FACILITIES

THEME 2:
JAN PARIVAHAN AND MOBILITY

- SUB THEMES**
- PUBLIC TRANSPORT FOR DECONGESTION
 - PEDESTRINIZATION AND WALKABILITY

THEME 3:
PROJECT NIRMAL

- SUB THEMES**
- WATER MANAGEMENT
 - SANITATION
 - SMART ENERGY
 - IMPROVEMENT OF CITY SCAPE

THEME 4:
COMPACTNESS AND CREATION OF OPEN SPACES

- SUB THEMES**
- REDEVELOPMENT OF MARKETS
 - PROVISION OF PARKING
 - BUS TERMINUS

THEME 5:
SOCIAL DEVELOPMENT, SECURITY AND EMPOWERMENT

- SUB THEMES**
- SOCIAL DEVELOPMENT
 - SOCIAL EMPOWERMENT
 - URBAN SECURITY

THEME 6:
RESILIENT CITY

- SUB THEMES**
- DISASTER MITIGATION AND HAZARD MANAGEMENT

PAN CITY PROPOSALS

- SUB THEMES**
- PROJECT "PATHA"
 - PORT BLAIR CONNECT

PORT BLAIR MUNICIPAL COUNCIL
THEMES AND SUB THEMES



AREA BASED DEVELOPMENT PROJECT DETAILS

THEME 1: TOURISM FOR INCLUSIVE DEVELOPMENT REJUVENATION OF HISTORICAL TRAIL



Cellular Jail



Marina Park



Aberdeen War Memorial



Andaman Club



Martyr's Memorial



Aberdeen Clock Tower

Rejuvenation of Historical Sites

Refurbishment and landscaping the precincts of Aberdeen clock tower, Cellular jail, Aberdeen war memorial, Martyrs

Patriot Walk

1. An audio-visual guided tour along the rejuvenated historical sites and walk-through a unique project depicting A & N Island's role in the freedom struggle with artistic digital murals/digital display on 4 walls, each 15' x 60' terminating in a 40' diameter elevated hall with 360 degree.

2. An iconic monument highlighting the composite culture of A & N Islands will also be a part of the trail.

THEME 1: TOURISM FOR INCLUSIVE DEVELOPMENT DEVELOPMENT OF TOURIST CENTRIC FACILITIES



Marine Esplanade

A 1 km long sea deck projecting 20 m into the sea and 10 small sea decks (50 m x 2m) with parking and seating facilities for the tourists along with telescopic viewing ports in each.

THEME 1: TOURISM FOR INCLUSIVE DEVELOPMENT DEVELOPMENT OF TOURIST CENTRIC FACILITIES



Joggers Park



City Forest



Gandhi Park



Marina Park

CITY CONNECT



Cycling Track



Walking Track



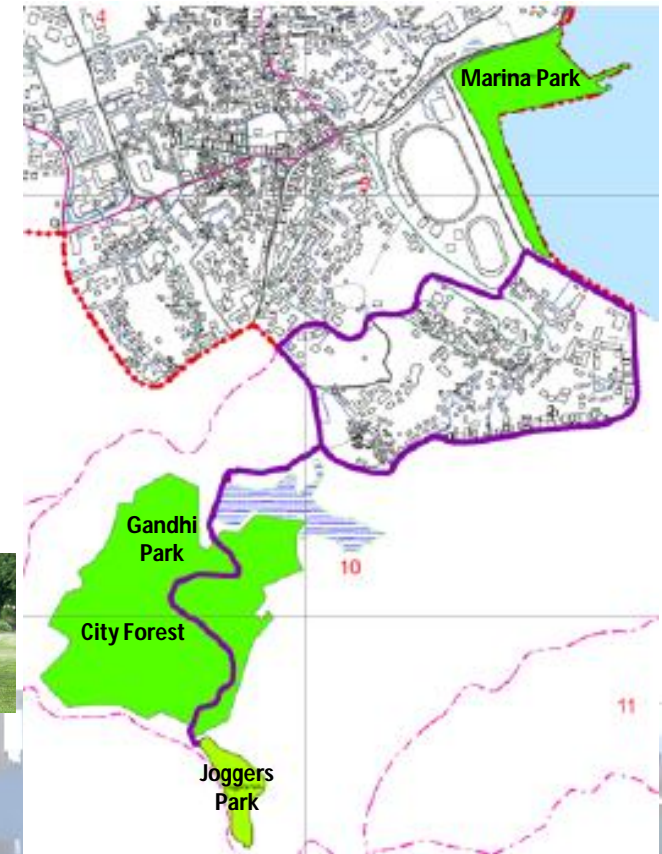
Segway



Food Court



Laser Show



PROJECT DETAILS

'Green Connect' project is a novel idea which connects three contiguous green spaces in the heart of the city into a seamless park and marketed as a 'one day destination' for tourists. development. This project demonstrates innovative use of open spaces for tourism development.

Project Concept: The Joggers Park, City Forest and Gandhi Park are located in the core of the city in Zone 1. Presently these are independent entities, even though they are continuous. The Joggers park and Gandhi Park are maintained by PBMC and the city forest is under the control of Forest Department. Project 'Green Connect' will integrate the three green spaces by providing cycling track, walking track and segway which commence from the Joggers Park and end at Marina Park on the sea front, passing through City Forest, Gandhi Park and a 1 Km road corridor. Cycles and segway will be provided to the tourists on pick up and drop basis at Joggers park and Marina Park. Project 'Green Connect' will have demarcated regions for theme gardens, open spaces, grasslands and urban recreational spaces. Water based activities will be provided in the Gandhi Park which has a large lake in its midst. Other tourist attractions would be Musical Fountain and Laser Show.

Tourist Facilities: Seating, Food Joint, Public Conveniences, Information Kiosks.

Smart Features: Drip Irrigation, Bio-toilets and solar lighting



AREA BASED DEVELOPMENT PROJECT DETAILS



Smart City
MISSION TRANSFORMATION

THEME 2: JAN PARIVAHAN AND MOBILITY PUBLIC TRANSPORT FOR DECONGESTION



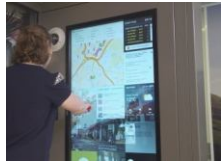
Hybrid Bus Service



e- Rickshaw



Smart Bus Shelter



Tourist Information Centre



Smart Traffic Signals



CC Camera Surveillance

Rejuvenation of Historical Sites

Refurbishment and landscaping the precincts of Aberdeen clock tower, Cellular jail, Aberdeen war memorial, Martyrs

Patriot Walk

1. An audio-visual guided tour along the rejuvenated historical sites and walk-through a unique project depicting A & N Island's role in the freedom struggle with artistic digital murals/digital display on 4 walls, each 15' x 60' terminating in a 40' diameter elevated hall with 360 degree.

2. An iconic monument highlighting the composite culture of A & N Islands will also be a part of the trail.

THEME 2: JAN PARIVAHAN AND MOBILITY PEDESTRIANIZATION AND WALKABILITY



Existing Road without Footpath



Continues Footpath

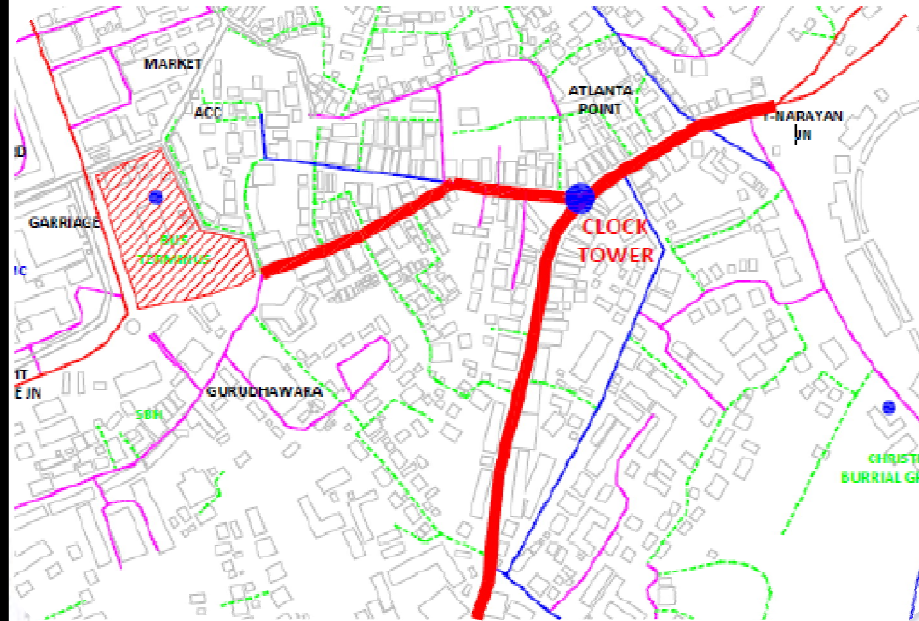


Push Button Pedestrian

PROJECT DETAILS

Walkability in the ABD zone will be improved by provision of continuous footpaths with ramps at entrances of buildings. Entry and exit points for differently abled will be provided. Push button pedestrian signals for road crossing will be provided

THEME 2: JAN PARIVAHAN AND MOBILITY PEDESTRIANIZATION AND WALKABILITY



ABERDEEN CLOCK TOWER PEDESTRIANIZATION

PROJECT DETAILS

The Aberdeen Clock Tower area of the city is located at the heart of zone 1 of ABD. Most of the Government offices and institutions are located in the vicinity of this area. It is all the commercial area of the city in which several markets are located. On account of hectic activities, there is a lot of traffic congestion due to inadequate parking space. At present road side parking is in vogue, which restricts the carriage way and increases congestion.

Three main radial roads merge in to the Aberdeen Clock Tower. The redevelopment projects are concentrated around this core area of the city. The present project envisages construction of three multi level parking lots at the three ends of the radial roads and restrict vehicular traffic, thereby declaring the area as vehicle free.

The road corridors will be suitably developed for pedestrian movement by provision of wide foot paths, seating arrangement, multiple citizen amenity centers, solar lighting, water fountains etc. transforming the corridors into Living Streets. E-rickshaws will be available for use of differently abled and senior citizens.



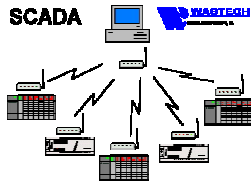


AREA BASED DEVELOPMENT PROJECT DETAILS

THEME 3: PROJECT NIRMAL WATER MANAGEMENT



Smart Meters



SCADA



Rain Water Harvesting



Desalination Plant

THEME 3: PROJECT NIRMAL SANITATION



Septage Treatment Plant



Public Conveniences



= 100% Segregation

MSWM System



THEME 3: PROJECT NIRMAL SMART ENERGY



THEME 4: COMPACTNESS AND CREATION OF OPEN SPACES REDEVELOPMENT OF MARKETS & PARKING



Fruit Market



Ratnam Market



Govt. Bus Stand



Mohanpura Market



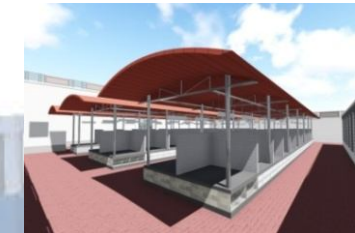
MG Market



MJ Market Block 1



Modern Bus Terminus



Open Yard Market



Multi Level Parking



Green Building Market

PROJECT DETAILS

1. Redevelopment of Ratnam Market: Construction of 7000 Sq. m. of built up area releasing 3000 Sq. m. of open space
2. Extension of Mohanpura Market: Construction of 1600 Sq. m. of built up area
3. Redevelopment of MG Market Block 1: Construction of 1500 Sq. m. of built up area
4. Relocation of Fruit Market
5. Multilevel parking at 3 locations with 10000 Sq. m. of built up space
6. Relocation of Mohanpura and Private Bus Terminus with 6000 Sq. m. built up area

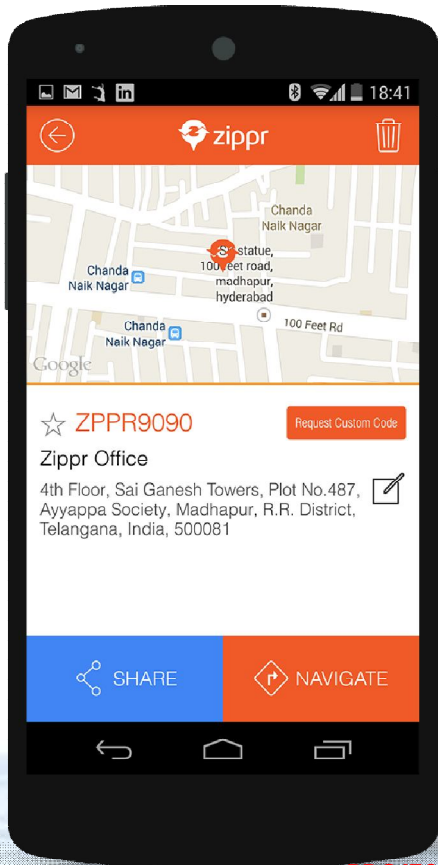


PAN CITY PROPOSALS



Smart City
MISSION TRANSFORMATION

Proposal 1 PROJECT 'PATHA' Digital Door Numbering Address System



PROJECT DETAILS

- ❖ Digital Door Numbering Address System (DDNAS) is an innovative way of assigning a unique ID number to each of the assessed properties in the ULB limits.
- ❖ The number is linked with meta data like GPS coordinates of the property, photograph, Owners name, plinth area, type of use etc. Subsequently additional fields can be created for Adhaar No., Electoral ID card etc.
- ❖ The data is integrated with street plan on a suitable IT platform.

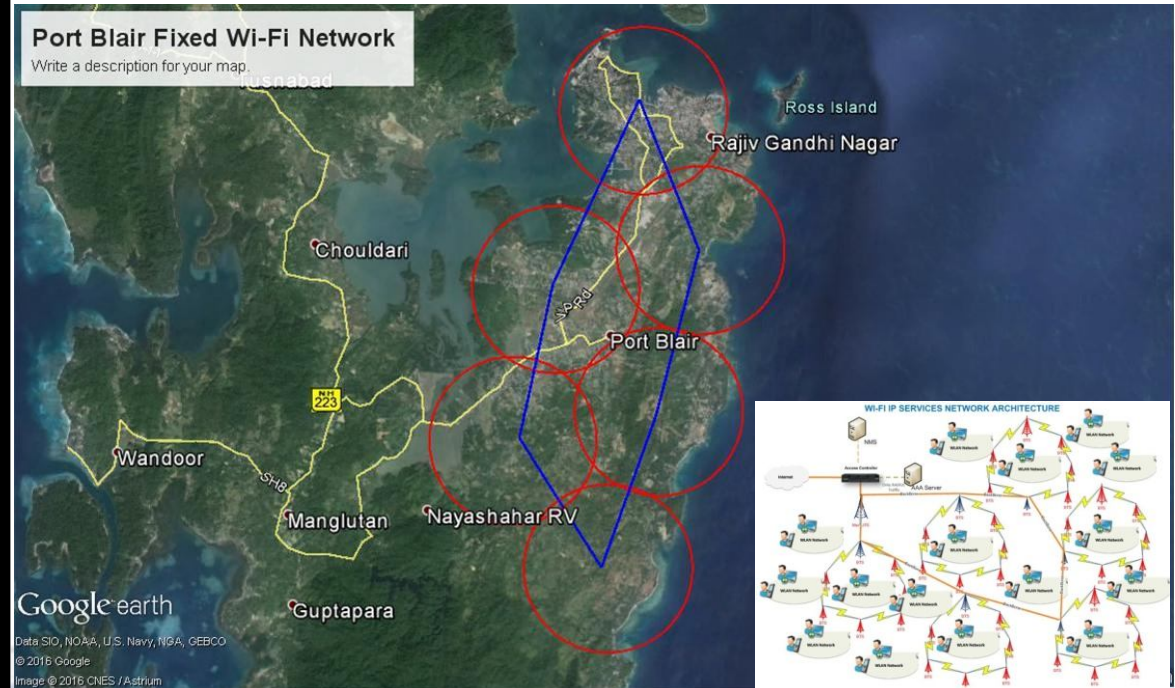
Issues Addressed by the Project

1. The ULB has a ready data base of all the properties in the Municipal Limits. IT can use the data base through a suitable application for the purpose of taxation, cess collection and other ULB functions.
2. The citizens and tourists can use a mobile app for city navigation
3. The device can be used for calling emergency services like Police, Fire, Ambulance etc.
4. The device can be used by courier companies and e-commerce companies for delivery of parcels.

Proposal 2 PORT BLAIR CONNECT IP address based wireless Metropolitan Area Network

Port Blair Fixed Wi-Fi Network

Write a description for your map.



PROJECT DETAILS

Presently, Port Blair City is provided internet access through satellite. The available bandwidth of 1 GBPS is not adequate to meet the public demand. The result is slow internet speed and unreliable connectivity which makes the whole system unattractive. The Pan city Demand Assessment has clearly shown that over 95% of the citizens feel that there is a need to improve the IT based service delivery mechanism in the city, which is not possible without high speed internet connectivity. It is expected that the submarine data cable from Chennai to Port Blair would be operational in 2018-2019. In the interim period there is a need to adopt alternate technologies in order to provide the essential e-governance services to the citizens.

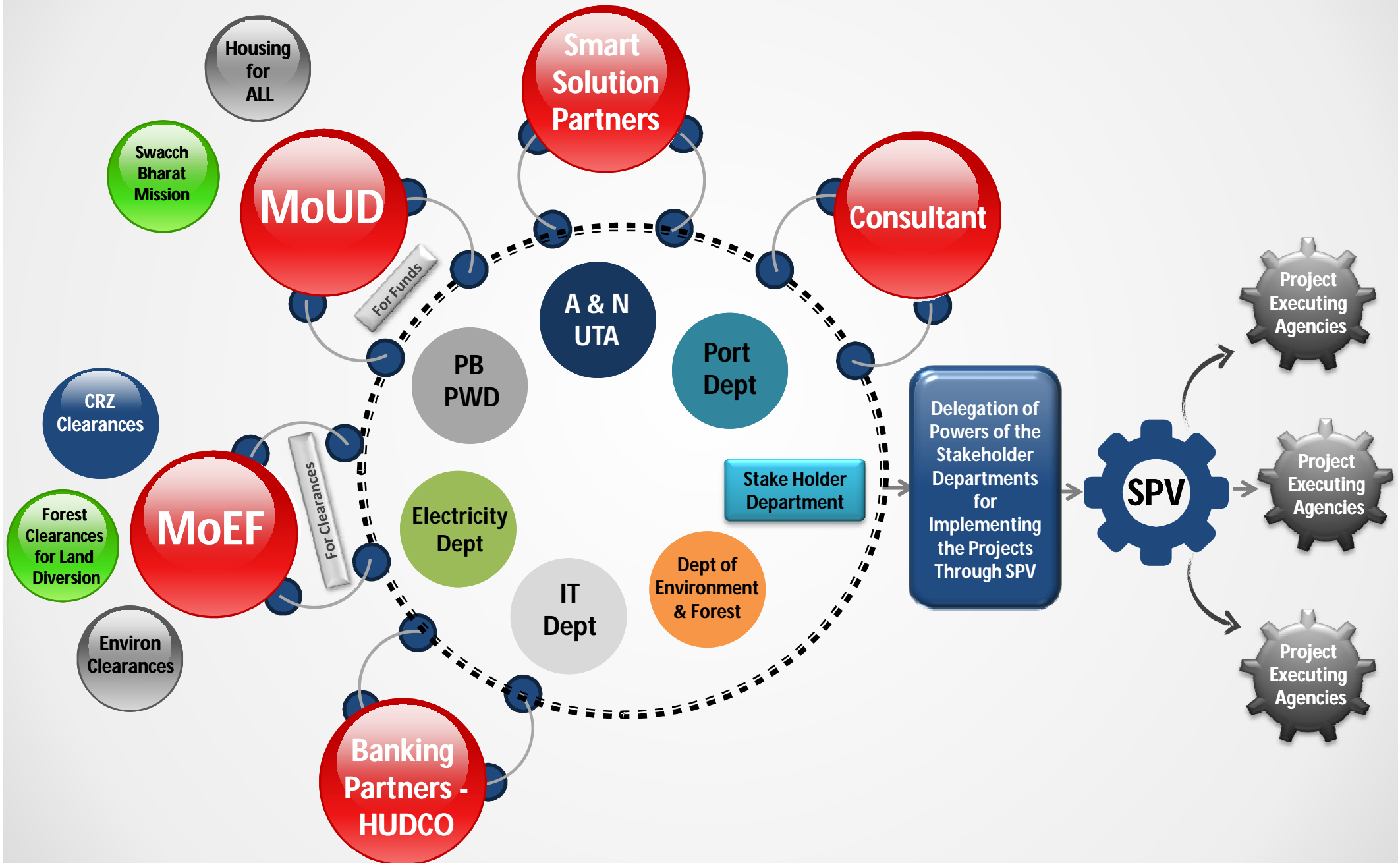
This problem is to be overcome by establishing an IP address based wireless network (MAN) through out the city. The citizens can log into this network through a static IP address in order to access information and avail e-governance services of all the government departments. The main components of this project are:

Issues Addressed by the Project

- i. Websites of all Government Departments will be accessible by logging into the wireless network. There will be no need of Internet for browsing and downloading information from these sites.
- ii. All 52 e-governance services will be provided through the MAN
- iii. On-line payments can be made for availing services and making bill payments.
- iv. Grievance redressal and escalation facility will be operated on the LAN
- v. All PBMC services can be availed through this network.
- vi. Data sharing between departments to reduce duplication of work
- vii. The network can be used for real time data transmission in shuttle bus service and MSWM vehicles.

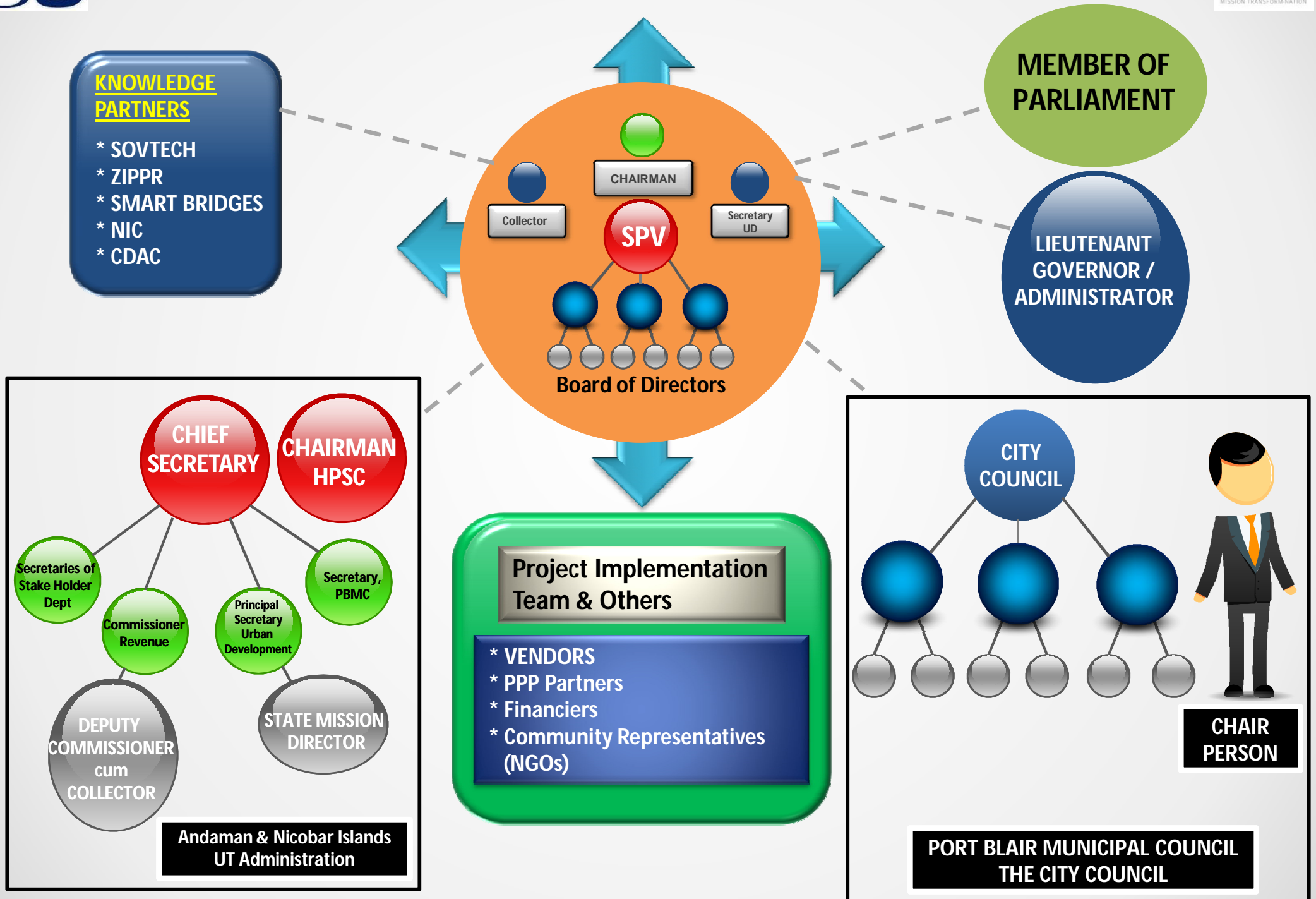


Relationship of Stake Holder Departments with Special Purpose Vehicle and Other Agencies





Organogram of Stake Holders in Smart City Mission



LIST OF PROJECTS PROPOSED DEPARTMENT WISE IN PORT BLAIR MUNICIPAL COUNCIL

Code	Project Title	LIST OF PROJECTS PROPOSED DEPARTMENT WISE IN PORT BLAIR MUNICIPAL COUNCIL	Project cost (Cr)	O & M cost (Cr)	Convergence amount (Cr)
THEME 1: TOURISM FOR INCLUSIVE DEVELOPMENT					
SUB THEME 1. REJUVENATION OF HISTORICAL TRAIL					
A1	Rejuvenation of historical sites	Facelifting and landscaping the precincts of Aberdeen clock tower, Cellular jail, Aberdeen war memorial, Martyrs memorial and Andaman club.	5.0000	0.0480	
A2	Patriot walk	i. An audio-visual guided tour along the rejuvenated historical sites and walk-through a unique project depicting A & N Island's role in the freedom struggle with artistic digital murals/digital display on 4 walls, each 15' x 60' terminating in a 40' diameter elevated hall with 360 degree. ii. An iconic monument highlighting the composite culture of A & N Islands will also be a part of the trail.	12.0000	0.0288	
SUB THEME 2. DEVELOPMENT OF TOURIST CENTRIC FACILITIES					
A3	Green Connect	One day destination through seamless integration of Joggers Park, City Forest & Gandhi Park leading to the Marina park on the seafront. Facilities include 2.5 Km long 3 m wide cycling track, 3 m wide walkway with segway, avenue plantation, seating, info kiosks, public conveniences, food joints, musical fountain, laser show. Smart features include drip irrigation, Bio-toilets and solar lighting.	15.0000	0.4000	0.3500
A4	Smart-Kiosks	20 kiosks for tourist information dissemination, electronic delivery of services like city navigation, journey planning, local information, weather report, emergency service information, single window tourist smart card ticketing, cash vending, and feedback / suggestions	1.5000	0.0750	
A5	Tourist apps	Development and publishing of tourist friendly mobile applications for comprehensive tourist services and Wi-fi hotspots at tourist sites.	2.0000	0.0200	
A6	Marine Esplanade	A 1 km long sea deck projecting 20 m into the sea and 10 small sea decks (50 m x2m) with parking and seating facilities for the tourists along with telescopic viewing ports in each. Leisure activity zones and Sea food Joint at each of the esplanade.	150.0000	1.5000	
	SUB TOTAL		185.5000	2.0718	0.3500
THEME 2: JAN PARIVAHAN AND MOBILITY					
SUB THEME 1. PUBLIC TRANSPORT FOR DECONGESTION					
A7	Hybrid bus (diesel / battery) Shuttle Service	20 No. semi low floor hybrid (battery/diesel) GPS fitted buses to run between the following routes: i. Chatam Jetty to City bus port as point to point service ii. Chatam Jetty - Dilanipur - Chatam jetty circular route for the floating population arriving in the city from Bamboo flat. This will ease congestion in core city area by discouraging personal transport.	50.0000	2.4000	
A8	Smart bus stands	10 No. bus stands with real time display of bus arrival time along with other tourist information and advertisements	2.0000	0.0400	

LIST OF PROJECTS PROPOSED DEPARTMENT WISE IN PORT BLAIR MUNICIPAL COUNCIL

Code	Project Title	LIST OF PROJECTS PROPOSED DEPARTMENT WISE IN PORT BLAIR MUNICIPAL COUNCIL	Project cost (Cr)	O & M cost (Cr)	Convergence amount (Cr)
A9	Smart traffic signals & Surveillance cameras for Number Plate Recognition	9 Nos. smart traffic signals to be installed at busy junctions along with surveillance cameras with number plate recognition technology.	0.7000	0.0225	
SUB THEME 2. PEDESTRIANIZATION AND WALKABILITY					
A10	Aberdeen clock tower pedestrianization	Declaring the three roads converging in the Aberdeen clock tower as vehicle free zone and introduction of battery operated vehicles (15 Nos.) for differently abled and aged persons. The streets will be suitably developed with multiple amenities	5.0000	0.0500	
A11	Walkability	Development of continuous foot path through widening of pathway for 4 Kms length and Construction of pathway with side drain for 2 Kms along with pedestrian operated signals for road crossing	10.0000	0.1000	
	SUB TOTAL		67.7000	2.6125	0.0000
THEME 3: PROJECT NIRMAL					
SUB THEME 1. WATER MANAGEMENT					
A12	Water supply	24x7 water supply through system augmentation (Increase in storage capacity - 8 Lakhs Litres Upgradation of existing DI Lines - 3000 Mtrs Construction of CWR/Sump tank with intermittent pumping system - 2 Lakhs Litres Augmentation of existing feeder lines - 6000 Mtrs, SCADA system with bulk flow meters, pressure and water quality sensors, water level sensors and 100% metered supply through smart meters to 9000 domestic and commercial connections and 15 water ATMs in commercial areas.	24.1700	1.2085	6.0000
A13	Rain water Harvesting	Roof top rain water harvesting system in 21 Govt & Institutional Buildings with dual pipe system	3.5000	0.0350	
A14	Desalination plant	5 MLD Plant desalination plant as a contingency in event of natural hazards	50.0000	2.3500	
A15	Sullage treatment plant	4MLD sullage treatment plant for 100% treatment of sullage of zone 1	8.2000	0.8200	
A16	Storm water drains	Augmentation of drain capacity for 5 Km and covering of drains	5.0000	0.0500	
SUB THEME 2. SANITATION					
A17	Septage treatment plant	0.5MLD septage treatment plant for zone 1 with 2 septage cleaning machines	3.6700	0.3670	
A18	Public conveniences	Provision of 12 Nos. toilet blocks with 24 No Seats (Bio Toilets)	1.2500	0.0125	
A19	MSWM system	20 metric ton solid waste management system with 2 bin - 1 bag door to door collection, secondary points, transportation system, 2 compactors, 2 mechanical road sweepers, 08 tipper mounted autos, 2.5 ton composter, bins, wheel carts, e-tracking devices	7.4000	0.7400	0.5000

LIST OF PROJECTS PROPOSED DEPARTMENT WISE IN PORT BLAIR MUNICIPAL COUNCIL

Code	Project Title	LIST OF PROJECTS PROPOSED DEPARTMENT WISE IN PORT BLAIR MUNICIPAL COUNCIL	Project cost (Cr)	O & M cost (Cr)	Convergence amount (Cr)
SUB THEME 3. SMART ENERGY					
A20	LED lighting	Replacement of conventional lamps with LED lamps 1000 Nos (LED 80 W) 2020Nos (LED 20 W)	1.0500	0.1971	0.5000
A21	Power Quality Improvement	Upgradation of 42 distribution transformers of 100-315 KVA, addition of 16 Nos of 100 KVA capacity pole mounted distribution transformers	0.6300	0.0375	0.3100
A22	Smart grid and Smart energy meters	11000 Nos pre paid smart energy meters to be installed along with implementaiton of smart grid	21.2000	1.0600	15.9000
A23	Renewable energy	Installation of roof top solar panels on 21 Government and instituional building roofs to produce 1.5 MW	12.5400	0.2508	1.5000
SUB THEME 4. IMPROVEMENT OF CITYSCAPE					
A24	Neighbourhood parks	Creation of 10 neighbourhood parks and urban forms to reflect the composite culture of the city	2.5000	0.1250	
A25	Service core Trench	Provision of 25 Km long service core trench for utilities	175.0000	0.0875	
A26	Nagar Palika Bhawan e-office	Construction of 5000 sq. m. state of the aart office green building with parking and landscaping. Rooftop solar LED lighting, water recirculation and paper less office.	20.0000	0.1000	
	SUB TOTAL		336.1100	7.4409	24.7100
THEME:4 COMPACTNESS AND CREATION OF OPEN SPACES					
SUB THEME 1. REDEVELOPMENT OF MARKETS					
A27	Redevelopment of Ratnam Market	Construction of 7000 sq. m. of built up area with release of 3000 sq. m. of free space. Energy and water conservation methods to be adopted.	30.0000	0.7500	
A28	Extension of Mohanpura Market	Construction of 1600 sq. m. of built up area on I floor and retrofitting of ground floor for energy efficiency	5.0000	0.1250	
A29	Redevelopment of MG market Block 1 at Mohanpura	Construction of 1500 sq. m. of built up area with energy and water conservation methods	7.5000	0.1875	
A30	Relocation of fruit market at Mohanpura	Construction of 39 fruit shops after relocating the bus terminus to the new site.	1.0000	0.0250	
SUB THEME 2. PROVISION OF PARKING					
A31	Multi Level parking at three locations: Mohanpura (Existing Bus terminus), Near Netaji Stadium, Opposite to PAO	Construction of 10000 sq. m. of multi level parking space in each location with smart parking infrastructure	90.0000	0.4500	
SUB THEME 3. BUS TERMINUS					
A32	Relocation of Mohanpura State bus terminus and Private bus terminus to a site adjacent to ALHW Head office	Construction of a combined bus terminus for state owned and private buses with all amenities. The structure to be compliant with green building regulations.	20.0000	0.4000	
	SUB TOTAL		153.5000	1.9375	0.0000

LIST OF PROJECTS PROPOSED DEPARTMENT WISE IN PORT BLAIR MUNICIPAL COUNCIL

Code	Project Title	LIST OF PROJECTS PROPOSED DEPARTMENT WISE IN PORT BLAIR MUNICIPAL COUNCIL	Project cost (Cr)	O & M cost (Cr)	Convergence amount (Cr)
THEME V: SOCIAL DEVELOPMENT, SECURITY AND EMPOWERMENT					
SUB THEME 1. SOCIAL DEVELOPMENT					
A33	Slum Redevelopment	80 No. dwelling units to be constructed in Ward No. 2 as identified in the SPoASFC. All basic facilities to be provided in the slum.	4.8400	0.0000	1.2000
A34	Urban chowpals	A facility to promote natural gathering for the ward residents to recreate, interact and nurture a civil society. Provision of Wi-Fi hotspots will act as a via media for availing various ITES under e-governance. 20 chowpals to be constructed.	1.0000	0.0100	
A35	Hostel for working women and men	2 hostels with capacity of 50 for working men and 100 for working women	3.5000	0.3500	
SUB THEME 2. SOCIAL EMPOWERMENT					
A36	Area Resource Center	A center for delivering urban social services like skill upgradation, tourist management, counselling and deaddiction therapy. A convention center will also be part of the area resource center. It will serve as the EOC for the zone.	10.0000	0.5000	
SUB THEME 3. URBAN SECURITY					
A37	Surveillance of public spaces	224 No of cameras in 56 locations with system integration and 15 day recording to be installed in vulnerable public spaces.	3.0000	0.1500	
	SUB TOTAL		22.3400	1.0100	1.2000
THEME VI : RESILIENT CITY					
SUB THEME 1. DISASTER MITIGATION AND HAZARD MANAGEMENT					
A38	Disaster mitigation against landslides	The project will protect identified area against landslides by employing slope strengthening techniques like geo textiles and retaining wall construction.	4.5000	0.0450	
A39	City EOC	Setting up of state of art communication network with built in redundancy and connected to state EOC, District EOC through hotline. Training programs for the citizens in area of hazard management	0.5000	0.0250	
	SUB TOTAL		5.0000	0.0700	0.0000
THEME VII. PAN CITY PROPOSAL					
A40	Project 'Patha'	Implementation of digital door numbering address system.	2.0000	0.2000	
A41	Port Blair Connect	Setting up of Metropolitan Area Network connecting all Government Departments and the Common Service Centers for delivering ITES services to the citizens and establish inter departmental cooperation	5.5000	0.5500	
	SUB TOTAL		7.5000	0.7500	0.0000
TOTAL			777.6500	15.8927	26.2600

PROJECTS PROPOSED UNDER SMART CITY IN PORT BLAIR MUNICIPAL COUNCIL

Scheduling of projects

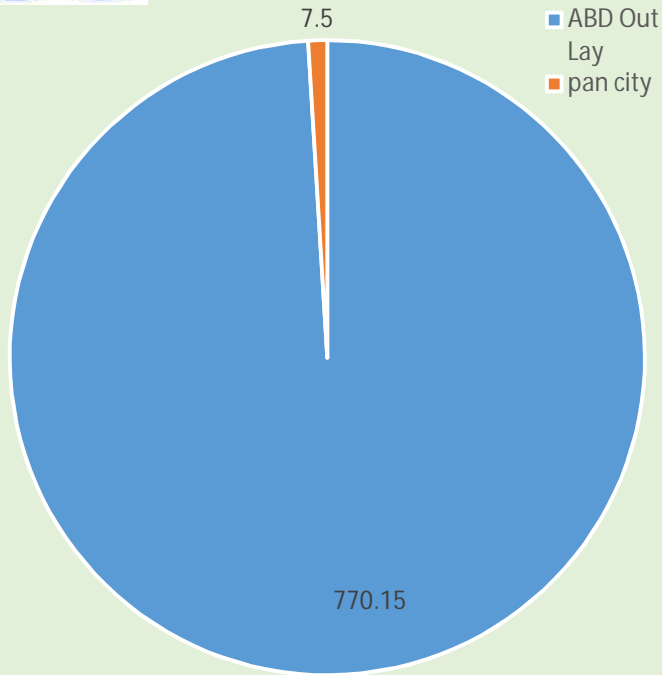
S. No.	Project Code	Project Title	Cost in Cr of Rs.	Duration in Quarters	FY 2016-17				FY 2017-18				FY 2018-19				FY 2019-20			
					Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
THEME: TOURISM FOR INCLUSIVE DEVELOPMENT																				
1. REJUVENATION OF HERITAGE CIRCUIT																				
1	A1	Rejuvenation of heritage sites	5.00	6	██████████				██████████											
2	A2	Patriot walk	12.00	6	██████████				██████████											
2. TOURIST CENTRIC FACILITIES DEVELOPMENT																				
3	A3	Green Connect	15.00	6	██████████				██████████											
4	A4	Smart-Kiosks	1.50	2	██████															
5	A5	Tourist apps	2.00	2	██████															
6	A6	Marine Esplanade	150.00	12	██████████				██████████				██████████							
THEME: JAN PARIVAHAN PROJECT FOR IMPROVING MOBILITY																				
1. PUBLIC TRANSPORT FOR DECONGESTION																				
7	A7	Hybrid buses (diesel and battery) Shuttle Service	50.00	4	██████████				██████████											
8	A8	Smart bus stands	2.00	4	██████████				██████████											
9	A9	Smart traffic signals & Surveillance cameras for Number Plate Recognition	0.70	4	██████████				██████████											
2. PEDESTRIANIZATION AND WALKABILITY																				
10	A10	Aberdeen clock tower pedestrianization	5.00	6	██████████				██████████											
11	A11	Walkability	10.00	4	██████████				██████████											
THEME: PHYSICAL INFRASTRUCTURE WITH SMART ELEMENTS																				
1. WATER MANAGEMENT																				
12	A12	Water supply	24.17	12.00	██████████				██████████				██████████							
13	A13	Rain water Harvesting	3.50	4.00	██████████				██████████											
14	A14	Desalination plant	50.00	12	██████████				██████████				██████████							
15	A15	Sullage treatment plant	8.20	12	██████████				██████████				██████████							
16	A16	Storm water drains	5.00	6	██████████				██████████											
2. SANITATION																				
17	A17	Septage treatment plant	3.67	12	██████████				██████████				██████████							
18	A18	Public conveniences	1.25	8	██████████				██████████											
19	A19	MSWM system	7.40	12	██████████				██████████				██████████							
3. SMART ENERGY																				
20	A20	LED lighting	1.05	2	██████															
21	A21	Power Quality Improvement	0.63	3	██████															
22	A22	Smart grid and Smart energy meters	21.20	4	██████████															
23	A23	Renewable energy	12.54	4	██████████															
4. IMPROVEMENT OF CITYSCAPE																				
24	A24	Neighbourhood parks	2.50	8	██████████				██████████											
25	A25	Service core Trench	175	16	██████████				██████████				██████████							
26	A26	office	20	12	██████████				██████████				██████████							
SUB TOTAL																				
THEME: COMPACTNESS AND CREATION OF OPEN SPACES																				
27	A27	Redevelopment of Ratnam Market	30.00	16	██████████				██████████				██████████							
28	A28	Extension of Mohanpura Market	5.00	16	██████████				██████████				██████████							
29	A29	Redevelopment of MG market Block 1 at Mohanpura	7.50	16	██████████				██████████				██████████							
30	A30	Relocation of fruit market at Mohanpura 39 shops	1.00	16	██████████				██████████				██████████							
31	A31	Relocation of Mohanpura State bus terminus and Private bus terminus to a site adjacent to ALHW Head office	20.00	16	██████████				██████████				██████████							
32	A32	Multi Level parking at three locations: Mohanpura (Existing Bus terminus), Near Netaji Stadium, Opposite to PAO	90.00	16	██████████				██████████				██████████							
THEME : SOCIAL DEVELOPMENT, SECURITY AND EMPOWERMENT																				
33	A33	Redevelopment of slum at market area in Ward No. 2	4.84	12	██████████				██████████				██████████							
34	A34	Area Resource Center	10.00	12	██████████				██████████				██████████							
35	A35	Hostel for Men and Women	3.50	12	██████████				██████████				██████████							
36	A36	Urban chowpals	1.00	4	██████████															
37	A37	CC Cameras surveillance system	3.00	8	██████████				██████████											
SUB TOTAL																				
THEME : RESILIENT CITY																				
38	A38	Disaster mitigation against landslides	4.50	8	██████████				██████████											
39	A39	City EOC	0.50	12	██████████				██████████				██████████							
PAN CITY PROPOSAL																				
40	P1	Project 'Patha'	2.00	3	██████															
41	P2	Port Blair Connect	5.50	4	██████████															



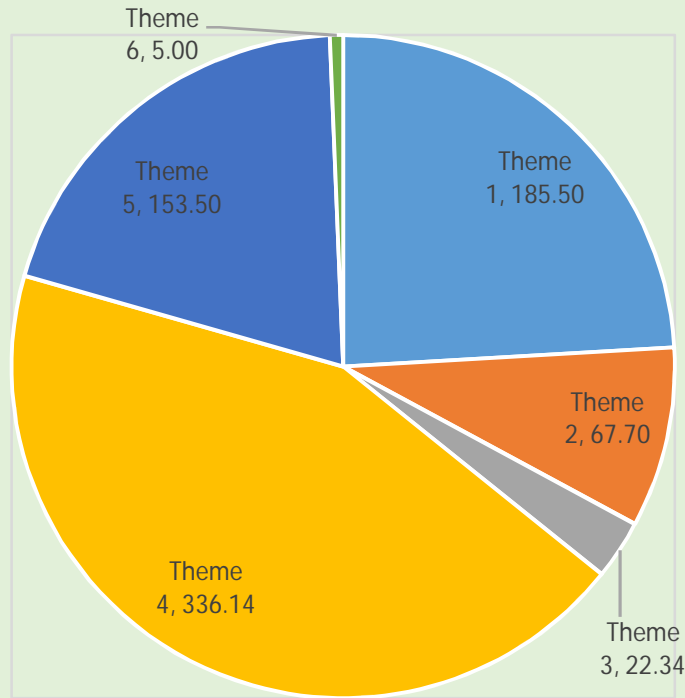
FINANCIAL DETAILS



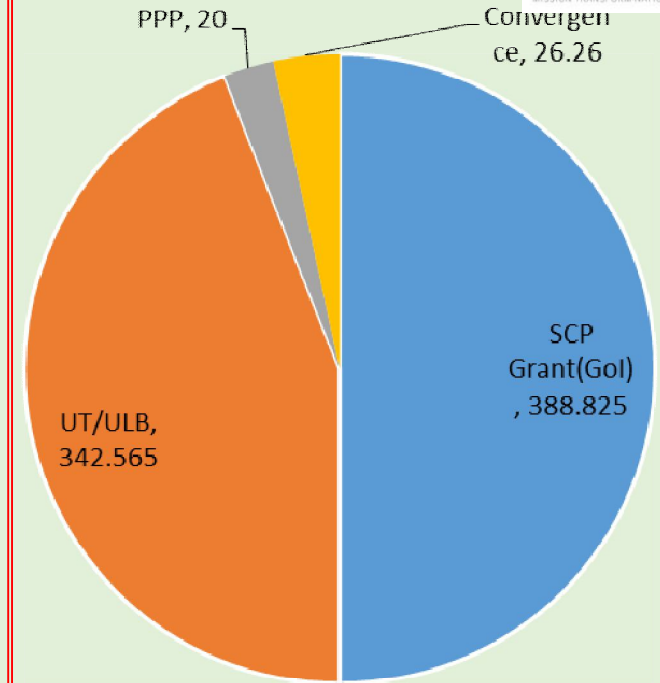
Smart City
MISSION TRANSFORMATION



SCP Out Lay

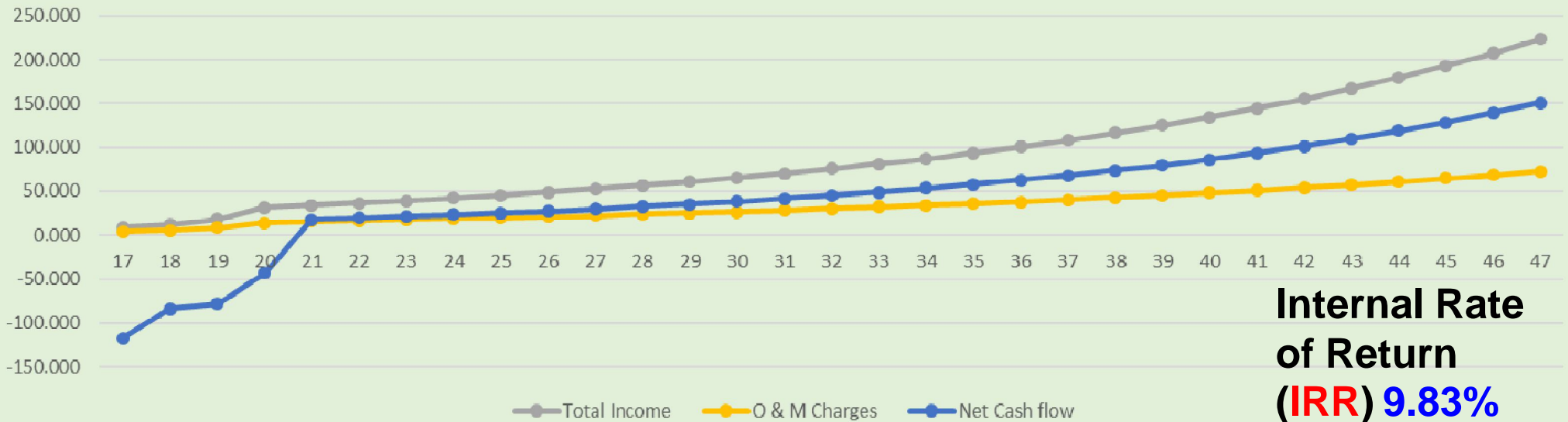


ABD Out Lay



Finance Plan

Cash Flows



Internal Rate of Return (IRR) **9.83%**



FINANCIAL TIME LINE AND CASH FLOW



Smart City
MISSION TRANSFORMATION

PROJECTS PROPOSED UNDER SMART CITY IN PORT BLAIR MUNICIPAL COUNCIL

Financial Time Line

S.No.	Project Code	Project Title	Cost in Crores of Rs.	O & M cost (Cr)	Convergence	Project Duration in Quarters	FY 2016-17				FY 2017-18				FY 2018-19				FY 2019-20				Total
							Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	
THEME: TOURISM FOR INCLUSIVE DEVELOPMENT																							
1. REJUVENATION OF HERITAGE CIRCUIT																							
1	A1	Rejuvenation of heritage sites	5.00	0.10		6	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83								5.00	
2	A2	Patriot walk	12.00	0.24		6	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00								12.00	
2. TOURIST CENTRIC FACILITIES DEVELOPMENT																							
3	A3	Green Connect	15.00	0.75	0.35	6	2.50	2.50	2.50	2.50	2.50	2.50										15.00	
4	A4	Smart-Kiosks	1.50	0.08		2	0.75	0.75														1.50	
5	A5	Tourist apps	2.00	0.02		2	1.00	1.00														2.00	
6	A6	Marine Esplanade	150.00	1.50		12		12.50	12.50	12.50	12.50	12.50	12.50	12.50	12.50	12.50	12.50	12.50	12.50	12.50		150.00	
THEME: JAN PARIVAHAN PROJECT FOR IMPROVING MOBILITY																							
1. PUBLIC TRANSPORT FOR DECONGESTION																							
7	A7	Hybrid buses (diesel and battery) Shuttle Service	50.00	5.00		4	12.50	12.50	12.50	12.50												50.00	
8	A8	Smart bus stands	2.00	0.04		4	0.50	0.50	0.50	0.50												2.00	
9	A9	Smart traffic signals & Surveillance cameras for Number Plate Recognition	0.70	0.02		4	0.18	0.18	0.18	0.18												0.70	
2. PEDESTRIANIZATION AND WALKABILITY																							
10	A10	Aberdeen clock tower pedestrianization	5.00	0.05		6	0.83	0.83	0.83	0.83	0.83	0.83	0.83									5.00	
11	A11	Walkability	10.00	0.10		4	2.50	2.50	2.50	2.50												10.00	
THEME: PHYSICAL INFRASTRUCTURE WITH SMART ELEMENTS																							
1. WATER MANAGEMENT																							
12	A12	Water supply	24.17	0.24	6.00	12.00	2.01	2.01	2.01	2.01	2.01	2.01	2.01	2.01	2.01	2.01	2.01	2.01	2.01	2.01		24.17	
13	A13	Rain water Harvesting	3.50	0.04		4.00	0.88	0.88	0.88	0.88												3.50	
14	A14	Desalination plant	50.00	5.00		12	4.17	4.17	4.17	4.17	4.17	4.17	4.17	4.17	4.17	4.17	4.17	4.17	4.17	4.17		50.00	
15	A15	Sullage treatment plant	8.20	0.82		12	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68		8.20	
16	A16	Storm water drains	5.00	0.05		6	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83								5.00	
2. SANITATION																							
17	A17	Septage treatment plant	3.67	0.37		12	0.31	0.31	0.31	0.31	0.31	0.31	0.31	0.31	0.31	0.31	0.31	0.31	0.31	0.31		3.67	
18	A18	Public conveniences	1.25	0.01		8	0.16	0.16	0.16	0.16	0.16	0.16	0.16	0.16	0.16	0.16	0.16	0.16	0.16	0.16		1.25	
19	A19	ISMSM system	7.40	0.74	0.50	12	0.62	0.62	0.62	0.62	0.62	0.62	0.62	0.62	0.62	0.62	0.62	0.62	0.62	0.62		7.40	
3. SMART ENERGY																							
20	A20	LED lighting	1.05	0.11	0.50	2	0.53	0.53														1.05	
21	A21	Power Quality Improvement	0.63	0.04	0.31	2	0.21	0.21	0.21													0.63	
22	A22	Smart grid and Smart energy meters	21.20	1.05	15.90	4	5.30	5.30	5.30	5.30												21.20	
23	A23	Renewable energy	12.54	1.25	1.50	4	3.14	3.14	3.14	3.14												12.54	
4. IMPROVEMENT OF CITYSCAPE																							
24	A24	Neighbourhood parks	2.50	0.13		8	0.31	0.31	0.31	0.31	0.31	0.31	0.31	0.31	0.31	0.31	0.31	0.31	0.31	0.31		2.50	
25	A25	Service core Trench	175	0.875		16	10.94	10.94	10.94	10.94	10.94	10.94	10.94	10.94	10.94	10.94	10.94	10.94	10.94	10.94		175.00	
26	A26	se office	20			12	1.67	1.67	1.67	1.67	1.67	1.67	1.67	1.67	1.67	1.67	1.67	1.67	1.67	1.67		20.00	
SUB TOTAL																							
10.48																							
THEME: COMPACTNESS AND CREATION OF OPEN SPACES																							
27	A27	Redevelopment of Ratnam Market	30.00	2.25		16	1.88	1.88	1.88	1.88	1.88	1.88	1.88	1.88	1.88	1.88	1.88	1.88	1.88	1.88		30.00	
28	A28	Extension of Mohanpura Market	5.00	0.38		16	0.31	0.31	0.31	0.31	0.31	0.31	0.31	0.31	0.31	0.31	0.31	0.31	0.31	0.31		5.00	
29	A29	Redevelopment of MG market Block-1 at Mohanpura	7.50	2.25		16	0.47	0.47	0.47	0.47	0.47	0.47	0.47	0.47	0.47	0.47	0.47	0.47	0.47	0.47		7.50	
30	A30	Relocation of fruit market at Mohanpura 39 shops	1.00	0.08		16	0.06	0.06	0.06	0.06	0.06	0.06	0.06	0.06	0.06	0.06	0.06	0.06	0.06	0.06		1.00	
31	A31	Relocation of Mohanpura State bus terminus and Private bus terminus to a site adjacent to ALHW Head office	20.00	2.25		16	1.25	1.25	1.25	1.25	1.25	1.25	1.25	1.25	1.25	1.25	1.25	1.25	1.25	1.25		20.00	
32	A32	Multi Level parking at three locations: Mohanpura (Existing Bus terminus), Near Netaji Stadium, Opposite to PAO	90.00	6.75		16	5.63	5.63	5.63	5.63	5.63	5.63	5.63	5.63	5.63	5.63	5.63	5.63	5.63	5.63		90.00	
THEME: SOCIAL DEVELOPMENT, SECURITY AND EMPOWERMENT																							
33	A33	Redevelopment of slum at market area in Ward No. 2	4.84		1.20	12	0.40	0.40	0.40	0.40	0.40	0.40	0.40	0.40	0.40	0.40	0.40	0.40	0.40	0.40		4.84	
34	A34	Area Resource Center	10.00	0.20		12	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83		10.00	
35	A35	Hostel for Men and Women	3.50	0.07		12	0.29	0.29	0.29	0.29	0.29	0.29	0.29	0.29	0.29	0.29	0.29	0.29	0.29	0.29		3.50	
36	A36	Urban chowpals	1.00	0.02		4	0.25	0.25	0.25	0.25												1.00	
37	A37	CC Cameras surveillance system	3.00	0.10		8	0.38	0.38	0.38	0.38	0.38	0.38	0.38	0.38								3.00	
SUB TOTAL																							
0.39 0.00																							
THEME: RESILIENT CITY																							
38	A38	Disaster mitigation against landslides	4.50	0.16		8	0.56	0.56	0.56	0.56	0.56	0.56	0.56	0.56								4.50	
39	A39	City EOC	0.50	0.02		12	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04		0.50	
PAN CITY PROPOSAL																							
40	P1	Project 'Patha'	2.00			3	0.67	0.67	0.67													2.00	
41	P2	Port Blair Connect	5.50			4	1.38	1.38	1.38	1.38												5.50	
TOTAL																							
Annual Investment required							51.19	60.59	79.95	79.07	60.90	55.60	46.29	45.46	44.62	44.05	44.05	44.05	41.73	39.03	20.53	20.53	777.65
							270.79				208.25				176.78				121.82				

Cash Flow Chart for Port Blair Smart City Projects

S.No	Financial year ending	CAPEX	Total Income in Lakhs	O & M Charges	Cash flows for FIRR
1	2017	122.40	9.324	4.25	-117.33
2	2018	90.62	12.430	5.670	-83.86
3	2019	88.39	18.648	8.510	-78.25
4	2020	60.91	31.650	14.180	-43.44
5	2021		34.024	15.893	18.13
6	2022		36.576	16.847	19.73
7	2023		39.319	17.857	21.46
8	2024		42.268	18.929	23.34
9	2025		45.438	20.065	25.37
10	2026		48.845	21.268	27.58
11	2027		52.509	22.545	29.96
12	2028		56.447	23.897	32.55
13	2029		60.681	25.331	35.35
14	2030		65.232	26.851	38.38
15	2031		70.124	28.462	41.66
16	2032		75.383	30.170	45.21
17	2033		81.037	31.980	49.06
18	2034		87.115	33.899	53.22
19	2035		93.648	35.933	57.72
20	2036		100.672	38.088	62.58
21	2037		108.223	40.374	67.85
22	2038		116.339	42.796	73.54
23	2039		125.065	45.364	79.70
24	2040		134.444	48.086	86.36
25	2041		144.528	50.971	93.56
26	2042		155.367	54.029	101.34
27	2043		167.020	57.271	109.75
28	2044		179.546	60.707	118.84
29	2045		193.012	64.350	128.66
30	2046		207.488	68.211	139.28
31	2047		223.050	72.303	150.75



PORT BLAIR MUNICIPAL COUNCIL SMART CITY PROPOSAL



ANNEXURE 04

ANNEXURE 4

(Supporting documents, such as government orders, council resolutions, response to Question 33 may be annexed here)

S. No	Particulars	✓
1	Council Resolution for SCP	<input checked="" type="checkbox"/>
2	Council resolution for SPV	<input checked="" type="checkbox"/>
3	HPSC Letter	<input checked="" type="checkbox"/>
4	Agreement/NOC/Under taking from Parastatal bodies	<input checked="" type="checkbox"/>
5	HR Plan of SPV	<input checked="" type="checkbox"/>
6	Institutional Arrangements of SPV	<input checked="" type="checkbox"/>
7	Convergence letters	<input checked="" type="checkbox"/>
8		<input type="checkbox"/>
9		<input type="checkbox"/>
10		<input type="checkbox"/>
11		<input type="checkbox"/>
12		<input type="checkbox"/>
13		<input type="checkbox"/>
14		<input type="checkbox"/>
15		<input type="checkbox"/>
16		<input type="checkbox"/>
17		<input type="checkbox"/>
18		<input type="checkbox"/>
19		<input type="checkbox"/>
20		<input type="checkbox"/>

Draft proceedings of the special meeting held on 30/03/2016 at 10.15 am in the Conference Hall of Port Blair Municipal Council.

The Following were in attendance

1. Smti Sheela Singh	Chairperson
2. Smti S.Usha	Sr. Vice Chairperson
3. Shri S.N.N.Gregory	Jr. Vice Chairperson
4. Shri S.Karunakaran	Member
5. Shri R.Someswara Rao	Member
6. Shri Ramjan Ali	Member
7. Smti E.Rani	Member
8. Smti S.Selvi	Member
9. Smti Protima Banerjee	Member
10. Shri Indrapal Singh	Member
11. Shri K.Ganeshan	Member
12. Smti Anusia Devi	Member
13. Smti Vinita Malhotra	Member
14. Smti Upasana Prasad	Member
15. Shri B.Eswar Rao	Member
16. Shri C.H.Babu	Member
17. Shri Dharmendra Narayan	Member
18. Smti Rubana Aziz	Member
19. Shri K.Muthu	Member
20. Shri M.Arumugam	Member
21. Shri K.Arubadi	Member
22. Smti Vaishali Rani Dayal	Member
23. Shri N.K.Udhaya Kumar	Member
24. Shri P.Jawahar IAS	Secretary
25. Shri Avijit Roy	Public Health Officer
26. Shri Santosh Prakash	Joint Secretary
27. Shri V.Jaya Kumar	Architect
28. Shri A.K.Paul	Executive Engineer (Works)
29. Shri Avinash Kr. Singh	Executive Engineer (RW/SWM))
30. Shri Ramchander	Executive Engineer (E & M)
31. Shri Biju Kumar	Accounts Officer-I/CAO i/c
32. Shri V.Venkadesan	Accounts Officer -II
33. Shri Gopalakrishnan	Sr. Rapporteur/Adm. Officer
34. Shri M.Malai Raj	Agriculture Officer
35. Shri K.Kumar	Accounts Officer-III/R.O.
36. Shri Vijay Prasad Tiwari	Sanitary Officer
37. Shri Ashok Mohan Nath	Assistant Manager (IT)

- 1) Smti Sheela Singh, Chairperson, PBMC welcomed the Senior Vice Chairperson, Jr. Vice Chairperson, Members, Secretary, and other officers of the Council present in the meeting.
- 2) Secretary, PBMC directed Architect, PBMC to appraise the Council about the upgraded Smart City Proposal under the Fast Track Cities Challenges.
- 3) Architect, PBMC through a Power Point Presentation, briefed the Council. Architect, PBMC stated that the Smart City Proposal of Port Blair City was submitted in December 2015. Though Port Blair City was not selected in the top 20, it has qualified in the list of 23 fast tract cities. The Ministry has conveyed the comments to upgrade the Smart City Proposal of Port Blair. The Ministry has facilitated mentor institute to handhold the cities to upgrade the SCP and accordingly a workshop for 23



fast track cities was held at New Delhi. The Ministry suggested to engage experts, resources persons and also to have workshop to upgrade the proposal of respective cities. The cost towards engaging all modes will be as per the Comprehensive Capacity Building Programme (CCBP) Tool Kit released by the Ministry. The PBMC in consultation with the Mission Directorate has engaged Administrative Staff College of India (ASCI), Hyderabad as Mentor Institute and had a two days workshop at Hyderabad with ASCI attended by the Port Blair Smart City Team, Consultant and experts. Under the Mentoring of ASCI the consultants revised the Smart City Proposal. The team had a meeting with National Small Industries Corporation (NSIC) a Govt. of India enterprise who facilitate Micro and Small Industries to work with various organizations and as identified by NSIC a micro enterprises namely Smart Bridges was contacted for Metropolitan Area Network (MAN). Stating further, Architect stated that the Port Blair Smart City Team also had a interactive session with C-DAC for partnering in the field of Computer solution. One financial Expert from Chennai was invited to Port Blair to strengthen the financial part of the Smart City Proposal. The Financial expert had separate interactive sessions between 26th to 28th March with the financial team of PBMC. The consultants (NCPE) are also in Port Blair to revise the Smart City Proposal by interacting with key stakeholder Departments and the Consultants are committed to submit the final report in the format by 1st April. Architect further stated that the pre-final SCP is required to be vetted by the Mentoring Institute (ASCI) by having a workshop involving the smart city team of Port Blair, Consultant and the Experts / Resources person either at Hyderabad or at Port Blair by 4th April. Thereafter a meeting with National Institute for Urban affairs (NIUA) is fixed on 06/04/2016 at New Delhi. The final SCP is to be placed before HPSC on 8th April 2016.

4) Stating further, Architect said that all the projects listed in the upgraded Smart City Proposal and its execution will be by the Special Purpose Vehicle (SPV) to be constituted for the purpose of implementing the upgraded Smart City Proposal. Port Blair City needs to have knowledge partner with agencies like ASCI, Hyderabad, C-DAC, Chennai, NSIC, Hyderabad, SOVTECH, Port Blair NIC, Port Blair, EESL, Gurgaon, Haryana to firm-up the project with their Technical expertise.

5) Appreciating the proposal for construction of new Municipal Office kept in the Smart City Proposal, Shri M.Arumugam, Member stated that 5000 Sq Mts land is not sufficient for construction of a new Building for Municipal Office. Emphasizing the need for a spacious parking lot, Member stated that Municipal Council being a Political Institution, large no. of general public visit daily in the Office for various official purposes. Hundreds of staff work in the Office. Therefore provision for a spacious parking lot need to be kept in the proposed project for which atleast 10,000 Sq Mts land is required. Member suggested to request the Adm. to allot land for construction of New Municipal Office.

6) Smti Anusia Devi, Member stated that since the Municipal Council is working hard to implement the Smart City Project, precautionary measures is to be taken to stop Open Defecation in the Municipal area.

Resolution No. 27/ SP/MC/2016 dt. 30/03/2016.

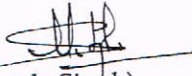
The Port Blair Municipal Council has approved to have ASCI, Hyderabad, C-DAC-Chennai, NSIC, Hyderabad, SOVETECH, Port Blair, NIC, Port Blair, EESL, Gurgaon as the knowledge partners in Smart City Proposal.



Resolution No. 28/ SP/MC/2016 dt. 30/03/2016.

The PBMC has unanimously approved the list of projects costing to Rs 800 Crores proposed in the upgraded Smart City Proposal. The Council further resolved to execute the projects by the Special Purpose Vehicle (SCP) to be constituted for the purpose of implementing the projects under Smart City Proposal

7) The meeting ended with a vote of thanks to the Chair.


(Sheela Singh)
Chairperson
Municipal Council.

MINUTES OF THE HIGH POWER STEERING COMMITTEE MEETING HELD ON 09.04.2016 AT 02.00 PM IN THE CONFERENCE HALL OF SECRETARIAT UNDER THE CHAIRMANSHIP OF CHIEF SECRETARY, A & N ADMINISTRATION FOR APPROVAL OF UPGRADED SMART CITY PROPOSAL (SCP)

The list of participants is enclosed as **Annexure - 'A'**.

With the permission of the Chair, Principal Secretary (UD), A & N Administration / Mission Director (Smart Cities) and Member Secretary of HPSC welcomed all and requested Secretary, PBMC to present the upgraded Smart City Proposal (SCP).

The Secretary, PBMC presented the details with a power point by highlighting the process and methodology followed as per the guidelines of the Ministry of Urban Development (MoUD) in preparing SCP. The Committee was apprised each of the observations brought out by the Ministry and the follow up made in upgrading the SCP. The Secretary, PBMC informed the Committee that the SCP has been upgraded by engaging M/s. NCPE, Hyderabad consultant as well as consultation with Administrative Staff College of India, Hyderabad the mentor institute and other knowledge partners such as C-DAC Chennai, NSIC Hyderabad, EESL Haryana, Shri N. K. Kumar (Retd. IES) External Financial Adviser and SOVETECH Port Blair.

The list of projects as in the upgraded SCP under various components were briefed with costing (List annexed). The HPSC has also been informed that this entire list of project with costing was approved by the Port Blair Municipal Council in its special meeting held on 30.03.2016 vide Resolution No. 28/SP/MC/2016.

The gist of projects, estimated cost and funding are as under: -

(Rs. in crores)

A	<u>SCM Components</u>	
1.	Area based development - retrofitting projects	616.65
2.	Area based development - redevelopment	153.50
3.	PAN city projects	7.5
	Total project cost:	777.65
B	<u>Source of Funding</u>	
1.	Funds from GOI schemes under convergence	26.26
2.	Projects costing under SCP	751.39
	a. GOI funding under SCM	375.695
	b. Funding by ULB and State / UT	355.695
	PPP	20.00

After detailed deliberations the High Power Steering Committee (HPSC) has approved the upgraded SCP the projects proposed under various components as per the list appended as Annexure - B with costing, stated as above. The composition and details of SPV (Special Purpose Vehicle) as approved earlier will remain the same.

The meeting ended with vote of thanks to Chair.

This issues with the approval of Chief Secretary (Chairman of HPSC), A & N Administration.

Dated: 13th April, 2016

13/04/16
Joint Secretary (UD)
A & N Administration
F. No. 1-76/2015-UD/ 743

Copy to: -

1. Sr. PS to Chief Secretary for kind information of Chief Secretary, A & N Administration.
2. Sr. PS to Principal Secretary (UD) for information of Principal Secretary (UD), A & N Administration.
3. All Members.

13/04/2016
Joint Secretary (UD)

Received
13/4/16.

List of participants:

1.	Shri Anindo Mazumdar, Chief Secretary	Chairman
2.	Smti Sheela Singh, Chairperson, PBMC	Member
3.	Shri Raajiv Yaduvanshi, Principal Secretary (UD)	Mission Director / Member Secretary
4.	Shri Arun Baroka, Principal Secretary (PWD/Power)	Member
5.	Shri Rajesh Malik, Director General of Police	Member
6.	Shri Udit Prakash Rai, Secretary, PBMC	Member
7.	Shri Mathura Prasad, Chief Engineer, APWD	Member
8.	Shri M. N. Murali, Director (Industries)	Member
9.	Dr. P. Viswa Kannan, Director (Tourism)	Member
10.	Director (S&T) / Pollution Control Committee represented by Shri Rishikesh, Sr. Scientific Officer	Member
11.	Shri U. K. Paul, Superintending Engineer (Electricity)	Member
12.	Shri Utpal Sharma, Special Secretary (IT)	Member
13.	Shri M. Balamurugan, Town & Country Planner, APWD	Member
14.	Director of Health Services represented by Dr. Avijit Roy, Deputy Director (Health)	Member

LIST OF PROJECTS PROPOSED DEPARTMENT WISE IN PORT BLAIR MUNICIPAL COUNCIL

Code	Project Title	Components Description	Project cost (Cr)	O & M cost (Cr)	Convergence amount (Cr)
THEME: TOURISM FOR INCLUSIVE DEVELOPMENT					
1. REJUVENATION OF HERITAGE CIRCUIT					
A1	Rejuvenation of heritage sites	Heritage sites: Cellular jail, aberdeen clock tower, aberdeen war memorial, martyrs memorial and Andaman club.	5.00	0.10	
A2	Patriot walk	A unique project depicting A & N Island's role in the independence struggle through a walk along artistic digital murals on 4 Nos. concrete walls, each 15' x 60' terminating in a 40' diameter elevated hall with 360 degree audio visual show and digital display. An iconic monument highlighting the composite culture of A & N Islands will be a part of the project along with audio guided tour of the heritage sites and Smart entry card.	12.00	0.24	
2. TOURIST CENTRIC FACILITIES DEVELOPMENT					
A3	Green Connect	One day destination through seamless integration of Joggers Park, City Forest & Gandhi Park leading to the Marina park on the seafront. Facilities include 2.5 Km long 3 m wide cycling track, 3 m wide walkway with segway, avenue plantation, seating, info kiosks, public conveniences, food joints, musical fountain, laser show etc. Smart features include drip irrigation and solar lighting.	15.00	0.75	0.35
A4	Smart-Kiosks	20 kiosks for tourist information dissemination, electronic delivery of services like city navigation, journey planning, local information, weather conditions, emergency service information, cash vending, feedback and suggestions and single window ticketing .	1.50	0.08	
A5	Tourist apps	Development and publishing of tourist friendly mobile applications for comprehensive tourist information and provision of Wi-fi hotspots at tourist sites.	2.00	0.02	
A6	Marine Esplanade	A 1 km long sea deck abutting 20 m into the sea and 10 small sea decks (50 m x2m) with parking and seating facilities for the tourists along with telescopic watch towers in each. Leisure activity zones and Sea food Joint at each of the esplanade.	150.00	1.50	
SUB TOTAL			185.50	2.69	0.35

LIST OF PROJECTS PROPOSED DEPARTMENT WISE IN PORT BLAIR MUNICIPAL COUNCIL

Code	Project Title	Components Description	Project cost (Cr)	O & M cost (Cr)	Convergence amount (Cr)
THEME: JAN PARIVAHAN PROJECT FOR IMPROVING MOBILITY					
1. PUBLIC TRANSPORT FOR DECONGESTION					
A7	Hybrid bus (diesel / battery) Shuttle Service	20 No. semi low floor hybrid (battery/diesel) GPS fitted buses to run between the following routes: i. Chatam Jetty to City bus port as point to point service ii. Chatam Jetty - Dilanipur - Chatam jetty circular route for the floating population arriving in the city from Bamboo flat. This will ease congestion in core city area by discouraging personal transport.	50.00	5.00	
A8	Smart bus stands	10 No. bus stands with real time display of bus arrival time along with other tourist information and advertisements	2.00	0.04	
A9	Smart traffic signals & Surveillance cameras for Number Plate Recognition	9 Nos. smart traffic signals to be installed at busy junctions along with surveillance cameras with number plate recognition technology.	0.70	0.02	
2. PEDESTRINIZATION AND WALKABILITY					
A10	Aberdeen clock tower pedestrianization	Declaring the three roads converging in the Aberdeen clock tower as vehicle free zone and introduction of battery operated vehicles (15 Nos.) for differently abled and aged persons. The streets will be suitably developed with multiple amenities	5.00	0.05	
A11	Walkability	Development of continuous foot path through widening of pathway for 4 Kms length and Construction of pathway with side drain for 2 Kms along with pedestrian operated signals for road crossing	10.00	0.10	
	SUB TOTAL		67.70	5.21	0.00

LIST OF PROJECTS PROPOSED DEPARTMENT WISE IN PORT BLAIR MUNICIPAL COUNCIL

Code	Project Title	Components Description	Project cost (Cr)	O & M cost (Cr)	Convergence amount (Cr)
THEME: PHYSICAL INFRASTRUCTURE WITH SMART ELEMENTS					
1. WATER MANAGEMENT					
A12	Water supply	24x7 water supply through system augmentation (Increase in storage capacity - 8 Lakhs Litres Upgradation of existing DI Lines - 3000 Mtrs Construction of CWR/Sump tank with intermittent pumping system - 2 Lakhs Litres Augmentation of existing feeder lines - 6000 Mtrs, SCADA system with bulk flow meters, pressure and water quality sensors, water level sensors and 100% metered supply through smart meters to 9000 domestic and commercial connections and 15 water ATMs in commercial areas.	24.17	1.21	6.00
A13	Rain water Harvesting	Roof top rain water harvesting system in 21 Govt & Institutional Buildings with dual pipe system	3.50	0.04	
A14	Desalination plant	5 MLD Plant desalination plant as a contingency in event of natural hazards	50.00	5.00	
A15	Sullage treatment plant	4MLD sullage treatment plant for 100% treatment of sullage of zone 1	8.20	0.82	
A16	Storm water drains	Augmentation of drain capacity for 5 Km and covering of drains	5.00	0.05	
2. SANITATION					
A17	Septage treatment plant	0.5MLD septage treatment plant for zone 1 with 2 septage cleaning machines	3.67	0.37	
A18	Public conveniences	Provision of 12 Nos. toilet blocks with 24 No Seats (Bio Toilets)	1.25	0.01	
A19	MSWM system	20 metric ton solid waste management system with 2 bin - 1 bag door to door collection, secondary points, transportation system, 2 compactors, 2 mechanical road sweepers, 08 tipper mounted autos, 2.5 ton composter, bins, wheel carts, e-tracking devices	7.40	0.74	0.50
3. SMART ENERGY					
A20	LED lighting	Replacement of conventional lamps with LED lamps 1000 Nos (LED 80 W) 2020Nos (LED 20 W)	1.05	0.11	0.50
A21	Power Quality Improvement	Upgradation of 42 distribution transformers of 100-315 KVA, addition of 16 Nos of 100 KVA capacity pole mounted distribution transformers	0.63	0.04	0.31
A22	Smart grid and Smart energy meters	11000 Nos pre paid smart energy meters to be installed along with implementation of smart grid	21.20	1.06	15.90
A23	Renewable energy	Installation of roof top solar panels on 21 Government and institutional building roofs to produce 1.5 MW	12.54	1.25	1.50
4. IMPROVEMENT OF CITYSCAPE					
A24	Neighbourhood parks	Creation of 10 neighbourhood parks and urban forms to reflect the composite culture of the city	2.50	0.13	
A25	Service core Trench	Provision of 25 Km long service core trench for utilities	175	0.875	
A26	Nagar Palika Bhawan e-office	Construction of 5000 sq. m. state of the art office green building with parking and landscaping. Rooftop solar LED lighting, water recirculation and paper less office.	20	0.1	

LIST OF PROJECTS PROPOSED DEPARTMENT WISE IN PORT BLAIR MUNICIPAL COUNCIL

Code	Project Title	Components Description	Project cost (Cr)	O & M cost (Cr)	Convergence amount (Cr)
	SUB TOTAL		336.11	11.79	24.71
THEME: COMPACTNESS AND CREATION OF OPEN SPACES					
1. REDEVELOPMENT OF MARKETS					
A27	Redevelopment of Ratnam Market	Construction of 7000 sq. m. of built up area with release of 3000 sq. m. of free space. Energy and water conservation methods to be adopted.	30.00	0.75	
A28	Extension of Mohanpura Market	Construction of 1600 sq. m. of built up area on 1 floor and retrofitting of ground floor for energy efficiency	5.00	0.13	
A29	Redevelopment of MG market Block 1 at Mohanpura	Construction of 1500 sq. m. of built up area with energy and water conservation methods	7.50	0.19	
A30	Relocation of fruit market at Mohanpura	Construction of 39 fruit shops after relocating the bus terminus to the new site.	1.00	0.03	
2. PROVISION OF PARKING					
A31	Multi Level parking at three locations: Mohanpura (Existing Bus terminus), Near Netaji	Construction of 10000 sq. m. of multi level parking space in each location with smart parking infrastructure	90.00	0.90	
3. BUS TERMINUS					
A32	Relocation of Mohanpura State bus terminus and Private bus terminus to a site adjacent to ALHW Head office	Construction of a combined bus terminus for state owned and private buses with all amenities. The structure to be compliant with green building regulations.	20.00	0.20	
	SUB TOTAL		153.50	2.19	0.00

LIST OF PROJECTS PROPOSED DEPARTMENT WISE IN PORT BLAIR MUNICIPAL COUNCIL

Code	Project Title	Components Description	Project cost (Cr)	O & M cost (Cr)	Convergence amount (Cr)
THEME : SOCIAL DEVELOPMENT, SECURITY AND EMPOWERMENT					
1. SOCIAL DEVELOPMENT					
A33	Slum Redevelopment	80 No. dwelling units to be constructed in Ward No. 2 as identified in the SPoASFC. All basic facilities to be provided in the slum.	4.84	0.00	1.20
A34	Urban chowpals	A facility to promote natural gathering for the ward residents to recreate, interact and nurture a civil society. Provision of Wi-Fi hotspots will act as a via media for availing various ITES under e-governance. 20 chowpals to be constructed.	1.00	0.01	
A35	Hostel for working women and men	2 hostels with capacity of 50 for working men and 100 for working women	3.50	0.07	
2. SOCIAL EMPOWERMENT					
A36	Area Resource Center	A center for delivering urban social services like skill upgradation, tourist management, counselling and deaddiction therapy. A convention center will also be part of the area resource center. It will serve as the EOC for the zone.	10.00	0.50	
3. URBAN SECURITY					
A37	Surveillance of public spaces	224 No of cameras in 56 locations with system integration and 15 day recording to be installed in vulnerable public spaces.	3.00	0.15	
	SUB TOTAL		22.34	0.73	1.20
THEME : RESILIENT CITY					
1. DISASTER MITIGATION AND HAZARD MANAGEMENT					
A38	Disaster mitigation against landslides	The project will protect identified area against landslides by employing slope strengthening techniques like geo textiles and retaining wall construction.	4.50	0.05	
A39	City EOC	Setting up of state of art communication network with built in redundancy and connected to state EOC, District EOC through hotline. Training programs for the citizens in area of hazard management	0.50	0.03	
	SUB TOTAL		5.00	0.07	0.00
PAN CITY PROPOSAL					
A40	Project 'Patha'	Implementation of digital door numbering address system.	2.00	0.20	
A41	Port Blair Connect	Setting up of Metropolitan Area Network connecting all Government Departments and the Common Service Centers for delivering ITES services to the citizens and establish inter departmental cooperation	5.50	0.55	
	SUB TOTAL		7.50	0.75	0.00
TOTAL			777.65	23.42	26.26

TOTAL SCP AMOUNT (Cr)

751.39

TOTAL CONVERGENCE AMOUNT (Cr)

26.26

TOTAL O & M EXPENSES (Cr)

23.42

प्रधान सचिव () के निजी
Perf. Cell of Pr. Secy
.../.../...D. No
.../.../...
12/12/15

विद्युत विभाग
Electricity Deptt.

पोर्ट ब्लेयर
Port Blair

Sub : Submission of Agreement in the Revised format for Smart City Proposal – Regarding.

Kind attention is invited to the D.O.No.1-76/2014/UD/125 dated 11th Dec.,2015 of the Principal Secretary (UD) addressed to the Principal Secretary (Power) on the subject cited above.

As desired, kindly find enclosed the Agreement in the revised format duly signed by undersigned which is required to be submitted alongwith Smart City Proposal for further necessary action.



(उत्तम कुमार पॉल - Uttam Kumar Paul)

अधीक्षक अभियंता - Superintending Engineer
No.EL/PL/5-4/ 5318 Dt. 14 /12/2015

Pr. Secy. (Power)

Pr
14/12

P JS(UD)

Copy to : DS (Power) ... For record.


AGREEMENT

This is to undertake that:

1. The Electricity Department hereby agrees and convey the consent to delegate the power vested with the department to SPV for implementing the full scope of the Smart City Plan (SCP) and sustaining the Pan City and Area Based Development in respect of projects of this department included as a part of SCP as well as to impose and collect user charges from these projects.
2. The projects of this Department included in the SCP for which funds will be arranged from respective source of fund from UT / Central and other schemes of convergence as indicated in the SCP and the same is / will be included in the DPR / Schemes of Central / UT Government and others with required budgetary provisions for transfer of the same to SPV to facilitate its implementation.

Place: Port Blair

Dated: 11th December, 2015


Signature: **उत्तम कुमार पॉल - Uttam Kr.**
Name: **श्री. उत्तम कुमार पॉल / Superintending E**
Designation: **विद्युत विभाग / Electricity Depart**
अ.नि. प्रशासन / A & N Administr
पोर्ट ब्लेयर / Port Blair

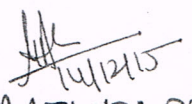
AGREEMENT

This is to undertake that:

1. The **Andaman Public Works Department** hereby agrees and convey the consent to delegate the power vested with the department to SPV for implementing the full scope of the Smart City Plan (SCP) and sustaining the Pan City and Area Based Development in respect of projects of this department included as a part of SCP as well as to impose and collect user charges from these projects.
2. The projects of this Department included in the SCP for which funds will be arranged from respective source of fund from UT / Central and other schemes of convergence as indicated in the SCP and the same is / will be included in the DPR / Schemes of Central / UT Government and others with required budgetary provisions for transfer of the same to SPV to facilitate its implementation.

Place: Port Blair

Dated: 11th December, 2015

Signature: 

Name: MATHURA PRASAD

Designation: मुख्य अभियंता / Chief Engineer

अभियंता / APWD

पोर्ट ब्लेयर / Port Blair

पोर्ट ब्लेयर / Port Blair

AGREEMENT

This is to undertake that the **Revenue Department** hereby agrees and convey the consent to allot / transfer the land wherever required for projects included in Smart City Plan to SPV / parastatal agencies for speedy implementation of full scope of Smart City Plan (SCP).

Place: Port Blair

Dated: 11th December, 2015

Om
11/12/15

Signature:

Name: V. K. BIDHUR

Designation: DY. COMMISSIONER
S/ANDAMAN.

1-10/PCC/Smart City/2015/657

अंडमान तथा निकोबार प्रशासन

ANDAMAN & NICOBAR ADMINISTRATION

प्रदूषण नियंत्रण समिति

POLLUTION CONTROL COMMITTEE

DEPARTMENT OF SCIENCE AND TECHNOLOGY

Dolly Gunj, Port Blair Ph. No.250370 Tel. Fax 251395

Dated: 14-12-2015

To

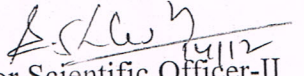
The Principal Secretary(UD)
Andaman and Nicobar Administration
Secretariat, Port Blair

Subject: Smart City Proposal- regd.

Sir,

With reference to the D.O letter No. 1-76/2014/UD/125 dated 11-12-2015 on the above cited subject, I am directed to submit the agreement for implementing the full scope of the Smart City Plan (SCP) and sustaining the Plan City and Area Base Development in respect of projects of this department included as a part of SCP at S.No 17, i.e installation of real-time Ambient Air Quality Monitoring Station" at Port Blair.

Yours faithfully,


Senior Scientific Officer-II

AGREEMENT

This is to undertake that:

1. The **Science & Technology Department** hereby agrees and convey the consent to delegate the power vested with the department to SPV for implementing the full scope of the Smart City Plan (SCP) and sustaining the Pan City and Area Based Development in respect of projects of this department included as a part of SCP as well as to impose and collect user charges from these projects.
2. The projects of this Department included in the SCP for which funds will be arranged from respective source of fund from UT / Central and other schemes of convergence as indicated in the SCP and the same is / will be included in the DPR / Schemes of Central / UT Government and others with required budgetary provisions for transfer of the same to SPV to facilitate its implementation.

Place: Port Blair

Dated: 11th December, 2015

Signature: *Viswakannan*

Name: (Dr. P. Viswakannan)

Designation: *Director (S & T)*
Director

विज्ञान तथा पीघोगिकी
Science & Technology

अ. तथा. नि. प्रशासन. पोर्ट ब्लेयर
A & N Administration, Port Blair

सं./No.DGP/Genl/92/12/2015 (Smart City)/ 7105
पुलिस महानिदेशक का कार्यालय
OFFICE OF THE DIRECTOR GENERAL OF POLICE
अण्डमान तथा निकोबार द्वीपसमूह
Andaman & Nicobar Islands

पोर्ट ब्लेयर Port Blair, दिनांक dated 14th December, 2015

To

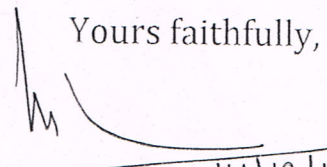
The Principal Secretary (Edn/Rev/UD),
A & N Administration,
Port Blair.

Sub:- Regarding the Agreement of Smart City Proposal (SCP) on the Revised Format.

Sir,

Kindly refer your D.O. letter No.1-76/2014/UD/125 dated 11th December, 2015 on the subject cited above. The requisite agreement in respect of A & N Police Department on the Revised Format as requested for is enclosed herewith.

Yours faithfully,


14/12/15
Deputy Superintendent of Police,
(DDO/HQ), Police Headquarters,
Port Blair.

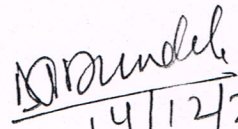
AGREEMENT

This is to undertake that:

1. The Police Department hereby agrees and convey the consent to delegate the power vested with the department to SPV for implementing the full scope of the Smart City Plan (SCP) and sustaining the Pan City and Area Based Development in respect of projects of this department included as a part of SCP as well as to impose and collect user charges from these projects.
2. The projects of this Department included in the SCP for which funds will be arranged from respective source of fund from UT / Central and other schemes of convergence as indicated in the SCP and the same is / will be included in the DPR / Schemes of Central / UT Government and others with required budgetary provisions for transfer of the same to SPV to facilitate its implementation.

Place: Port Blair

Dated: 14th December, 2015


14/12/2015

Signature:

Name: NARENDRA SINGH

Designation: BUNDELA, IPS

NARENDRA BUNDELA, IPS
Oy. Inspector General of Police
A&N Islands

No. 2-41/IT/2015 / 322

अंडमान तथा निकोबार प्रशासन
ANDAMAN & NICOBAR ADMINISTRATION
सूचना प्रौद्योगिकी अनुभाग
Department of Information Technology

Port Blair, dated the 14th December, 2015

To

The Principal Secretary (Edn/Rev/UD)
Andaman & Nicobar Administration
Secretariat, Port Blair

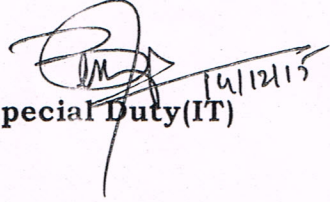
Sub:- Submission of Revised Agreement on Smart City reg.

Sir,

I am directed to refer your DO letter dated 11th December, 2015 on the caption subject I herewith enclosed duly signed revised undertaking / agreement of no objection to get their projects which are included in the Smart City proposal executed through Special Purpose Vehicle.

Encl : A/a

Yours faithfully,


Officer on Special Duty (IT)

AGREEMENT

This is to undertake that:

1. The **Information Technology Department** hereby agrees and convey the consent to delegate the power vested with the department to SPV for implementing the full scope of the Smart City Plan (SCP) and sustaining the Pan City and Area Based Development in respect of projects of this department included as a part of SCP as well as to impose and collect user charges from these projects.
2. The projects of this Department included in the SCP for which funds will be arranged from respective source of fund from UT / Central and other schemes of convergence as indicated in the SCP and the same is / will be included in the DPR / Schemes of Central / UT Government and others with required budgetary provisions for transfer of the same to SPV to facilitate its implementation.

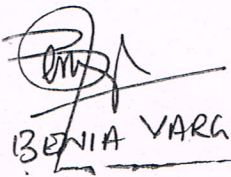
Place: Port Blair

Dated: 11th December, 2015

Signature:

Name:

Designation:


BENIA VARGHE
DDO (IT)
DEPARTMENT OF INFORMAT
TECHNOLOGY
A&N ADMINISTRATION

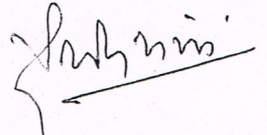
AGREEMENT

This is to undertake that:

1. The **Education Department** hereby agrees and convey the consent to delegate the power vested with the department to SPV for implementing the full scope of the Smart City Plan (SCP) and sustaining the Pan City and Area Based Development in respect of projects of this department included as a part of SCP as well as to impose and collect user charges from these projects.
2. The projects of this Department included in the SCP for which funds will be arranged from respective source of fund from UT / Central and other schemes of convergence as indicated in the SCP and the same is / will be included in the DPR / Schemes of Central / UT Government and others with required budgetary provisions for transfer of the same to SPV to facilitate its implementation.

Place: Port Blair

Dated: 11th December, 2015

Signature: 

Name: S. Suresh Kumar

Designation: Deputy Director Education (A)


शिक्षण निदेशालय / Directorate of Education
पोर्ट ब्लेयर / Port Blair

AGREEMENT

This is to undertake that

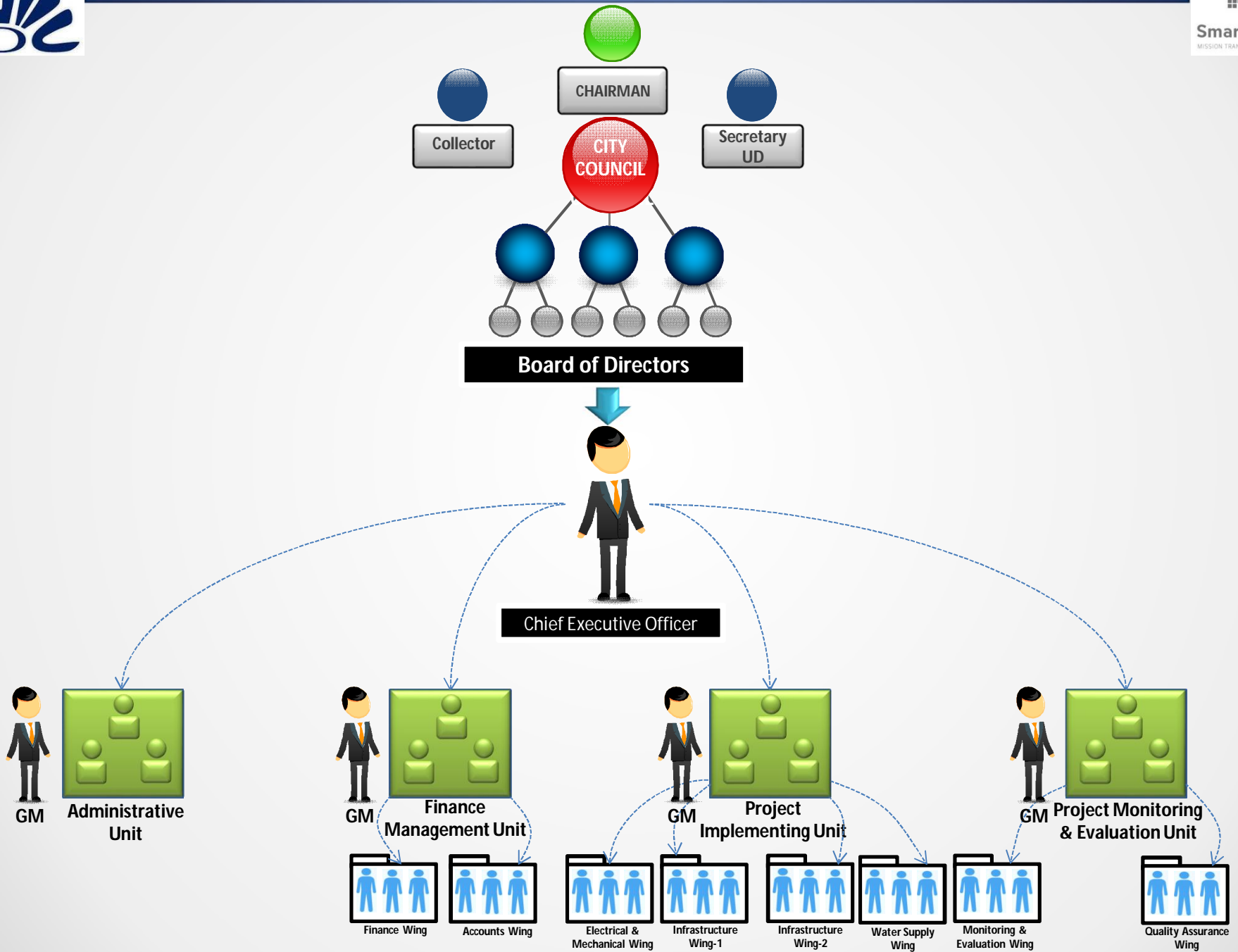
1. the Transport Department hereby agrees and convey the consent to delegate the power vested with the Department to SPV for Implementing the full scope of the Smart City Plan (SCP) and sustaining the Pan City and Area Base Development in respect of projects of this Department included as a part of SCP as well as to impose and collect user charges from these projects.
2. the projects of this Department included in the SCP for which funds will be arranged from U.T Plan and the same will be included in the DPR/Schemes of Central/UT Government with required budgetary provisions for transfer of the same to SPV to facilitate its implementation.

Place: Port Blair
Dated: 14.12.2015

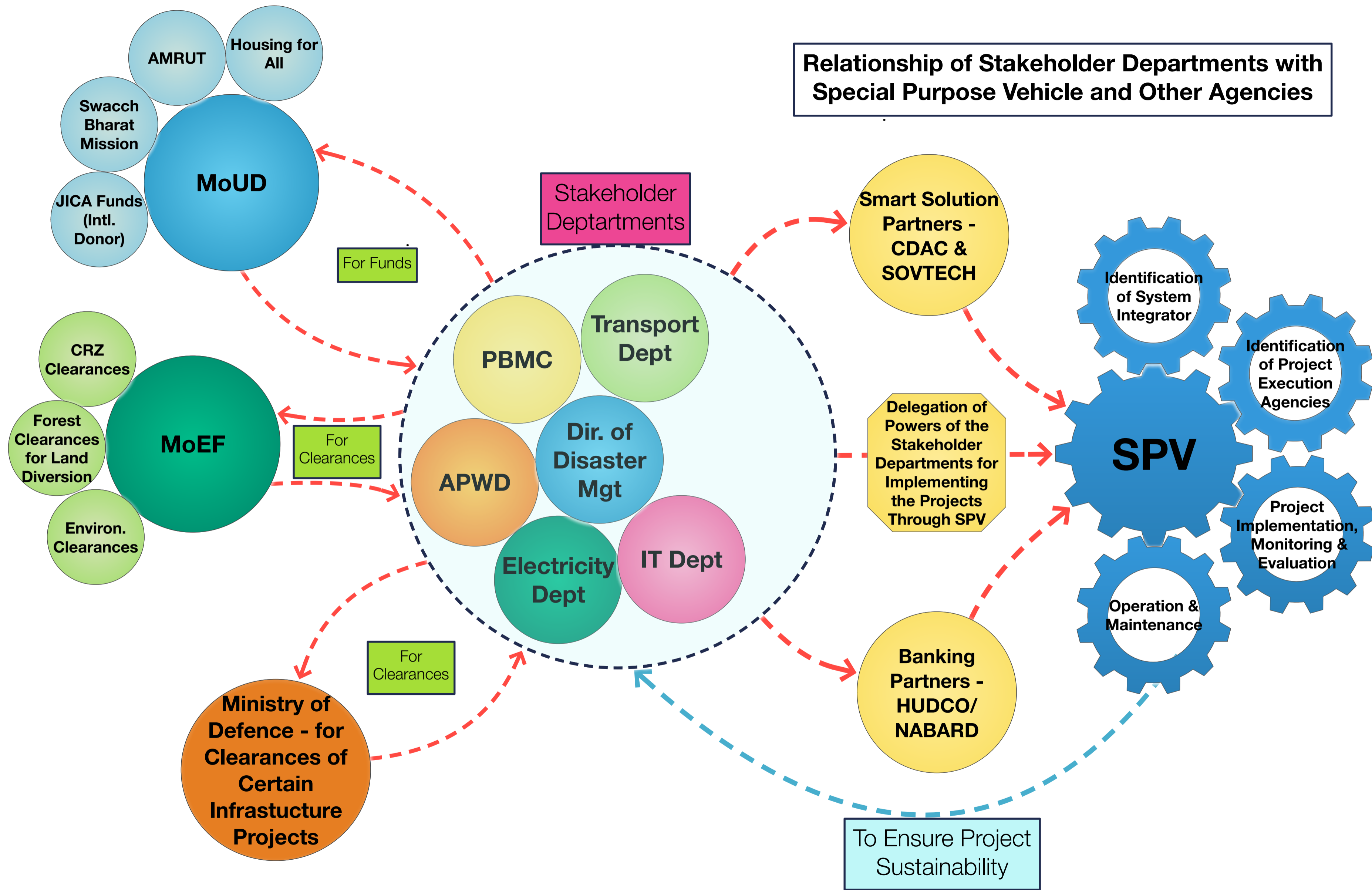
Signature:  14/12/15
Name: R. MENAKA, IAS
Designation: Secretary-cum-DOT



HUMAN RESOURCE PLAN OF SPECIAL PURPOSE



Relationship of Stakeholder Departments with Special Purpose Vehicle and Other Agencies





Prabhat Singh
Managing Director & Chief Executive Officer

आर डी सं. 3843
RD No. 11/12/15
योजना अनुभाग
Planning Section

Petronet LNG Limited
World Trade Centre, 1st Floor, Babar Road,
Barakhamba Lane, New Delhi – 110 001 (INDIA)
Tel: +91 11 23472503, 23472504
email: md.ceo@petronetlng.com

Ref. No. : PLL/MD&CEO/A&N/1/2015

10th December, 2015

Subject: Use of Duel Fuel in the Ferries/Ships

Dear **Baroka Jaikech,**

Please refer our discussion on 16th November, 2015 in your office at Port Blair. We understand that Andaman and Nicobar Island authorities are procuring Ship/Ferries which will be using HFO as fuel.

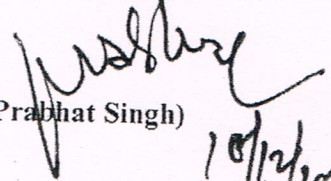
You may be aware of the statement given by Ministry of Transport at Kolkata recently that LNG shall be used as fuel for inland waterways transportation. LNG is more environmentally friendly fuel, is having lower NOx and SOx emissions. Further, it has reduced particulate matter and Carbon Dioxide generation. It has reduction in visible smoke.

International Maritime Organisation (IMO) is also enforcing uses of fuel which contain sulphur lower than 0.5%. This regulation will apply since 2020 for India. It will be judicious to select duel fuel system for engines for new Ferries/Ships at the procurement stage itself. It not invest now, ferries/ships, there will be a saving on NPV basis, of around 10 million Euro (Rs. 10 crores) which shall include savings in capex and operating expenses on net basis as of now, if we select duel fuel engines. The detailed supporting document is enclosed as Appendix A.

Our team is reaching Port Blair on 14th December, 2015 and shall be delivering presentation to you on setting up of Satellite LNG and Power Terminal.

With warm regards,

Yours sincerely,


(Prabhat Singh) 10/12/15

Shri Arun Baroka IAS
Principal Secretary
UT of Andaman & Nicobar Islands
Andaman & Nicobar Administration
Secretariat, Port Blair – 744 101
Email: arunbaroka@yahoo.co.in

Ad PL
14/12/15

VB-2
11/12/15

भारत सरकार

नवीन और नवीकरणीय ऊर्जा मंत्रालय

Government of India

MINISTRY OF NEW AND RENEWABLE ENERGY

ब्लॉक नं. 14, केन्द्रीय कार्यालय परिसर, लोदी रोड, नई दिल्ली-110003

BLOCK NO. 14, C.G.O. COMPLEX, LODI ROAD, NEW DELHI - 110 003

Fax : 011-24361298

Telegram : RENEWABLE

सं.

No. 30/26/2015-16/NSM

दिनांक

21st August, 2015

To

Shri B. Ajit Kumar

Executive Engineer (NRSE)

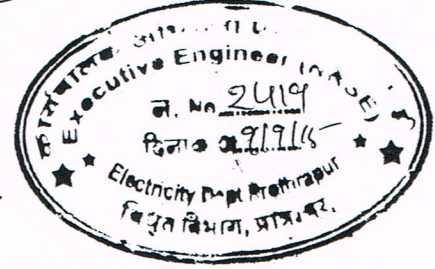
Andaman & Nicobar Administration

Office of the Executive Engineer

Electricity Department, NRSE Division, Prothrapur

Port Blair-744105

Fax: 03192-250930



Sir,

I am directed to refer your letter EL/NRSE/Tech/1-1(7)/15-16/781 dated 30/07/2015 regarding setting up of 100 MW capacity Solar Park at South Andaman of Andaman and Nicobar Islands.

2. In this connection, approval of the Competent Authority is conveyed for change in Solar Power Park Developer from Solar Energy Corporation of India (SECI) to NTPC, Ltd. for setting up one Solar Park of 100 MW capacity at different locations in South Andaman of Andaman and Nicobar Islands.

3. It is requested to submit the DPR at the earliest.

Yours faithfully

A. S. Parira

(A. S. Parira)

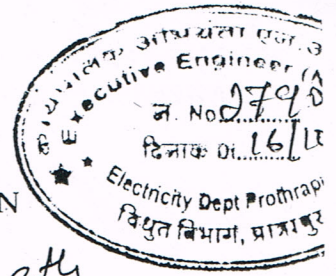
Scientist-C

Tel: 2436 3546

Copy to:

1. **Shri Suresh Kumar Bhandari**, Secretary (Power), Andaman and Nicobar Administration, Secretariat, Port Blair, Tel: 03192-234417
2. **Shri S. J. Muley**, Executive Director (RE), NTPC Limited, NTPC Bhawan, SCOPE Complex, Institutional Area, Lodhi Road, New Delhi – 110003
3. **Dr. Ashvini Kumar**, Managing Director, Solar Energy Corporation of India, 1st Floor, D-3, A Wing, Religare Building, District Centre, Saket, New Delhi-110017

F.No.34-66 (2)/2015-Rev
अण्डमान तथा निकोबार प्रशासन
ANDAMAN AND NICOBAR ADMINISTRATION
सचिवालय/SECRETARIAT



Port Blair, dated the 16 October, 2015

To

The Deputy Commissioner,
South Andaman District,
Port Blair.

JE (Tech.)
R.D.No. 2172 ✓
Date. 19/10/15

Sub: Allotment of land to Electricity Department for setting up of Solar Power Project at Mithakhari -reg.

Sir,

I am directed to refer your proposal contained RC No. 152/2015/DC(SA) on the subject cited above and to convey herewith approval of the Hon'ble Lt. Governor, A & N Islands for allotment 42.5317 Hects of land for setting up of Solar Power Project at Mithakhari, as proposed in the said Revenue Case, in favour of the Electricity Department under Section 146(2) of the A&N Islands LR&LRR, 1966.

RC No. 152/2015/DC(SA) (in original) is returned herewith.

Yours faithfully,

sd
Deputy Secretary (Rev)

Copy to:

1. The Executive Engineer, NRSE, Port Blair
2. Sr. PS to Secretary to Hon'ble Lt. Governor.
3. The PS to Principal Secretary (Power) for information of Principal Secretary (Power)

sd
Deputy Secretary (Rev)