ANNEXURE 1

S. No	Feature	Definition
1.	Citizen participation	A smart city constantly adapts its strategies incorporating views of its citizens to bring maximum benefit for all. (Guideline 3.1.6)
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)
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)
4.	Health	A Smart City provides access to healthcare for all its citizens. (Guideline 2.5.10)
5.	Education	A Smart City offers schooling and educational opportunities for all children in the city (Guideline 2.5.10)
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)
7.	Compactness	A Smart City encourages development to be compact and dense, where buildings are ideally within a 10-minute walk of public transportation and are located close together to form concentrated neighborhoods and centers of activity around commerce and services. (Guidelines 2.3 and 5.2)
8.	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)
9.	Housing and inclusiveness	A Smart City has sufficient housing for all income groups and promotes integration among social groups. (Guidelines 3.1.2)
10.	Transportation & Mobility	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)
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)
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)

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Feature	Definition	Scenario 1 (BASE)	Scenario 2	Scenario 3	Scenario 4 (ADVANCED)	ber-assessment or 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	Assmart city constantly shapes and changes course of its strategies incorporating views of its citizen to bring maximum benefit for all. (Guideline 3.1.6) a Smart Cito has a univus identity which distinguishes	The City begins identifies priorities and projects to pursue without consulting obtains.	Chy undertakes citizen participation with score select sakaholden. The findings are completed and incorporated in some projects or program. Vary few major decisions are abased with-citizens until find projects are unveiled.	City conducts obtain engagement at city level and local area where with most statisticidents and in most areas. The findings are compiled and incorporated in projects or programs.	City constantly conducts olizen engagement with people at each Ward level to incorporate first views, and Phase shape on the second s	3	CDy Level Plane incorporated multi-round stateholder consultations Automated Devineses Networks and polycolation Automated Devineses Networks and NoOs and Otteren' forume Initiated citizen engagement in September 2015 for Smat Oteas Challenge Brough "Shape your City" campaign	4 in next 5 years	• Brenghuning consultative forums at work-work including work committees and enable more staticated inputs from these forums for decision making • Soling up Classe Oriensons Refeators application into a comprehensive Classen Regagement Platform by incorporating average delivery preformance lendback capture and analytics to enable long-term solutions and improved decision making
2 Identity and culture	A Smart City has a unique identity, which identity of forms of other cites, based on some key aspect has broastion or climate; its leading industry, its cultural herritog, is local culture or culturals, or other factors. This identity allows an easy answer to the question "why is this city and not somewhere easier" A Smart City celebrates and promotes its unique identity and culture. <i>Multidens</i> , 113.	There are few architectual monuments, symbols, and feativals that emphasise the unique character of the city. But natural and culture hereings in concessived and others of enhanced through physical, management and policy attructures.	Hatoric and cultural resources are preserved and utilised to some solart but limited resources exists to manage and means the immedias subscortings of the heritage mountests. New buildhols and areas are created without much thought to how hey reliact the identity and culture of here cby.	Historic and cubural heritage resources are preserved and utilised and their sumroundings are well-mimitained. Public spaces, public buildings and amenilies reflect the cubural identity of the city.	Built, natural and intangble herbage are preserved and utilised as archers of the city. Hototical and cutural reacutes are unitmost through various mediums of expension. Public spices, open spices, emerifies and public buildings reflect build isetting and an winday used by the public through feativois, events and achivies.	2	Popularity of Heritage Walks basis lastimony to citizen' efforts Singnanet Lake attracts over 115 species of registrary brids which webwel in recent times because of poor ware qually Four museums present only's diverse culture and history Coimbatore Valha organised for 7 years celebrates into only's culture	3 in next 10 years	 Develop the lakes in the city to nurture environment assets Initials a pogram to nerve priority heritage assets from the last of heritage assets alkeady pergraves. Encourage citizen driven efforts like Colimbatore Vaha Coulds 24 agranulate liand making from among the ideas received from citizen consultations
3 Economy and employment	A smart city has a robust and realisent economic base and growth strategy that creates large-scale employment and increases opportunities for the majority of its citizens. (Guideline 2.8 & 3.1.7 & 6.2)	There are some job opportunities in the city but they do not match all sectors 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 sectors of the population. The city attemps 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.	3	District 4th in Tamil Nadu in GDDP and 8th in per capita (PY11) Motor and Pump Industry account for two third of India's capacity 3000 jewellary companies and 40,000 goldsmiths Ti seports of Res. 5000 cross (P'15) 47 active start-ops and five incubation centres	4	Building Green-Feld Inflastructure In extended areas of Combutine Corporation, reastion of adequate commercial built- up space and twick infrastructure - Improvements on 'Deing Business' parameters including time and ease of obtaining classroos - Continued thrust and investments in Skill Development
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 esistems. 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 welking for most reaidential areas of the city. The city also provides some secondary education facilities.	City provides adequate primary and secondary education facilities within easily reschabile distance for most exaidential enses of the city. Education facilities are negatary assessed through - distabases of schools including number of asudents, attendince, teacher's student ratio, facilities available and other factors.	City provides adequate and high-quality education facilities within easily neachable distance of 10 minutes wailing for all the addential areas of the city and provides mulping options of connecting with specialized teaching and welfs vasaes and foucation. Education facilities are regularly assessed through database of schools including number of studens, attendance, authort-student reduc, facilities are valid with our floctors.	3	 Coimbatore home to 7 universities, 54 enginearing colleges, 2 medical colleges, 35 polytechnics and over 70 Ans and Science Colleges and a large number of schools. There is one primary school for every 1500 population and 1 secondary school per 2115 population reliecting Combatore's strong hold. 	4	Thrust in primary education towards qualitative aspects and improved learning outcomes. Constain of Solubi Centres of Excellance for cutting edge research in fight engineering, testiles and other areas that Combetion enjoys comparison advertages
5 Health	A Smart City provides access to healthcare for all its citizens. (Guideline 2.5.10)	Healthcare is difficult for critizens to access - demand for healthcare often exceeds hospitals' ability to meet critizen meeds.	The city provides some access to healthcare for its residents but healthcare facilities are overbundened 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 canters of the city. It has an emergency response system that connects with ambulance services.	City provides adequate health facilities are easily accessible distance and individual health monitoring systems for elderly and voltenable citizare 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 foreuse likely potential diseases and develop escones a voltares and enventour case.	3	Over 750 hospitals in and around Colmbatore and over 5000 beds with 65% in private healthcare facilities Emergency response ambulance service under 108° operating 27 ambulances and handling over 3000 emergencies every month in the district Effective disease monitoring and mitigation mechanisms in place	4	Continued support to expand and modernise healthcase facilities to retain its standing as pre-eminent healthcase hub for the region which Unthining is model tourism potential - Strengthan access of the needy to modern healthcase by expanding pothe halthcase expansion, including opposing the Government Hospital to state-of an multi-speciality hospital
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 31.2 and 31.2)	The cityhaa mostry separated valia and areas as focuade behar on asianani, commendia, or instantid, with tide co- solutions of uses. The average resident carron with to the diseast market or shops near its or the home. For almost everyone, going to work or going shopping for basic needs regimes a journey by azomobile or taxo of more than 15 minutes. Land use regulators prevent putting commencial or follo locations in makerial neighborhoods and voa varia.	In some parts of the city, there is a mixture of land uses that would allow sceneors to live, more, and shop in close steam with basic opplies may house the steam of the steam drive or use public transportation to access a site for front and basic daily needs. Land use allow support segmenting housing, mail, and office uses, but exceptors are made when requested.	Mostpans of the city have housing, retral, and office buildings in close proximity. Some neighborhoods have light industrial uses within them (e.g., suce repair, craft production). Land use rules abow for mixed uses.	Every part of the city has a mix of uses. Everyone lives within a 15-mixes tip of office buildings, makets and shops, and even some industrial uses. Land use nake measive or encourage developsers to incorporate a mixeare of uses in their projects.	3	Uban developmenti is guided by its Masker Plan of 1994 (under nevision). It specifies asvon categorias of land-sar, Reasidental, Commercial, Industrial, Educational, Public and anni Public use and Apriculture. Nate part of city have housing, restal, and drive buildings in close prosimily. Coinclutore is a mixed cate city in character	4 during the next 10 to 15 years	The organing exercise to revise its Master Plan coupled with the proposed development of the Area based proposal under the Smart Ches Master provide Colmitatore an opportunity to proprise a commonly Mater Plan, one that guides the growth in a planned manner while evolving into a mised-ose pattern city
7 Compact	A Smart City encourages development to be compact and dense, where buildings are located close to one another and are located within a 1-similar wait of public assupervision, terming concentrated mitphibothoods. (buildings 2.3 and 5.7)	The chy is expanding nipidly at its parphety ins underweiped land, raid or manual eases, or alloy instantial contrists. I solar the second second second second second second second across a weight the "system", manning that the buildings spond across and weight across and weight from one arother. Resident eases the second second across the second second second means that the second across the second second second means that the second second second second them are built on the second second second second them are built on the second second second second parphetry means that the second seco	The cityle are or the high density result - such as the city century or traiter care, where buildings are concentrated ingetime and where people can will easily from building to order and orders are people can will be appreciated of the city centration of the loss of building the and difficult to will be been, scenarios with thor-density per- tained and the loss of building the data and ask-building the set of the set of the set of the city centration of the loss of building the and ask-building the set of the set of the set of the set of the set of the set of the set of the developments at the participant period to be timp-scale developments. Reparations will be appreciable to be timp-scale developments.	The city has multiple high density clusters that are assy to well across where buildings are case together. However, allows provide consequences are associated and allows provide out the high-however, walking area. The perpiset, the wave excerned to be more and compact, with buildings that are closes and compact, the buildings that are close together and fine the perpiset. This of percentages or percentations as aspecially those together together the percentage.	The city is highly compact and dense, making the most of land within the city, buildings are classed or together, forming adaption and more provide content on an elevatory met of Regulations encourage or investigate an elevatory met of lands in a strates — and public is land to a minimum. Such delays growth or if a basic of buildings. Public transport and walking sometime invalences of buildings. Public transport and elevatories invalences in marging and elevatory and elevatories invalences of buildings. Public transport and elevatories invalences of the basic of buildings. Public transport and elevatories invalences of the basic of buildings. Public transport and elevatories invalences of the basic of buildings. Public transport and elevatories invalences of the basic of buildings. Public transport and elevatories invalences of the basic of buildings. Public transport and elevatories invalences of the basic of buildings. Public transport and elevatories invalences of the basic of buildings. Public transport and elevatories invalences of the basic of buildings. Public transport and elevatories invalences of the basic of buildings. Public transport and elevatories invalences of the basic of buildings. Public transport and elevatories invalences of the basic of buildings. Public transport and elevatories invalences of the basic of buildings. Public transport and elevatories invalences of the basic of buildings. Public transport and elevatories invalences of the basic of buildings. Public transport and elevatories invalences of the basic of buildings. Public transport and elevatories invalences of the basic of buildings. Public transport and elevatories invalences of the basic of buildings. Public transport and elevatories invalences of the basic of buildings. Public transport and elevatories of the basic of basic of basic of basic of the basic of basic o	1	Dense core of 144 pph visa-vis average of 64pph for the whole only - Spaning forstency of growth in ladied areas of us to alsone of Daniel D Ownormer, 1999	3 in the next 10 years	Crigoing exercise to revise Combator's Master Pan will incorporal Trans-of-instances as law yheres and will be passed Development Plans and systems (Infrastructure Provision in added areas to facilitate guided and compact cluster based developments in the added areas.
8 Public open spaces	A Smart City has sufficient and usable public open spaces, many of which are green, that promote exercise and outdoor recentation for all are 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 increasional spaces are located far away and an dispersed at long distances around the city. The few available public open spaces offer a limited unitiety of experimences for all sectors of oppulation and age groups such as places for spent, places for rest, and places for state.	A variety of public open apaces are available in some mightophotoch, to are not available in all he areas of the city or are located far away from residential areas. Many of open apaces have access in strictore, or are not well- maintained. A variety of syste of public open papaces may lacking, such an instraind aware, green aware, parke, plates, or recessfor areas. Housing is available at most income levels but is highly	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 mere valenciable 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 05 minutes walking classes. Open spaces are of various types - natural, green, plazas, parka, crecnadon areas with structure values. Section 6 open. Public spaces tand to tudy reflect the natural and cultural identity of the city.	2	 Overall Open Space availability only 1.12 sq m/per capita (vis-8-vis a norm of 10-12) and in built up area is also below norms (0.50 vis-8- vis a norm of 2). A per CORC's CDP, Combatow city has a total of 60 parks of area 29872 sq. m in the city. 	4 in the next 5 to 10 years	 Rejuveration of the eight Lake system in the core area of the city along with green cover and interfiniting chemenia. Development of green spaces in the Jall Land and other areas in the city. Modernisation of children parks and green space in 74 identified locations.
9 Housing and inclusiveness	A Smart City has sufficient housing for all income groups and promotes integration among social groups. (Guidelines 3.1.2)	Let data Housing is very limited and highly asgregated across income levels. Provideo growth fire access the creation of new houring. The poor level informat asterments with limited to no access to basic services, and are concentrated in a few areas. The wathing his is aspaced and concentrated in a few middle have few. If any cotions.	Housing is available at most income levels but is highly segregated across income levels. Population growth slightly asceeds the creation of rew housing. The waterby 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 nate of population growth. Increasingly, lower and midel-income people can find housing in areas that are conveniently located.	A wide range of thousing is available at all cost levels. The supply of housing is growing at pace with population. Altrnable, moderate, and learry housing are found clustered together in many areas of the city.	2	Colmbatore's Stum Free Oty Plan of Action (SFCPOA) reports that there are 215 stams. The total number of household residing in the situms is 29,037 translating to nearly 10% of the city's population. Colmbatore's Stam-Free Oty Action estimates an orally of Rs. 2023 core for both preventive and curative improvements.	4 in next 10 years	In line with the Vision Tamil Nadu 2023, Coimbatore seeks to become slum free by 2023 by implementing the Slum-Free City action plan
# Transport	A Smart Chy does not require an automobile to get around; distances are short, buildings are accessible from the sidewalk, and transit options are plantiful and attractive to popple of all income levels. (Buildelines 3.15 & 6.2)	Principal automobile centric ofly with very few modal options, Long tip lengths of adup commutes to work and elacuation. Accessing various areas by walking or cycling is difficult. Woman and valuesials as actions find the very difficult to move independently in the city. There is limited public transport. Vehicles cause help at and noise publics hevels in the city. Vehicles dominate public spaces and affect their effective functioning.	The street network system is elaborate but public transport choices are netricoles. Public transport can be too expensive unufforciable for the poor. Publication in interactura is only available in salect areas. The majority of investments focus on neducing traffic congestion through the creation of more reads.	Network of streets are fairly compilete. Public transport covers most areas of the city. However last mile cornectivity remains compiles with finitics transport points. Food paths are accessible in miced areas, whereas concerns of add and any strength of the strength of the strength of the constance of the strength of the strength of the constance of the strength of the strengt of the strength of the strength of the strength o	Street network is complete and follows a clear structure. Public transportation network covers the entities city and intransity of connection network with the demand city of coptions of public transport, was an analysis and altertabule for all sensitive of the statement of complexity of the statement of the statement of complexity of the statement of the statement of complexity of the statement and Walking and cycling is prevailent.	2	Well-spread road network of over 2100 km with six main constons Overant road density at ~ 7 km / sq.km Alfordskik accessible public transport system but trip share (40% of traig) stagnart over leat few years - Concerner of crossings, security, parking facilities and foottpath nemain	4	 Mass-Travel Systems on select contoos along with resolutions in policito transport - Invastranta's in Bass and Freight Terminals, Malb-loval Car parking = Facilities for Non-mobiles datasport and policitation movement - Upgenation of not instruct including geometry. Julgement improvements, widering gradus separators, signalisation and me travel nail formations.
# Walkatée	A Smart City's roads are designed equally for pedsatrian, cyclints and vehicles; and road sately and aidwalks are paramount to steed design. Traffic aignais are sufficient and traffic rules are enforced. Shope, resultments, huiding entrances and trees line the sidewalk to encourage waiking and there is ample lighting so the positivin feels as fe day and night. (Guidelines 3.1.3 & 6.2)	The city is designed marry for the automobile. Daily life whom a care requires long too risks. Walking is difficult and other disquirous; there and the powersmith, existing powersmith need hopping and liab kneets to provide stated to the state of the state of the state of the baldings have their main estimations as back from the stead- tor marking with lengt diseases of the state of the baldings have their main estimations are back from the stead- ting disease disease the state of the state of the baldings have their main estimations are back from the stead- tion the stead-and scenations are state diseased and them from the strengt and the stateback back of the state. Tatific assists are often diseased.	Observations of the city area artic of pediostisme, cyclista, and which is but newsrates area for concern training on the automotion. In the new areas, there are fear pediements and main netrances to two buildings area on daccessible from the franct of the astware. Large drivenups or parking tota often appearating them form the streter, and sometimes are are enclosed by glates. In these areas, testic signals are discherging .	The oity has a good network of pavements and bike lanes. Buildings in most areas of the oby are easily accessible from the pavement. Hower, tutific signals are screetimes disobeyed and it can feel difficult to cross the street.	The city is highly wellable. Pavements exist on every streat and as maritatived. These inor many advances to provide many accessible to the statement of the stream of the state accessible to the statement. The stream control the flow of advances and as enforced. A network of bills lines using to provide cycling as a means of tanaport. Traffic rules are followed and enforced with great seriosaness.	2	Dates of pediatribute and cyclicit 1-K's of type Train The Table 20 to be been the type, Shock's initiative under which will read to the type mark encount of the type, Shock's initiative under which will read to the type mark encount of the type, and the type, and type,	4	 Implement suggestions provided in CAB* Increases modal share of padestrians and cyclists to at least Encess that 270 of primary and second synakholis is equipped with locapates and facilities Provide for unconstructured, segregated, continuous cyclis tack of 2m within satissts 00% of road remonk Signs to cause VVI Holgoots at 10 boatforus in the city
# IT connectivity	A Smart City has a robust internet network allowing high-speed connections to all offices and dwellings as desired. (Quideline 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 will services to provide opportunity for all the citizens to connect with high speed internet across the city.	3	Highest broadband internet penetration (40%) among Indian clies, as per Independent survey in 2013 Finat city in Tamil Naidu to get BSNL's fibre-to-home broadband Banriosa Among the first set of cities to be connected to 4G services in the country	4	• Saipa to charake with in bopcios at to occurcing in the city - Upgrading to the based e-governance and m-governance - SCADA-based management of infrastructure services (water supply, severage), - CPS-enabled inheligent transport solutions and vehicle tracking solutions - City surviviliance through a CCTV network and central montholing and control iom.
# ICT-enabled government services	A Smart City enables easy interaction (including through online and telephone services) with its obterner, 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 Inked with online platforms. Paper intensive interactions with the local Government continues. Receiving services and response to obtain complete take a long min. There is limited availability of data to moritor 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 inguises or comparism 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. Criteria and officials can access information on accounting and monther status of projects and programs through data available on online system. Robust data informature system shares information and enhances internal governmental coordination.	3	Calzen-centric e-governance - online payment paiwwy for all reverse statums, issue of Brith/Dairh Centificates, status of versos applications, DCM and building pairs approval Malt-mode pairs, internet, potal, phone) Chineance Rechessial Chargerise-extende functions - Project Monitoring and disclosure, accounting and functions.	4 next 5 to 10 years	 Based on inputs obtained during the consultations, work closely with the Datiet, Administration and GoTM to create a common samehas single-windre platform for e-gooramore a services across all departmentsingencies of GoTM - Leverage social media and crows for succing platforms to strengthen citizen engagement and their role in decision making
# 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 nexidents 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 metaring linked to online platforms for monitoring and transparency.	3	- Demand-333MW and has grown at 8% annually(FY13 to FY15) - Supply-788MW (05% of demand) - Underground cabling-504m in oxising - Dastbudien bases - 12.01% (FY 13) to 11.86% (FY 15) - 20 sub-attione existing visi-a-budies 30 required - 80% connections have digital matering - Settine und 152ADA cente	4	Underground cabling city-wide IT implementation Oral budion startghtening works which include new distribution terratoremers, FVDS SCADA/DMS implementation city-wide
# 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 forseeable 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 nariwable sources. There are long term targets for higher neriwable energy capacities and the city is making plans to achieve these.	At least 10% of the energy used in the city is generated through nerwable sources. The city is undertaining tong-term stategic projects to tap nerweable sources of energy in its signin beyond to increase the percentage of nerweable energy sources.	3	Panewable energy supply of 1.2 MW in FY15 370 households and 30 government buildings with solar panels 40% of metrics are digital metrics that enable her-way reading Coimbatore has been selected as solar cby and the plan envisages to achieve 10% of consumption though renewable energy	4	Adoption of Solar energy: identified five solar power projects (each of 70KW) under the Plot Solar Chies scheme. The Corporation has acupit firenzial assistance from the Ministry of New and Renewable Energy (MNRE) for them. 100% shift ealerchinic digital meters within 5 years Encoursions mol-too solar
# 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 anting targets and processes in place to try to improve its water supply. Unaccounted water loss is less than 30%.	The oity 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 actions of the society. Unaccounted loss liess than 15%.	2	Various sources developed under Piltz and Sinuaris schemes - Added areas not properly covered Water supply once in floar days under Sixuaris schemes, 3 to 4 days under Piltz scheme and 4 to 12 days in added areas - Cape in mesting (20%), por -capital supply, Non-Revenue Water //85%) and collection efficiency (80%)	3	Provision of city-wide 24x7 water supply-floated a Request for Qualification (RFQ) Aggreentation of sourcing and treatment and extension of distribution in added areas.
# Water management	A Smart City has advanced water management programs, including amart metera, rais water harvesting, and green infrastructure to manage stormwater runoff. (Guideline 6.2)	The city does not measure all its supply. It does not recycle waske water to mean be requirements and naiv water harwesting is not prevalent. Rooding often occurs due to storm water non-off.	The city has meters for all its water supply but lacks mechanisms to monitor. Water watewape is very high. Some, but not much, rainwater harvesting exists.	The has meters for all its water supply with some ament mechanisms to monitor. Reinwater harvesting systems are installed and shorn water is collected and stored in water bodies. However, recycling of wate water and reusage of storm water is limited.	The city has meters for all its water supply. It includes smart mechanisms to monitor remotely. Reinwater harvasting systems are instaled and utilised through the city and storm meter is collected and abared in water bodies and treated for sage. Recycled water water is supplied for secondary uses.	2	 20% connection are metered but lacks robust mechanisms to monitor and NRW is 56%. Patriwalsh trainsisting mandatory to get a wafer connection and raismater harvassing structures are guite common. Room for improvement of the datan network for managing water flow and chaining in public areas. 	4	 Implement a PPP to improve water management practices in the core areas Significantly leverage technology and ICT solutions (including unkneal metality) and advantage carding, SCADA based monitoring of water system, Energy-Afficient pumping explament ad advanced network leak detection to plag technical losses and NEWI
# 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 waiste water is collected and treated before before disposal. It is also treated to a high standard and some is recycled.	The city has zero veste water because all the water water is collected, treated and recycled. It meets standards an reduces the need for fresh water.	1	 Partial Underground Severage System (UCS) in the enshelve corporation awa while the remaining areas in the enshelve corporation and recently added areas are convent of y open drains Severage system covers an area of 23 sq. km with 162 km of sever lines were and 24,380 hocsehold service connections 	4 in 10 years	NPCV) - Completion of ongoing sewerage project covering an area of 87 sq.hm, Sewer Lines 582 km and 103306 connections - Implementation of DPR for uncovered areas at a estimated cost of Rs. 1531 cross - Implementation of a Testay Treatment facility for reuse and secycling of domesics sewage if kasible - Implement one are quality severalized several and monitoring
# 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 association 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 ascentain reasons for degrees of pollution in the air. Pollution levels are acceptable.	The chy has clean air by international standards. Live Air quality monitoring cover the entire chy and data of air quality are mapped.	3	As per Cointratore's CDP prepared excently, its air quality is nearcontrol yood and polition involves in nerms of Nox and SOX levels as well within permissible limits. However SPM levels have been marginally above times to a cospite of years. • Second prices under the National Energy Conservation Awards	4	equipment at various locations across the city • Implement interventions identified under CMP to bring down the growth of personal vehicles • Immove the onean cover in the city.
# 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 effeciency 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 effeciency systems and some older buildings are also retroffield to be more energy efficient. Local government conducts courseling and outwach with developer, businesses and residents to adopt energy efficiency strategies	All the existing old and new public buildings employ energy effeciency principles in development and opperation 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 incentioes and regulations.	3	megany documents in a couple of years. Second pits under the Nethonic Encyclonewation Awards - Use of elements and caleportaing sheed light Barmation educated power costs by 25%. - Switching to Emergy efficient gloring in public places and offices - Dolow well'a healing in an identity carter and actions. - Dolow well'a healing in a matering carter and actions - Dolow well'a healing in a matering carter and actions. - Dolow well'a healing in a matering carter and actions - Dolow well'a healing in a matering carter start.	4	Scale up energy conservation and efficiency improvement programs cly wide over the next 3-5 years. Undertake energy audits and work with their agencies including TANEDCO, BEE and other local agencies to spread chywlat awareness on charman side menagement and energy efficiency masaures. Committeements undersomed during of all others.
[#] 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.	Nore than 90% of the city has underground electric wiring system.	2	Underground cabling of 504k present and 1282km porposed which will cover over 43% of the city	3	Comprehensive underground ducting of all utilities Development of model reads. Exit floated Development of GIS mapping of utilities below the ground to enable management and additionalchanges to be done by all annice providers.
* 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 oily do not have access to sanitation infristructure and facilities.	Sanitation facilities are available to 70% of the city's population.	Sanisation facilities are available to 90% of the city's population.	Sanitation facilities are available to 100% of the city's population.	3	 • 92.5% of households are covered with sentation facilities. • 20% of the households do not have safe disposal facility (septic tank or several paces antenok). • Discharge of severge to water bodies and storm water drains in several places. • 313 public conveniences cater to population uncovered 	4	Construction of over 6000 tollets under Swechh Bharat Mission to cover all households
# 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 segretated, collected, recycled and disposed in an environmentally sound manner.	The city soluces land Hickseed by weeks so the it is minimal. All the units' weeks generated is seggraphical action and and for rangeling. Organic works is sent for composing to be and for gradeleng in the city. Energy couldent through wates is considered.	3	Door-to-door collection - 80% Source segregation - 60% Pource segregation - 60% Poir Mode-construction and management of transfer stations and Composing plant & availably leaded table to 15 Ton biometized plant implemented and used for streetlights * Discomposing processing of 100 TPO of waste * SECCH asker for descentibulat SWM	4 in 5 to 7 years	CCMC to scale up the decentralized approach across other zons. Solid p another 10 ton per day bio-methanation plant setting up another waste processing plant within CCMC
# 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. Muldeline 6.21	The city has low levels of public safety - most groups of nasidents 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, childsen and the elderly lead 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.	2	CCTV surveillance has been provided at some important places.	4	CCTV surveillance across the city in all the junction and important places

1. List of Abbreviations*

CCMC	Coimbatore City Municipal Corporation
CCP	Coimbatore City Police
CCTP	Coimbatore City Traffic Police
CCTV	Closed-circuit television
CII	Confederation of Indian Industry
CODISSIA	Coimbatore District Small Industries Association
EESL	Energy Efficiency Services Limited
ESCO	Energy Service Company
ICC	Indian Chamber of Commerce
IPDS	Integrated Power and Distribution System
ITDP	Institute for Transportation and Development Policy
ITS	Intelligent Transport systems
MHUPA	Ministry of Housing and Urban Poverty Alleviation
MNRE	Ministry of New and Renewable Energy
MSME	Ministry of Micro Small and Medium Enterprises
NMT	Non-Motorised Transport
NTADCL	New Tirupur Area Development Corporation Limited
NUHM	National Urban Health Mission
PMU	Project Management Unit
PTZ	Pan-Tilt-Zoom
PMAY	Pradhan MantriAwasYojana
RAAC	Residents Awareness Association of Coimbatore
r-APDRP	Restructured Accelerated Power Development and Reforms Programme
RFID	Radio-frequency identification
SBM	Swachh Bharat Mission
SCMP	Solar City Mission Plan
TANGEDCO	Tamil Nadu Generation and Distribution Corporation Limited
TNIDB	Tamil Nadu Infrastructure Development Board
TNPCB	Tamil Nadu Pollution Control Board
TNSCB	Tamil Nadu Slum Clearance Board
TNSUDP	Tamil Nadu Sustainable Urban Development Project
TNSTC	Tamil Nadu State Transport Corporation
TNUIFSL	Tamil Nadu Urban Infrastructure Financial Services Ltd.
TUFIDCO	Tamil Nadu Urban Finance and Infrastructure Development Corporation Ltd.
UTTIPEC	Unified Traffic and Transportation Infrastructure (Planning & Engineering) Centre

*Not exhaustive. Commonly used abbreviations such as CAGR, km and those already used in the Smart City Proposal guidelines have not been added here.

2. List of References for Questions 1-43

This section provides sources, references and additional information pertaining to responses provided for Questions 1-43 and needs to be read along with Section 3 which lists the documents and information referred. They have been uploaded on CCMC's website for public dissemination and to provide a comprehensive reference guide for the Smart City Proposal.

Q. No.	Sources, references and additional information
	a) Transportation condition
	STATUS
	i. Coimbatore's City Mobility Plan 2015. For document link refer Section 3 (1a)
	ii. – same as above -
	iii. – same as above-
	iv. Refer Happy Streets Coimbatore's community page on Facebook
	https://www.facebook.com/events/884627071037/ and CMP proposals for NMT
	EFFORTS
	ii. Model Roads are being planned along 6 stretches covering 11 km. The bid process for appointing
	consultants for the same is being initiated. http://www.thehindu.com/news/cities/Coimbatore/six-model-
	roads-planned-in-coimbatore/article7666730.ece
	b) Water availability in the city and reduction in water wastage/ NRW
	STATUS
	i. City Development Plan. For document link, refer Section 3(1c)
	ii. Tamil Nadu ordinance passed in 2003 to make rain Water harvesting Mandatory across the State. For
	document link, check Section 3 (3a)
	iii. Refer <u>https://www.ccmc.gov.in/</u> for the details on the helpline
	iv. AMRUT-SLIP on water supply has the SLBs. EFFORTS
	ii. PPP bid process RFQ and DPR
	presentation.https://payment.ccmc.gov.in/DwnldForms/24X7_Water_supply.pdf
	c) Solid waste management programs in the city
1	i. http://jnnurm.nic.in/wp-content/uploads/2013/08/City-Report-on-Coimbatore-SWM-Project-under-
	JNNURM Final.pdf and http://icrier.org/Urbanisation/events/26-27-August-
	Kerala/GLatta_SWM_CCMC_PPT_Coimbatore.pdf
	ii. www.skoch.in/168/skoch-smart-governance-award-2015order-of-merit-list.html
	iii. Reported SLB performance. CCMC. Coimbatore City Development Plan. For document link, refer
	Section 3(1c)
	iv. – Same as Above-
	v. – Same as Above-
	d) Safety/ security conditions in the city
	Source: http://www.thehindu.com/todays-paper/tp-national/tp-tamilnadu/criminal-tracking-system-launched-in-
	coimbatore-district/article5040447.ece and Crime/ CCTV database. Coimbatore City Police. Additional media
	reporting under http://timesofindia.indiatimes.com/city/coimbatore/Crime-rate-down-this-year-Top-
	cop/articleshow/45684930.cms and http://timesofindia.indiatimes.com/city/coimbatore/Crime-rate-down-this-
	year-Top-cop/articleshow/45684930.cms
	e) Energy availability and reduction of outages in the city
	Details collected from TANGEDCO. For document link, check Section 3 (2n)
	Solar City Master Plan. For document link, Check Section 3(1d)
	f) Housing situation in the city, specifically role of municipality in expediting building plan approvals, property tax
	collection, etc
	i. Refer <u>http://115.249.120.209/bpams/cmc/logincmc.aspx</u> for the automated building approval website
	ii. Check Section 10 for property tax DCB.
2	iii. Coimbatore City Development Plan. For document link refer section 3(1c)
2	Presentation on E-governance system in Coimbatore. http://icrier.org/pdf/Tamilnadu_Coimbatore_6nov12.pdf

Q. No.	Sources, references and additional information
	b(iii). For document link refer section 3 (2a) and (2b) for details on "Shape Your City" campaign. View https://www.ccmc.gov.in/ccmc/ for the corporation website
	Strengths
	i. Coimbatore District Development Plan.
	ii. Coimbatore City Development Plan. For document link refer Section 3 (1c)
3	iv. Coimbatore CMP. For document link refer Section 3 (1a) Weakness
	ii. AMRUT SLIP for Sewerage.
	iv. AMRUT SLIP for parks.
	v. Refer Coimbatore financials of FY15 and investments identified in CDP. Check Section J and Section 3(1c)
4	Coimbatore CMP for the key goals. For document link refer Section 3 (1a) Solar City Master Plan for Section 3(1d)
	Step 2- For document link refer Section 3 (1a),(1c) and (2a) for the city plans
5	Step 3- Refer question 6, Section 3(2b) for the social media links, Section 3(2k) and Section 4 for detailed
	citizen engagement results
	Section 3 (2a) for the details on Shape Your City workshop and Seminar Section 3 (2b) for the social media links
	Section 3 (2b) for the social media links Section 3 (2e) and (2i) for the consultation questionnaire
6	Section 3(2d) and (2h) for consultation presentations
	Section 3(2I) and (2m) for Press articles and Photographs of consultations
	Section 3(2k) and Section 4 for findings from Citizen Engagement
7 8	Annexure 2 for Self Assessment
9	Section 3 (20) for the baseline details of Area under ABD
	Step I
	i. Refer Section 4 for the results of Citizen Pulse Survey
	<u>Step II-</u> For document link refer Section 3 (2c) for the agenda of Technology workshop conducted by GoTN i. Check Section 4 for the Citizen Pulse Survey results and options identified for Area based Development
	iv. Refer Section 3(20) for the population covered under ABD
	v. http://www.newindianexpress.com/states/tamil_nadu/Valankulam-Rid-of-
10	Encroachments/2015/05/28/article2836202.ece for the removal of encroachments around Vaalankulam lake,
	DPR of all lakes, http://www.thehindu.com/news/cities/Coimbatore/periyakulam-tank-bund-work-begins/article6997462.ece on bund strengthening of Periyakulam lake and For document link refer Section 3
	(1a) for CMP
	Step III
	For document link refer Section 3 (2j) for the Round II consultation presentation with the components of ABD
11	proposal Refer Section 12 for spatial maps of ABP and Section 5 for Smart Solutions used
12	Section E for Smart Solutions used in ABP
	Table I
	1. AMRUT SLIPS
13	4. For document link refer Section 3 (2n) for the details on IPDS5. For document link refer Section 3 (1b) for Slum-free city action plan
	6. For document link refer Section 3 (1d) for Solar City Master Plan
	i. Seamless Mobility
	a. For document link refer Section 3 (1a) for the CMP proposals
	 b. Refer Happy Streets Coimbatore's community page on Facebook https://www.facebook.com/overts/884637071037/
16	 <u>https://www.facebook.com/events/884627071037/</u> c. Model Roads are being planned along 6 stretches covering 11 km. The bid process for appointing
	consultants for the same is being initiated. <u>http://www.thehindu.com/news/cities/Coimbatore/six-model-</u>
	roads-planned-in-coimbatore/article7666730.ece
	d. For document link refer Section 3 (1a) for the CMP proposals
	iii. Closing the water loop

Q. No.	Sources, references and additional information				
	a. DPR of lakes and Section 3(3a) for the Tamil Nadu Municipal Laws ordinance on RWH				
	b. PPP bid process RFQ. https://payment.ccmc.gov.in/DwnldForms/24X7_Water_supply.pdf				
	c. RFP of TTRO				
	iv. Sanitation and Solid Waste Management				
	d. Refer www.skoch.in/168/skoch-smart-governance-award-2015order-of-merit-list.htmlfor the SKOCH				
	award details				
	e. Referhttp://www.thehindu.com/news/cities/Coimbatore/corpn-forms-swachh-bharat-task-				
	force/article7704183.ece on the city sanitation task force formed to spread awareness				
	v. Affordable housing- For document link refer Section 3 (1b)				
	vi. Energy Security				
	f. For document link refer Section 3 (1d) for Solar City Master Plan				
	g. Same as above				
	h. For document link refer Section 3 (2n) for the details on IPDS				
	vii. Energy Security- Referhttp://ncrb.gov.in/CD-CII2013/Statistics-2013.pdf for the crime statistics				
	viii. IT connectivity, digitization and smart applications-				
	http://icrier.org/pdf/Tamilnadu_Coimbatore_6nov12.pdf				
	Step I- Refer http://icrier.org/pdf/Tamilnadu_Coimbatore_6nov12.pdf for the presentation of the E-governance				
	system existing in CCMC				
21	Step II- For document link refer Section 3 (2k) and Section D for the findings of Citizen engagement, Section				
	3(2b),(2c), (2i) and (2h) for the links on social media, agenda of technology workshop conducted by GoTN,				
	 questionnaire on pan-city and round II presentations. Safety and Security-Source: Crime and CCTV database. Coimbatore City Police. Additional media 				
	 Safety and Security-Source: Crime and CCTV database. Coimbatore City Police. Additional media reporting under http://timesofindia.indiatimes.com/city/coimbatore/Crime-rate-down-this-year-Top- 				
	cop/articleshow/45684930.cms and http://timesofindia.indiatimes.com/city/coimbatore/Crime-rate-down-tills-year-rop-				
	this-year-Top-cop/articleshow/45684930.cms				
22	ii. Energy Efficiency-For document link refer Section 3 (1d) for Solar City Master Plan				
	iii. Citizen Opinion and Aspirations- Refer Section 3(2k) and Section 4 for results of Citizen Pulse survey				
	and Priority Options identified for Pan City Proposaland <u>https://mygov.in/group-poll/select-any-one-pan-</u>				
	city-solutions-coimbatore/for the poll for Pan-city solution in Mygov.				
	For document link refer Section 3 (2k) for the Citizen engagement which also took ideas from physically				
23	challenged citizens				
31	Refer Section 3(20) for the details of the Area under ABD				
37	Refer Section 3(2p) for the charts on financial plan and the spreadsheet on the finances				
38					
39 40	Refer Section 10 and Section 3 (2p) on finances				
-10	Component wise plan for covering O&M costs				
	ii. DPR of lakes				
41	iii. Water supply benchmarks in AMRUT SLIPS				
	v. https://www.ccmc.gov.in/ccmc/images/stories/FlashNews/swm by law english.pdffor Solid Waste				
	Management Bye-law				
42	Refer Section 10 for the financials of Coimbatore				

3. Documents/Information uploaded on CCMC website

https://payment.ccmc.gov.in/smartcity.asp

1. City Level Plans

- a. Coimbatore City Mobility Plan
- b. Slum- free city action plan
- c. City development Plan of Coimbatore
- d. Solar City Plan

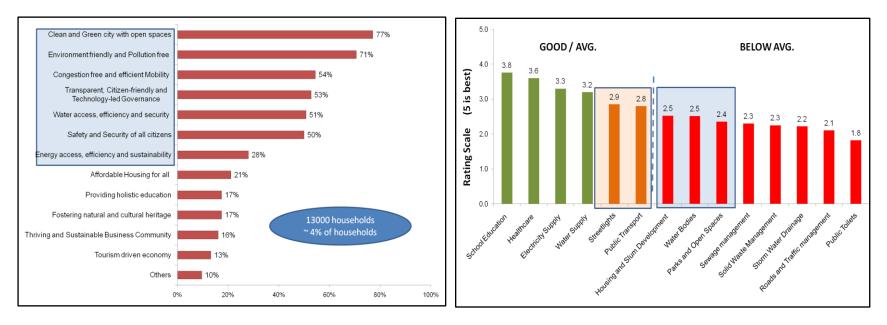
2. Smart City Related

- a. "Shape Your City" workshop Report for formulating City Vision
- b. Social Media Links and Screen shots: Facebook (Smart City Coimbatore and Shape Your City) and MyGov page
- c. Technology Options workshop. 8th October. List of speakers and agenda
- d. Presentation used for steering Round I Consultations
- e. Citizen Pulse Survey questionnaire
- f. Report on City wide Concept Plan
- g. Presentation during State Review I
- h. Presentation used for steering Round II Consultations
- i. Pan-city poll questionnaire
- j. Presentation during State Review II
- k. Findings from Citizen Engagement
- I. Press coverage select clippings
- m. Consultations select photographs
- n. Details collected from TANGEDCO
- o. Area based proposal Baseline information on wards covered
- p. Financial Plan- Charts

3. Other Information uploaded on website

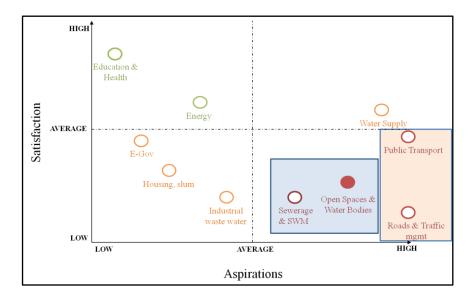
- TamilNadu Municipal Laws ordinance, 2003, dated July 19, 2003 on making Rainwater harvesting
- b. Case study on successful implementation of integrated processing-landfill facility on PPP

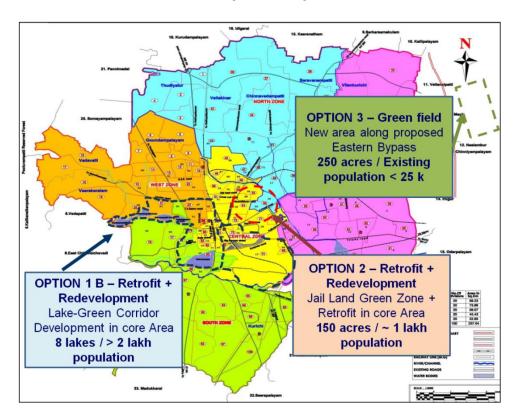
4. PRIORITIES EMERGING FROM CONSULTATIONS



Top Vision Themes Perception on prevailing serviced delivery

Aspirations Vs. Satisfaction Matrix





Area Based Development: Options and evaluation

Option	Challenges	Impact	Remarks
1 – Lake Development	Low	High	 15% of city's population DPR for lake restoration is ready Successful relocation of objectionable slums along Valankulam lake Huge economic, social and environment impact
2 – Jail land	Medium	Medium	 Only 45 acres with the Corporation Movement of jail is a challenge Other projects proposed in the area
3 – Green	High	High (but in long term)	 Land acquisition Immediate impact not seen

5. Smart Solutions embedded in SCP and CCMC's initiatives

SI. No	Smart Solutions	Funding	Status
1	E-governance application		Comprehensive E-governance application in place. Features transactions (online payment of taxes, user charges), information dissemination (Active award winning website), automatic building approvals
2	Web-enabled E-Governance Application	State	State wide E-governance platform is under development under the Department of Municipal Administration; to be rolled out in all ULBs in TN including CCMC.
3	Mobile Governance and Citizen Engagement platform	State	Proposed by CCMC; will build on the roll-out of web-enabled e-gov application
4	GIS Mapping and Spatial Information Centre	Smart City Mission	Proposed for implementation city-wide under World Bank assisted TNSUDP; will be piloted in the Area-based proposal area
5	Water Supply - SCADA, Metering, Advanced Leak Detection	JNNURM/PPP	Part of the 24x7 water project for which the city has initiated bidding process to select a capable private partner to implement on PPP mode
6	Online Water Quality monitoring - STPs	State/City	Under State/City initiative
7	Online Water Quality monitoring - Lakes	Smart City Mission	As part of Area Development Plan for all the 8 lakes in the city
8	Waste Processing Facility - Decentralised	City/PPP	As part of Project Shunya - City wide already initiated
9	Intelligent Transport System (ITS)	State/City	Driven through TNSTC as identified in CMP; Traffic management surveillance to be integrated with CCTV surveillance as part of pan-city solution
10	Waste Water Recycling	PPP	Feasibility study for the Tertiary Treatment Reverse Osmosis (TTRO) plant in the city has been initiated
11	SWM - RFID tracking of vehicles		Already in place
12	SWM – Bio-methanation		Already in place; expansion underway
13	SWM – Waste-to-energy		Feasibility completed; evaluation of technology options underway considering implementation on PPP
14	Integrated CCTV surveillance	Smart City Mission	As part of Pan City Initiative under Smart cities Mission
15	Online Ambient Air Quality Monitoring	Smart City Mission	As part of Pan City Initiative under Smart cities Mission
16	Energy efficient street lighting	SCM, GOTN and PPP	To be taken up as an allied Pan-city solution under SCM

CI			Timeline										
SI. No	Efforts and Milestones	FY	′ 17	FY 18		FY 19		FY 20		FY	′ 21		
NO		H1	H2	H1	H2	H1	H2	H1	H2	H1	H2		
1	ADMINISTRATIVE, INSTITUTIONAL ACTIONS, MONITORING & REVIEWS												
а	Operationalization of SPV												
i	Incorporation and Registration of SPV												
li	Infusion of Equity Capital / First installment of Grants												
iii	Induction of CEO, Key staff and Expert team / PMU support												
b	Planned Reviews												
i	SPV Board - Quarterly; monthly in Year 1												
li	District Empowered Committee: Quarterly/Monthly in Year 1												
lii	Citizen Advisory Forum: Quarterly												
	Elected Council: Monthly update during Council meetings;												
lv	Quarterly reviews by Standing Committee												
V	State Mission Directorate Reviews - Quarterly												
vi	Reporting to MOUD - Quarterly												
2	PROJECT PREPARATION AND MASTER PLANNING												
а	Area based Development												
i	Preparation of Area's Detailed Development Plan												
ii	Lake Development Master plan and DPR												
iii	NMT and Model Roads Master Plan and DPR												
iv	Household survey of GIS mapping - Properties, utilities, assets												
v	DPR/Transaction advisory for Tertiary Treatment												
vi	Slum rehabilitation plan and Biometric mapping of slum households												
vii	DPR for tenements construction												
b	Pan-city Proposal												
i	Surveillance Program: Technology review, Scoping and DPR												
ii	Energy efficient Street lighting: Inventorisation, Audit and DPR												
С	Other City level initiatives												
i	Support to DTCP in revision of City Master Plan												
ii	ICT Strategy and Smart Solutions roadmap for CCMC												
iii	O&M sustainability plan and manual for CCMC's essential services												
iv	Financial Improvement Plan												
3	BID DOCUMENTATION, PROCUREMENT AND CONTRACTING										1		
а	Lake development and rejuvenation												
b	Lake-side facilities												

6. SCP Implementation: Gantt chart showing Activities, Sequencing, Timelines

SI.		Timeline										
No	Efforts and Milestones	FY	′ 17	FY	′ 18	FY	´ 19	FY	20	FY	21	
NO		H1	H2	H1	H2	H1	H2	H1	H2	H1	H2	
С	NMT, Road ducting, drains and surfacing											
d	Additional scope - Water Supply (if any)											
е	Additional scope - Sewerage (if any)											
f	Hospital and healthcare centresmodernisatoin											
g	School Infrastructure upgradation											
h	CCTV Surveillance											
i	Energy efficient street lighting											
4	PROGRAM IMPLEMENTATION											
а	Solid Waste Management - To achieve 100% compliance to SWM Rules											
b	Sewerage Network - Connecting properties to network											
С	Septage connections - To connect the unconnected											
d	Lake Development - Complete Restoration, Interlinking, arresting sewage flows											
е	Lake Development - Landscaping and development of allied facilities											
f	Slum Rehabilitation and Re-location											
g	Water Supply - DMA design, distribution strenghtening, metered connections											
h	NMT Network and Bike sharing											
i	Road re-development with ducting, drains and integration with NMT											
j	Modernisation of Hospital, Health centres and Public schools											
5	REFORMS, SUSTAINABLE O&M AND FINANCES											
а	Rollout of Web-enabled E-governance solution											
b	Roll-out of O&M Sustainability Plan											
С	Roll-out of Financial Mobilisation and Improvement plan											
d	Support DTCP with inputs in revision and preparation of a state-of-art Master Plan											
е	Initiate rolling multi-year investment program and budget formulation process by March 2018											

7. List of private service providers met / interacted with

- 1. Airtel
- 2. Black and Weatch India
- 3. CISCO Systems, Inc.
- 4. ESRI
- 5. Hyflux India
- 6. IBM India Pvt. Ltd.
- 7. Infosys
- 8. Intergraph
- 9. L&T ECC Limited
- 10. MindTek
- 11. Oracle
- 12. RAMCO
- 13. Robert Bosch Engineering & Business Solutions
- 14. Suez International
- 15. Tata Consultancy Service Limited
- 16. Tech Mahindra
- 17. Wipro

8. Select Citizen Forums/ Associations that supported the SCP process

- 1. IC Centre for Governance
- 2. Residents Awareness Association of Coimbatore
- 3. Institute for transportation & Development Policy
- 4. Siruthuli
- 5. Rotary Club of Coimbatore
- 6. SriDevi Nagar Ladies Association
- 7. Thiyagi G.P. Velan Trust
- 8. CODISSIA
- 9. Confederation of Indian Industry
- 10. Indian Chamber of Commerce
- 11. Buildings' Association of India
- 12. CREDAI
- 13. GKS Nagar Welfare association
- 14. VOC Nagar Residential welfare association
- 15. Sabari Garden Shreyas Lay out Resident's Welfare association
- 16. OM Sakthi Nagar Residential Welfare association
- 17. Marvel Parampariyam Residents welfare Association
- 18. SriDevi Nagar Residents welfare Association
- 19. INTACH Coimbatore chapter
- 20. The Institution of Engineers Coimbatore chapter

SI. No.	Parameter	Prevailing scenario	Aspiration (in 5-10 years)							
	City structure, economy, mobilit	ty and open	spaces							
1	Compact	1	3							
2	Identity and Culture	2	3							
3	Public Open spaces	2	4							
4	Transport	2	4							
5	Walkability	2	4							
6	Economy and Employment	3	4							
7	Mixed use	3	4							
Energy, Water, Sanitation and Environment										
8	Waste-water management	1	4							
9	Water supply	2	3							
10	Water management	2	4							
11	Air quality	3	4							
12	Sanitation	3	4							
13	Waste management	2	4							
14	Underground Electric wiring	2	3							
15	Energy supply	3	4							
16	Energy source	3	4							
17	Energy efficiency	3	4							
-	Housing, Inclusiveness and So	ocial Infrastr	ucture							
18	Safety and security	2	4							
19	Housing and Inclusiveness	2	4							
20	Education	3	4							
21	Health	3	4							
Citiz	zen Engagement, Governance an	d IT-led serv	ice delivery							
22	Citizen Participation	3	4							
23	IT Connectivity	3	4							
24	Intelligent Government services	3	4							

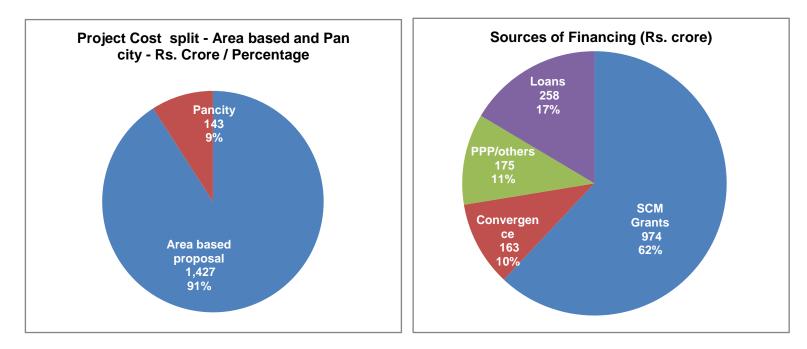
9. Coimbatore's position on Smart city characteristics

Note: Eight of these characteristics (bold/shaded in Table) have a gap of 2 levels or more between prevailing status and aspiration, and identified as Priority focus areas. In addition, Water Supply and Sanitation have been added despite just 1 level gap, as the transition is targeted in a shorter timeframe.

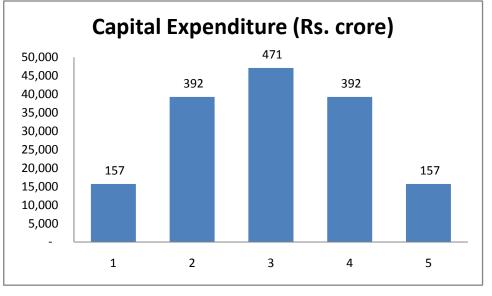
10. Financial Plan – Summary, Assumptions and Charts

Project Cost anf Financial Plan

					Financi	ng Plan	
	Component	Capital Cost	O&M Cost	Smart Cities	Other Grant s	ng Plan PPP / CSR / HH - 20 73 73 - 11 15 6 - 28 23 - 28 23 - 175 -	Loans / ULBs
	AREA DEVELOPMENT PLAN						
1	Lake Restoration - Desilting, Deweeding, Bund strengthening, Drains, Treatment and allied facilities	189	2.7	189	-	-	-
2	Lakefront Development - Landscaped Cycling / walking tracks, Watch Towers/Viewing Galleries, Solar/LED Lighting, Boating/Water sports, Themed Nature parks, Medicinal gardens	66	1.3	46	-	20	-
3	Arterial Roads - Footpath/Cycle Tracks, Bike sharing, Landscaping, Drains/ducting, NMT bridges, Parking, Road surfacing, Signages, Bus shelters, 80 ft Road formation connecting Singanallur lake	271	8.1	179	19	73	-
4	Other Roads - Footpaths, Landscaping, Drains/ducting, Parking, Road surfacing and Signages	352	10.6	282	-	-	70
5	24x7 Water Supply (under implementation) + Rainwater Harvesting	11	3.5	-	-	11	-
6	Sewerage (under implementation) + Septage management	15	4.5	-	-	15	-
7	Solid Waste Management	23	1.6	9	8	6	-
8	Access to Toilets	4	0.5	-	2	-	2
9	Housing for All and Social Infrastructure	233	4.7	55	95	28	55
1 0	Energy	78	1.6	16	40	23	-
	Project Development (5%), Contingences & Escalation (10%)	186	-	93	-	-	93
	Sub-Total	1,427	39.0	869	163	175	220
	PAN-CITY INITIATIVE						
1	Enery Efficient Streetlights	59	2				
2	CCTV surveillance + allied facilities	84.00	3				
	Sub-Total	143	5.7	104	-	-	38
	TOTAL	1,570	45	974	163	175	258



Charts complimenting the Section on Financial Plan



Assumptions Underlying Project Cost component wise (for ABP and Pan City Solution)

	Assumptions Underlying Project C	-	Basis /		Unit Cost	Costs)
	AREA DEVELOPMENT PROPOSAL - Components	Unit	Assumptions	Quantity	(Rs.)	(Rs. Crore)	Status
	LAKE DEVELOPMENT COSTS						
	Desilting, Bund strengthening, Deweeding, Turfing and Lining		DPR estimates			15.82	
	Waste-water treatment Drains development, inter-linkages		DPR estimates DPR estimates			18.29 120.34	
	Retaining wall/fencing, Toilets and Maintenance room and others		DPR estimates			34.96	
	Sub-Total		Diffeotiniatoo			189.41	
2	LAKE-SIDE FACILITIES AND RECREATION						Identifed in CDP
	Lake side forestry, and Landscaping	Lakh sq.ft	L x 5 m x 10.76	10	150	14.96	Proposed
	Watch Towers	Nos.	2 per lake	8	200,000	0.16	Proposed
	Viewing Galleries Park Pathways with cycling/walking tracks	Nos. km	4 per lake Entire length	16 19	400,000 10,000,000	0.64 18.54	Proposed Proposed
	Solar paneled roofs, LED Lighting and Light posts	Nos.	Every 20 m	930	20,000	1.86	Proposed
	Boating and water sports facilities	Nos.	2 lakes	2	50,000,000	10.00	Proposed
	Other amusement and recreational facilities	Nos.	4 lakes	2	50,000,000	10.00	Proposed
	Themed Nature parks, medicinal gardens	Nos.	4 lakes	2	50,000,000	10.00	Proposed
	Sub-Total					66.16	
	24x7 water supply and Rainwater harvesting Water Supply - JNNURM	DPR					Under bidding
	RWH	Nos.	40%	4233.6	25000	10.58	Ongoing
	Sub-Total	1103.	+070	4200.0	20000	10.58	
4	Sewerage and Septage						
	Sewerage						Under implementation
	Septage	Nos.	10%	5074	30000	15.22	Proposed
_	Sub-Total					15.22	
	Solid Waste Management	Re			1000	00 7E	Replication of Ward 21
	Per capita cost Sub-Total	Rs.			1300	22.75 22.75	Replication of ward 21
	Access to Toilets					22.15	
	No. of Toilets	Nos.	SBM Project	1000	25,000	2.50	Under implementation
	Public Conveniences	Nos.	1 per km	35	300,000	1.05	Proposed
	Sub-Total					3.55	
	Integrated Road re-design - Arterial - 27 km	lum		00.00			DPR under preparation
	Total Road Length Foot path and Cycle Tracks	km km	100%	30.00 30.00	17,500,000	52.50	Proposed
	Urban forestry and Landscaping	km	100%	30.00	5,000,000	52.50 15.00	Proposed
	Storm Water Drain	km	50%	15.00	10,000,000	15.00	Proposed
	Aesthetically themed Green designed bridges	Nos.	Junctions	8	10,000,000	8.00	Proposed
	Ducting for Cables, pipelines	km	200%	60.00	10,000,000	60.00	Proposed
	MLCPs	nos.	from CMP	4	50,000,000	20.00	Proposed
	Road surfacing and signages	km	100%	30.00	12,500,000	37.50	Proposed
	Bus shelters	Nos.	300	100.00	1,000,000	10.00	Proposed
	New 80 ft Road formation connecting Singanallur lake Sub-Total	km	CMP	3	10,000,000	3.00 221.00	Proposed
8	Integrated Road re-design - Other Roads - 183 km					221.00	
	Total Road Length	km		183.00			
	Foot path + Storm Drain	km	60%	109.80	10,000,000	109.80	Proposed
	Urban forestry and Landscaping	km	60%	65.88	500,000	3.29	Proposed
	Ducting for Cables, pipelines	km	30%	54.90	10,000,000	54.90	Proposed
	Street-side parking	km	10%	18.30	500,000	0.92	Proposed
	Road surfacing and signages Sub-Total	km	100%	183.00	10,000,000	183.00 351.91	Proposed
	Bike sharing					551.51	Identified in CMP
	Cycle sharing system	nos		50	100000	50.00	Identified in CMP
	Sub-Total					50.00	
	Housing for all and Social Infrastructure						
	Housing for all and Social Infrastructure	HHs	TNSCB	5500	350000	192.50	Under implementation
	Education	CDP CDP				20.00	Identified in CDP
	Health care centres and Hospital modernisation Sub-Total	CDP				20.00 232.50	Identified in CDP
11	Energy Security and Sourcing					232.30	Under implementation
	Rooftop Solar	KW	SCMP	4566.24	100000	45.66	Approved SMP
	Power Distribution - Substations and allied	nos.	TANGEDCO	2	5000000	10.00	Proposed
	Power Distribution - Cabling	km	70%	149.10	1500000	22.37	Proposed
1.	Sub-Total					78.03	
	Others (As % of Capex)	0/	F 0/			00.00	
	SPV Staffing/PMU, Project Preparation, Advisory 5% of project cost Contingency and Escalation - 10% of project cost	%	5% 10%			62.06 124.11	
	Sub-Total	/0	10%			124.11	
	TOTAL PROJECT COST					1,427	
	Capex other than 12					1,241	
	Pan City Proposal components	Unit	Basis /	Quantity	Unit Cost	Costs	Status
		Unit	Assumptions	quantity	(Rs. lakh)	(Rs. Crore)	otatus
1	ENERGY EFFICIENT STREETLIGHTS						DDD for oddad
а	Conversion of SVL to LED/CFL	Nos.	Non-LED/CFL	30506	0.1	31	DPR for added areas ready
b	New LED streelights	Nos.	1 per 30m	14004	0.2	28	Initiated
	Sub-Total	1100.		17004	0.2	<u>59</u>	
	CCTV SURVEILLANCE						
2	CCTV cameras, poles, server, junction switch & Field component at	Nos.		200	40	80.00	Proposed
a	all junctions/critical locations				-		•
	Control Room	Nos.	1	1	200	2.00	Proposed
b						82.00	
3	AIR QUALITY MONITORING	Nos	Major junctions	10	20		Proposed
3 a	AIR QUALITY MONITORING Equipments- sensors Sub-Total	Nos.	Major junctions	10	20	2.00 2.00	Proposed

Assumptions Underlying Financial Statement (2017-21) (for ABP and Pan City Solution)

REVENUE ACCOUNT	UNIT	2015	2016	2017	2018	2019	2020	2021
REVENUE ACCOUNT - RECEIPTS - FOR AREA								
Property Taxes								
Property Tax assessments in Area	Nos.	50,736	51,243	51,755	52,273	52,796	53,324	53,857
YoY Increase - Assessments	%		1%	1%	1%	1%	1%	1%
Increase in Rate	%		30%					20%
Tax per assessment per year		4,990	6,487	6,487	6,487	6,487	6,487	7,784
Property Tax - Current demand (2014-15) in Area	Rs. Lakh	2,532						
Property Tax - projections	Rs. Lakh		3,324	3,357	3,391	3,425	3,459	4,192
Water and Sewerage connections								
Water connections		27,180						
Sewerage Connections		38,121						
Water Connections / Properties		54%	54%	56%	65%	70%	80%	80%
Sewerage connections / Properties		75%	75%	75%	75%	75%	80%	80%
Projected water connections			27,671	28,983	33,977	36,957	42,659	43,086
Projected sewerage Connections			38,432	38,816	39,205	39,597	42,659	43,086
Water and Sewerage User Charges								
Water user charges demand (2014-15)		589						
Annual user fee increase		5%						
Average Realisation - existing and projected		2,167		2,275	2,389	2,508	2,633	2,765
Water user charges - projections			618	659	812	927	1,123	1,191
Sewerage user charges demand (% of water charges)				50%	65%	80%	90%	100%
Sewerage user charges - projections				330	528	742	1,011	1,191
Professional Taxes								
Current demand in Area - 2014-15 and projections	1,240.45							
Growth	10%							
Professional tax projections		1,364	1,501	1,651	1,816	1,998	2,198	2,417
Other Own Income & Dev Income - Apportioned								
Other own income - All City	7,166							
Devolution Income - All City	7,702							
Total	14,868							
Apportionable to Area	13%							
Growth in other own income and devolution income	5%							
Projections - other own income and devolution		1,973	2,072	2,175	2,284	2,398	2,518	2,644
New Revenue Streams in Project Area								
% of Revenue targeted				0%	0%	3%	5%	5%
Revenue Expenditure Apportioned	35,782							
Apportioned revenue expenditure projections	2%	4,748	4,843	4,940	5,039	5,140	5,242	5,347
Incremental O&M % of Capex added	2.5%	· •	· I	·	· 1	· ·		·
Incremental O&M Cost				392	1,374	2,551	3,532	3,924

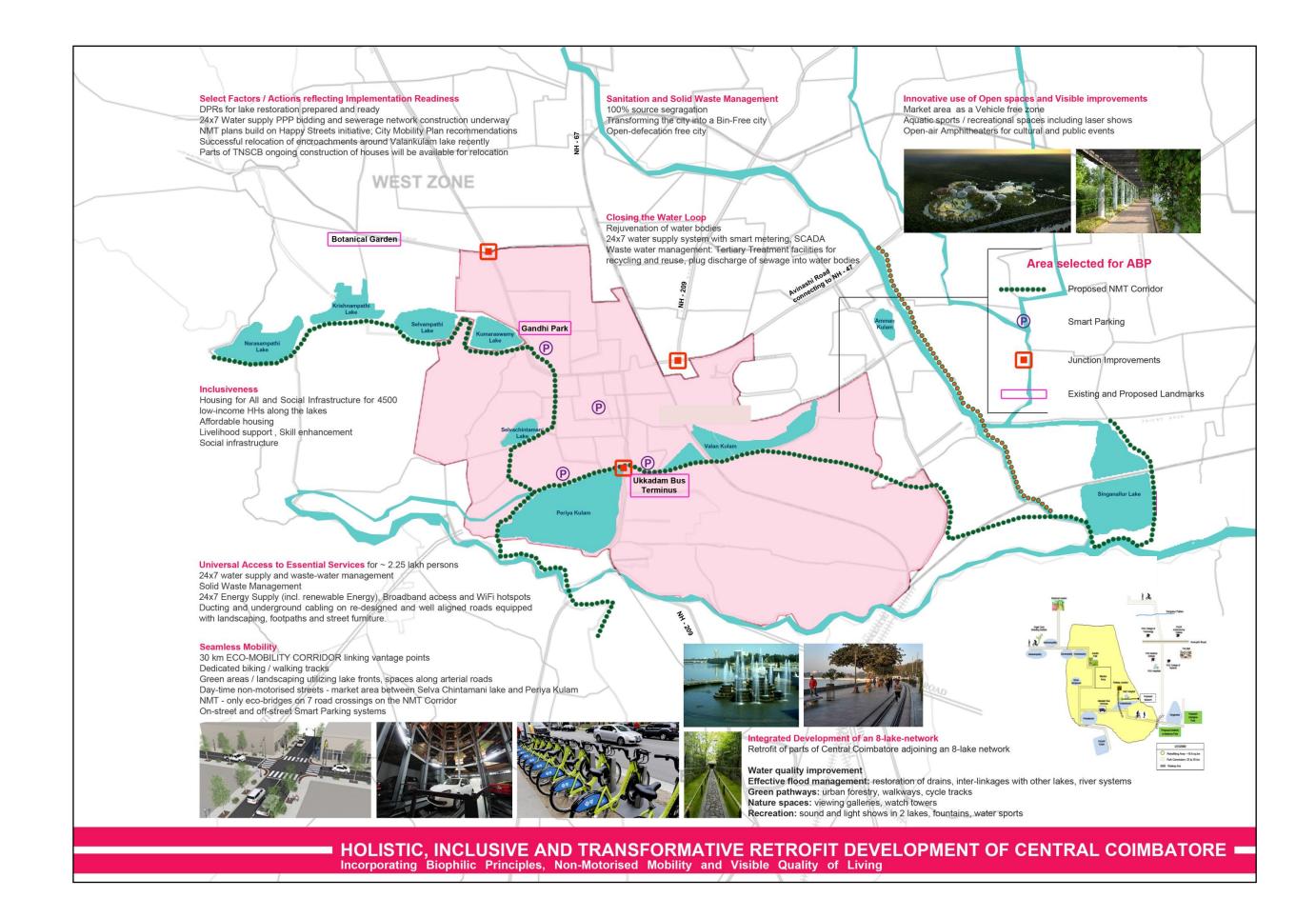
CAPITAL ACCOUNT		2015	2016	2017	2018	2019	2020	2021
Financing Plan								
SCM Grants	97,356							
Convergence	16,313							
PPP/others	17,482							
Loans	25,827							
Project spending	156,979							
Capex schedule				10%	25%	30%	25%	10.0%
Debt								
Term	15							
Moratorium	3							
Principal servicing years	12							
Interest p.a	9%							
		2015	2016	2017	2018	2019	2020	2021
Debt Schedule								
Opening				-	-	10,000	20,000	20,000
Borrowed				-	10,000	10,000	-	-
Repaid				-	-	-	-	833
Closing				-	10,000	20,000	20,000	19,167
Interest payable				-	450	1,350	1,800	1,763

SI	Group	Relationships and role in preparation of	Possible role in future
		SCP	
1	Mayor and Elected Council members	 Helped achieved clarity on contextual priorities and aspirations; build consensual buy-in for Smart city proposals and components 	 Political Leadership critical to steer implementation; will need to continue providing policy support and political commitment to transformation envisioned
2	Commissioner and City Administration	 Pivot around which the entire exercise was carried out; Strong support in reviewing city baseline and conduct self-assessment Fully committed to consultative processes; generate good-will and public support 	Leverage the capacity augmentation through a professionally equipped SPV for implementation excellence to drive contextual relevance and function as the bridge with elected representatives, state departments and other stakeholders to build participatory support for implementation
3	District Collector	 Steered consultations with line departments at the city level and helped bring attention to convergence of priority actions needed by other line departments 	Will through the District Smart cities empowered committee drive convergence and coordination among line departments
4	Line departments	 Active inputs from several line department including TNSCB, TANGEDCO, CCP&CCTP, Highways and TNPCB 	Will play roles in line with convergence requirements identified in q no. 34
5	Active Citizen Forums and Industry Trade chambers	 Several city level citizen forums including Indian Centre for Governance, Siruthuli, Rotary Club and Industry chambers including CII, CODISSIA and ICC supported the exercise wholeheartedly. Written representations were received from over 20 associations in the city 	• The active stakeholders should be engaged in a representative manner on the Citizens Advisory Forum that is envisaged as a sounding board and completes the three tier monitoring structure at the city level.
6	Asian Development Bank (ADB) / City Development Initiative for Asia	 Provided inputs on the nature of funding support that can be available for the Smart cities scheme. 	 Potential to explore funding / lending opportunities to the SPV and project proposals under the Smart cities mission
7	Private Service Providers	• Several private service providers actively participated in consultations. A list of service providers that were consulted is enclosed in Annexure 4	Potential to participate in downstream projects and initiatives to provide smart solutions
8	Press and Media	 Actively covered all key consultative interactions and activities during the preparatory period 	Will continue to be a key platform for CCMC to communicate progress of initiatives under the SCM

11. Organogram showing the relationship (Q. 36)

12. SPATIAL MAPS ON THE AREA DEVELOPMENT PROPOSAL





Council Resolution approving Smart City Plan including Financial Plan Council Resolution for setting up Special Purpose Vehicle

மாமன்ற கூட்டதாள்

பொருள்

மத்திய அரசால் அறிவிக்கப்பட்டுள்ள "மிடுக்கான நகரம்" (Smart City) திட்டத்தில் முதற்கட்ட நிலையில் பல்வேறு போட்டிகளில் கோயம்புத்தூர் மாநகராட்சி பங்கேற்று அகில இந்திய அளவில் முன்னேறி இரண்டாம் கட்ட நிலைக்கு தகுதி பெற்றுள்ளது. இதற்காக நாட்டிலுள்ள 98 இதர நகரங்களுடன், கோயம்புத்தூர் மாநகராட்சி போட்டியில் உள்ளது. 20 மாநகரங்களில் ஒன்றாக 2015–16ஆம் நிதி ஆண்டிற்கான முதற்கட்ட நிதியினை பெறுவதற்கான போட்டியில் உள்ளது.

இத்திட்டத்தினை செயல்படுத்த, சிறப்பு செயலாக்க குழு அமைக்கப்படும் (Special purpose vehicle). இக்குழு இத்திட்டத்திற்கு தேவையான அடிப்படை திட்டங்கள், செயல்படுத்துவதற்கான நடவடிக்கைகள், அனுமதி வழங்குதல், தேவையான நிதி விடுவித்தல், திட்டத்தை செயல்படுத்துதல், மேலாண்மை மற்றும் கண்காணித்தல் உள்ளிட்ட அனைத்து பணிகளையும் செயல்படுத்த உள்ளது. இக்குழுவின் ஒவ்வொரு மிடுக்கான நகரத்திற்கும் தனியாக ஒரு முழு நேர தலைமை செயல் தலைவர் நியமிக்கப்படுவார். அவரின் கீழ் மத்திய அரசு, மாநில அரசு மற்றும் உள்ளது.

இத்திட்டத்திற்கான ஆலோசகர்களாக தி/ள். ICRA மேனேஜ்மென்ட் கன்சல்டிங் சர்வீசஸ் லிட்., (IMACS) நிறுவனம் மத்திய மற்றும் மாநில அரசுகளால் நியமிக்கப்பட்டுள்ளது. இத்திட்ட ஆலோசகர்கள் கீழ்கண்ட அடிப்படை திட்டங்களை கோயம்புத்தூர் மாநகராட்சிக்கு தயாரித்து சமர்ப்பித்துள்ளார்கள்.

- 1. மாநகர மதிப்பீடு (City Assessment)
- 2. பகுதி நிலையிலான திட்டம் (Area based proposal)
- 3. பான் நகர திட்டம் (Pan City Proposal)
- 4. நடைமுறைப்படுத்துதல் திட்டம் (Implementation Plan)
- 5. நிதித்திட்டம் (Financial Plan)

எனவே "மிடுக்கான நகரம்" (Smart City) திட்டத்தின் கீழ் மேற்கண்ட அடிப்படை திட்டங்களை தயாரித்து சமர்ப்பித்துள்ள திட்டங்களை (நிதித்திட்டம் உட்பட) ஒப்புதல் வழங்கவும் மேலும் இத்திட்டத்திற்காக (Smart city Guide lines) உருவாக்கப்பட உள்ள சிறப்பு குழு (Special purpose vehicle) அமைப்பதற்கும் மாண்புமிகு மேயர் அவர்கள் முன்அனுமதி வழங்கியதற்கு பின்னேற்பு வேண்டி மாமன்றத்திற்கு பொருள் வைக்கப்படுகிறது.

அலுவலகக்குறிப்பு: அனுமதிக்கலாம்

ந.க.எண்.5782/2015/எம்.டி.3

, நி.பொ

நி.பொ

மாண்புமிகு மேயர்

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COIMBATORE CITY MUNICIPAL CORPORATION

COUNCIL SUBJECT

Coimbatore City Municipal Corporation has been selected through a competitive process for SMART City Mission initiative of Government of India. In Stage II, Coimbatore city has to compete with 98 other cities from across the country to make it into the Top 20 cities which will be taken up for the first round of funding, for the financial year 2015-16 by preparing a Smart City Proposal.

The implementation of the Mission at the City level will be done by a Special Purpose Vehicle (SPV) created for the purpose. The SPV will plan, appraise, approve, release funds, implement, manage, operate, monitor and evaluate the Smart City development projects. Each Smart City will have a SPV which will be headed by a full time CEO and have nominees of Central Government, State Government and ULB on its Board.

ICRA Management Consulting Services Limited (IMaCS) has been appointed by GoTN and GoI as consultants in the preparation of the Smart City Proposal. The consultants submitted the Smart City Proposal which included the following.

- 1. City Assessment
- 2. Area Based Proposal
- 3. Pan- City Proposal
- 4. Implementation Plan
- 5. Financial Plan

Subject is placed before the Council for approval of the Smart City Proposal including the financial plan and also for the setting up of Special Purpose Vehicle as per the Smart City Mission Guidelines.

Comm

Coimbatore City Municipal Corporation

Hon'ble Mayor Coimbatore City Municipal Corporation

3. Agreement/s with Para Statal Bodies, Boards existing in the City for implementing the full scope of the SCP and sustaining the pan-city and area-based developments. (Letter endorsing Smart Cities Proposal and confirmation of support from Line departments signed by District Collector as the Convenor of the District Level Empowered Committee)

Date: 11/12/2015

Coimbatore Smart City Proposal Interdepartmental (Govt /parastatal bodies and boards) meeting convened by District Collector - Minutes of meeting

Agenda:

Meeting of Line Departments under the chairmanship of District Collector for dissemination of the Draft SCP (Area based Development and Pan City proposal) and to discuss the involvement various line agencies and departments during the implementation phase of the project and to get in-principle approval for the same.

Date: 11thth Dec, 2015, 4.30 pm

Venue: District Collector's office

Participants- Annexure 1

Key points of discussion:

A meeting was organized with the Line departments under the chairmanship of District Collector, comprising of the representatives from departments identified above. The key points of discussion are as follows:

- A presentation on draft SCP was made to the representatives. Followed by a detailed discussion on Area based Development and Pan City proposal along with the financing plan and convergence of various schemes implemented by different agencies/ parastatal bodies/ boards.
- The roles and responsibilities of line departments during the planning and implementation phase was discussed.
- All line departments agreed to extend all the necessary support for implementation of the full scope of the SCP including sustaining the pan-city and area-based developments.

The progress of the Smart City Proposal will be reviewed periodically by the District-level **Empowered Committee** under the Chairpersonship of the District Collector.

Commissioner Coimbatore City Municipal Corporation

Annexure I- Participants:

N	Designation	Line Departments
1.	Archana Patnaik	District Collector
2.	VijayaKarthikeyan	Coimbatore Corporation, Commissioner
3.	Sudhakar, G.N	TANGEDCO
4.	Gopi. P.G	TANGEDCO
5.	Subramanian. R	TANGEDCO
6.	Ragukannan V	TNEB
7.	Ranganathan V	TNEB
8.	Ragupath	TNPCB
9.	Mohana Jayavalli	TNPCB
10.	SayeeKrishnan	TNSTC
11.	Shanmuga Velayudham	TNSTC
12.	Mathivanan	Coimbatore Local Planning Authority
13.	Kumaresan	District Fire Officer
14.	Subramanian	TNSCB
15.	Raja Shekaran	TNSCB
16.	Kavithavani.S	TNHB
17.	Udhayakumar. S	RTO
18.	Sivakumar. M	RTO
19.	Munnusamy	RTO
20.	P. Mani	RTO
21.	M. Karthikeyan	RTO
22.	K. Dharmaraju	TWAD
23.	A. Balasubramaniam	TWAD
24.	T. Sukumar	TWAD
25.	Palanichamy	DDHS
26.	Saravanan	Highways Department
27.	Jeevanandam	Agri Engineering
28.	Vincent Manoharan	Agriculture
29.	Arun Prakash	PWD
30.	SashiPriya. R	Coimbatore Corporation
31.	Geetha. V	Coimbatore Corporation
32.	Sreenivasan	Coimbatore Corporation
33.	Rajendran	Coimbatore Corporation
34.	AmalRaj	Coimbatore Corporation
35.	RaviKumar	Coimbatore Corporation
36.	Subramanian	Coimbatore Corporation
37.	Mohansundar	Coimbatore Corporation

Letter from TANGEDCO

. 4



To whomsoever it may concern

Consequent to the 12 Corporations getting selected as Smart Cities, TANGEDCO has brought to the knowledge of the Corporation, the implementation of schemes that are in operation and in full agreement to the convergence of the schemes in the Smart City Mission. The department is very much interested in getting involved and providing necessary support in the implementation and operation of the sub projects identified under Area Based Development and Pan City Solutions, provided that there is funding by the Government of India/ Government of Tamil Nadu.

We confirm, No objection (NOC) towards implementation of the identified projects and wish Corporation for successful submission of Smart City Proposal to Government of India.

> Chief Engineer/Planning & Resource Centre TANGEDCO

Letter from Tamil Nadu Pollution Board





TAMILNADU POLLUTION CONTROL BOARD

From

K.Ravichandran.B.E.(Hons), M.Tech;,

District Environmental Engineer

Coimbatore South Office 42-D, S.N.R. College Road Peelamedu, Coimbatore - 04.

Sub

Tamilnadu Pollution Control Board

To

The District Collector Coimbatore Coimbatore District.

Lr.No./DEE/TNPCB/CBE(S)/2015 Dt.23.12.2015

Sir,

 TNPCB – O/o.DEE, Coimbatore South – Support for Smart City – Coimbatore Corporation – reg.

Ref : Smart City Programme Meeting held on 11.12.2015

* * * * *

With reference to the above, I submit to inform that, TNPCB will support initiatives taken for SMART CITY PROGRAMME for Combatore Corporation.

1.2.2 **District Environmental Engineer TNPC Board**, Coimbatore South

Letter from Agriculture University

	STRICT COLLECTOR O
	வேளாண்மை பொறியியல் துறை
அனுப்புதர்	Guggish Optimentone
திரு. ப.ஜீவானத்தம்.பி.இ.,(செயற் பொறியாளர்(வே.இ கோவை, 13	(a) min 9 - /
கடிது அய்யா,	என் .அ/கா.மு.அ/01/2015 நாள்: 23.12.2015
பொருள்	வேளாண்மை பொறியியல் துறை — மாவட்ட ஆட்சியர் அவர்களால் 11.12.2015 அன்று நடத்தப்பட்ட Smart City- ஆய்வுக் கூட்டம் தொடர்பாக,
பார்வை	மாவட்ட ஆட்சியர்/கோலை அலர்களின் Smart City- கூட்ட தாள் 11.12.2015.
சமர்ப்பித்துக் கொள்வதுடா	uir/கோவை அவர்களின் முன்ளிலையில் 11.12.2015 அன்று கூட்டத்தில் கலந்து கொண்டேன் என்ற விபரத்தினை பணிவுடன் ர், Smart City திட்டத்திற்கு எனது முழு ஒத்துழைப்பையும் ம் சயர்ப்பித்துக் கொன்கிறேன்.
Commit allowed as a	

மேலும் கீழ்கண்ட கருத்துக்கனை பரிசீலிக்குமாறு பணிவுடன் வேண்டுகிறேன்.

1.நகரின் அனைத்து முன்னேற்றங்களும் சூரிய ஒளி மின்சக்தியை பயன்படுத்துவதன் மூலம் சுற்றுசூழல் பாதுகாக்கப்படுவதோடு காற்றில் கரியமில வாயுவின் அளவு குறையும்.

23/12/15

2.நகரில் உள்ள அனைத்து நீராதரங்களும் அவற்றிற்கு நீர் வரும் நீர்வழிப்பாதைகள் தூர் வாரப்பட்டு கரைகள் பலப்படுத்தப்பட வேண்டும்

செயற் பொறியாளர் (பே.மெலு கோவை, 13.

Letter from Department of Agriculture

வேளான்மைத் துறை

அனுப்புநர்
 திரு.க.சந்திரசேகரன், பி.எஸ்ஸி,(விவ),
 வேளாண்மை இணை இயக்குநர்,
 கோவை – 13.

பெறுநர் மாலட்ட ஆட்சித் தலைவர் கோவை 18

ацул. стайт. (94/ 5740/2015 п.n.st. 23.12.2015

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பொருள்.– ஸ்மார்ட் சிட்டி – கோயம்புத்தூர் மாநகராட்சி – மத்திய அரசின் ஸ்மார்ட் சிட்டி திட்டத்தின் கீழ் ஸ்மார்ட் சிட்டியாக உருவாக்க – அனுஷித்தல் – குறித்து யாவட்ட ஆட்சித் தலைவர், கோவை அவர்களின் கடித எண்.5782/2015/எம்.4/3, நாள் 10.12.2015.

பார்வைக் கடிதத்தின் படி இந்தியாலில் ஸ்மார்ட் சிட்டி... நகரங்களை உருவாக்குவதில் கோயம்புத்தூர் மாநகராட்சியினை மத்திய அரசின் ஸ்மார்ட் சிட்டி திட்டத்தின் கீழ் ஸ்மார்ட் சிட்டியாக உருவாக்க அனுமதிக்கலாம் என்பதை பணிவுடன் தெரிவித்துக்கொள்கிறேன்.

> ஒம்/– க.சந்திரசேகரன், வேளாண்மை இனை இயக்குதர், கோவை–13.

//உத்தரவுப்படி//

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Letter from Department of Highways

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11.12.2015 அலுவலகத்தில் நடைவெ நெடுஞ்சாலைத்துறை சாம் நகல் - கண்காணிப்புப்பொ,	ந.க.எண் : 5782 அன்று கோவை பற்ற ஸ்மார்ட் பில், கலந்து கொள் றியாளர்,(நெ) க(ம):	ம், கோவை /2015/எம்.டி மாவட்ட கிட்டி எப்பட்டது. ப, கோவை	, அவர்கள டி.3 /நாள் ஆட்சியர், திட்ட அவர்களு	ரின் : 10.12.2015. தலைமையில் ம கலத்தாலோசனை ஒம்.Q கோட்டப்(க(ம)ப நக்கு பணித்து	க் கூட்டத்தில், ஐ.கண்ணன், பொறியாளர்,(தெ)

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Letter from Health Department

அனுப்புநா: மரு.மா.தமிழ்மணி,எம்பிபிஎஸ்.,டி.ஏ., இணை இயக்குநா நலப்பணிகள், கோவை-18.

ந.க.எண்:6707/பொபி/2015

நாள்:23.12.2015.

அம்மையிர்,

பொருள்: ஸ்மார்ட் சிட்டி கோயம்புத்தூர் மாநகராட்சி – மத்திய அரசின் ஸ்மார்ட் சிட்டி திட்டத்தின் கீழ் கோயம்புத்தூர் மாநகராட்சி தேர்வு செய்யப்பட்டுள்ளது. மாவட்ட ஆட்சியர் தலைமையில் கலந்தாலோசனைக் கூட்டம் 11.12.2015 அன்று மாலை 4.30 மணிக்கு கோயம்புத்தூர் மாவட்ட ஆட்சித் தலைவர் அலுவலகத்தில் நடைபெற்றது – கலந்து கொண்டது – அறிக்கை சமர்ப்பிப்பது - தொடர்பாக.

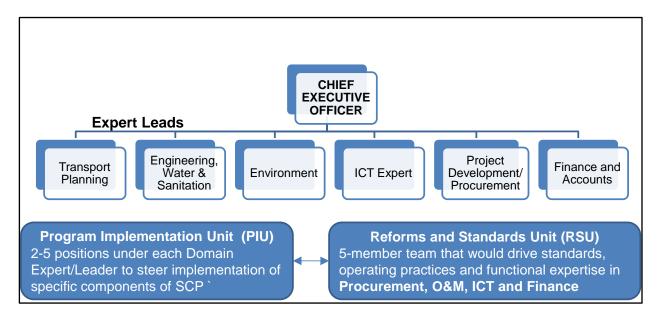
பார்வை: கோவை மாவட்ட ஆட்சியரின் ந.க.எண்.5782/2015 /எம்டி-3 நாள்: 10.12.2015.

பார்வையில் காணும் மாவட்ட ஆட்சியரின் கடிதத்தின்படி 11.12.2015 அன்று மாலை 4.30 மணிக்கு கோவை மாவட்ட ஆட்சியர் தலைமையில் நடைபெற்ற ஸ்மார்ட் சிட்டி கலந்தாலோசனைக் கூட்டத்தில் கலந்து கொள்ளப்பட்டதுட. கோயம்புத்தூர் மாநகராட்சி ஸ்மார்ட் சிட்டி ஆவதற்கு முழ ஒத்துழைப்பை அளிக்கிறேன் என்பதைக் கனிவுடன் தெரிவித்துக்கொள்கிறேன்.

> இணை இயக்குதுத் கார (12) 5 நலப்பணிகள், கோவை.

4. Preliminary human resource plan for the SPV

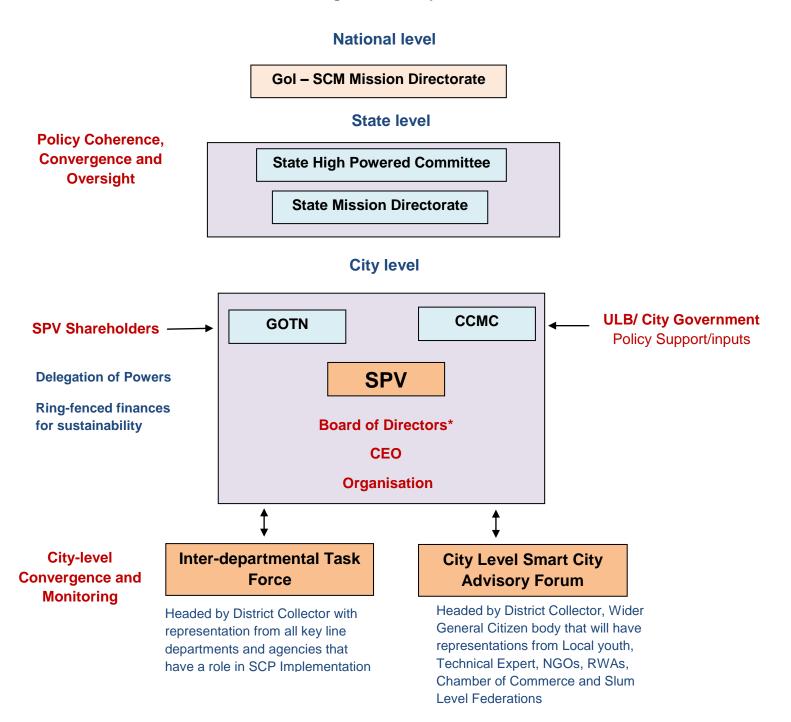
Organisation Chart(to be finalised by the Staffing Committee of the Board of the SPV upon formation)



Initial features of SPV organisation (identified based on consultations at City and State level)

- Leanly staffed team with focus on building core expertise
- CEO and Expert Leads will be full-time employees of SPV
- Expert Leads will report into the CEO and will comprise **Domain leads** [Transport Planning, Engineering (incl. water and sanitation), Environment] and **functional leads** [Procurement, ICT and Finance]
- A Program Implementation Unit and a Reforms & Standard Unit will operate under the Domain leads and Function leads respectively. 1-3 middle/junior experts would be assigned to each Lead.
- The PIU and RSU may be staffed either with full-time staff or a combination of full-time staff and contractual experts / consultants

5. Institutional arrangement for operationalization of the SPV



6. G.O on Implementation of Smart Cities



ABSTRACT

Implementation of Smart Cities Mission in Tamil Nadu - Government of India sponsored Mission – Administrative Sanction – Orders – Issued.

MUNICIPAL ADMINISTRATION AND WATER SUPPLY (MA2) DEPARTMENT

G.O.(Ms)No.112

Dated 31.7.2015 ÂUtŸSt® M©L 2046 k<kj tUl«, Mo 15

Read:

From the Chairperson and Managing Director, Tamil Nadu Urban Finance and Infrastructure Development Corporation Limited, Lr.No. TUFIDCO / Smart City / 44/AM(S)/2015, Dated 20.07.2015.

ORDER:

In the letter read above, the Chairperson and Managing Director, Tamil Nadu Urban Finance and Infrastructure Development Corporation has stated that, the Ministry of Urban Development, Government of India, has recently launched the Smart Cities Mission, with the **objective** to promote cities that provide core infrastructure and give a decent quality of life to its citizens, a clean and sustainable environment and application of 'Smart' solutions. The Mission will cover **100 cities** and its duration will be **five years** (Financial Year 2015-16 to Financial Year 2019- 20).

2. The core infrastructure elements in a Smart City would include adequate water supply; sanitation, including solid waste management; efficient urban mobility and public transport; affordable housing, especially for the poor; and robust IT connectivity and digitalization.

3. The strategic components of Area-based development in the Smart Cities Mission are; City Improvement - Retrofitting; City Redevelopment; Greenfield development and Pan-city development. A Smart City is expected to encapsulate either of these, or a mix thereof and a Pan-city feature with Smart Solution(s), which include, **e**-Governance and Citizen Services; Waste Management; Water Management; Energy Management and Urban Mobility, etc.

4. The total number of 100 Smart Cities have been distributed among the States and Union Territories on the basis of equal weightage (50:50) to urban population of the State and the number of statutory towns in the State. In the

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first year of the Program, 20 cities will be taken up, followed by 40 cities, each in the second and third years. As per the guidelines, **12 cities** have been allotted to Tamil Nadu.

5. In Stage I of the **Process of Selection of Smart Cities**, cities in the State will compete on the conditions precedent and the **'Thirteen Criteria'** scoring criteria (100 points), which are laid out in the guidelines. In Stage 2, competition among the smart city proposals is the basis for the selection of cities.

6. The financial support of Government of India for the Centrally Sponsored Smart City Mission will be to the extent of Rs.48,000 crores over five years i.e. on an average Rs. 100 crore per city per year. An equal amount, on a matching basis, will have to be contributed by the State/Urban Local Body.

7. Under the Scheme, 93% is project funds and the balance is Administrative and Office Expenses funds for the State/ Urban Local Body (5%) and the Ministry of Urban Development (2%). Each selected Smart City will be given Rs.194 crore in the first year, followed by Rs. 98 crore out of Rs. 100 crore every year for the next three years.

8. As per the guidelines, a **State level High Powered Steering Committee (HPSC)** chaired by the Chief Secretary, which would steer the Mission Programme in its entirety is to be constituted. The key responsibilities of the Committee are, **i.** to provide guidance to the Mission; **ii.** oversee the process of first stage Intra-State competition; **iii.** review the Smart City Proposals and forward to the Ministry of Urban Development for participation in the Challenge.

9. Further, as per the guidelines, there would be a **State Mission Director**, whose functions include assisting the state level High Powered Steering Committee, guiding the Urban Local Bodies/Special Purpose Vehicles for planning, mobilizing funds and implementation of the smart city program.

10. The Chairperson and Managing Director, Tamil Nadu Urban Finance and Infrastructure Development Corporation Limited, has stated that, the Tamil Nadu Urban Finance and Infrastructure Development Corporation has successfully implemented various Government of India programmes including the Jawaharlal Nehru National Urban Renewal Mission and this expertise would enable the organization to effectively function as the Mission Directorate.

11. The mission envisages that, each Smart City will have a **Special Purpose Vehicle (SPV)**, headed by a full time Chief Executive Officer and have nominees of Central Government, State Government and Urban Local Body on its Board.

12. As regards **Special Purpose Vehicle**, based on the indicative composition and their functions as given in the guidelines, the Chairperson and Managing Director, Tamil Nadu Urban Finance and Infrastructure Development Corporation, has proposed to constitute Special Purpose Vehicle as below:

 City Level Special Purpose Vehicle (SPV) may be formed as a limited company under the Companies Act, 2013 and

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will be promoted by the State and the Urban Local Body jointly, both having 50:50 equity shareholding. This shareholding pattern has to be maintained at all times. The State and Urban Local Body together have majority shareholding and control of the Special Purpose Vehicle.

ii. In order to facilitate smooth start up of the Mission and to have a holistic view of the infrastructure and basic amenities in the State, the Director of Municipal Administration or a Secretary Level Officer may be designated as the Chairman of the Special Purpose Vehicle Board. In case of Chennai, the Commissioner of Chennai Corporation may be designated as Chairman of the Special Purpose Vehicle. Accordingly, the Special Purpose Vehicle may be formed in each city under the Companies Act, 2013, with the composition of;

	Commissioner, Corporation of Chennai / Director of Municipal Administration /Secretary level Officer	Chairman
b.	Representative from Ministry of Urban Development	Director
c.	Representative from Finance Dept, Government of Tamil Nadu.	Director
d.	Corporation/ Municipal Commissioner	Director
e.	Chief Executive Officer of respective Special Purpose Vehicle	Director
f.	Independent Directors- Two Numbers	Director

iii. As regards delegating necessary powers to the Special Purpose Vehicle in order to ensure operational independence and autonomy in decision making, it is proposed that, a. the approval or decision making powers available to the Municipal Administration Department and b. the matters that require the approval of the State Government may be delegated, respectively, to the Board of Directors of the Special Purpose Vehicle and the State Level High Powered Steering Committee for Smart Cities, on a case-to-case basis.

13. One of the conditions precedent for the first stage of the selection process is, constitution of Inter-departmental Task Force consisting of parastatal bodies, Urban Local Body, Organizations and Urban Development Authorities in order to make the city Smart. It is proposed to constitute the city level **Inter-departmental Task Force**, as below:

i.	District Collector/Commissioner respect of Chennai	in	Chairman	-
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Financial Financial Institution

11.	Corporation Commissioner/Deputy Commissioner of Corporation (works) in respect of Chennai	Member- Convenor
iii.	Chief Executive Officer of the Special Purpose Vehicle	Member
iv.	Engineering Director, Chennai Metropolitan Water Supply and Sewerage Board / Superintending Engineer/Executive Engineer, Tamil Nadu Water Supply and Drainage Board	Member
v.	Superintending Engineer, Tamil Nadu Generation and Distribution Corporation Limited (TANGEDCO)	Member
vi.	Superintending Engineer/Divisional Engineer, Highways	Member
vii.	Assistant Director of Town and Country Planning	Member
viii.	Executive Engineer concerned, Tamil Nadu Housing Board	Member
ix.	Executive Engineer concerned, Tamil Nadu Slum Clearance Board	Member
x.	District Information Officer, National Informatics Centre	Member

14. As per the guidelines, **City Level Smart City Advisory Forum** will be established for each Smart City to advise and enable collaboration among various stakeholders. Based on inputs from the line departments, the Chairperson and Managing Director, Tamil Nadu Urban Finance and Infrastructure Development Corporation Limited, has proposed the constitution of Smart City Advisory Forum as below:

i.	District Collector/Commissioner in respect of Chennai	Chairman
ii.	Member of Parliament	Co-Chairman
iii.	Member of Legislative Assembly	Member
iv.	Mayor	Member
ν.	City Commissioner (other than Chennai)	Member
vi.	Chief Executive Officer of the Special Purpose Vehicle	Member - Convener
vii.	Local Youth*	Member
viii.	Technical Expert *	Member
ix.	Non Government Organization/Chamber of Commerce/ Slum Level Federation *	Member

(*As decided by the Chairman of the Committee)

15. The Government after careful examination has decided to accept the proposal of the Chairperson and Managing Director, Tamil Nadu Urban Finance and Infrastructure Development Corporation, and accords **Administrative Sanction** for the implementation of the Smart City Mission in the State, with the following institutional arrangements.

I. Constitution of the **State level High Powered Steering Committee**, under the Chairmanship of Chief Secretary to Government as below:

Chief Secretary to Government	Chairman	
Principal Secretary, Municipal Administration and Water Supply Department	Member	-
Principal Secretary to Government, Finance Department	Member	
Principal Secretary to Government, Planning, Development and Special Initiative Department	Member	
Secretary to Government, Housing and Urban Development Department	Member	
Representative of Ministry of Urban Development	Member	
Mayors of Corporation (After Selection)	Member	
Commissioners of Corporations (After Selection)	Members	
Chief Executive Officers of the Special Purpose Vehicle in the State (After formation)	Members	
Director of Municipal Administration	Member	-
Managing Director, Tamil Nadu Water Supply and Drainage Board	Member	,
Managing Director, Chennai Metropolitan Water Supply and Sewerage Board	Member	
Chairman and Managing Director, Tamil Nadu Urban Finance and Infrastructure Development Corporation Limited/State Mission Director	Member - Secretary	

II. The Chairperson and Managing Director, Tamil Nadu Urban Finance and Infrastructure Development Corporation is designated as the **State Mission Director** and the Tamil Nadu Urban Finance and Infrastructure Development Corporation, as the **Mission Directorate**.

III. Constitution of **Special Purpose Vehicle**, as a limited company under the Companies Act, 2013, with 50:50 equity share holding by the State and the Urban Local Body; the Director of Municipal Administration or a Secretary Level Officer as Chairman; in case of Chennai Corporation, Commissioner as Chairman; the detailed composition and other features, as at para 12 above.

IV. City Level Inter-departmental Task Force, with District Collector and in respect of Chennai, Commissioner of Corporation, with composition, as detailed at para 13 above.

V. City Level Smart City Advisory Forum, with District Collector/Commissioner in respect of Chennai as Chairman; Member of Parliament as Co-Chairman and with detailed composition as at para 14 above.

16. This order issues with the concurrence of the Finance department, vide its U.O.No.32/Fin(DS (PW))/2015, Dated 31.7.2015.

(BY ORDER OF THE GOVERNOR)

K. PHANINDRA REDDY PRINCIPAL SECRETARY TO GOVERNMENT

То

The Ministry of Urban Development, Government of India,
New Delhi - 110 011.
The Commissioner, Corporation of Chennai, Chennai-3.
The Chairperson and Managing Director,
Tamil Nadu Urban Finance and Infrastructure

Development Corporation Limited, Chennai-35.

The Director of Municipal Administration, Chennai-5.
The Director of Town Panchayats, Chennai-108.
The Managing Director,
Chennai Metropolitan Water Supply and Sewerage Board, Chennai-2.
The Managing Director,

Tamil Nadu Water Supply and Drainage Board, Chennai-5.

Copy to

The Finance Department, Chennai-9. The Planning, Development and Special Initiative Department, Chennai-9.

The Housing and Urban Development Department, Chennai-9. The Municipal Administration and Water Supply (OP II) Department, Chennai-9.

/FORWARDED BY ORDER/

SECTION OFFICER

7. Funding Options Available with TNUIFSL



Kakarla Usha, I.A.S., Managing Director

18 December 2015

Tamil Nadu Urban Infrastructure Financial Services Limited operates three externally aided projects for funding urban infrastructure projects implemented in Tamil Nadu as detailed below:

i) KfW assisted Sustainable Municipal Infrastructure Financing in Tamil Nadu – Phase-II – Part-1 (SMIF-TN-II-1) Program with an outlay of Euro 80 mn (equivalent to about Rs.578.16 crores). The entire amount is allotted for investment in urban infrastructure projects.

ii) KfW assisted Sustainable Municipal Infrastructure Financing in Tamil Nadu – Phase-II – Part-2 (SMIF-TN-II-2) Program with an outlay of Euro 107.75 mn (equivalent to about Rs.877.39 crores). Of the above Euro 100 mn (equivalent to about Rs.814.30 crores) is allotted for investment in urban infrastructure projects.

iii) World Bank assisted Tamil Nadu Sustainable Urban Development Project (TNSUDP) with an outlay of US \$ 600 mn (equivalent to about Rs.3831 crores) of which the World Bank financing is US \$ 400 mn (equivalent to about Rs.2554 crores). Of the above US \$ 384 mn (equivalent to about Rs.2451.84 crores) is allotted for investment in urban infrastructure projects.

Further, resources may also be mobilized from the capital markets on pooled finance mechanism for funding urban infrastructure projects. A sum of Rs.222.30 crores has already been mobilized and utilized for implementing urban infrastructure projects within the State. Further resources under the pooled finance mechanism will be mobilized based on the requirement for implementing urban infrastructure projects by the Urban Local Bodies in Tamil Nadu.

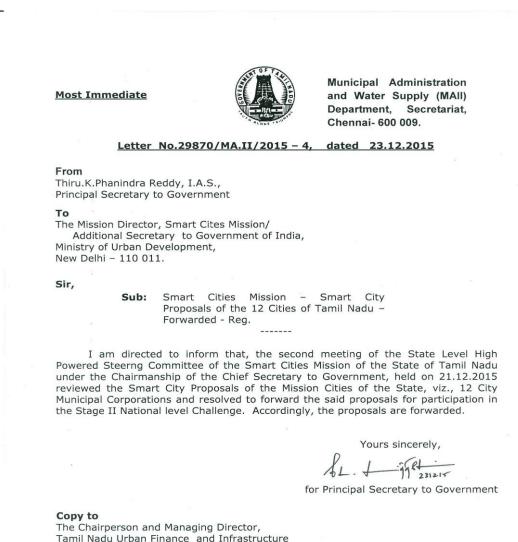
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Kakarla Usha Managing Director

TAMIL NADU URBAN INFRASTRUCTURE FINANCIAL SERVICES LIMITED

No. 19, T.P. Scheme Road, Raja Annamalaipuram, Chennai 600 028. Phone : 044 - 24643103 | 24643104 | 24643105 | 24643107 Fax : 044 - 24613106 website : www.tnuifsl.com

8. Forwarding Letter from HPSC



Tamil Nadu Urban Finance and Infrastructure Development Corporation Limited, Chennai-35.

9. Minutes of Meeting- HPSC



Municipal Administration and Water Supply (MAII) Department, Secretariat, Chennai- 600 009.

MINUTES OF THE SECOND STATE LEVEL HIGH POWERED STEERING COMMITTEE MEETING HELD ON 21.12.2015 AT 5.30 P.M FOR SMART CITY MISSION

The Second meeting of the **State Level High Powered Steering Committee** for **Smart City Mission** was held in the Chief Secretary Conference Hall, Secretariat on 21.12.2015 at 5.30 P.M under the Chairmanship of **Thiru K. Gnanadesikan, I.A.S.,** Chief Secretary to Government.

The following members attended the meeting:

 Thiru K Shanmugam IAS. Principal Secretary to Govt, Finance Department, Secretariat Chennai-600 009 	Member
 Thiru K.Phanindra Reddy IAS. Principal Secretary to Government. Municipal Administration and Water Supply Department Secretariat, Chennai-600 009 	Member
 Thiru S.Krishnan IAS. Principal Secretary to Government. Planning, Development and Special Initiatives Department, Secretariat, Chennai-600 009 	Member
 Thiru.Vikram Kapoor, I.A.S. Principal Secretary/Commissioner, Corporation of Chennai, Chennai-600 003. 	Member
 Dr. S. Swarna, I.A.S. Chairperson and Managing Director, TUFIDCO, Nandanam, Chennai – 600 035. 	Member-Secretary

 Dr.B.Chandra Mohan, I.A.S., Managing Director, Chennai Metropolitan Water Supply and Sewerage Board, Chennai- 600 002 	Member
 Thiru. Vijayaraj Kumar, I.A.S. Managing Director, TamilNadu Water supply & Drainage Board, Chepauk, Chennai-600 009. 	Member
 Thiru G. Prakash, I.A.S. Director of Municipal Admin. Chepauk, Chennai-600 005. 	Member
 Tmt. Kakarla Usha, I.A.S. Managing Director, TNUIFSL, Chennai. 	Mentor
10.Thiru M. Kathiravan, I.A.S Commissioner, Madurai Corporation	Member
11.Dr.Vijaya Karthikeyan, I.A.S Commissioner, Coimbatore Corporation	Member
12.Tmt M.Vijayalakshmi Commissioner, Trichy Corporation	Member
13.Thiru N.Manohar Commissioner, Dindugul Corporation	Member
14.Thiru P.Kumar Commissioner, Thanjavur Corporation	Member
15.Thiru S.Sivasubramanian Commissioner, Tirunelveli Corporation	Member

16.Thiru K.R.Selvaraj Commissioner, Salem Corporation

- 17.Thiru R.Mohan Commissioner, Erode Corporation
- 18.Tmt P.Janaki Ravindran Commissioner, Vellore Corporation
- 19.Thiru A.Laxmanan City Engineer, Thoothukudi Corporation
- 20.Thiru M.V.D.Tamilselvan Executive Engineer, Tiruppur Corporation

Member

Member

Member

Representing Thoothukudi Corporation

Representing Tiruppur Corporation

The Chairperson and Managing Director, TUFIDCO elaborated the process adopted such as Citizen Engagement, Impact on the population, the rationale behind selection for Area based Development and PAN city Development Strategy by the Corporations for finalizing the 12 Smart Cities proposals before the Committee.

The Committee reviewed the Proposals presented by the 12 Corporations and deliberated in detail. The Committee accepted the rationale behind the strategy adopted by all the 12 Cities. The committee also directed that the technological options presented would have to be evaluated in detail for their technical feasibility and financial sustainability during projectisation stage. On discussion, the committee directed that the proposals be forwarded to Ministry of Urban Development, Government of India on-time.

K.GNANADESIKAN CHIEF SECRETARY &CHAIRMAN OF HPSC

//True Copy//

Section Officer