## ANNEXURE 2 - baselining and aspiration setting

<table>
<thead>
<tr>
<th>Feature</th>
<th>Definition</th>
<th>Scenario</th>
<th>Projection</th>
<th>Input/Initiative that would move the city from its current status to Advanced status (Scenario 4: Column G)</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>1. Citizen participation</strong>&lt;br&gt;A smart city constantly shapes and changes course of its strategies incorporating views of its citizen to bring maximum benefit for all. (Guideline 3.1.6)</td>
<td>Scenario 4&lt;br&gt;- Created 1.50,000 smart volunteers who reached out &lt;br&gt;~50% all households (~800,000) in the city getting &lt;br&gt;roughly 3.2 million inputs under the current Smart City Program&lt;br&gt;- Practicing participatory budgeting since 2007&lt;br&gt;- Online complaints management system&lt;br&gt;- Engagement through faceook, YouTube, Instagram, Monthly newsletter, website, twitter&lt;br&gt;- Citizen-to-administration communication through development of citizen-centric call center and app&lt;br&gt;- PCC has been set up to channelize CSR funding by bringing together corporates and PMC and eminent citizens&lt;br&gt;- Several NGOs (Janwadi, Parisar, Prayas, etc) and citizen organizations like PIC, MCCIA working closely with PMC to improve quality of life in Pune&lt;br&gt;Building on its strong legacy of involving citizens and current momentum gained under the SCP, Pune aspires to engage all the residents going forward in all major policy and project level decisions and solutions, both through offline and online channels (Scenario 4)</td>
<td><strong>Input/Initiative that would move the city from its current status to Advanced status</strong>:&lt;br&gt;- Leverage the unparalleled ecosystem of partners from the corporate sector, media, intelligentsia, common citizens that has been created as part of the SCP to become a global role model in terms of participatory democracy&lt;br&gt;- Create a platform to crowd source ideas and problems citizens may have through app, portal, etc&lt;br&gt;- Create a vision community with maximum citizen participation&lt;br&gt;- Create digital innovation hub in Pune with citizens at the Epicentre&lt;br&gt;- Leverage technology like Punetel card to have two way communication with citizens.</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>2. Identity and culture</strong>&lt;br&gt;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)</td>
<td>Scenario 3&lt;br&gt;- PMC gets second highest number of visitors in Maharashtra after, Mumbai&lt;br&gt;- The city has 245 heritage sites spanning across grade 1 to grade 3; 3 of these sites are also preserved by the ASI&lt;br&gt;- Confluence of rich culture, presence of natural endowments like hills and riverfront coupled with favourable climate makes the city an ideal tourist destination&lt;br&gt;- Pune is often referred to as the cultural capital of Maharashtra given it was the seat of power during the Peshawas in the 17-18th century</td>
<td><strong>Bring out the unique identity of Pune as the most livable city in the country that is a melting pot of best minds in India making it one of the 10 tourist destination in the country leveraging its massive riverfront potential, both for domestic and foreign travellers (Scenario 4)</strong>&lt;br&gt;- Iconic riverfront development - first in ABB region and later on throughout Mula-Muha river crossing the city&lt;br&gt;- Create a start-up zone and CBD with multiple dinning and retail outlets for a global tourist experience&lt;br&gt;- Advertise the Sawai Gandharv festival, the biggest festival of classical music in India, to generate greater traction from local and global music lovers&lt;br&gt;- Create Pune guides and apps to help tourists navigate the city&lt;br&gt;- Pune city branding portal on the anvil, Pune coffee table book launched&lt;br&gt;- Pune branding on the anvil, Pune coffee table book launched</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Economy and employment</strong>&lt;br&gt;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 &amp; 3.1.7 &amp; 6.2)</td>
<td>Scenario 3&lt;br&gt;- Pune is the 8th biggest city in India in terms of GDP contribution&lt;br&gt;- Benchmarking constitutes ~22% of employment in the city compared to 10-12% for India&lt;br&gt;- 2nd biggest IT hub in the country, accounting for 9% of India’s IT exports&lt;br&gt;- ~40% of the city’s workforce is at least graduate</td>
<td><strong>Leverage the inherent strengths of the city in terms of existing industrial base coupled with strong human capital to create &gt;500,000 jobs in the next 15 years required for the young and previliged special e-learning modules for the under-privileged</strong>&lt;br&gt;- In its quest to become the “Start Up” capital of India, start with creating a CBD in ABB region and later on throughout Mula-Muha river crossing the city&lt;br&gt;- Create a start-up zone and CBD with multiple dinning and retail outlets for a global tourist experience&lt;br&gt;- Advertise the Sawai Gandharv festival, the biggest festival of classical music in India, to generate greater traction from local and global music lovers&lt;br&gt;- Create Pune guides and apps to help tourists navigate the city&lt;br&gt;- Pune city branding portal on the anvil, Pune coffee table book launched</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>4. Education</strong>&lt;br&gt;A Smart City offers schooling and educational opportunities for all children in the city (Guideline 2.5,10)</td>
<td>Scenario 4&lt;br&gt;- 2nd biggest Varsity with more than 800 colleges, often referred to as the “Oxford of the East”&lt;br&gt;- GER (Primary &amp; Upper Primary) is at impressive levels of 102%&lt;br&gt;- Teacher to student ratio is 31:1, almost equivalent to RTE norms</td>
<td><strong>Leveraging on its headstart, Pune aspires to become a global leader in providing international quality education meeting the 35 sq feet area per student, having one primary school within 10 minutes of walking distance and a secondary school within 15-20 minutes; special e-learning modules for the under-privileged</strong>&lt;br&gt;- Utilize amenity spaces fully to construct schools to bring affordable education to a large section of the population&lt;br&gt;- Start by creating 3 world class schools over an area of 6596 sq metre meeting the international benchmark in the ABB area which will then be replicated going forward to other areas throughout the city&lt;br&gt;- Pune City Connect to channel funds from CSR to municipal schools&lt;br&gt;- cartermagnuschools.org launched</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Health</strong>&lt;br&gt;A Smart City provides access to healthcare for all its citizens. (Guideline 2.5.10)</td>
<td>Scenario 2&lt;br&gt;- High and rising trend of Maternal Mortality Rate, from 88 (Per 100K births) in 2011-12 to 132 by 2014-15, which is considerably higher than 87 for Maharashtra&lt;br&gt;- Infant Mortality of 22/1000 births is significantly better than average of 40 for India&lt;br&gt;- Pune has 2.5 hospital beds/1000 population, against the benchmark of 4 and 3 for urban India, however, ~70% of the beds are in the private sector&lt;br&gt;Greater emphasis in PMC budget coupled with increased use of technology, strong civil society and NGO network to strengthen the basic health care in the city, especially for the ~40% slum population in the city (Scenario 4)</td>
<td><strong>Start by creating 3 super specialty hospitals in the ABB area spread across 9211 sq metres to take the beds-to-population ratio to international benchmark of 4/1000 in the local area and then replicate the model across the city</strong>&lt;br&gt;- Leverage m-health applications to cover greater population with reduced cost&lt;br&gt;- use of ICT in health to increase outreach and create awareness</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Feature</td>
<td>Definition</td>
<td>Self-assessment of the city (for Pan-City Solution) with regard to each feature</td>
<td>Basis for assessment and/or quantitative indicator (Optional - only if data exists)</td>
<td>Projection of where the city wants to be with regard to the feature/indicator</td>
</tr>
<tr>
<td>---------</td>
<td>------------</td>
<td>-----------------------------------------------</td>
<td>---------------------------------</td>
<td>-------------------------------</td>
</tr>
<tr>
<td><strong>6. Mixed use</strong></td>
<td>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)</td>
<td>Scenario 2</td>
<td>Though Pune allows for mixed use, overtime, the city has gotten segmented into niche areas, forcing people to commute, increasing average trip length, putting pressure on the infrastructure, reducing the speed impacting the quality of life. - Jobs are getting created in city peripheries like Hinjewadi increasing the average trip length to almost 10 kms. - Koregaon park is the preferred destination for dining and leisure, necessitating residents to travel from across the city.</td>
<td>At new developments in the city to have mixed use allowing for housing, retail, and office buildings in close proximity to reduce the need to commute long distances thus increasing the quality of life. Encourage the development of walk-to-work concept in new mixed use development (Scenario 4)</td>
</tr>
<tr>
<td><strong>7. Compact</strong></td>
<td>A Smart City encourages development to be compact and dense, where buildings are located close to one another and are ideally within a 10-minute walk of public transportation, forming concentrated neighborhoods. (Guidelines 2.3 and 5.2)</td>
<td>Scenario 2</td>
<td>- Pune has few compact areas like the old city core, etc. - Over the last decade however Pune is sprawling; PMC’s population grew by 2% between 2001-11, compared to peripheral areas’ growth of &gt;5%. - Average trip length has gone up to 10 kms from ~6kms in 7 years. - Close to double digit growth of private vehicles at least over the last 5-7 years.</td>
<td>Push on transit-oriented development, coupled with increased FSI and redevelopment/reclassification of hitherto agricultural land increases the compactness in the city by developing large parcels of un/under utilized land (Scenario 3).</td>
</tr>
<tr>
<td><strong>8. Public open spaces</strong></td>
<td>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 &amp; 6.2)</td>
<td>Scenario 2</td>
<td>- Pune currently has just 7% area for public open spaces (including parks, hill tops, forest, etc) against a benchmark of 15% laid down by the ministry of environment.</td>
<td>Increase open space in the city to meet the 15% international benchmark by utilizing the amenity spaces fully and leveraging the long riverfront stretch that Pune is endowed with. Open spaces should be well distributed in the city such that each resident is able to reach a garden within 5 minutes, walking on trail of connected footpaths (Scenario 4).</td>
</tr>
<tr>
<td><strong>9. Housing and inclusiveness</strong></td>
<td>A Smart City has sufficient housing for all income groups and promotes integration among social groups. (Guidelines 3.1.2)</td>
<td>Scenario 1</td>
<td>- 28% of all households in the city live in slums, compared to 17% for urban India. - Close to 60% of the households need some type of viability gap funding to make them afford housing.</td>
<td>Slum free Pune by 2030 - Swifter rehabilitation of slums under SRA through push from PMC and active involvement of civil society. - Improved supply and demand conditions will affordable housing through higher FSI and better affordability through rising incomes. (Scenario 3)</td>
</tr>
<tr>
<td>Feature</td>
<td>Definition</td>
<td>Self-assessment of the city (for Pan-City Solution) with regard to each feature</td>
<td>Basis for assessment and/or quantitative indicator (Optional - only if data exists)</td>
<td>Projection of 'where the city wants to be' with regard to the feature/indicator</td>
</tr>
<tr>
<td>---------</td>
<td>------------</td>
<td>--------------------------------------------------------------------------------</td>
<td>--------------------------------------------------------------------------------</td>
<td>--------------------------------------------------------------------------------</td>
</tr>
<tr>
<td>10 Transport</td>
<td>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 &amp; 6.2)</td>
<td>Scenario 1 - Pune only city of its size to not have a meaningful mass rapid transit and has a low bus fleet of 37 per lakh people against a benchmark of 55 - Low trip share of public transport at 19%, as against a norm of &gt;50% - Peak hour speed is down to ~18kms/hour from 22kms few years back - NMT share is also low at 33%</td>
<td>Increased share of public transport by 2030 from 19% to 30% as a result of completing the 96 kms BRTS network and 2 metro corridors measuring 31 kms, together with augmented bus fleet. NMT share also increases with the development of compact mixed-use development, further improving the traffic situation (Scenario 3)</td>
<td>- Reach steady state in the ABB area showing public transportation percentage to 90% from current 19% through 100 e-buses, 26 km BRT route, 54 bus stop overhual and 100 e-rickshaws; take NMT to 8% from 1% through 27 km bicycle tracks, 60 km footpath redesign, etc. - Affordable, clean Mass transit option complemented by augmented, refurbished bus fleets (~5000 buses) with feeder (~600 Mini Buses) by 2021, better route planning, premium options and systems of information dissemination - Policy changes to make parking expensive with stricter enforcements - Procurement of ~2,500 /TMS enable buses - Depot and terminal development - Public bicycle sharing system - Smart Redesign of 50 km of streets - Redesign of 75 Junctions - Full rollout of BRT Network, metro and 2 Ring Roads to be completed</td>
</tr>
<tr>
<td>11 Walkable</td>
<td>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 &amp; 6.2)</td>
<td>Scenario 1 - Pune has NMT at 33% and a low share of cycling - Almost half of the footpaths in the city have significant (&gt;7) obstructions per km - Footpath is available on 2/3rd of the road network but needs significant improvement and redesign</td>
<td>Improved NMT as a result of push on compact mixed use development, supported by better facilities for pedestrians and cyclists in terms of extensive street network coupled with cycle tracks along major stretches (Scenario 3)</td>
<td>- Creation and redesigning of 60kms of footpaths and 42kms of cycle track to be treated in the ABB area, which then gets replicated throughout the city - Redesign of major streets to accommodate pedestrians and cyclists, with demarcated pedestrian zones on 100% of streets</td>
</tr>
<tr>
<td>12 IT connectivity</td>
<td>A Smart City has a robust internet network allowing high-speed connections to all offices and dwellings as desired. (Guideline 6.2)</td>
<td>Scenario 2 - 22% households have computers with internet - City is in process to identify zones where wifi and high speed internet spots will be implemented - PMC has involved major ISPs for providing high speed internet connectivity</td>
<td>High speed optic fibre network to be laid down across the city using provision for Right of Way(RoW) Access points to be strategically chosen to give maximum reach (Scenario 4)</td>
<td>- Seamless wi-fi connectivity throughout the 900 acres area with 100% access points and provision for 10000+ simultaneous devices connections with 1Mbps speed</td>
</tr>
<tr>
<td>13 ICT-enabled government services</td>
<td>A Smart City enables easy interaction (including through online and telephone services) with its citizens, eliminating delays and frustrations in interactions with government. (Guidelines 2.4.7 &amp; 3.1.8 &amp; 5.1.4 &amp; 6.2)</td>
<td>Scenario 2 - Few major citizen centric services are online - Property Tax Self Assessment &amp; Payment, Building Sanctions / Registrations, LBT Registration, etc - Pune shares significant number of statutory documents like DP, DCR, Budgets, etc on its website - Backend processes of most service delivery is not automated - Inter-departmental collaboration lacks seamlessness</td>
<td>Implement suite of e-governance solutions across all citizen centric services to become one of the top 10 cities in terms of ease of doing business. PMC website is the single source of information for all government related information, providing real time update on various projects and policy changes. Information flows through the department in a seamless manner to avoid duplication and churning (Scenario 4)</td>
<td>- Leverage ICT solutions like integrated data access across utilities, Geo enabled city operations for activities such as land management, tax assessment, etc. to set up command and control center which acts as an E-municipality across all functions in the ABB area - ABB online portal with multiple activities across all departments with citizen desk for physical verification, etc. - Scale up these initiatives across the city to make Pune amongst top 10 ease of doing business places globally</td>
</tr>
<tr>
<td>14 Energy supply</td>
<td>A Smart City has reliable, 24/7 electricity supply with no delays in requested hookups. (Guideline 2.4)</td>
<td>Scenario 3 - The area within PMC limits doesn’t have any official load shedding schedule and electricity goes off only during well announced maintenance or due to some catastrophic failure - In terms of coverage, 98% of households have electricity connections, compared to 93% in urban India</td>
<td>PMC is able to provide 24/7 uninterrupted power to all its residents. There is 100% smart metering and grid in the city, together with 100% billing and collection efficiency (Scenario 4)</td>
<td>- Implement smart grid in the ABB area for 100 power supply and 3% reduction in AT&amp;AC losses from 9% to 6% - Pune should roll out smart metering and grid, with 100% households connected to the grid in due course</td>
</tr>
<tr>
<td>15 Energy source</td>
<td>A Smart City has at least 10% of its electricity generated by renewables. (Guideline 6.2)</td>
<td>Scenario 2 Pune has pockets of areas using renewables to satisfy energy needs - Magarpatta city has a biogas plant and 7,000 solar water heating panels - PMC runs ~20 biogas plants of SMT each to provide electricity to parts of the city streets - 300 MT waste to energy plant has just gone live with a capacity to produce 21,000 litres of Compressed Bio Gas</td>
<td>PMC becomes a leader in India in terms of generating energy from renewable sources, primarily from solar and waste. Close to 15-20% of the city’s energy requirements are met with green sources improving the city’s pollution levels (Scenario 4)</td>
<td>- ABB area to be made maximum solar city with 15-20% of energy needs getting fulfilled through solar at zero cost, using RESCO model (PPP) - In the long run Pune should aspire to generate 15-20% of its energy requirements from solar</td>
</tr>
<tr>
<td>Feature</td>
<td>Definition</td>
<td>Self-assessment of the city (or Pan-City Solution) with regard to each feature</td>
<td>Basis for assessment and/or quantitative indicator (Optional - only if data exists)</td>
<td>Projection of where the city wants to be with regard to the feature/indicator</td>
</tr>
<tr>
<td>---------</td>
<td>------------</td>
<td>-------------------------------------------------</td>
<td>-------------------------------------------------</td>
<td>-------------------------------------------------</td>
</tr>
<tr>
<td>16 Water supply</td>
<td>A Smart City has a reliable, 24/7 supply of water that meets national and global health standards. (Guidelines 2.4 &amp; 6.2)</td>
<td>Scenario 2</td>
<td>- Pune has 1250 MLD of water, enough to meet current and future requirements &lt;br&gt; - 15% of the population gets less than 135 lpcd &lt;br&gt; - Quality of water is good, with residents able to drink tap water without additional filtering</td>
<td>Pune is amongst a handful of cities providing 24/7 water to all its residents. Improvement is a result of &lt;br&gt; - Reduction in NRW from 30-35% to 15% due to systemic improvement in infrastructure &lt;br&gt; - Reduction in wastage as a result of installation of water meters coupled with telescoping pricing based on consumption levels (Scenario 4)</td>
</tr>
<tr>
<td>17 Water management</td>
<td>A Smart City has advanced water management programs, including smart meters, rain water harvesting, and green infrastructure to manage stormwater runoff. (Guideline 6.2)</td>
<td>Scenario 1</td>
<td>- Currently only commercial establishments have meters out of which 50% are faulty and 25% are RTfHa (Reading Not Available) &lt;br&gt; - There is no bulk or domestic metering throughout the system &lt;br&gt; - Distribution system is manually operated and relies on gravity for transmission of water</td>
<td>- 100% smart metering across all commercial and domestic establishments &lt;br&gt; - Green building codes with provision for rainwater harvesting &lt;br&gt; - Pune manages to increase its storm water drainage to 100% (Scenario 4)</td>
</tr>
<tr>
<td>18 Waste water management</td>
<td>A Smart City treats all of its sewage to prevent the polluting of water bodies and aquifers. (Guideline 2.4)</td>
<td>Scenario 1</td>
<td>- More than 90% of the population is covered by Sewage network &lt;br&gt; - Close to 65% of the waste water is treated &lt;br&gt; - 355 MLD of mixed sewage + water is thrown into Mula-Mutha River via nala’s and drains &lt;br&gt; - Current BOD levels in Mula-Mutha river range from 50-80 mg3</td>
<td>Pune manages to utilize the JICA funding and grants under AMRUT to tackle all its sewage related deficiencies in terms of covering the entire population with sewage network, increasing the treatment capacity to tackle all sewage generated in the city, creating ~120 kms of conveyance system to collect the sewage (Scenario 4)</td>
</tr>
<tr>
<td>19 Air quality</td>
<td>A Smart City has air quality that always meets international safety standards. (Guideline 2.4.8)</td>
<td>Scenario 2</td>
<td>- Pollution due to Particulate Matter (both, 2.5 and 10) and Nitrogen oxides is significantly higher than the prescribed norm (56, ~90 and 59 as against the benchmark of 40, 60 and 40 respectively)</td>
<td>As a result of multi-pronged strategy to increase public and NMT share of traffic, Pune aspires to bring down its pollution levels of both, particulate matter and poisonous gases to acceptable levels. Further, stress on creating more open spaces, move to renewables, etc all help Pune becomes city with one of the best air quality in the country. (Scenario 3)</td>
</tr>
<tr>
<td>20 Energy efficiency</td>
<td>A Smart City government uses state-of-the-art energy efficiency practices in buildings, street lights, and transit systems. (Guideline 6.2)</td>
<td>Scenario 2</td>
<td>- PMC is the first urban local body in the country to take up implementation of environment friendly housing program since 2007 &lt;br&gt; - Adopted green rating system (GRIHA) - which is a green building design evaluation system &lt;br&gt; - Rooftop solar mandatory for certain buildings in PMC area</td>
<td>- Achieve maximum savings on energy utilised and controlled under public realm such as Street lights, government buildings etc. &lt;br&gt; - Promote the use of energy efficient technologies by putting in proper incentive structure (scenario 3)</td>
</tr>
<tr>
<td>21 Underground electric wiring</td>
<td>A Smart City has an underground electric wiring system to reduce blackouts due to storms and eliminate unsightliness. (Guideline 6.2)</td>
<td>Scenario 2</td>
<td>71% of the city is currently covered by underground distribution network</td>
<td>All electric wiring in the city goes underground clearing the clutter and makes it safe for the residents (Scenario 4)</td>
</tr>
<tr>
<td>22 Sanitation</td>
<td>A Smart City has no open defecation, and a full supply of toilets based on the population. (Guidelines 2.4.3 &amp; 6.2)</td>
<td>Scenario 3</td>
<td>- 0% population defecates on the open &lt;br&gt; - The city is short of ~92,000 individual toilets</td>
<td>Pune leverages Swachh Bharat Mission’s funding to ensure that everyone has access to toilets - personal or community to eliminate open defecation</td>
</tr>
</tbody>
</table>

**ANNEXURE 2 - BASELINING AND ASPIRATION SETTING**
<table>
<thead>
<tr>
<th>Feature</th>
<th>Definition</th>
<th>Self-assessment of the city (for Pan-City Solution) with regard to each feature</th>
<th>Basis for assessment and/or quantitative indicator (Optional - only if data exists)</th>
<th>Projection of ‘where the city wants to be’ with regard to the feature/indicator</th>
<th>Input/Initiative that would move the city from its current status to Advanced status (Scenario 4: Column G)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Waste management</td>
<td>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 &amp; 6.2)</td>
<td>Scenario 3  - Collection efficiency is 90%  - More than 50% of the MSW is segregated  - PMC in advanced stage of talks to sign an MOU with SWaCH to cover the entire city with door-to-door collection, including slums</td>
<td>PMC becomes the first city in the country to solve its MSW problem end to end - with 100% collection, treatment and disposal of waste in a scientific manner. (Scenario 4)</td>
<td>- In the ABB area, ensure 100% segregation at source, transport in closed containers, 100% recycled, all bio-degradable converted to compost and energy  - PMC in agreement with SWaCH to cover 100% households in the city with door-to-door collection of MSW</td>
<td>- In the ABB area, ensure 100% segregation at source, transport in closed containers, 100% recycled, all bio-degradable converted to compost and energy  - PMC in agreement with SWaCH to cover 100% households in the city with door-to-door collection of MSW</td>
</tr>
<tr>
<td>Safety and security</td>
<td>A Smart City has high levels of public safety, especially focused on women, children and the elderly; men and women of all ages feel safe on the streets at all hours. (Guideline 6.2)</td>
<td>Scenario 3  - Pune has 200 policemen per lakh population, as opposed to 138 for India average  - Pune’s share of all million plus cities’ crime has decreased - from 2.6 in 2012 to 2.3 in 2014</td>
<td>Pune is able to reduce the incidence of crime and becomes the safest city in India. It adopts a slew of measures like: - Integration of surveillance with centralised emergency response center for reduced response time  - Smart Walky talkies, phones and GPS in patrol cars to reduce communications lags  - Increase policeman to people ratio  - Installation of 400 additional cameras to achieve 100% CCTV surveillance (Scenario 4)</td>
<td>- Initiate 811 emergency service with response time of less than 10 minutes  - Centralized command and control centre with camera feed from critical areas, emergency services through 5 SWAT vehicles  - 100% verification of maids in households for senior citizen safety and special child safety zones around schools, playgrounds  - Panic buttons on street light poles  - City wide public address systems  - Further strengthening of CCTV surveillance</td>
<td>- Initiate 811 emergency service with response time of less than 10 minutes  - Centralized command and control centre with camera feed from critical areas, emergency services through 5 SWAT vehicles  - 100% verification of maids in households for senior citizen safety and special child safety zones around schools, playgrounds  - Panic buttons on street light poles  - City wide public address systems  - Further strengthening of CCTV surveillance</td>
</tr>
</tbody>
</table>
## Exhibit 28: Critical milestones & timelines of Pan-City initiatives

### Transportation

<table>
<thead>
<tr>
<th>Initiatives</th>
<th>2016</th>
<th>2017</th>
<th>2018</th>
<th>2019</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 ITMS enabled Public Transport</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>DPR Preparation</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Identification</td>
<td>Tender Release</td>
<td>Supplier Selection</td>
<td>Depots 5,6,7</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Depot 1</td>
<td>Depots 2,3,4</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2 Adaptive Traffic Management Systems</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>DPR Preparation</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Identification</td>
<td>Tender Release</td>
<td>Supplier Selection</td>
<td>System Design &amp; BoQ</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Phase-I: 120 signals</td>
</tr>
<tr>
<td>3 Smart Parking</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>DPR Preparation</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Identification</td>
<td>Tender Release</td>
<td>Supplier Selection</td>
<td>System Design &amp; BoQ</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>MLCP 1</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### Water & sewage

<table>
<thead>
<tr>
<th>Initiatives</th>
<th>2016</th>
<th>2017</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 Smart bulk metering</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Invite Bids</td>
<td>Finalise tenders</td>
<td>Procure meters</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2 Comprehensive customer survey on GIS Platform</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Invite Bids</td>
<td>Finalise tenders</td>
<td>Procure meters</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>3 100% Smart Commercial Metering</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Invite Bids</td>
<td>Tendering applications</td>
<td>Finalise tenders</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

---

Note: Advanced Helium Leak identification across all 2688 Km will happen as a part of developing the distribution system in the 24x7 water supply project across the city.
Exhibit 29: Implementation Plan for Local Area Solutions

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>3</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>4</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>5</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>6</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>7</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>8</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>9</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>10</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>11</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>12</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>13</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>14</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>15</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>16</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>17</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>18</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>19</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>20</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>21</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>22</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>23</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>24</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>25</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>26</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>27</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>28</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

The table above outlines various initiatives and their corresponding timelines for implementation in 2015 to 2020. Each activity is detailed with specific tasks, milestones, and responsible entities, ensuring a comprehensive plan for local area solutions.
Exhibit 13: Planned 3.5 km of Riverfront Development in ABB

Now (from)

To

- Iconic Residential Mixed Use: 32 Acres
- Performance Gallery & Public Zone: 8 Acres
- River Promenade: 7 Acres
- Exhibition Retail Area: 9.7 Acres
- Public Utility & Green Area: 9.4 Acres
- Residential And Mixed Use: 28.6 Acres

Credits: RSP Design Consultants
Exhibit 21: Solution components for public transport items

**On Bus ITS with UBS-2 Components (510 Nos)**
- GPS
- GSM/GPRS
- Data Centre Interface via 3G
- GPS, GPRS, CAN 2.0, RS-232 & 485, USB 2.0, Wi-Fi Connectivity

**Passenger Information System (PIS)**
- LCD/LED TV Screen on Bus, at 95 Bus Stops
- LCD/LED TV
- Display

**On Bus ITS with Non-UBS-2 Components (570 Nos.)**
- Emergency Voice Calling
- Vehicle Health Monitoring & Diagnostics (VHMD) via CAN
- Single Control Unit
- Vehicle Tracking & Monitoring System (VTMS)

Exhibit 22: Adaptive traffic solution for Pune

- Adaptive traffic lights
- Ambient light sensors to dim/brighten
- Power backup and UPS
- Solar panels
- ‘Pedestrian button’ to add to convenience of pedestrians
- Vehicle counting and profiling
- Number plate recognition and identification
- Vehicle sensors to detect violations and traffic analysis

Central Command Center
- Central traffic rights managed
- Violation and security management
- Traffic volume analysis and profiling

Exhibit 23: Parking solutions for Pune

**Exit**
- Fee paid by mobile or cash

**Entry**
- Automated GPS based debiting, cash for non-app users
- Direction and guidance to reach parking spot
- User can find parking space on app and block

Mobile
- Fee paid by mobile or cash

Physical PIS
- Message board to provide availability
- CCTV and RFID to detect user

Credits: KPIT, Wipro, Supplier Workshops
Exhibit 30: Relationship with government and non-government agencies

**PMPML**
- Run bus ITMS systems and share incremental revenue
- Operate busses on ABB BRT route

**PMC (transport and road department)**
- O&M of roads in ABB area
- Integrated planning

**PMC (IT dept.)**
- Back-end support to citizen services

**Police department**
- Provide additional policemen to SPV (through PMC)
- O&M of infrastructure and equipment provided by SPV

**Trafic Police**
- Operate adaptive traffic management with central command control centre
- Enforce parking rules in city

**PMC (Water department)**
- Operate and manage Pan-city solutions in water and sewage
- Provide water in bulk to ABB

**PMC (Water and sanitation dept.)**
- Provide employees to undertake door-to-door collection of waste

**MSEDCL**
- Execute smart grid project
- O&M of smart meters and T&D infra.

**MPCB/Irrigation dept/NGT/CWRRS**
- Provide necessary approvals and monitor environment impact

**PMC (Garden dept.)**
- Support SPV in developing parks and open spaces

**SRA**
- Overall governance including consent and eligibility

**SPV**
- **1** Transport
- **2** Water and sewage
- **3** Sanitation and waste
- **4** Energy, environment & sustainability
- **5** Buildings and infrastructure
- **6** Citizen services and emergency

**Hospitals/Fire**
- O&M of infrastructure and equipment provided
Exhibit 30: Organogram with linkages of SPV with ULB & parastatal agencies (Q.36)

**Pune Municipal Corporation**
- SPV is the execution arm of PMC for Smart City Project

**Pune Smart City SPV**

**Governing Board (14-15 members)**
- Mayor of Pune
- PMC Municipal Commissioner
- Standing Committee Chairman
- Leader of Opposition in the House
- Leaders of top 3 other political parties with >10 representatives in the House (3 nos)
- District Collector
- Commissioner of Police
- CMD of PMPML
- Joint Secretary – Maharashtra UDD
- Eminent citizens of Pune with expertise in public policy (2 nos)
- Rep. appointed by MoUD, GOI
- CEO

**Executive Committee (3 members)**
- Municipal Commissioner
- CEO
- CFO

**Hand holding agencies, multi-lateral and bilateral organizations**
- Provide loans and grants
- Provide technical support
- Potential stakeholders in the SPV

**Elected representatives – MPs, MLAs, MLCs, Mayor and other Corporators**
- Provide guidance on governance and public policy
- Provide support in project implementation
- Communicate needs of citizens to the SPV

**State Government Authorities and Agencies**
- Facilitate coordination with state, center and other government bodies
- Provide guidance on governance and public policy
- Provide support in project implementation
- PMRDA for coordination between government agencies across PMC & PCMC areas

**Strategic and project management experts**
- Support planning and execution of Smart city projects

**Hand holding agencies, multi-lateral and bilateral organizations**
- Support planning and execution of Smart city projects

**PPP partners**
- Project execution and revenue sharing with the SPV

**CEOs**
- Provide guidance on governance and public policy
- Provide support in project implementation
- Communicate needs of citizens to the SPV

**Elected representatives**
- Provide loans and grants
- Provide technical support
- Potential stakeholders in the SPV

**Vendors**
- Project execution and O&M
Exhibit 1

Funding requirement for PMC between 2015 and 2030

<table>
<thead>
<tr>
<th>INR Crore</th>
<th>Solid Waste</th>
<th>Water</th>
<th>Storm Water</th>
<th>Sewage</th>
<th>Ring Roads, Buses, etc.</th>
<th>Mass Transit²</th>
<th>Urban Infra</th>
</tr>
</thead>
<tbody>
<tr>
<td>1,200</td>
<td>2,150</td>
<td>2,400</td>
<td>5,300</td>
<td>1,800</td>
<td>2,500</td>
<td>15,350</td>
<td></td>
</tr>
</tbody>
</table>

1 Assuming that Ring Roads will be constructed by PMRDA, PMC will bear 60% of bus cost (40% by PCMC)
2 Assuming that PMC will bear the 10% cost of constructing the Metro

Opex, INR cr

| 250 | 650 | 100 | 366 | 100 | 50 | ~1500 |

SOURCE: McKinsey Urbanization Funding Models, PMC, Expert Interviews

Exhibit 2: Framework to solve Pune’s transport & mobility problem

<table>
<thead>
<tr>
<th>Short term</th>
<th>Medium term</th>
<th>Long term</th>
</tr>
</thead>
<tbody>
<tr>
<td>&lt;12-18 months</td>
<td>18 months– 60 months</td>
<td>&gt;5 years</td>
</tr>
</tbody>
</table>

1 ICT solutions
- Public transport ITMS
  - GPS, real-time tracking, health monitoring in buses
  - Smart bus stops with PIS
  - Mobile apps for real time tracking
- Adaptive Traffic Management System across 319 signals:
  - Pedestrian safety buttons
  - Solar Panel & UPS backup
  - Emergency response system
- Advanced traffic management
  - E-challans
  - Mobile GPS based traffic analysis
  - Intelligent road asset mgmt

2 “Less is more” solutions
- Private bus aggregator to complement public buses
- Procurement of ~2,500 ITMS enable buses
- Depot and terminal development
- Public bicycle sharing system
- Smart Redesign of 50 km of streets
- Redesign of 75 Junctions
- Smart street redesign for entire Pune

3 High capex solutions
- ~60 km of BRT Network
- ~31 km of Metro
- 2 Ring Roads to be completed
- ~10-20 km BRT network
- ~44 km metro network

SOURCE: City documents, PMPML, ITDP, PMC Transport Department
Exhibit 3: Comprehensive framework to solve water issues

- **Short term <12 months**
  - Customer survey on GIS Platform
  - Smart Bulk Meters with SCADA
  - Grievance redressal and bill payment through website and mobile app
  - Smart Metering for commercial establishments
  - Smart Consumer awareness campaign

- **Medium term 1 year – 5 years**
  - Helium technology based Leak Identification across 2688Km.
  - Generate 1.92 million units of electricity annually from Naidu STP

- **Long term >5 years**
  - Smart metering for domestic households through a “Give up water subsidy” campaign along with a revised telescopic tariff

Exhibit 4: Sources identified for Land Monetization, with potential to raise additional INR ~1250-1450 Cr annually

<table>
<thead>
<tr>
<th>Levers</th>
<th>Incremental Revenue for PMC, per annum (INR cr, 2014 prices)</th>
<th>Core assumptions</th>
</tr>
</thead>
<tbody>
<tr>
<td>Premium from development of land</td>
<td>350</td>
<td>Revenue due to Premium FSI</td>
</tr>
<tr>
<td>Metro premium FSI</td>
<td>300-400</td>
<td>Estimate made after taking out government land, etc. around the corridor and assuming partial adoption for the increased FSI</td>
</tr>
<tr>
<td>Development of own land</td>
<td>600-700</td>
<td>Development of PMC land (~60 acres for 5 years)</td>
</tr>
<tr>
<td>Total</td>
<td>1250-1450</td>
<td><strong>Funds generated through land monetization to be ring-fenced through Pune Infrastructure Fund</strong></td>
</tr>
</tbody>
</table>

SOURCE: City documents, press search, Registration & Stamp department
Exhibit 5: Extent of citizen engagement

Exhibit 6: Vision and key issues
Exhibit 7: Citizen engagement: top issues by area

Exhibit 8: Top issues identified by citizens for solutioning

Exhibit 9: 11 contiguous areas initially shortlisted

Area options

1. Aundh-baner-Balewadi (ABB)
2. Karve Nagar (KN)
3. Core city area (CC)
4. River bank (Lakadi Pul- (RB) Nava Pul)
5. Kharadi (KH)
6. Yerawada (YW)
7. College area (FC Road to Karve Road) (EZ)
8. Sahakar Nagar (SN)
9. Dhanakvadi-Ambegaon (DH)
10. Hadapsar-market area (HM)
11. Sinhagad Road-DandeKar Pul (SR)
Exhibit 10.1: Criteria applied for area selection during citizen engagement

<table>
<thead>
<tr>
<th>Area Name</th>
<th>%</th>
<th>Area Name</th>
<th>%</th>
<th>Area Name</th>
<th>%</th>
<th>Area Name</th>
<th>%</th>
<th>Area Name</th>
<th>%</th>
<th>Area Name</th>
<th>%</th>
<th>Area Name</th>
<th>%</th>
<th>Area Name</th>
<th>%</th>
</tr>
</thead>
<tbody>
<tr>
<td>CC</td>
<td>26%</td>
<td>ABB</td>
<td>17%</td>
<td>ABB</td>
<td>17%</td>
<td>EZ</td>
<td>21%</td>
<td>CC</td>
<td>15%</td>
<td>ABB</td>
<td>16%</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>ABB</td>
<td>20%</td>
<td>CC</td>
<td>15%</td>
<td>CC</td>
<td>14%</td>
<td>ABB</td>
<td>15%</td>
<td>ABB</td>
<td>12%</td>
<td>CC</td>
<td>13%</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>KN</td>
<td>10%</td>
<td>KN</td>
<td>13%</td>
<td>KH</td>
<td>13%</td>
<td>CC</td>
<td>11%</td>
<td>RB</td>
<td>10%</td>
<td>RB</td>
<td>12%</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>EZ</td>
<td>9%</td>
<td>EZ</td>
<td>8%</td>
<td>HM</td>
<td>10%</td>
<td>KH</td>
<td>8%</td>
<td>DH</td>
<td>10%</td>
<td>SR</td>
<td>10%</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>KH</td>
<td>7%</td>
<td>KH</td>
<td>8%</td>
<td>DH</td>
<td>8%</td>
<td>SR</td>
<td>7%</td>
<td>HM</td>
<td>9%</td>
<td>EZ</td>
<td>8%</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Exhibit 10.2: Objective criteria applied by urban planners across 11 areas

<table>
<thead>
<tr>
<th>Criteria for area selection</th>
<th>CC</th>
<th>ER</th>
<th>IN</th>
<th>KN</th>
<th>EZ</th>
<th>ABB</th>
<th>DH</th>
<th>ST</th>
<th>HR</th>
<th>RH</th>
<th>KM</th>
<th>KL</th>
</tr>
</thead>
<tbody>
<tr>
<td>Population density</td>
<td>X</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Mixed Use</td>
<td>X</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Identity Heritage</td>
<td></td>
<td>X</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Economy</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td></td>
<td>X</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Criticality to the city</td>
<td>X</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Existing degree of sustainability</td>
<td>X</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Public proposals pending</td>
<td>X</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Implementability</td>
<td>X</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Environmental concern</td>
<td>X</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Probability of implementation</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Probability of final selection</td>
<td>X</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Legend: L: Low, M: Medium, H: High

Exhibit 11: ‘Aundh-Baner-Balewadi’ (ABB): 900 acres identified with many potential interventions possible

- Total area: ~900 acres
- Total population: ~40K

SOURCE: Pune DP, PMC Officials,
## Exhibit 12: Aspirations for key metrics of livability in ABB

<table>
<thead>
<tr>
<th>Sector</th>
<th>Metric</th>
<th>From</th>
<th>To</th>
<th>Benchmark</th>
</tr>
</thead>
<tbody>
<tr>
<td>Transport and mobility</td>
<td>• Public transport usage (% of trip share)</td>
<td>18%</td>
<td>40%</td>
<td>&gt;50%</td>
</tr>
<tr>
<td></td>
<td>• Number of buses (# per Lakh population)</td>
<td>46</td>
<td>79</td>
<td>&gt;55</td>
</tr>
<tr>
<td></td>
<td>• Non-motorized vehicles (NMT) usage (%)</td>
<td>30%</td>
<td>50%</td>
<td>&gt;50%</td>
</tr>
<tr>
<td></td>
<td>• Average traffic speed (km/hr)</td>
<td>18</td>
<td>22-23</td>
<td>-</td>
</tr>
<tr>
<td>Water and Sewage</td>
<td>• Average water supplied (lpcd)</td>
<td>90-120</td>
<td>150</td>
<td>&gt;135</td>
</tr>
<tr>
<td></td>
<td>• Water deficient areas (%)</td>
<td>60-70%</td>
<td>0%</td>
<td>0%</td>
</tr>
<tr>
<td></td>
<td>• Sewage discharged into the river without treatment (%)</td>
<td>30%</td>
<td>0%</td>
<td>0%</td>
</tr>
<tr>
<td></td>
<td>• Leakage and Non-revenue Water (%)</td>
<td>30%</td>
<td>15%</td>
<td>&lt;15%</td>
</tr>
<tr>
<td></td>
<td>• Households with rain water harvesting</td>
<td>0%</td>
<td>100%</td>
<td>100%</td>
</tr>
<tr>
<td>Sanitation and waste</td>
<td>• Door-to-door garbage collection coverage (%)</td>
<td>0%</td>
<td>100%</td>
<td>100%</td>
</tr>
<tr>
<td></td>
<td>• Waste segregated at source (%)</td>
<td>55%</td>
<td>100%</td>
<td>100%</td>
</tr>
<tr>
<td></td>
<td>• Public toilets (number per lakh of population)</td>
<td>23</td>
<td>50</td>
<td>&gt;50</td>
</tr>
<tr>
<td>Energy and Solar</td>
<td>• Energy from renewable sources (0%)</td>
<td>0%</td>
<td>15-20%</td>
<td>20%</td>
</tr>
<tr>
<td></td>
<td>• Energy efficient street-lights (% of total)</td>
<td>0%</td>
<td>100%</td>
<td>100%</td>
</tr>
<tr>
<td>Amenities</td>
<td>• Open spaces (% of total area)</td>
<td>3%</td>
<td>10%</td>
<td>10%</td>
</tr>
<tr>
<td></td>
<td>• Number of pedestrian roads</td>
<td>0</td>
<td>1</td>
<td>-</td>
</tr>
<tr>
<td></td>
<td>• Roads with adequate footpaths (&gt;2 m footpath)</td>
<td>40%</td>
<td>0%</td>
<td>0%</td>
</tr>
<tr>
<td>Safety and security</td>
<td>• CCTV security coverage</td>
<td>20%</td>
<td>100%</td>
<td>100%</td>
</tr>
<tr>
<td></td>
<td>• Response time (minutes)</td>
<td>20-30</td>
<td>&lt;10</td>
<td>&lt;10</td>
</tr>
<tr>
<td></td>
<td>• Number of security personnel per Lakh of population</td>
<td>60</td>
<td>120</td>
<td>136</td>
</tr>
<tr>
<td>E-governance and digital</td>
<td>• Number of services provided via single window</td>
<td>0</td>
<td>20-25</td>
<td>-</td>
</tr>
<tr>
<td></td>
<td>• Public Wi-fi coverage</td>
<td>0%</td>
<td>100%</td>
<td>100%</td>
</tr>
<tr>
<td></td>
<td>• Digital literacy</td>
<td>60-70%</td>
<td>100%</td>
<td>100%</td>
</tr>
<tr>
<td>Slum re-development</td>
<td>• Number of HH living in slums</td>
<td>483</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td></td>
<td>• Unemployment (especially in slums, %)</td>
<td>6%</td>
<td>2%</td>
<td>2%</td>
</tr>
<tr>
<td>Affordable housing</td>
<td>• # of affordable houses in the region</td>
<td>0</td>
<td>400-500</td>
<td>400-500</td>
</tr>
<tr>
<td></td>
<td>• % of affordable houses in the region</td>
<td>0%</td>
<td>2%</td>
<td>10%</td>
</tr>
<tr>
<td>Health</td>
<td>• Hospital beds per 10,000 population</td>
<td>104</td>
<td>&gt;40</td>
<td>&gt;40</td>
</tr>
<tr>
<td>Education</td>
<td>• School area per student (sq ft of school area available per student)</td>
<td>29</td>
<td>35</td>
<td>35</td>
</tr>
</tbody>
</table>

SOURCE: PMC, Desk Research, City Documents, McKinsey Team Analysis
Exhibit 14: Transit hub along with commercial development

Exhibit 15: Street redesign, road widening and placemaking

Credits: Walter P Moore Engineering India Pvt Limited, RSP Design Consultants
Exhibit 17: Bicycle friendly redesign of roads with integrated Bicycle Network

Exhibit 18: Few examples – World class amenity spaces in ABB

‘Aundh-Baner-Balewadi’ (ABB): ~7 acres of additional amenity space is planned to be used to ensure we meet the international benchmarks on Public social infrastructure

Credits for Exhibit 15: Pavetech, Embarq, Prasanna Desai Architects, InfraKing
Exhibit 19: Google map traffic image at 7:30 pm on Monday

Exhibit 20: Challenge of water inequality in Pune

Problematic areas – Connection exists but supply is less than 135 lpcd

Problematic areas – Connection exists but supply is less than 100 lpcd

Other problematic regions identified by PMC officials. This region receives less than 135 lpcd

SOURCE: PMC Data, McKinsey Analysis, 24x7 Water Supply DPR prepared by SGI
The total population covered in the pilot DMA is of 72,857 resident inhabitants (2.2% of Pune population) 44,500 of non-resident population with a total number of house units of 5132 and 217 commercial buildings.

### Exhibit 25: 11 steps to convert 5 DMAs into 24x7 water supply zones

1. O&M of pilot DMA till the whole city water supply 24x7
2. Erection of communication system and pressure transmitters
3. Study of pressures and flows
4. Conducting water balance using pressure management
5. Attending the visible leaks followed by Water balance
6. Consumer Awareness in pilot & Adjacent DMA
7. Leak detection and repairs followed by water balance
8. Replacing G.I. pipe HSC to Blue MDPE pipe followed by water balance
9. Modifications per model & increasing hours of supply without increasing the demand
10. Making and maintaining 24x7 status by ALM and NRW management
11. Bulk & Consumer metering in Pilot DNA

SOURCE: McKinsey Team, PMC Employee Interviews, 24x7 Water Supply DPR prepared by SGI
1 This is without accounting for hard infrastructure requirements such as reservoirs, pipelines and pumping stations
## EXHIBIT 32: Detailed funding and costing of each initiative including capex, opex and revenue

### LAND AREA DEVELOPMENT

<table>
<thead>
<tr>
<th>Category</th>
<th>Initiative Description</th>
<th>Capex (cr/yr)</th>
<th>Capex (net SPV)</th>
<th>SPV (cr/yr)</th>
<th>Non SPV</th>
<th>Total SPV</th>
<th>Revenue (cr/yr)</th>
<th>Opex through SPV (cr/yr)</th>
<th>Opex through SPV (net SPV)</th>
<th>Revenue through SPV (cr/yr)</th>
<th>Total opex</th>
<th>Total opex through SPV</th>
<th>Total opex through SPV (net SPV)</th>
<th>Life cycle cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>Smart feature (water)</td>
<td>Smart Commercial Meters</td>
<td>3.8</td>
<td>-</td>
<td>-</td>
<td></td>
<td></td>
<td>-</td>
<td>-</td>
<td>-</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Smart feature</td>
<td>Smart City Mission</td>
<td>3.0</td>
<td>-</td>
<td>-</td>
<td></td>
<td></td>
<td>-</td>
<td>-</td>
<td>-</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Water</td>
<td>Online bill payment</td>
<td>3.0</td>
<td>-</td>
<td>-</td>
<td></td>
<td></td>
<td>-</td>
<td>-</td>
<td>-</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Solar energy supply</td>
<td>Rainwater harvesting</td>
<td>3.0</td>
<td>-</td>
<td>-</td>
<td></td>
<td></td>
<td>-</td>
<td>-</td>
<td>-</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Transportation</td>
<td>Bus System ITMS</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td></td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Security</td>
<td>Solar energy supply</td>
<td>6</td>
<td>-</td>
<td>-</td>
<td></td>
<td></td>
<td>-</td>
<td>-</td>
<td>-</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Open spaces</td>
<td>Water</td>
<td>3.0</td>
<td>-</td>
<td>-</td>
<td></td>
<td></td>
<td>-</td>
<td>-</td>
<td>-</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Rootzone to clean water</td>
<td></td>
<td>3.7</td>
<td>-</td>
<td>-</td>
<td></td>
<td></td>
<td>-</td>
<td>-</td>
<td>-</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td></td>
<td>3.8</td>
<td>-</td>
<td>-</td>
<td></td>
<td></td>
<td>-</td>
<td>-</td>
<td>-</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### PARK-ITY TRANSPORT

<table>
<thead>
<tr>
<th>Category</th>
<th>Initiative Description</th>
<th>Capex (cr/yr)</th>
<th>Capex (net SPV)</th>
<th>SPV (cr/yr)</th>
<th>Non SPV</th>
<th>Total SPV</th>
<th>Revenue (cr/yr)</th>
<th>Opex through SPV (cr/yr)</th>
<th>Opex through SPV (net SPV)</th>
<th>Revenue through SPV (cr/yr)</th>
<th>Total opex</th>
<th>Total opex through SPV</th>
<th>Total opex through SPV (net SPV)</th>
<th>Life cycle cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>Electricity &amp; Solar</td>
<td>Electricity distribution - Smart grid and meterian</td>
<td>60</td>
<td>972</td>
<td>381</td>
<td>421</td>
<td>800</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Electricity &amp; Solar</td>
<td>Street lighting</td>
<td>33</td>
<td>37</td>
<td>25</td>
<td>12</td>
<td>57</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Electricity &amp; Solar</td>
<td>Solar energy supply</td>
<td>27</td>
<td>46</td>
<td>32</td>
<td>14</td>
<td>66</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Disability</td>
<td>Road network development</td>
<td>130</td>
<td>-</td>
<td>-</td>
<td></td>
<td></td>
<td>-</td>
<td>-</td>
<td>-</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Disability</td>
<td>Bike lanes</td>
<td>2,000</td>
<td>-</td>
<td>-</td>
<td></td>
<td></td>
<td>-</td>
<td>-</td>
<td>-</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Infrastructure</td>
<td>WRAP</td>
<td>6.0</td>
<td>-</td>
<td>-</td>
<td></td>
<td></td>
<td>-</td>
<td>-</td>
<td>-</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Infrastructure</td>
<td>Revenue from operations</td>
<td>155</td>
<td>-</td>
<td>-</td>
<td></td>
<td></td>
<td>-</td>
<td>-</td>
<td>-</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td></td>
<td>6.0</td>
<td>-</td>
<td>-</td>
<td></td>
<td></td>
<td>-</td>
<td>-</td>
<td>-</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### PARKITY WATER

<table>
<thead>
<tr>
<th>Category</th>
<th>Initiative Description</th>
<th>Capex (cr/yr)</th>
<th>Capex (net SPV)</th>
<th>SPV (cr/yr)</th>
<th>Non SPV</th>
<th>Total SPV</th>
<th>Revenue (cr/yr)</th>
<th>Opex through SPV (cr/yr)</th>
<th>Opex through SPV (net SPV)</th>
<th>Revenue through SPV (cr/yr)</th>
<th>Total opex</th>
<th>Total opex through SPV</th>
<th>Total opex through SPV (net SPV)</th>
<th>Life cycle cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>Infrastructure</td>
<td>Bulk Meters</td>
<td>150</td>
<td>-</td>
<td>-</td>
<td></td>
<td></td>
<td>-</td>
<td>-</td>
<td>-</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Infrastructure</td>
<td>Water abduction</td>
<td>5.0</td>
<td>-</td>
<td>-</td>
<td></td>
<td></td>
<td>-</td>
<td>-</td>
<td>-</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Infrastructure</td>
<td>Water abstraction</td>
<td>125</td>
<td>-</td>
<td>-</td>
<td></td>
<td></td>
<td>-</td>
<td>-</td>
<td>-</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Infrastructure</td>
<td>Water abstraction</td>
<td>60</td>
<td>-</td>
<td>-</td>
<td></td>
<td></td>
<td>-</td>
<td>-</td>
<td>-</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Infrastructure</td>
<td>Revenue from operations</td>
<td>155</td>
<td>-</td>
<td>-</td>
<td></td>
<td></td>
<td>-</td>
<td>-</td>
<td>-</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td></td>
<td>6.0</td>
<td>-</td>
<td>-</td>
<td></td>
<td></td>
<td>-</td>
<td>-</td>
<td>-</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### OTHER RESEARCH

<table>
<thead>
<tr>
<th>Category</th>
<th>Initiative Description</th>
<th>Capex (cr/yr)</th>
<th>Capex (net SPV)</th>
<th>SPV (cr/yr)</th>
<th>Non SPV</th>
<th>Total SPV</th>
<th>Revenue (cr/yr)</th>
<th>Opex through SPV (cr/yr)</th>
<th>Opex through SPV (net SPV)</th>
<th>Revenue through SPV (cr/yr)</th>
<th>Total opex</th>
<th>Total opex through SPV</th>
<th>Total opex through SPV (net SPV)</th>
<th>Life cycle cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>Infrastructure</td>
<td>Affairs and office</td>
<td>5</td>
<td>8</td>
<td>4</td>
<td>4</td>
<td>12</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
## Detailed 5 year cash flow including sources and uses of funds

### Cash Flow Statement for Year 1 to Year 5

### Year 1

<table>
<thead>
<tr>
<th>Category</th>
<th>Cash Flow Sources</th>
<th>Cash Flow Uses</th>
<th>Total</th>
<th>Non SPV</th>
<th>SPV</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
Exhibit 26: Integrated Solutions for Aundh Baner Balewadi

- Population now: ~40 thousand
- Estimate 2030 population: ~1.5 Lakhs

- Total area: ~900 acres
- Total population: ~40K

- A suite of citizen apps for grievance redressal and IOC
- Transit hub at entry point of Pune with access to long distance buses
- 8 KM BRT extension with direct access to Hinjawadi (IT hub)
- 100 electric buses to complement existing buses for ABB-Hinjawadi connectivity
- NMT focus through PBS with 40 stations, dedicated 42 km cycle tracks, and redesign of 60 km footpath, 15 junctions and 27 km of streets
- 100% differently-abled friendly pathways
- 100% smart bulk, commercial and domestic metering
- Rainwater harvesting in certain buildings
- Zero waste and garbage (RFID tracking of garbage trucks)
- 10 acre start-up zone and 36 acres commercial space to create 45,000+ jobs by 2030 to promote mixed use development and walk-to-work
- ABB-Punetel Card for a connected community
- Seamless wi-fi connectivity at 1Mbps – 100+ access points for 10,000 simultaneous logins
- Solar roof tops to contribute 15% of energy requirements
- Smart street lights with 95% LED lamps to bring 30% energy savings CCTV camera
- Drive open space innovation: open space increase from 4% to 10%
- 3.5 km riverfront - walking promenade, recreation and entertainment zone
- Slum free ABB region by redevelopment of 500 slum households
- Additional 3 schools with international standards
- World class amenity spaces in ABB
- Drive open space innovation: open space increase from 4% to 10%
- 3.5 km riverfront - walking promenade, recreation and entertainment zone
- Slum free ABB region by redevelopment of 500 slum households
- 100% differently-abled friendly pathways
- 100% smart bulk, commercial and domestic metering
- Rainwater harvesting in certain buildings
- Zero waste and garbage (RFID tracking of garbage trucks)
- 10 acre start-up zone and 36 acres commercial space to create 45,000+ jobs by 2030 to promote mixed use development and walk-to-work
- ABB-Punetel Card for a connected community
- Seamless wi-fi connectivity at 1Mbps – 100+ access points for 10,000 simultaneous logins
- Solar roof tops to contribute 15% of energy requirements
- Smart street lights with 95% LED lamps to bring 30% energy savings CCTV camera
- Drive open space innovation: open space increase from 4% to 10%
- 3.5 km riverfront - walking promenade, recreation and entertainment zone
- Slum free ABB region by redevelopment of 500 slum households
- Additional 3 schools with international standards
- World class amenity spaces in ABB
- Population now: ~40 thousand
- Estimate 2030 population: ~1.5 Lakhs
नगरसभाविक कार्यालय
पुणे महानगरपालिका
महानगरपालिका समिति उत्सव

सया क्रमांक :- 83
दिनांक :- १७/१२/२०१५

वाऐक्षी
“महापौर, स्थायी समृद्धि अध्यक्ष आर्थिक विवेक कर्त्तव्य सिद्धांत द्वारा व्यावसायिक महानगरपालिकेकी नियन्त्रण आर्थिक रूप से महत्वपूर्ण संबंधित संस्थान कोन्सुल्टेंट एक्सप्रीजियल एस.पी.डी.महें पुणे महानगरपालिके की समस्या निरापत्ताकी क्रिकेटी. या ५ पैकी सिमेंस सिस्टम इसके अतिरिक्त इसके ३ इतर

(२)
कलम ५ भागी शासनकी योगी में उच्चतम एस.पी.डी.वे.महानगरपालिका में स्थाई में

"वित्ताधिकारी / पोलिस एयरुस, डोन सम्पूर्ण संयोग ज्यादी निवड कॉर्पोरेट व्यावसाय मंत्रियाद्वारे तेजप्रयास आर्थिक झड़ी बैंक महुआ केन्द्री जागीर आर्थिक पुरावश्यक सत्यितित संस्थान ज्यादी बैंकेक्को नम्नर्यांत ज्याती संस्थान सम्बन्धित ज्यादी निवड कॉर्पोरेट व्यावसाय मंत्रियाद्वारे तेजप्रयास आर्थिक झड़ी बैंक महुआ केन्द्री जागीर

1) पुणे शासनकी बैंगन इसकी उपक्रमाणहो वाहसूनु त वाणी आर्थिक मलानिनरस्तरण वांछा समावेश करण्यात आलेठा आहे. सर्व बैंगन इसकी उपक्रमाणहो वाहसूनु त वाणी करण्यात आलेठा आहे.

संदर्भ क्र.४ व्या उपसूचनेनुसार –
पुणे महानगरपालिकेकी व्याक्तिगत सिद्धा योजनातली एस.पी.डी.कमोनी अध्यक्ष मा.महापौर असांत.

संदर्भ क्र.५ व्या उपसूचनेनुसार –
1) महानगरपालिकेकी व एकोनी स्थानदेखी असांत.
2) या कमोनी बोल्डेंगा करणार असांत नसांत.
3) अंठ, बागें, बालेकाळीस या बागान आलेढा करणारी करणारी ती मुसाम सज्जेचा मायरीशीयाच करती केली नाही.

संदर्भ क्र.६ व्या उपसूचनेनुसार –
1) स्मार्ट सिद्धांती नागारी सुविधेयसमी एक खिंचक योजना करावी.
2) स्मार्ट सिद्धा योजनेच्या समावेश जस्तीत देखी नियंत्रण करणे देखी नये.
3) सामाजिका योजना गृह गाडी, गृह, गृह, हे केंद्र करणारा वाणी बालकांनी देखी ने देखी ने काम करणे वाणी देखी ने देखी ने काम करणे.

संदर्भ क्र.६ व्या उपसूचनेनुसार –
ग्राम महानगरपालिकामध्ये एस.पी.डी.सार्वजनिक की नाही याचे निर्णय त्याच महानगरपालिकेकी व्यापार अशी चाचा

संदर्भ क्र.२ व्या उपसूचनेनुसार –
प्रगत महानगरपालिकामध्ये एस.पी.डी.सार्वजनिक की नाही याचे निर्णय त्याच महानगरपालिकेकी व्यापार अशी चाचा

ग्राम महानगरपालिकाकी एस.पी.डी.कमोनी बोल्डेंगा करणारा वाणी बालकांनी देखी ने देखी ने काम करणे वाणी बालकांनी देखी ने देखी ने काम करणे.

(२)
यांत्रकेसः
कार्यवाहीयावर हा. अति. मह. आयुक्त (पि) (फ) (ठ) यांचे मार्फत हा. मह. आयुक्त यांचे आदेश ध्यानेत ही विनंती.

अविभक्त

महापालिका आयुक्त कार्यालय

पुणे महापालिका
Office Of Municipal Secretary

Pune Municipal Corporation

General Body Resolution

Meeting No :- 83

Subject No :-652

Resolution No:- 649

Department - Office Of Municipal Commissioner

Date :- 14/12/2015

Reference- 1) Government Of Maharashtra Resolution No Smart City - 2015/र त्र 130/म जि - 33, Dated 1/7/2015
2) Smart City Mission Guideline Issued By Government Of India
4) Standing Committee Resolution No.1733, Dated - 2/12/2015
5) Municipal Commissioner Letter No. MC 565, Dated 08/12/2015
7) The Sub Amendments given by Smt. Sunita Galande, Datta Bahirat, Mahendra Pathare, Nanda Lonkar, Sachin Bhagat, Sangita Tikone and Anita Dakhave on 14/12/2015.
8) The Sub Amendments given by Rajendra Vagaskar, Vasant More, Ravindra Dhangekur, Bala Shedge, Anil Rane and Rahul Tupere on 14/12/2015.
9) The Sub Amendments given by Raju Pawar, Smt. Yugandhara Chakankar and Archana Kamble on 14/12/2015.

Considering the reasons quoted recommendation of Municipal Commissioner

"Accord sanction to send Smart City Proposal (SCP) of Pune City under the Centrally Sponsored Smart Cities Mission through State Government to Central Government" and creation of SPV for Pune Smart City and its Framework and principals as per following amendments.

As per Sub Amendment in reference No. 6

1. Assessment of work of SPV will be done and if found unsatisfactory after two years, PMC will have the rights to close SPV.

2. The decision-making powers available to the PMC under the Appropriate Acts/Rules to the CEO of the SPV. shall be deleted from the second para of Clause No.(6) of SPV guidelines.

3. The procurement of loan by SPV will be subject to the approval by PMC. As well as the terms and conditions of the loan will require sanction of PMC, so in Clause No. (3) of the principles and constitution of SPV will have to be included.

4. The property of PMC within SPV limit will not be mortgaged by SPV and henceforth the Clause No.(7) has to be rectified.
5. The development of amenity spaces in SPV Jurisdiction will be as per the Master plan of the City.

6. SPV should submit quarterly and yearly financial reports to Pune Municipal Corporation.

7. As Per Clause No.(5) of SPV guidelines SPV's Management /Governing board the Mayor, Chairman of the Standing Committee, the Leader of opposition these three and three other Party Leaders (apart from parties of these three & of parties with more than 10 Councilors in PMC) will represent PMC in the SPV.

**Instead of the above:**
In Clause No.(5) of SPV guidelines, following is to be incorporated. Mayor, Standing Committee Chairman and Opposition Leader, these three and 5 members from other parties who are elected as per the strength of parties in Municipal Corporation, will represent SPV from PMC side.

8. The State Government will be represented by The District Collector, Commissioner of Police, CMD of PMPML, Chief Engineer of MSEDCL, Pune and two other members who would be Independent Directors, who will be selected from the data bank (s) maintained by the Ministry of Corporate Affairs and preference will be given to the eminent citizens of Pune who have ideally served as independent Directors in the Board of different companies fulfilling Clause No.(49), of the listing agreement of Securities and Exchange Board of India, or are professionals of international repute.

**Instead Of the above:**
As well as Clause No.(5) of SPV guidelines following is to be incorporated. District Collector, Commissioner Police, Pune and two directors will be selected from the data bank (s) maintained by the Ministry of Corporate Affairs and preference will be given to the eminent citizens of Pune who have ideally served as independent Directors in the Board of different companies fulfilling Clause No.(49), of the listing agreement of Securities and Exchange Board of India, or are professionals of international repute and rest of directors will be selected by State Government.

9. In Pune Pan City model Transportation and Water have already been included. Municipal Solid waste and Sanitation should also be added in the Pan City model.

**As per Sub Amendment in reference No. 7**

The chairman of SPV under Smart Cities Mission will be Mayor.

**As per Sub Amendment in reference No. 8**

I. There will be separate logo of Municipal Corporation and SPV.
II. SPV will not have right to collect new taxes.
III. New taxes will not be collected without the consent of General Body of the Corporation.

**As per Sub Amendment in reference No. 9**

I. One window system for civic amenities in will be created in the Smart City.
II. New property taxes shall not be imposed on common citizens in Smart City Mission.
III. Basic needs of the citizens like water, roads, solid waste, drainage shall be dealt with utmost attention.

**As per Sub Amendment in reference No. 10**

It has been discussed whether progressive municipal corporation can take a decision not to establish an SPV, and if such a decision is made by the Central Government, then SPV of Pune Municipal Corporation will be terminated but Smart Cities Mission will continue.

/-

Municipal Secretary
Pune Municipal Corporation, Pune
चिल्लाक्षण कार्यालय
पुणे महानगरपालिका
स्थायी समितिया ठराव
समा क्रमांक: - ५४
दिनांक - २/१२/२०१५
विषय क्रमांक: - १७३३ तद्न
ठराव क्रमांक: - १७३३
खाते: - माहात्मा अयुक्त

संदर्भ: - १) महाराष्ट्र शासन परिषद्रक स्मार्ट सिटी - २०१५/प्र.क्र.३३०/नवी - ३३, दि.०१/०७/२०१५.
  २) केंद्रशासनाकडून स्मार्ट सिटी बाबत प्राप्त मार्गदर्शक सूचना
  ३) माहात्मा.अयुक्त बाबे जा.क्र.मामा/उआ(वि)/६४ दि.२/१२/२०१५ ये पत्र.

माहात्मा.अयुक्त बाबे दिलेली कारणे ब्रेकेली सिफारस विचारात पेक्षा.

केंद्र शासन पुरस्कृत स्मार्ट सिटी अभियानांतर्गत पुणे शहरात “स्मार्ट सिटी प्रस्ताव/अहवाल”
माहात्मा राज्यांशासनामध्ये माहात्मा.केंद्रशासनाकडून पाठविली गावते शायरी माहात्मा.चुक्या सम्भवेचे सिफारस आहे.

नागरिकविवरण,
पुणे महानगरपालिका

समा. - २०/२०१५ (४८)
यांगक्रेस पुढील ज्योतिःसाही
साधन शासन...

अधिवक्ता
पुणे महानगरपालिका

03 Dec 2015
Manila, 8 October 2015

Mr. Kunal Kumar  
Municipal Commissioner  
Pune Municipal Corporation

Subject: CDIA support to Pune Municipal Corporation for Project Structuring and Financing.

Honorable Commissioner,

Reference is made to your letter dated 28 September 2015 requesting for Technical Assistance from CDIA to strengthen internal capacity to structure projects and link priority projects to financing.

We have discussed your request in our CDIA Management Team meeting and I am happy to report that we are very keen to engage with the Pune Municipal Corporation to provide such assistance.

Based on your request, we are also finalizing the recruitment of Mr. Ajay Saxena. Mr. Saxena, in the first month of his assignment, will prepare an inception report in consultation with you and other Pune MC colleagues. This inception report should propose a phasing for CDIA support and a selection of projects to which our support is deemed most useful.

Hopefully you will have time for a video-conference between Manila and Pune in the week of 15 October 2015 to discuss details on our collaboration.

We look forward to this engagement and talking to you in the near future.

With best regards,

Joris van Etten  
CDIA GIZ Program Coordinator

C.c.:

Mr. Sekhar Bonu, Director, South Asia Urban Development and Water  
Mr. Vijay Padmanabhan, Technical Advisor (Urban and Water)
Dear Mr Kumar,

Pune Smart City – The UK Offer

Thank you for taking the time to meet with my team last month. We now have a clear idea of your ambitious vision for Pune as a Smart City and would be delighted to partner with you to ensure Pune’s success and sustainability. As promised, I outline below some ideas of how the UK is able to help.

The UK would be delighted to help Pune plan, design and execute your outline for a smart city in line with international best practice. We would fund the services of relevant UK experts who could deliver a combination of the following proposals. We will not be able to do all of these in the current financial year but it does set out the sorts of areas we would like to discuss and decide with you.

- Transport:
  - We could help prepare a detailed road map for a pilot through an expert transport planning consultant for a cycling scheme along the lines of the London Cycling scheme. This might include technical specification, help design scale of operation and define the geographical coverage, possible revenue model and highlight operational challenges and risk mitigation strategies; or
  - We could help formulate a detailed plan for Online and Offline Smart Public Transport Information System including preparing maps showing bus routes and expected frequencies at each bus stop, online solution to include easy-to-use apps and web interface which allow users to access information on availability of public transport system; or
  - We could prepare a plan for a Pedestrian enhancement and Urban Realm Pilot for a busy street (< 1 kms) covering wider realm improvements (proper signage, clear right of way, green cover, levelled walking area, functional street furniture etc.), developing traffic solution and creating branding and marketing strategy.

- Greenfield Smart Development: To help plan and develop a vision for a Greenfield smart development for say around 1000 acres land parcel using UK expertise to establish a high level aspirations for the development, identify and reference exemplars and a roadmap for progressing this further.
Cluster Redevelopment: UK expertise is being used to plan, design and project manage the Kidwai Nagar cluster redevelopment (referenced in the MoUD's Smart Cities guidelines) and a suitable project in Pune could be supported to establish its feasibility, preparation of the initial concept master plan and infrastructure & services report.

UK Visit: To expose city administrators to UK expertise in Smart Cities by taking a small group of key officials and showcasing them what and how the UK has delivered smart solutions and help engage with wider Smart Cities stakeholders (companies, universities, institutes etc)

Capacity Building: To offer a tailored programme for skill development/institutional capacity development in areas where the UK has strength (e.g. town planning or workshop on innovative land monetisation models).

Skills Development: To study feasibility and possible co-funding of the Pune Automotive and Advanced Engineering Skills Centre focusing on vocational training.

Organisation and Operating Model: Advisory support for structuring and development of the commercial and governance framework for the city-level Special Purpose Vehicle (SPV) which helps in attracting private sector participation in delivering public projects. The scope could cover developing strategy, processes and identification of key organisational roles and responsibilities with an outlining of a "first 100 days plan".

The Ease of Doing Business agenda: We could organise a workshop by an expert from the UK Government's Better Regulation Delivery Office (BRDO) on the Risk Based inspection approach helping city administrators and inspectors better understand the concept and help re-design their approach towards inspection. This could be followed by mentoring and hand-holding by a specialist from the UK Department for Communities and Local Government (DCLG) along with one or two council/local authority representatives focusing on "Construction permits". UK experts could work with the relevant PMC departments, shadow officials and help formulate a fresh approach.

Twinning: We could explore twinning with a UK city to develop a working relationship to share best practice and experience of developing smart solutions and to learn from the mistakes made during the implementation! Twinning could also bring a host of other benefits to the city including cultural exchange, bilateral engagement at various levels (political, officials, businesses, student, academic & research communities) and international benchmarking.

As discussed with my team, we would be able to fund a combination of the above projects in Pune up to a total of £150,000 with delivery by the end of March 2016 in line with our financial year planning. We could then look to expand the project to cover some of the other suggestions over the longer term.

I am very excited that the UK's support for Pune as a Smart City, one of only 3 cities in India, will be announced during the Prime Minister Modi's visit to London next week. As you may know the Chief Minister will also be with him.

Given the tight time constraints, in order to take this work forward as soon as possible it would be good to get early feedback from you on which of the above ideas are priorities for you and where
you think we can have the greatest impact. My team will then start the necessary planning to take this forward.

I or my Senior Trade & Investment Adviser, Jitendra Jain, would happy to discuss this with you further.

I look forward to working with you in creating a successful Pune Smart City!

Yours sincerely,

Kumar Iyer

P.S: My father was born in Pune so I have a strong personal commitment to this collaboration!
### Annexure 4.4: SPV end-state organization structure (45-50 employees)

#### Key Roles and Responsibilities

<table>
<thead>
<tr>
<th>Role</th>
<th>Transport</th>
<th>Water and Sewage</th>
<th>Operations and Services</th>
<th>Finance</th>
<th>Vigilance</th>
</tr>
</thead>
<tbody>
<tr>
<td>CEO</td>
<td>11</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>CFO</td>
<td>2</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Chief Vigilance Officer</td>
<td>1</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Chief Knowledge Officer</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Chief Urban Planner</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Head of Transport</td>
<td>4</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Head of Water and Sewage</td>
<td>3</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Head of Operations and Services</td>
<td>4</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>SWM</td>
<td>1</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Energy and sustainability</td>
<td>1</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Citizens services and emergency</td>
<td>10</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Buildings and infrastructure</td>
<td>8</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Finance</td>
<td>2</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Vigilance</td>
<td>1</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

#### Key Responsibilities by Department

- **Transport**
  - Pan-city ICT initiatives: 5
  - Transport infrastructure: 3
  - NMT infrastructure - PBS: 2
  - Electric buses, e-rickshaws: 1

- **Water and Sewage**
  - Pan-city ICT initiatives: 2
  - ABB water management: 1

- **SWM**
  - ABB SWM management: 2
  - SWAT team: 1

- **Energy and sustainability**
  - Smart grid and solar: 1
  - Street lighting: 1
  - Riverfront: 1

- **Citizens services and emergency**
  - Intel. Ops center management: 1
  - Emergency response center: 3
  - 811 Dispatch Center: 3
  - E-gov/citizens desk: 2
  - Wi-Fi and network management: 1

- **Buildings and infrastructure**
  - Start-up development: 1
  - Commercial development: 2
  - Slum redevelopment: 1
  - Social infrastructure (Health, Education): 1
  - Building permissions and development charges: 3

- **Finance**
  - Finance and accounts: 2

- **Vigilance**
  - Vigilance: 1
The Ministry of Urban Development, Government of India (Central Government) has launched the Smart Cities Mission (Mission), with an aim to develop 100 cities as smart cities over the next 5 years. The objective of the Mission is to promote cities that provide core infrastructure and improve the quality of life of people and focus on redefining urban development initiatives that make the cities more livable, inclusive and centers of economic growth. The Mission is to be implemented in accordance with the Smart City Mission Statement and Guidelines (Guidelines), released by the Central Government in June 2015.

This document spells out the framework and principles for the formation of the Special Purpose Vehicle (SPV) for the implementation of the Smart Cities Mission in the city of Pune. The formation of a well-functioning SPV and the implementation framework is a critical component for success in the Mission. The SPV is being formed to strengthen the Pune Municipal Corporation (PMC), increase operational efficiency and bring in innovation in its functioning.

The document is divided in the following sections:

I. STRUCTURE OF THE SPV
II. SHAREHOLDERS OF THE SPV AND PRIVATE PARTICIPATION
III. MAIN OBJECTS (FUNCTIONS AND RESPONSIBILITIES) OF THE SPV
IV. ALLOCATION OF FUNDS / FINANCING
V. MANAGEMENT / GOVERNANCE OF THE SPV
VI. DELEGATION OF POWERS
VII. MISCELLANEOUS
I. STRUCTURE OF THE SPV

The Guidelines provide that the Mission at the city level will be implemented by a SPV, created for the purpose.

The SPV for the city of Pune will be a public limited company incorporated under the relevant provisions of the Companies Act, 2013 (Companies Act) and will be promoted jointly by the State Government of Maharashtra (State Government) and PMC.

The Authorized Share Capital of the SPV will be Rs. 5,00,000. The State Government and PMC will contribute this amount equally. The minimum paid up capital of the SPV shall be Rs.5,00,000. The increase, reduction and alteration of the permissible share capital in the SPV will be permitted in accordance with the provisions of the Companies Act.

Sub-SPVs

Under the Guidelines, the SPV has been given the autonomy and operational independence in decision-making and the implementation of the Mission. The Board of the SPV will have the complete freedom to decide whether the execution of the projects may be done through joint ventures, subsidiaries, public-private partnership (PPP), turnkey contracts etc. Therefore, in addition to the main SPV, there could be multiple project SPVs to execute the respective projects (pan city initiatives and local area development), envisaged by PMC for the city of Pune. The different sub-SPVs may include project specific SPVs, sectoral holding companies with a portfolio of project specific SPVs, subsidiary companies or public private partnerships.

II. SHAREHOLDERS OF THE SPV AND PRIVATE PARTICIPATION

In relation to the shareholding pattern of the SPV, the Guidelines state that the State Government and the PMC will be joint promoters in the SPV, having equal equity participation. The private sector or financial institutions could be considered for taking equity stake in the SPV provided that the shareholding pattern of 50:50 of the State Government and the PMC is maintained (shareholding is equal at all times) and the State Government and the PMC together have majority shareholding and control of the SPV. It may be relevant to mention that the shareholding of the State Government, PMC and private sector may be in the ratio 40:40:20 or 30:30:40 or 26:26: 48.
While the Guidelines permit the involvement of the private sector in the SPV (at the discretion of the State Government and the PMC), the participation of the private sector / financial institutions is necessary to make the smart cities project viable, as it requires huge resources and large scale investment. It is important that the private sector is suitably accommodated in the SPV structure (even if at a later stage), while ensuring that the balance of power between the State Government and the PMC is maintained. Having financial institutions as shareholders will strengthen the credibility of the SPV, especially while taking loans and participation of the private sector will help with bringing efficiency, improving service quality and incentivizing innovation.

In the alternate, private investment may also be introduced at the sub-SPV level instead of at the top level of the SPV. This will ensure that the private sector has the flexibility in investing in the sectors of its choice, and also different private entities can be there for different sub-SPVs.

III. MAIN OBJECTS (FUNCTIONS AND RESPONSIBILITIES) OF THE SPV

The SPV is being formed to strengthen the Pune Municipal Corporation (PMC), increase operational efficiency and bring in innovation in its functioning. No rights or authorities of PMC shall be diluted. The Corporation shall have the rights of fixing tariff. The SPV will act like an execution arm of the PMC with autonomy in projects execution.

The SPV will discharge the following functions:

(a) Approve and sanction the local area development projects under the Mission in the SPV Area including their technical appraisal. SPV Area shall mean Aundh-Baner-Balewadi (ABB) area approved under the Mission and any other area as approved by PMC in future.

(b) Approve and sanction the pan city projects approved for Pune under the Mission including their technical appraisal.

(c) Coordinate with different agencies like PMPML and City Traffic Police for the local area based and Pan city projects.

(d) Carry out the project development activities for implementation of the smart cities projects including forming project specific SPVs and sectoral holding companies consisting of project specific SPVs.

(e) Identify and develop projects and arrange for professional inputs for risk management, project structuring, project appraisal, preparation of Expression of Interest/ Request for
Proposal/ bid documents etc., evaluation of bids, bid process management and project management.

(f) Undertake due diligence and analyse, examine and appraise proposals and monitor the above projects.

(g) Drive O&M activities after project execution for both local-area development projects and pan-city projects

(h) Earn its revenues also from the impact fee and issue PIF based bonds, and further will have the land monetization rights in the SPV Area. The SPV will collect property taxes and grant building permissions on behalf of the PMC.

(i) Right to develop land parcels within SPV Area by land pooling under the Town Planning Scheme mechanism

(j) Assist PMC in undertaking key municipal functions

(k) Work as developer for Dr. Babasaheb Ambedkar Vasti slum rehabilitation in SPV Area

(l) Get into Service Level Agreements (SLAs) with concerned PMC departments like Solid Waste Management, Water and other municipal services and the ability to outsource these functions within the SPV Area

(m) The SPV Area may be expanded anytime to include more areas with due approval of PMC.

(n) Develop amenity spaces and PMC land in SPV Area for citizens. PMC will transfer such lands at no cost to the SPV.

(o) Can accept deposits, issue bonds, raise loans from external sources, for the purpose of company subject to the provisions of the relevant acts.
Project wise functions of the SPV and coordination with other agencies for local-area development in the SPV Area

The functioning of the SPV in each of the sector, within the SPV Area will be as follows:

(a) Transport and mobility:
   I. Bus Rapid Transport (BRT) and road infrastructure: SPV will construct road, bus stops for the BRT network. PMPML will manage and run the buses and the SPV will have the option of contracting buses on specific routes, if required. The SPV will be responsible for O&M of bus stops in the SPV Area.
   II. Non-motorized Transport (NMT) infrastructure: SPV will construct footpaths, bicycle lanes, redesign roads and junctions, undertake place making, and be responsible for O&M
   III. Public Bicycle Sharing (PBS) infrastructure: SPV will be responsible for setting up, running and O&M of PBS system
   IV. Electric buses: SPV to make available buses, define routes and fares, which will be operated and maintained by a private operator
   V. E-rickshaws: SPV to have the ability to make available e-rickshaws and lease out to private operators

(b) Water and sewage:
   I. Water supply management: SPV to have a Service Level Agreement (SLA) with PMC to provide bulk water at pre-defined rate; SPV to build key infrastructure to supply 150 lpcd water. Major O&M issues to be taken up by the PMC, minor issues to be managed by SPV. The SPV water function will run by PMC employees on SLAs with the SPV
   II. Sewage: Baner Sewage Treatment Plant (STP) to be augmented and managed by PMC
   III. River cleaning: SPV to install and manage root-zone technology and physical cleaning of river
   IV. Rain water harvesting: SPV to make available sumps in housing societies in SPV Area, the societies will be responsible for O&M of these sumps

(c) Solid waste management and sanitation:
   I. Solid Waste Management: PMC would be responsible for door-to-door collection with SLA with SPV. SPV responsible for transportation of segregated waste, and will operate the transfer station and other related facilities created in SPV Area for the purpose of efficient management of solid waste in the area.

(Ravindra Thorat)
Legis. Adviser

(Anil Pawar)
Dept. Municipal Commissioner (Special)

(Ulka Kalaskar)
Chief Accounts & Finance Officer

(Kunal Kumar)
Municipal Commissioner
II. **Sanitation:** SPV responsible for cleanliness and sanitation of public infrastructure in SPV Area. Community and school toilets will be made available by SPV; O&M of the same will be done by the SPV by getting into suitable contracts for the same.

(d) Energy and Solar:
   I. **Smart grid:** MSEDCL to setup smart grid T&D network in SPV Area. SPV to procure net meters hand-over to MSEDCL via an SLA. MSEDCL responsible for O&M of network and meters
   II. **Solar Energy:** Private operator to directly sign a PPA with the customer to install and O&M solar panels, SPV to facilitate the solarisation of the ABB area with appropriate measures and incentives if required
   III. **Street lights:** SPV responsible for procurement, installation and O&M of street lights in SPV Area

(e) Amenities and riverfront development:
   I. **Open spaces:** SPV responsible for setting up and O&M of gardens, parks and open spaces in the SPV Area
   II. **Open gyms, street furniture and other amenities:** SPV responsible for setting up and O&M of open gyms, street furniture and other amenities in SPV Area
   III. **Riverfront development:** SPV responsible for construction and O&M in SPV Area and will also receive revenues generated.

(f) Safety and response
   I. **Intelligent Operations Centre (IOC):** SPV to setup and manage O&M of the IOC. SPV to procure police vehicles, ambulances and other equipment, and provide to Police /Hospitals via SLAs. Police/Hospital to be responsible for O&M of equipment and vehicles. PMC to provide additional policemen to SPV, SPV will have the option of setting up and managing private security force, if required in the SPV Area.

(g) E-Governance and Wi-Fi
   I. **Central command centre:** SPV responsible for setting up and O&M of central command centre, associated sensors, communication network and platform
   II. **Citizen Service centre:** SPV to setup and run the citizen service centres, PMC to provide back-end support via SLAs
   III. **Public internet:** SPV to setup optical fibre network and will be responsible for O&M
IV. SPV will provide a complete suite of e-Gov services to the citizens in the SPV Area and will be backed by the PMC with SLAs for the same.

(h) Slum redevelopment:
   I. Slum redevelopment: SPV to be responsible for redevelopment of slums on private land in the SPV Area. SRA will be responsible for overall management, including consent and eligibility.

(i) Affordable housing:
   I. Affordable housing: SPV to create affordable housing for EWS/LIG population on two amenity spaces in the SPV Area. SPV to create appropriate amount of affordable housing on land that will be developed under Town Planning scheme in the SPV area.
   II. Skill development, healthcare and education: SPV to undertake socio-economic transformation initiatives in SPV Area and work towards improving healthcare and education facilities and build skills to generate employment.

(j) Health and Education:
   I. Health: SPV responsible for developing suitable amenity spaces for hospitals in the SPV Area through contract/PPP etc.
   II. Education: SPV responsible for developing suitable amenity spaces in the SPV Area for schools through contract/PPP etc.

(k) Transit and start-up hub:
   I. Transit and Start-up hub: SPV to develop Transit and Start-up hub, including Multi-level car parking in the 12acre land in the SPV Area. PMPML and State Government MSRTC to use the transit hub as a bus and BRT depot.

IV. ALLOCATION OF FUNDS / FINANCING

The Guidelines state that the Mission will be operated as a Centrally Sponsored Scheme and the Central Government proposes to give financial support to the extent of Rs. 48,000 crores over five years i.e. on an average Rs. 100 crores per city per year. An equal amount, on a matching basis, will have to be contributed by the State Government and PMC together. The funds provided by the Central Government, State Government and PMC to the SPV will be in the form of tied grant and kept in a separate Grant Fund and will be utilized only for the purposes for which the grants have been given and subject to the conditions laid down. The Grants from

(Ravindra Thorat)
Deputy Municipal Commissioner (Special)

(Ulka Kalaskar)
Chief Accounts & Finance Officer

(Kunal Kumar)
Municipal Commissioner
Centre and State Governments and PMC specifically marked for Smart City projects will be used for capital expenses by SPV.

The funds will act as a catalyst to attract funding from internal and external sources but will meet only a part of the project cost. The balance funds are expected to be mobilized from various sources including bilateral and multilateral institutions (both domestic and foreign), convergence with other Central Government schemes like Swachh Bharat Mission and the Atal Mission for Rejuvenation and Urban Transformation (AMRUT) as well as from the private sector. In addition to the funding, linkages also have to be established by the SPV with other institutes in the field of education, technology etc.

The SPV aims to increase the revenue and/or reduce the cost of operations of PMC by bringing in innovative practices and improving efficiencies. The incremental benefit/part of freed budget allocated for such activities that accrue to PMC due to SPV will be granted to SPV only to fill the O&M expenses gap with SPV. For example, if the SPV undertakes projects worth 90 Cr and saves 50 Cr of costs of the Corporation and further increases the revenue (other than the normal yearly increase) by 60 Cr making a total incremental benefit to corporation of Rs 110 Cr. Then the SPV would be granted 90 Cr only and Corporation retains 20 Cr. However, in case that the 90 Cr spent on project by SPV leads to a net benefit of only 60 Cr in first year, and the rest of the benefit will accrue over the lifetime of the project, then the SPV will be compensated for 30 Cr. An escrow account will be opened to receive such revenues, which shall be used to fund the O&M expenses of SPV. This situation may arise because the SPV will also execute some projects which are non-remunerative like traffic management, bus services improvement etc.

The SPV will have the borrowing power to accept deposits, issue bonds and raise loans from external sources, for the purpose of the company subject to the provisions of the relevant acts. The SPV will have the right to demand impact fee and issue PIF based bonds, and further will have the land monetization and construction approval rights for the local-area selected for development.

It may be noted that in case funds are allocated to PMC for any project in relation to the Mission, such funds should be automatically and immediately allocated to the SPV. Further in addition to equity contribution, the State Government may also provide its contribution to the Mission as a grant. This may be done by the State Government to fulfill its responsibility in relation to ensuring availability of funds for the Mission and for ensuring the financial sustainability/ viability of the SPV. Such grants from the State Government, as and when released, may be given directly to the SPV for the specified services/sectors.
The following points may also be noted in relation to the funds of the SPV:

**Dividends**

Dividends will be ploughed back into the SPV till the time there are no private shareholders in the SPV. Once the SPV has private shareholders, the dividends will be distributed among the shareholders from time to time as per the decision of Board of SPV.

**Accounts and Audits**

The Companies Act mandates periodical audits and submission of accounts to Registrar of Companies and the SPV has to comply with all the requirements prescribed under the Companies Act.

V. **MANAGEMENT / GOVERNANCE OF THE SPV**

**Governing Board**

The Guidelines state that the Board of Directors will have representatives of Central Government, State Government, PMC and Independent Directors, in addition to the CEO and Functional Directors. Subject to the provisions of the Companies Act, the SPV shall have a Governing Board consisting of:

a) The Municipal Commissioner of PMC who will also be the Chairperson of the SPV.

b) The Mayor, Chairman of the Standing Committee, the Leader of Opposition these three and three other Party Leaders (apart from parties of these three & of Parties with more than 10 Councilors in PMC) will represent PMC in the SPV.

c) The State Government will be represented by the District Collector, Commissioner of Police, CMD of PMPML, Chief Engineer of MSEDCL, Pune and two other members who would be Independent Directors, who will be selected from the data bank(s) maintained by the Ministry of Corporate Affairs and preference will be given to the eminent citizens of Pune who have ideally served as independent directors in the Board of different companies fulfilling Clause 49 of the listing agreement of Securities and Exchange Board of India, or are professionals of international repute.

---

(Ravindra Thorat)
Legal Adviser

(Ulka Kalaskar)
Chief Accounts & Finance Officer

(Anil Pawar)
Deputy Municipal Commissioner (Special)

(Kunal Kumar)
Municipal Commissioner
d) The Ministry of Urban Development will appoint one representative of the Central Government on the Board.

e) The CEO of the SPV

There will be a provision for expanding the Board in case of private shareholding of the SPV. The maximum number of Directors on the Board will be limited to fifteen.

The Governing Board shall convene once every quarter and will be responsible for major strategic decisions and approving the annual strategic plan of the SPV.

In order to ensure smooth governance and avoid conflict of interest in the SPV, the Board of Directors of the SPV and their agencies/ companies will be automatically disallowed from bidding for the projects awarded by the SPV under the Mission.

**Executive Committee**

The SPV shall have an Executive Committee that will meet once a month to take month-to-month decisions including decisions beyond the authority of the CEO, on the functioning of the SPV. The Executive Committee will comprise of:

(a) The Municipal Commissioner of PMC

(b) The Chief Executive Officer (CEO) of the SPV

(c) The Chief Financial Officer (CFO) of the SPV

**Chief Executive Officer**

According to the Guidelines, the SPV will be headed by a full time Chief Executive Officer (CEO). The CEO of the SPV will be appointed by the Board with the concurrence of the Ministry of Urban Development for a fixed term of 3 years, with upto 2 years possible extension.
The Board may recommend the names of suitable candidates for the post of CEO of the SPV, to the Ministry for its concurrence. This will ensure that the selection of the CEO remains the prerogative of the Board and not the Central Government.

The Board shall appoint the CEO from open market. The compensation of the CEO will be at par with market standards. It may be noted that the qualifications of the CEO have not been set out in the Guidelines and government officials, senior corporate executives and independent experts may be considered for the post of the CEO.

The CEO will be responsible for overseeing and managing the SPV including the day to day operations of the SPV among other responsibilities, which have been specifically stated in the Guidelines.

Other personnel in the SPV

In addition to the CEO and the Board of Directors, the SPV may appoint the following key personnel (with the requisite professional experience), to execute the various projects being implemented in the city of Pune under the Mission. Please note that this is an illustrative list and the positions may change depending on the final structure of the SPV.

(a) Head (Transport and Traffic) – to award, execute and commission all pan-city and SPV Area projects in transport and traffic

(b) Head (Water Supply and Sanitation) – to award, execute and commission all Pan City and SPV Area projects in Water Supply and Sanitation

(c) Head of Operations and Services - to award and take care of all other services in the SPV area

(d) Chief Knowledge Officer – to drive ICT based plan and execution of smart solutions as part of the Pan City and SPV Area development projects.

(e) Chief Financial Officer– to drive financial functions of the SPV

(f) Chief Vigilance Officer – to ensure good governance in and integrity of the SPV

(g) Chief Urban Planner – to plan, design and implement area development projects in SPV Area

(Ravinder Thorat)
Legal Adviser

(Anil Pawar)
Deputy Municipal Commissioner (Special)

(Ulka Kalaskar)
Chief Accounts & Finance Officer

(Kunal Kumar)
Municipal Commissioner
The SPV may appoint designated and dedicated officials from diverse backgrounds, who will assist the key personnel in implementing and managing the smart cities project, in a time bound and effective manner. Further project management consultants may also be appointed by the SPV for designing, developing, managing and implementing the various projects.

At the end state, the SPV will have 45-50 employees. The tentative organization structure of the SPV with the number of employees is the following:

(a) Transportation and mobility – 10-12 employees
(b) Water and sewage – 4-5 employees
(c) Solid waste management, sanitation and cleanliness – 3-4 employees
(d) Environment, energy and sustainability – 3-4 employees
(e) Citizen services and emergency response – 10-11 employees
(f) Buildings, infrastructure and development – 8-9 employees
(g) Finance – (2-3 employees)
(h) Vigilance – (1-2 employees)

This is an illustrative number and the powers to increase/ decrease number of personnel will be with the board.

VI. DELEGATION OF POWERS

One of the primary reasons for the creation of a SPV is to ensure operational independence and autonomy in decision-making and the Guidelines provide for the delegation of the following powers of the State Government and the PMC to the SPV:

(a) The rights and obligations of the PMC with respect to the Mission to the SPV.

(b) The decision-making powers available to the PMC under the Appropriate Acts/Rules to the CEO of the SPV.

(Ravindra Thorat)
Legal Adviser

(Anil Pawar)
Deputy Municipal Commissioner (Special)

(Ulka Kalaskar)
Chief Accounts & Finance Officer

(Kunal Kumar)
Municipal Commissioner

Page 12 of 14
(c) The approval or decision making powers related to project implementation under the Mission available to the Urban Development Department of the State Government to the Board of Directors of the SPV.

The delegation of powers to the SPV will be done under the provisions of the Maharashtra Municipal Corporation Act, 1949 and other applicable laws. It may be relevant to mention that the power with regard to the fixation of tariff for any sector would always remain with the PMC.

**Constitutional Provisions**

With a view to provide for the setting up democratic institutions at the grass root level, by virtue of the 73rd and 74th amendment to the Constitution of India, Part IX introduced the Panchayat system and Part IXA provided for the establishment of municipalities / urban local bodies and gave them constitutional status. Part IX-A (Article 243P – 243ZG) specifically provides for devolution by the State Legislature of powers and responsibilities to municipalities, as may be required to enable them to function as institutions of self-government.

**Provisions of the Maharashtra Municipal Corporation Act**

This delegation of powers to the SPV is proposed to be done under Sections 66 (41A) & 66A of the Maharashtra Municipal Corporation Act, in relation to the performance of functions by agencies, which states the following:

**Section 66 (41A)**

'With the previous sanction of the state Government & subject to such terms & conditions as the state Government may impose subscribing to the share capital of any company or co-operative society, with a limited liability, established or to be established for maintaining or setting up a slaughter house, or for providing any other services in the city, useful to the corporation in carrying out any of the duties imposed upon it by or under this act or any other law for the time being in force.'

**Section 66A**

'When any duty has been imposed on, or any function has been assigned to, a Corporation under this Act or any other law for the time being in force, or a Corporation has been entrusted with the implementation of a scheme by the State Government or any other authority —
(i) The Corporation may, either discharge such duty or perform such function or implement such schemes by itself; or

(ii) Subject to such directions as may be issued and the terms and conditions as may be determined by the State Government, cause it to be discharged, performed or implemented by any agency:

Provided that, the Corporation may also specify terms and conditions, not inconsistent with the terms and conditions determined by the State Government for such agency arrangement.

VII. MISCELLANEOUS

Leasing and Mortgaging Rights

Leasing and mortgaging rights on the assets owned or created by the SPV will be available.

Winding up

The procedure for the winding up of the SPV will be in accordance with the provisions of the Companies Act. All the assets created by SPV will be transferred back to PMC after dissolution or winding up of SPV.

(Ravindra Thorat)
Legal Adviser

(Anil Pawar)
Deputy Municipal Commissioner (Special)

(Ulka Kalaskar)
Chief Accounts & Finance Officer

(Kunal Kumar)
Municipal Commissioner
9th December 2015

The Municipal Commissioner,
Pune Municipal Corporation,
PMC Building, Near Mangla Theatre,
 Shivajinagar, Pune - 411 005
Maharashtra, India

Kind Attn : Shri. Kunal Kumar, IAS
Subject : Support to PMC’s smart city initiative
Reference : Our Discussions

Dear Mr. Kumar,

We at Microsoft would like to take this opportunity to congratulate you and the entire PMC team on the ambitious plan to make Pune an ideal smart city and the world class development in Aundh Baner Balewadi – ABB region.

We are glad to know of your plans to establish a Start-up and Innovation hub to foster entrepreneurship and help create a culture of innovation resulting in creation of 40000-45000 new jobs in this region. The scale of your plan is evident in your target for increasing GDP of ABB by 6-7x over the next 15 years, making it one of the fastest growing global neighbourhoods.

Microsoft is a leading technology OEM in the world and has recently completed 25 years of successful operations in India. Microsoft has played a key role in technology adoption by Governments on the various flagship initiatives rollout. Microsoft has also established itself in the Smart City domain by enabling cities around the world on the key focus areas through its technological and domain expertise. Microsoft has had multiple engagements with cities on the areas of citizen engagement, participative governance, automation, targeted interventions through analytics and reducing overall costs through use of Public cloud. Microsoft is also the only global OEM as of date to provide Public Cloud services in India from its multiple, Hyperscale, State of art facilities in India.

Microsoft would like to explore partnering with PMC on the following:

1. Enabling Smart City ICT Backbone Framework with Public Cloud

Microsoft can help PMC create Enterprise Architecture to optimally rollout ICT for the overall needs of smart cities. Microsoft has created a “City Platform Framework” which allows cities to seamlessly integrate the cross platform LoB vertical solutions to provide unified experience for consuming services. The City platform enables the IoT’s and Sensor based ecosystem to provide enterprise experience across cross verticals. The City platform is also designed to seamlessly work in Hybrid mode.
(Public Cloud & On Premise) to protect existing Govt investments on captive data centres, providing the best of Analytics and visualisations to citizens and city decision makers.

Microsoft can work with PMC to articulate the technology roadmap including public cloud and help enable advanced technologies like Machine Learning, Sentiment analysis etc for targeted interventions along with LoB vertical solutions.

2. Partner Accelerator for Start-up & Innovation

Microsoft Ventures, a subsidiary of Microsoft works very closely with start-up ecosystem to nurture & grow startups into successful business entities. Microsoft Ventures uses the Partner in Acceleration’ (PIA) program where intending partners will be allowed to use Microsoft Ventures’ knowhow and network to setup their own engagement with startups including accelerator/incubation programs, deal flows, events etc. Startups in these cohorts get access to Microsoft Business knowhow and Microsoft technologies and help startups learn most things that they would normally take a few years to do. Microsoft will mentor and provide expertise to the start-up partners under this arrangement including mentoring on products and Microsoft technologies. Microsoft will also provide software through Microsoft BizSpark program to the start-ups enrolled in the acceleration program and will also advise on the operational support to the partner team to help them develop its internal capabilities & continue operations.

Microsoft through Microsoft ventures will explore on extending the PIA program for ABB. Microsoft would require PMC to identify a strong domain partner to work with, in the domain(s) that it wishes to accelerate, such that the domain partner can establish the accelerator. Microsoft can play the role of mentoring the startups and help the domain partner conduct the accelerator as per the curriculum prescribed by Microsoft®.

Microsoft will be delighted to support PMC in its Smart City initiative including the Start-up Innovation Accelerator at ABB and seeks a deeper engagement at your convenience to drive this forward.

Thanking you,
Yours Sincerely,
For Microsoft Corporation (India) Pvt Ltd

Name : Rahul Savdekar
Designation : Director – Industry Solutions (Government)
1st December 2015

The Commissioner
Pune Municipal Corporation

Dear Sir,

Sub.: Swachh Bharat

One of the premiere Industrial houses of India (with a combined annual turnover of INR12 billion), Cyrus Poonawalla group has its operations spread across multiple sectors including pharmaceuticals and hospitality. World’s largest manufacturer of vaccines and a leading biotech company, the Serum Institute of India also comes under its umbrella. With an unwavering emphasis on innovation, quality and customer satisfaction, Cyrus Poonawalla group has been playing a significant role in India’s growth story.

The group, through its CSR initiatives has made concerted efforts to give back to its home city. Continuing the rich legacy, Cyrus Poonawalla group has offered to invest INR 100 Crores to boost the Swachh Bharat Work going on in Pune. The group would like to ensure that the city is able to achieve global benchmarks and inculcate best practices by plugging the gaps in technology and infrastructure. Cyrus Poonawalla group would also be pleased to particularly finance initiatives in Solid Waste Management, being undertaken within the ambit of Smart City Proposal.

Regards,

Adar C. Poonawalla
CEO
Date: 3rd Dec 2015

The Municipal Commissioner,
Pune

Dear Shri Kunal Kumar,

Thank you for your consistent support to the Pune City Connect (PCC) platform. As you are aware, Pune City Connect is a platform for collaboration between corporates and the Pune Municipal Corporation (PMC). The objective is to institutionalize a forum for industry and government to work collectively along with NGOs and citizens, towards development of the city. In this context, PCC has already initiated work towards the objective of enabling ‘collaborative CSR’. We believe that Corporate houses in Pune hold tremendous potential to help implement the Smart City vision through their Corporate Social Responsibility (CSR) Initiatives.

In order to harness this potential, PCC will be the common platform through which the industry’s CSR efforts with respect to hi-quality education, sanitation, digital Pune, tourism and other developmental needs within Pune can be streamlined. Synergizing these efforts, cross-learning through best practices and co-planning activities can lead to greater and sustained impact. It is proposed to streamline over INR 100 crores of CSR spends in the first year, with the long term potential being over INR 500 crores per year. The quantum of spend along with close monitoring and impact measurement will support the long term vision of the transformation of Pune into the most attractive city to reside in within India.

Pune City Connect is happy to have been part of the core group for the Pune Smart City proposal. Be it the piloting of the very first model for citizen engagement via the Mazhe Swapna Smart Pune contest, the subsequent support for the development of the customer engagement platform, thought-partnership for social transformation efforts or the sharing of best-practice models; it has been rewarding to work with this progressive group and under your inspiring leadership.

We remain committed to the Smart Pune vision and assure you of full support for implementation of the Smart City proposal when the need arises.

With regards,

Dr. Ganesh Natarajan
Chairman – Pune City Connect
Letter of Intent

Chief Engineer (Projects)
Sawarkar Udyog Bhavan, 3rd Floor,
Pune Municipal Corporation
Outward No: 3231
Date: 03/12/2015

To,
Shri. Kunal Patel,
(Director - Strategic Planning)
HCP Design, Planning & Management Pvt. Ltd.,
Paritosh, Usmanpura,
Ahmedabad-380013.

Sub:-- Tender No. 6/2015-Consultancy for preparation of River front
Development Plan for Mula Mutha, Mula-Mutha river in Pune.


With reference to the above subject and your bid for “Appointment of
Consultant for the project River front Development Plan for Mula Mutha,
Mula-Mutha river in Pune” is approved in the Standing Committee Meeting
held on 02/12/2015.

You are requested to mobilize the team and submit the draft agreement copy, so
that work on the above project can be started immediately.

Thanking you,

(Srinivas Bonala)
Chief Engineer (Projects)
Pune Municipal Corporation
To,
Shri Kunal Kumar
Municipal Commissioner
Pune Municipal Corporation,
Pune
Maharashtra

Subject: Project for Pollution Abatement of River Mula-Mutha in Pune under National River Conservation Plan (NRCP).

Sir,

Kindly refer to your e-mail regarding present status on the approval of project for pollution abatement of river Mula-Mutha in Pune under NRCP.

In this context, I am directed to inform you the above mentioned project has been approved by the Hon'ble Finance Minister as the competent authority at an estimated cost of Rs. 990.26 crore on cost sharing basis between Govt. of India and State Government, after recommendation of Expenditure Finance Committee (EFC). As you are aware, the project would be funded with loan assistance from Japan International Cooperation Agency (JICA) under NRCP. Based on the loan negotiations held in Department of Economic Affairs, Ministry of Finance, 'Exchange of Notes' for the project has been concluded between Government of Japan and Government of India on 27th March, 2015. The Loan Agreement between JICA and DEA is expected to be concluded shortly. Thereafter, the Administrative Approval and Expenditure Sanction for the project would be issued by the Ministry.

Yours sincerely

(S.K. Singh)
Deputy Director

Rastrapati Bhavan, New Delhi-110003
National River Conversation Directorate
Paryavaran Bhavan, C.G.O. Complex, Lodhi Road, New Delhi-110003
Chief Engineer (Project) Office, 
Pune Municipal Corporation. 
Outward No - अ/3/214 
Date- 03/01/2023

Work-Order

To,
Innovative Transport Solutions Pvt.Ltd.(iTrans) 
3291,D3,Vasant kunj, 
New Delhi -110070.

विषय:- शहरी वाहनक नियोजन यांचे सहाय्यामाने (Non motorized transport अंगरक्ष) पुने 
शहरसाठी एकात्मक साक्षरता आराखडा (Comprehensive Bicycle Plan For Pune 
City) तयार करणे.

संदर्भ :- मा. स्थायी समिती ठ.क्र. १७०७ दि. ०२/१२/९९.

महाशय,

1) विषयांकित कामसाठी आपले रू. १, १५, ००, ०००/- - चे टॅक्स क्र. १०३-२०१४ , स्वीकारण्यात 
आलेअमुद, आपल्यांची कार्यालामा करणावर व आपल्याकडून काम करत घेतेच मा. स्थायी समिती 
ठ.क्र. १६०७ दि. ०२/१२/९९ अन्वये मान्यता मिळवली आहे.

2) कार्यालामा मालवा पी. ३५०/- हे पत्र मिळाल्यासारखा एक आठवडा मुदतीचे आत पुने 
महानालीच्या कोप कार्यालाम रोखभरणीय स्थिरता करावी या पावती श्री.मारकड यांचे कोड 
तासाठी दाखलून ती दखविल्यावावत पावती या संबंधित संबंधी स्थानी घडावी.

3) उपरोक्त कामाचा कार्यालामा कार्यासतीचा मालवा स्टेंप्युर्लेटचे आर्टिकल ६३ प्रमाणे पेपर्स हे पत्र 
मिळाल्यासारखा एक आठवडा मुदतीच्या आत श्री.मारकड यांचे कोड आधी दिल्या व त्यांवरून स्टेंप्युर 
पेपर मिळाल्यावावत पावती घडावी.

4) हे पत्र मिळाल्यासारखा एक आठवडा मुदतीचे आत अनामत रविक्रम न भरत्याच व स्टेंप्युर न आवश्यक 
दिल्यास आपल्यांना काम करावावर नाही होत असे लहानपणात गेले.

5) कार्यालामा केलेपॅक एक या हिट दिले जाणार नाही.

6) कामाची मुदत ६ माहात आहे.

7) कामाची परिस्थिती हे पत्र मिळाल्यासारखा आत दिल्यास आत सदरचे काम सुरू करा व कामाचे 
मुदतीप्रमाणे मुदत संपत्तीपूर्वी काम पुरूष करावे.

8) अवकाशातक परिस्थिती मुदतवाद देखील वेळावर निर्णय ना. खालोप्रमुख स्वत: घेतील.

9) विषयांकित काम पत्र विभाग कार्यालाम उपमहायंत्र, श्री. राज.शिकलागा आणि कमिश अभियंता, 
श्री. श्रमिक शेखरे यांचा देखीलूँहातील करणावर येतो. त्यासूच राज्यविधाती सत्ता संपर्क साधुन या 
कामाचा सर्व तपशील घडावा.

10) योजनेचा संपूर्ण आराखडा,पॅल्ट,प्रोफॉल्ड, इ. टॅक्स क्र. १०३-२०१४ मध्ये RFP अनुसार सादर 
केलेपॅक प्रोजेक्ट प्रोजेक्टप्रोजेक्टप्रोजेक्टप्रोजेक्टप्रोजेक्टप्रोजेक्टप्रोजेक्टप्रोजेक्ट 
थायर करणे.

11) प्रस्तुत कामाच्या कान्स्टेंट यांतील यांनी वेळच्या देखील. अति.महापालिका आयुक्त (च) आणि मा. 
खालोप्रमुख यांनी आयोजित केलेपॅक वैद्यकी हजर राहणे.
१२) खात्याचे माणूणी सॉफ्ट व हार्ड कॉपी तयार करून पुर्ण महानगरपालिकेच देणे.
१३) कन्सॅल्टंट यांनी प्रत्यक्ष काम चालू, असताना खात्यास आवश्यक असेल त्यांची मार्गदर्शन करणे, जगीच्या वेक्टोरची पाहणी करणे व चूकाणा देणे.
१४) योजनेचे काम पूर्ण झाल्यावर झालेल्या कामाचा तयारीची नकाशा चेक करणे आणि सॉफ्ट व हार्ड कॉपी तयार करून पुर्ण महानगरपालिकेच देणे.
१५) या कामासाठी पुर्ण महानगरपालिका तर्क अपल्य कन्सॅल्टंट म्हणून नेमणूक करण्यात आली आहे. सदर काम स्थान निर्देश/ सुचनेप्रमाणे करावे, पाश्चत्य आवश्यक कामदर्शक यांची पुर्त्या करावी. प्रत्येक टप्प्याचे काम सुरु करताना वेक्टोरची खात्यास कळंबून अहवाल सादर करणे आणणार बंधनकारक आहे.
कलावे.

अट:- शासनाच्या लागू केलेल्या वांदवाले नियम बंधनकारक राहिल.
प्रत:- १) मा. अकौटंट
  २) श्री. बजेट लेखनिक (टेंडर रजिस्ट्रर, लांकिंग रजिस्ट्ररमध्ये नोंदवणे व त्यांना खातेग्रुपखाची स्वाक्षरी)
  ३) श्री. टेंडर कलाक (मुख्य प्रकरणांच जोडणे)
  ४) मा. कार्यकारी अभियंता (पाध्य विभाग)
  ५) मा. प्रासी व चाचणीचे अर्थविद्यक
  ६) मा. अंतर्गत अर्थविद्यक
  ७) मा. श्री. डॉ. जी. शिक्कलगार, उप अभियंता (पाध्य विभाग, पुर्ण महानगरपालिका)
  ८) मा. श्री. अष्टक्षेप, कनिष्ठ अभियंता (पाध्य विभाग, पुर्ण महानगरपालिका)

यास........................
MEMORANDUM OF UNDERSTANDING

BETWEEN

KPIT TECHNOLOGIES LTD

AND

PUNE MUNICIPAL CORPORATION (PMC)

FOR ELECTRIC BUS TECHNOLOGY

(‘E-BUS’)

24th November 2015
This “non-binding” Memorandum of Understanding (MOU) is made in Pune, India on 24th of November, 2015 between the undersigned:
1. KPIT Technologies Ltd. (herein after referred to as “KPIT”, which expression, unless repugnant to the context, shall mean to include its successors; assigns; affiliates and authorized representatives) having its registered office at 35 & 36, Rajiv Gandhi Infotech Park, Phase 1, MIDC, Hinjewadi, Pune 411 057, India through its Senior Vice President Mr. Anup Sable, of the one part

And

2. Pune Municipal Corporation (hereinafter referred to as “PMC” which expression will include its successors and permitted assigns, unless repugnant to the context or meaning) acting through its Commissioner Mr. Kunal Kumar of the second part

KPIT and PMC are hereinafter individually referred to as "Party" and collectively as "Parties", as the context may require.

Whereas:

1. The Government of India has envisaged “Smart Cities Mission” considering the need for an all-round, socio economic development of the country. The initiative intends to develop 100 cities and towns in the country as smart cities and is expected to generate a large number of opportunities for the industry in terms of deploying state of the art technologies, provision of value added and sustainable services, and, investment opportunities.

2. KPIT is global technology company focused on solutions specializing in automotive & transportation, manufacturing and energy & utilities. KPIT works with major global automotive OEMs as well as Tier 1 manufactures for development of technology solutions. As a part of KPIT’s pursuit of innovation, KPIT has developed unique and novel electric bus technology (‘e-bus’).

3. KPIT and PMC have evinced interest in exploring the possibility of using KPIT’s e-buses for commuter movement and thereby fostering the government’s mission.

Now, pursuant to the ongoing discussions between the parties, this MOU purports to
summarize the principal terms of intended engagement. This MOU records the preliminary understanding between them.

I. Purpose:
The Parties are entering into this MoU to record the terms and conditions on which KPIT will provide the scope of services to the PMC for the Development of ITMS services as part of “Smart City”.

II. Responsibilities:
A. KPIT’s Responsibilities:
KPIT hereby agrees that it will undertake to provide e-buses in accordance with and to the extent requested by PMC with the objective of developing Pune as a “smart city”, which will include the following:
1. 100 Fully electric air-conditioned buses with a range of 150 to 200 kms on a single charge
2. On Bus ITS system.
3. 100 charging stations for overnight charging
4. Support and maintenance of the buses for a period of 7 years

B. PMC’s Responsibilities:
1. Operate the e-buses for commuter movement for 150 to 200km every day
2. Provide a depot where the buses can be parked, charged (for 8 hours) and maintained. For 100 buses, as 4 to 5 acre space will be required.
3. Provide appropriate electricity infrastructure to charge these buses.

III. Business Model Options:
Parties will agree to the exact model of engagement at a later date once all the details are worked out. Business model options can be as below:

A. PMC to pay per kilometre of e-bus operation to KPIT
KPIT will own and maintain the e-buses and the charging stations, for which PMC will pay KPIT on ‘per kilometre’ basis. PMC will operate these buses.
B. Procurement of e-buses by PMC

PMC will procure 100 e-buses along with charging stations for the same.

IV. Term and Termination:

Both the Parties may terminate this MoU at any time by notice with immediate effect if it reasonably believes that its performance, financial viability or any aspect of it, results, or might breach any legal, regulatory, ethical or audit independence requirement in the jurisdiction, or any other reason.

This MOU shall be valid for a period of 180 days from the date of signing, unless it is terminated earlier:

i. By way of consummation of a definitive agreement; or

ii. By either Party for any reason whatsoever.

This MOU is issued solely for the purpose of communicating the intent on part of the Parties to transact business with each other. All the terms and conditions shall be finalized on the basis of a definitive agreement.

If no contract is consummated, this MOU shall be treated as null and void.

Other Terms:

A. Sharing of Information:

As may be appropriate from time to time, each Party may share information with the other on a regular basis regarding the arrangement under this MoU. Both the parties will be solely and entirely responsible for any third party information or materials, that they will share with each other, with regards to its requisite rights, authorizations or agreements, in place, enabling accessibility and usage of such information.

B. Confidentiality:

The Parties agree and acknowledge that sensitive information and confidential data will be exchanged between the Parties pursuant to this MoU. Such data will be marked confidential ("Confidential Information"). Each Party agrees that it will maintain confidentiality of the Confidential Information disclosed to it by the
other Party under this MoU and will ensure that this clause is strictly adhered to by its officers, employees, agents, consultants and representatives. In case of expiry or termination of this MoU, each party will promptly return all confidential information, to the disclosing Party upon request after expiry/termination of this MoU.

C. Expense:
Unless otherwise specifically agreed to in writing by the Parties for implementing the Scope of Services, each Party will bear the respective costs of carrying out the obligations under this MOU.

D. Counterparts:
The Memorandum of Understanding (MOU) may be signed in any number of counterparts, all of which taken together will constitute one and the same instrument. KPIT and PMC may enter into the Memorandum of Understanding (MOU) by signing any such counterpart and each counterpart may be signed, executed and transmitted by facsimile transmission and will be as valid and effectual as if executed as an original.

E. Entire Agreement:
This MoU contains the entire understanding between the Parties hereto and supersedes all prior arrangements, understandings and agreements, written or oral, on the subject hereof. Any part of this MoU which is not enforceable due to any reason whatsoever will be deemed to be inoperative and the rest of the MoU will continue to be valid and binding on the Parties hereto.

F. Representation:
Each Party hereby represents to the other that it has all necessary power and authority to execute and deliver this MOU.

G. Cooperation:
KPIT and PMC acknowledge that they have entered into the Memorandum of Understanding (MoU) in good faith and will cooperate in good faith to achieve the objectives set herein.

H. Liability:
This MOU shall attract no liability whatsoever to either of the Parties.

I. Governing Law:
This MOU shall be governed by the laws of India.

In witness whereof, the undersigned Parties have executed this MoU as of the date indicated above:

On Behalf of

KPIT TECHNOLOGIES LIMITED

By: [Signature]

Name: Anup Sable

Title: Senior Vice President, KPIT Technologies

Date: 14th November 2015

On Behalf of

PUNE MUNICIPAL CORPORATION

By: [Signature]

Name: Kunal Kumar

Title: Municipal Commissioner, Pune Municipal Corporation

Date: 24th November 2015

BEFORE ME

MAMTA K. SHAH
NOTARY
GOVT. OF INDIA
PUNE DISTRICT

NOTED AND REGISTERED
AT SR. NO. 6812
DATE 01 DEC 2015
MEMORANDUM OF UNDERSTANDING
BETWEEN
KPIT TECHNOLOGIES LTD
AND
PUNE MUNICIPAL CORPORATION (PMC)
FOR THE DEPLOYMENT OF
INTELLIGENT TRANSPORT MANAGEMENT
SYSTEMS AS PART OF "SMART CITY"

24th November 2015
MEMORANDUM OF UNDERSTANDING BETWEEN
KPIT TECHNOLOGIES LTD AND PUNE MUNICIPAL CORPORATION
(PMC), PUNE

This “non-binding” Memorandum of Understanding (MOU) is made in Pune, India on 24th
of November, 2015 between the undersigned:
1. KPIT Technologies Ltd. (hereinafter referred to as “KPIT”, which expression, unless repugnant to the context, shall mean to include its successors; assigns; affiliates and authorized representatives) having its registered office at 35 & 36, Rajiv Gandhi Infotech Park, Phase 1, MIDC, Hinjewadi, Pune 411 057, India through its Senior Vice President Mr. Anup Sable, of the one part

And

2. Pune Municipal Corporation (hereinafter referred to as “PMC” which expression will include its successors and permitted assigns, unless repugnant to the context or meaning) acting through its Commissioner Mr. Kunal Kumar of the second part

KPIT and PMC are hereinafter individually referred to as "Party" and collectively as "Parties", as the context may require.

Whereas:

1. The Government of India has envisaged “Smart Cities Mission” considering the need for an all-round, socio economic development of the country. The initiative intends to develop 100 cities and towns in the country as smart cities and is expected to generate a large number of opportunities for the industry in terms of deploying state of the art technologies, provision of value added and sustainable services, and, investment opportunities.

2. KPIT is global technology company focused on solutions specializing in automotive & transportation, manufacturing and energy & utilities. KPIT works with major global automotive OEMs as well as Tier 1 manufactures for development of technology solutions. As a part of KPIT’s pursuit of innovation, KPIT has developed unique and novel Intelligent Transport Management System (‘ITMS’).

3. KPIT and PMC have evinced interest in working in collaboration with each other by exploring the possibility of using KPIT’s Intelligent Transport Management Systems on PMC buses and there by fostering the government’s mission.
Now, pursuant to the ongoing discussions between the parties, this MOU purports to summarize the principal terms of intended engagement. This MOU records the preliminary understanding between them.

I. Purpose:
The Parties are entering into this MoU to record the terms and conditions on which KPIT will provide the scope of services to the PMC for the Development of ITMS services as part of “Smart City”.

II. Responsibilities:
A. KPIT’s Responsibilities:
KPIT hereby agrees that it will undertake to provide the ITMS to PMC in accordance with and to the extent requested by PMC with the objective of developing Pune as a “smart city”, which will also include the following:

1. On Bus ITS/VTS.
2. Cloud Based Command Centre Application.
5. Wi-Fi based entertainment system with legal content.

B. PMC’s Responsibilities:
1. Ensure availability of Buses as per the detailed agreement.
2. Ensure necessary infrastructure and protection at the identified bus stops as well as at the Bus terminals and BRT stations.
3. Provide the rights for contract period (mutually agreed) for the following concessions-
   a. Advertisement on the Bus PIS TV Screen
   b. Advertisement on space behind bus seat
   c. Advertisement on film on glass window or curtain inside bus
   d. Advertisement on Bus stop / Terminals PIS TV Screen
   e. Advertisement on Mobile App for Passengers
   f. Advertisement on Wi-Fi based Entertainment System
   g. Monetization of the command center ITMS data
III. **Term and Termination:**

Both the Parties may terminate this MoU at any time by notice with immediate effect if it reasonably believes that its performance, or any aspect of it, results, or might breach any legal, regulatory, and ethical or audit independence requirement in the jurisdiction, or any other reason.

This MOU shall be valid for a period of 180 days from the date of signing, unless it is terminated earlier:

i. By way of consummation of a definitive agreement; or

ii. By either Party for any reason what so ever.

This MOU is issued solely for the purpose of communicating the intent on part of the Parties to transact business with each other. All the terms and conditions shall be finalized on the basis of a definitive agreement.

If no contract is consummated, this MOU shall be treated as null and void.

IV. **Other Terms:**

1. **Sharing of Information:**

As may be appropriate from time to time, each Party may share information with the other on a regular basis regarding the arrangement under this MoU. Both the parties will be solely and entirely responsible for any third party information or materials, that they will share with each other, with regards to its requisite rights, authorizations or agreements, in place, enabling accessibility and usage of such information.

2. **Confidentiality:**

The Parties agree and acknowledge that sensitive information and confidential data will be exchanged between the Parties pursuant to this MoU. Such data will be marked confidential ("Confidential Information"). Each Party agrees that it will maintain confidentiality of the Confidential Information disclosed to it by the other Party under this MoU and will ensure that this clause is strictly adhered to by its officers, employees, agents, consultants and representatives. In case of
expiry or termination of this MoU, each party will promptly return all confidential information, to the disclosing Party upon request after expiry/termination of this MoU.

3. Expense:
Unless otherwise specifically agreed to in writing by the Parties for implementing the Scope of Services, each Party will bear the respective costs of carrying out the obligations under this MoU.

4. Counterparts:
The Memorandum of Understanding (MOU) may be signed in any number of counterparts, all of which taken together will constitute one and the same instrument. KPIT and PMC may enter into the Memorandum of Understanding (MOU) by signing any such counterpart and each counterpart may be signed, executed and transmitted by facsimile transmission and will be as valid and effectual as if executed as an original.

5. Entire Agreement:
This MoU contains the entire understanding between the Parties hereto and supersedes all prior arrangements, understandings and agreements, written or oral, on the subject hereof. Any part of this MoU which is not enforceable due to any reason whatsoever will be deemed to be inoperative and the rest of the MoU will continue to be valid and binding on the Parties hereto.

6. Representation:
Each Party hereby represents to the other that it has all necessary power and authority to execute and deliver this MOU.

7. Cooperation:
KPIT and PMC acknowledge that they have entered into the Memorandum of Understanding (MoU) in good faith and will cooperate in good faith to achieve the objectives set herein.
8. Liability:
This MOU shall attract no liability whatsoever to either of the Parties.

9. Governing Law:
This MOU shall be governed by the laws of India.

In witness whereof, the undersigned Parties have executed this MoU as of the date indicated above:

On Behalf of
KPIT TECHNOLOGIES LIMITED
By: [Signature]
Name: Anup Sable
Title: Senior Vice President, KPIT Technologies
Date: 24th November 2015

On Behalf of
PUNE MUNICIPAL CORPORATION
By: [Signature]
Name: Kunal Kumar
Title: Municipal Commissioner, Pune Municipal Corporation
Date: 24th November 2015

BEFORE ME
MAMTA K. SHAH
NOTARY
GOVT. OF INDIA
PUNE DISTRICT
MEMORANDUM OF UNDERSTANDING
BETWEEN
SUPER HIGHWAY LABS
AND
PUNE MUNICIPAL CORPORATION (PMC)

December 2015
MEMORANDUM OF UNDERSTANDING BETWEEN
SUPER HIGHWAY LABS AND PUNE MUNICIPAL CORPORATION
(PMC), PUNE

This “non-binding” Memorandum of Understanding (MOU) is made in Pune, India on December, 2015 between the undersigned:
MEMORANDUM OF UNDERSTANDING BETWEEN
SUPER HIGHWAY LABS AND PUNE MUNICIPAL CORPORATION
(PMC), PUNE

This “non-binding” Memorandum of Understanding (MOU) is made in Pune, India on
December, 2015 between the undersigned:
1. **Super Highway Labs Pvt Ltd** (hereinafter referred to as “Shuttl” which expression will include its successors and permitted assigns, unless repugnant to the context or meaning) having its Registered Office at: – RZF 390, Ambedkar Marg, Raj Nagar Part 2, Palam Colony, New Delhi 110077), acting through its Director Mr. Amit Singh, of the first part

And

2. **Pune Municipal Corporation** (hereinafter referred to as “PMC” which expression will include its successors and permitted assigns, unless repugnant to the context or meaning) acting through its Commissioner Mr. Kunal Kumar of the second part

Shuttl and PMC are hereinafter individually referred to as "Party" and collectively as "Parties", as the context may require.

**Whereas:**

1. The Government of India has envisaged “Smart Cities Mission” considering the need for an all-round, socio-economic development of the country. The initiative intends to develop 100 cities and towns in the country as smart cities and is expected to generate a large number of opportunities for the industry in terms of deploying state of the art technologies, provision of value added and sustainable services, and, investment opportunities.

2. The city of Pune, which spreads across an approx area of 250 sq.km. (most likely), is the second largest city in Maharashtra with a population of 31,24,458 (as per 2011 census). Pune is gradually emerging as a prominent location for IT and manufacturing.

3. However, the city of Pune needs improvement of traffic management in the city and addition of buses as per the norms to cater to the growing populations of the city.

4. Shuttl is a technology company involved inter alia in the business enabling and/or providing daily commute solutions through buses.

5. Shuttl will work in collaboration with PMC to provide support in meeting the public transport requirement of Pune.
6. The Parties are hereby entering into this Agreement to record the broad and general terms of understanding.

Now, pursuant to the ongoing discussions between the parties, this MOU purports to summarize the principal terms of intended engagement. This MOU records the preliminary understanding between them.

I. Purpose:
The Parties are entering into this MOU to record the terms and conditions on which Shuttl will provide the Scope of Services to the PMC for the development of bus commute in the city.

II. Scope of Work:
Shuttl intend to partner with PMC under the following arrangements

1. Provide technology platform to PMPML: Shuttl can act as a technology partner to PMPML for their bus fleet through the following:
   - Enabling tracking of vehicles through GPS technology which will improve predictability of commute for users and also help in network optimization by enabling the system to avoid bunching through intelligent dispatching and real time interventions.
   - Provide ticketing solution for smartphone users. Users can book their rides in advance and track the vehicle’s location.

2. Complement PMPML’s existing bus capacity: Shuttl can create a network of bus routes that will complement PMPML’s existing network. This will include launch of routes that will act as feeder/evacuator routes to either existing bus network in Pune or routes that could potentially create a customer base for metro rail network in Pune for future. Shuttl can also build the marketplace of buses to fill the requirement on existing routes of PMPML.

3. Shuttl can operate as an independent operator as well, specifically running the bus service for registered users who book reserved seats through Shuttl app. By targeting specifically at smartphone users, this can help shift people using personal cars and two-wheelers thereby helping in decongestion of the city.
4. **PMC** will provide necessary guidance to help Shuttl understand the dynamics of bus service in the city of Pune.

5. PMC will help Shuttl in collaborating with other commute providers to ensure a smooth running of shuttle services.

6. The service is presently envisaged to run following model:
   - Licensing and annual maintenance of software or SaaS based pricing for technology partnership
   - Pay per km for Shuttles running on routes decided by PMPML.

III. **Responsibilities:**

   A. **Shuttl’s Responsibilities**
   Shuttl hereby agrees that it will undertake reasonable endeavours to provide the Scope of Services in accordance with and to the extent requested by PMC with the objective of developing bus commute in the city.

   B. **PMC’s Responsibilities**
   1. PMC will appoint a Nodal Officer who will be the contact point for the interaction with the PMC and will also be responsible for the smart city initiative.
   2. PMC will assist Shuttl on aspects mutually agreed by both Parties.
   3. The Nodal Officer and the consultants appointed by the PMC will work jointly Shuttl to drive the initiative of smart commute for Pune.

IV. **Term and Termination:**
Both the Parties may terminate this MoU at any time by notice with immediate effect if it reasonably believes that its performance, or any aspect of it, results, or might breach any legal, regulatory, ethical or audit independence requirement in the jurisdiction, or any other reason.

V. **Other Terms:**

   1. **Sharing of Information:**
   As may be appropriate from time to time, each Party may share information with the other on a regular basis regarding the arrangement under this MoU. Both the
parties will be solely and entirely responsible for any third party information or materials, that they will share with each other, with regards to its requisite rights, authorizations or agreements, in place, enabling accessibility and usage of such information.

2. Confidentiality:
The Parties agree and acknowledge that sensitive information and confidential data will be exchanged between the Parties pursuant to this MoU. Such data will be marked confidential ("Confidential Information"). Each Party agrees that it will maintain confidentiality of the Confidential Information disclosed to it by the other Party under this MoU and will ensure that this clause is strictly adhered to by its officers, employees, agents, consultants and representatives. In case of expiry or termination of this MoU, each party will promptly return all confidential information, to the disclosing Party upon request after expiry/termination of this MoU.

3. Expense:
Unless otherwise specifically agreed to in writing by the Parties for implementing the Scope of Services, each Party will bear the respective costs of carrying out the obligations under this MOU.

4. Counterparts:
The Memorandum of Understanding (MOU) may be signed in any number of counterparts, all of which taken together will constitute one and the same instrument. Shuttl and PMC may enter into the Memorandum of Understanding (MOU) by signing any such counterpart and each counterpart may be signed, executed and transmitted by facsimile transmission or electronic mail and will be as valid and effectual as if executed as an original.

5. Entire Agreement:
This MoU contains the entire understanding between the Parties hereto and supersedes all prior arrangements, understandings and agreements, written or oral, on the subject hereof. Any part of this MoU which is not enforceable due to any
reason whatsoever will be deemed to be inoperative and the rest of the MoU will continue to be valid and binding on the Parties hereto.

6. Representation:
Each Party hereby represents to the other that it has all necessary power and authority to execute and deliver this MOU.

7. Cooperation:
Shuttl and PMC acknowledge that they have entered into the Memorandum of Understanding (MoU) in good faith and will cooperate in good faith to achieve the objectives set herein.

8. Liability:
This MOU shall attract no liability whatsoever to either of the Parties.

9. Governing Law:
This MOU shall be governed by the laws of India.

In witness whereof, the undersigned Parties have executed this MoU as of the date indicated above:

On Behalf of Super Highway Labs Pvt Ltd
By: Name: Mr Amit Kumar
Title: Co-founder, Shuttl
Date: December 2015

On Behalf of PUNE MUNICIPAL CORPORATION
By: Name: Kunal Kumar
Title: Municipal Commissioner, Pune Municipal Corporation
Date: December 2015
MEMORANDUM OF UNDERSTANDING

BETWEEN

RAFTAAR TECHNOLOGIES PRIVATE LIMITED (RTPL)

AND

PUNE MUNICIPAL CORPORATION (PMC)

24th November 2015
This "non-binding" Memorandum of Understanding (MOU) is made in Pune, India on 24th of November, 2015 between the undersigned:
1. RAFTAAR TECHNOLOGIES PRIVATE LIMITED (RTPL) (herein after referred to as “RTPL”, which expression, unless repugnant to the context, shall mean to include its successors; assigns; affiliates and authorized representatives) having its registered office at 705, Aston Sundervan, Lokhandwala Circle, Andheri West, Mumbai, 400053, India, through its Director Mr. Siddharth Sharma of the one part

And

2. Pune Municipal Corporation (hereinafter referred to as “PMC” which expression will include its successors and permitted assigns, unless repugnant to the context or meaning) acting through its Commissioner Mr. Kunal Kumar of the second part

RTPL and PMC are hereinafter individually referred to as "Party" and collectively as "Parties", as the context may require.

Whereas:

1. The Government of India has envisaged “Smart Cities Mission” considering the need for an all-round, socio economic development of the country. The initiative intends to develop 100 cities and towns in the country as smart cities and is expected to generate a large number of opportunities for the industry in terms of deploying state of the art technologies, provision of value added and sustainable services, and, investment opportunities.

2. Raftaar Technologies Private Limited (RTPL) offer bus transportation services under the brand, rBus. And is based in Mumbai, India.

3. RTPL and PMC have evinced interest in exploring the possibility of using 's r-buses for commuter movement and thereby fostering the government’s mission.

Now, pursuant to the ongoing discussions between the parties, this MOU purports to summarize the principal terms of intended engagement. This MOU records the preliminary understanding between them.
I. Purpose:
The Parties are entering into this MoU to record the terms and conditions on which
will provide the scope of services to the PMC for the Development of r-bus services
as part of “Smart City”.

II. Responsibilities:
1. RTPL’s Responsibilities:
   a. RTPL will promote all PMC programs related to ride sharing, traffic
decongestion & environmental consciousness under the umbrella of
PMC’s Smart City initiative on ‘s physical & digital promotional
collaterals (limoapp.in, social networks and passenger network) and
through its press relations / external media network.
   b. RTPL will provide high-res ready-to-print files of its brands' logos and
other marketing collateral to PMC to allow PMC to deliver it's deliverable

2. PMC’s Responsibilities:
   a. PMC will list Limo by rBus ('s brand) as a Technology Partner in the
following PMC citizen priority programs under the umbrella of PMC’s
Smart City initiative:
      • Transport and Mobility (Reduction in traffic congestion & focus on
accident reduction), and
      • Environment and Sustainability (Clean Roads & Streets, Reduce
Air Pollution and More green cover in city)

The partnership will be promoted on physical & digital promotional collaterals
(punesmartcity.in, @smartpune, #SmartPuneCity & other social networks) and
through its press relations / external media network.

III. Term and Termination:
Both the Parties may terminate this MoU at any time by notice with immediate effect
if it reasonably believes that its performance, financial viability or any aspect of it, results, or might breach any legal, regulatory, ethical or audit independence requirement in the jurisdiction, or any other reason.

This MOU shall be valid for a period of 2 years from the date of signing, unless it is terminated earlier:

i. By way of consummation of a definitive agreement; or

ii. By either Party for any reason what so ever.

This MOU is issued solely for the purpose of communicating the intent on part of the Parties to transact business with each other. All the terms and conditions shall be finalized on the basis of a definitive agreement.

If no contract is consummated, this MOU shall be treated as null and void.

IV. Other Terms:

A. Sharing of Information:

As may be appropriate from time to time, each Party may share information with the other on a regular basis regarding the arrangement under this MoU. Both the parties will be solely and entirely responsible for any third party information or materials, that they will share with each other, with regards to its requisite rights, authorizations or agreements, in place, enabling accessibility and usage of such information.

B. Confidentiality:

The Parties agree and acknowledge that sensitive information and confidential data will be exchanged between the Parties pursuant to this MoU. Such data will be marked confidential ("Confidential Information"). Each Party agrees that it will maintain confidentiality of the Confidential Information disclosed to it by the other Party under this MoU and will ensure that this clause is strictly adhered to by its officers, employees, agents, consultants and representatives. In case of expiry or termination of this MoU, each party will promptly return all confidential
information, to the disclosing Party upon request after expiry/termination of this MoU.

C. Expense:
Unless otherwise specifically agreed to in writing by the Parties for implementing the Scope of Services, each Party will bear the respective costs of carrying out the obligations under this MoU.

D. Counterparts:
The Memorandum of Understanding (MOU) may be signed in any number of counterparts, all of which taken together will constitute one and the same instrument. RTPL and PMC may enter into the Memorandum of Understanding (MOU) by signing any such counterpart and each counterpart may be signed, executed and transmitted by facsimile transmission and will be as valid and effectual as if executed as an original.

E. Entire Agreement:
This MoU contains the entire understanding between the Parties hereto and supersedes all prior arrangements, understandings and agreements, written or oral, on the subject hereof. Any part of this MoU which is not enforceable due to any reason whatsoever will be deemed to be inoperative and the rest of the MoU will continue to be valid and binding on the Parties hereto.

F. Representation:
Each Party hereby represents to the other that it has all necessary power and authority to execute and deliver this MOU.

G. Cooperation:
RTPL and PMC acknowledge that they have entered into the Memorandum of Understanding (MoU) in good faith and will cooperate in good faith to achieve the objectives set herein.
H. Liability:
This MoU shall attract no liability whatsoever to either of the Parties.

I. Governing Law:
This MoU shall be governed by the laws of India.

In witness whereof, the undersigned Parties have executed this MoU as of the date indicated above:

On Behalf of

RAFTAAR TECHNOLOGIES PRIVATE LIMITED (RTPL)

By: Siddharth Sharma
Name: Siddhath Sharma
Title: CEO

Date: 24th November 2015

On Behalf of

PUNE MUNICIPAL CORPORATION

By: 
Name: Kunal Kumar
Title: Municipal Commissioner, Pune Municipal Corporation

Date: 24th November 2015
MEMORANDUM OF UNDERSTANDING
BETWEEN
WORLD RESOURCES INSTITUTE (WRI)
AND
PUNE MUNICIPAL CORPORATION (PMC)

6th NOVEMBER 2015
MEMORANDUM OF UNDERSTANDING BETWEEN THE WORLD RESOURCES INSTITUTE (WRI) AND PUNE MUNICIPAL CORPORATION (PMC), PUNE

This “non-binding” Memorandum of Understanding (MOU) is made in Pune, India on 6th day of November, 2015 between the undersigned:

The World Resources Institute, a non-profit, non-governmental organization, with Headquarters at 10 G Street, N.E., Suite 800, Washington, D.C., 20002, USA, (hereinafter referred to as “WRI”) represented by Mr. Madhav Pai, India Director, WRI Ross Centre for Sustainable Cities, of the first part

[Signatures]
And

Pune Municipal Corporation (hereinafter referred to as “PMC” which expression will include its successors and permitted assigns, unless repugnant to the context or meaning) acting through its Municipal Commissioner Mr. Kunal Kumar, IAS, of the second part

The purpose of the MOU is to establish the basis and structure of collaboration between PMC and WRI to catalyse specific sustainable transport solutions to problems of urban mobility.

**CLAUSE 1: OBJECTIVES**

1.1 To have an integrated, systematic effort to address transport challenges facing Pune, such as road safety, traffic congestion, long commute time, inadequate mobility alternatives, poor transport infrastructure, and transport-related pollutants

1.2 To address these challenges through specific sustainable transport project initiatives that are economically, socially and environmentally sustainable

1.3 To develop such initiatives in the areas of transport and land-use planning, public transit, para-transit and non-motorised transport, including but not limited to the development of Public Bicycle Sharing system, Non-Motorised Transport network, and public transport data integration

1.4 To support Pune in its effort to get selected and develop transport projects under the Government of India’s Smart City Mission

1.5 In order to achieved these objectives, WRI will provide technical expertise in the areas of project development, policy support and capacity development

1.6 By mutual agreement between the parties mentioned here in above, additional sustainable transport-related initiatives may be developed under the auspices of this MOU

**CLAUSE 2: EXECUTION**

2.1 PMC will ensure and coordinate the participation of its staff, external consultants and other resources towards achieving the objectives under this MOU. It will appoint a senior project manager for each of the initiatives who will have the requisite skills, experience and authority to keep the initiative moving forward in a timely manner and who will have direct access to the key decision makers.

2.2 PMC will make available to WRI all data, drawings, maps, information and other such material that is at its disposal and is necessary for the development of the projects under this Memorandum of Understanding.

2.3 The Municipal Commissioner of PMC, who has final decision-making authority for the implementation of the projects being developed under this collaboration, commits to meeting with the representatives of WRI at each major decision point, to discuss options and/or communicate his / her decision to WRI so that WRI can decide what its role and future financial resources commitment should be at subsequent stages of the project.
2.4 WRI’s work under this collaboration is funded by donor organisations that have committed to support WRI in its endeavour to promote the development of sustainable cities in India, and their continued support depends on WRI’s ability to implement real-world projects that have a positive impact on the ground. Both PMC and WRI agree to jointly pursue such feasible projects that have a high likelihood of implementation, and to do everything within their capacities to ensure positive change on the ground in Pune.

CLAUSE 3: RESPONSIBILITIES OF THE PARTIES

3.1 This Memorandum of Understanding does not involve the transfer of financial resources between the parties or generate any obligations to either party to compensate each other in case the actions and programs agreed upon do not take place. Each party is responsible for its own expenses.

3.2 PMC and WRI agree to jointly and individually seek financial resources for the projects under this collaboration from public and private sources. PMC agrees that funds obtained from external sources by WRI for the planning, design and engineering activities under this collaboration will be managed by WRI.

3.3 The obligations with personal and/or third parties, assumed by either of the parties, will not lead to obligations to the other party and are of sole responsibility of the party that has assumed them.

CLAUSE 4: DURATION

4.1 This Memorandum of Understanding has the duration of three years from the date of its signature. It is possible to extend this period with written agreement by the two parties.

CLAUSE 5: ALTERATIONS AND ADDITIONS

5.1 Any alteration of the conditions and clauses established in this Memorandum of Understanding must be agreed and signed by both parties to this agreement.

5.2 Any issue not defined in the Memorandum should be agreed formally between the parties, signed by the parties, and added to this Memorandum

CLAUSE 6: RESCISSION

6.1 The Memorandum of Understanding can be cancelled by either party, formally, with a minimum of thirty days’ notice, by the non-implementation of any of its clauses, or due to a change in law that will not permit its execution.

CLAUSE 7: JURISDICTION

7.1 All the disputes arising out of this Memorandum of Understanding shall be settled within India at Pune as per local applicable prevailing Laws.
The parties sign this instrument in the presence of witnesses.

On Behalf of
World Resources Institute (WRI)
By:
Name: Mr. Madhav Pai
Title: India Director, WRI Ross Centre for Sustainable Cities
Sign: 6/11/2015

On Behalf of
Pune Municipal Corporation (PMC)
By:
Name: Mr. Kunal Kumar
Title: Municipal Commissioner, PMC
Sign: 6/11/2015

Date:
MEMORANDUM OF UNDERSTANDING
BETWEEN
NASSCOM
AND
PUNE MUNICIPAL CORPORATION (PMC)

5th November 2015
MEMORANDUM OF UNDERSTANDING BETWEEN NASSCOM AND PUNE MUNICIPAL CORPORATION (PMC), PUNE

This “non-binding” Memorandum of Understanding (MOU) is made in Pune, India on 5th day of November, 2015 between the undersigned:
NASSCOM, having its headquarters at 2nd Floor, International Youth Center, Chanakyapuri, Teen Murti Marg, New Delhi-110021 ("NASSCOM", which expression will include its successors and permitted assigns, unless repugnant to the context or meaning), acting through its Vice President, Ms. Rama Vedashree, of the first part

And

Pune Municipal Corporation (hereinafter referred to as “PMC” which expression will include its successors and permitted assigns, unless repugnant to the context or meaning) acting through its Municipal Commissioner Mr. Kunal Kumar, of the second part

NASSCOM and PMC are hereinafter individually referred to as "Party" and collectively as "Parties", as the context may require.

Whereas,

1. The Government of India has envisaged “Smart Cities Mission” considering the need for an all-round, socio economic development of the country. The initiative intends to develop 100 cities and towns in the country as smart cities and is expected to generate a large number of opportunities for the IT industry in terms of deploying state of the art technologies and ICT Solutions, provision of value added and sustainable services, and, investment opportunities.

2. NASSCOM is the apex industry association for the IT-BPM sector in India. It was set up in 1988 and registered under the Indian Societies Act, 1860. A not-for-profit organization funded by the industry, its objective is to build a growth-led, sustainable, technology and business services segment in the country. NASSCOM’s membership has grown over the years and have enabled the association to spearhead initiatives and programme to strengthen the sector in the country and globally. NASSCOM has also contributed to the development of two organizations – the Data Security Council of India (DSCI), which is focused on security and the NASSCOM Foundation, which helps drive Corporate Social Responsibility (CSR) initiatives. NASSCOM is headquartered in New Delhi, India, and has offices in seven other cities — Bengaluru, Chennai, Hyderabad, Kolkata, Mumbai, Pune and Thiruvananthapuram.

3. The city of Pune, which spreads across an approx. area of 250 Sq.kms (most likely), is the second largest city in Maharashtra with a population of 31,24,458 (as per 2011 census). Pune is gradually emerging as a prominent location for IT and manufacturing.
4. However, the city of Pune is facing various urban challenges. Some of them are:

- Management of daily generated 1700 Tonnes of Municipal Solid Waste
- Improvement of traffic management in the city.
- Need of additional buses as per the norms to cater to the growing populations of the city.
- Developing of road infrastructure to meet ideal road density as per norms.
- Improvement in management of distribution of water supply, especially in the fringe areas of the city.
- Management of land & assets for infrastructure development to cater the financial requirements for improving infrastructure.

5. NASSCOM proposes to collaborate with PMC to provide guidance on ICT Solutions and Technologies that can help address challenges faced by PMC in various city domains and sub-domains including in Urban Governance.

6. NASSCOM will facilitate in bringing across a cross section of its members to showcase potential ICT Solutions that PMC can leverage to make the city smart and subsequently have members engage on opportunities in offering their IT solutions, Products and Services.

7. NASSCOM shall work with PMC in helping it leverage their “Integrated ICT and Geospatial Technologies Framework for 100 Smart Cities Mission” and customize the same for the City of Pune.

2.2 PMC’s Responsibilities

i. PMC will appoint a nodal officer who will be the contact point for the interaction with the PMC and will also be responsible for the smart city initiative.

ii. PMC will collaborate with NASSCOM to conduct smart city workshops/Conferences/Conclaves as and when required in the ICT Domain.

iii. The nodal officer and the consultants appointed by the PMC will work jointly with NASSCOM to drive the smart city initiative for Pune.
3. Terms and Termination

Both the Parties may terminate this MoU at any time by notice with immediate effect if it reasonably believes that its performance, or any aspect of it, results, or might breach any legal, regulatory, ethical or audit independence requirement in the jurisdiction, or any other reason.

4. Other Terms:

4.1 Sharing of Information

As may be appropriate from time to time, each Party may share information with the other on a regular basis regarding the arrangement under this MoU. Both the parties will be solely and entirely responsible for any third party information or materials, that they will share with each other, with regards to its requisite rights, authorizations or agreements, in place, enabling accessibility and usage of such information.

4.2 Confidentiality

The Parties agree and acknowledge that sensitive information and confidential data will be exchanged between the Parties pursuant to this MoU. Such data will be marked confidential ("Confidential Information"). Each Party agrees that it will maintain confidentiality of the Confidential Information disclosed to it by the other Party under this MoU and will ensure that this clause is strictly adhered to by its officers, employees, agents, consultants and representatives. In case of expiry or termination of this MoU, each party will promptly return all confidential information, to the disclosing Party upon request after expiry/ termination of this MoU. However, this clause would not apply to information which is already available in public domain.

4.3 Expense

Unless otherwise specifically agreed to in writing by the Parties for implementing the Scope of Services, each Party will bear the respective costs of carrying out the obligations under this MOU.

4.4 Entire Agreement

This MoU contains the entire understanding between the Parties hereto and supersedes all prior arrangements, understandings and agreements, written or oral, on the subject hereof. Any part of this MoU which is not enforceable due to any reason whatsoever will be deemed to be inoperative and the rest of the MoU will continue to be valid and binding on the Parties hereto.
4.5 Representation

Each Party hereby represents to the other that it has all necessary power and authority to execute and deliver this MOU.

4.6 Cooperation

NASSCOM and PMC acknowledge that they have entered into the Memorandum of Understanding (MoU) in good faith and will cooperate in good faith to achieve the objectives set herein.

In witness whereof, the undersigned Parties have executed this MoU as of the date indicated above:

On Behalf of

NASSCOM

By: Rama Vedashree
Name: Rama Vedashree
Title: Vice President
Date: [Signature]

On Behalf of

Pune Municipal Corporation (PMC)

By: Mr. Kunal Kumar
Name: Mr. Kunal Kumar
Title: Municipal Commissioner, PMC
Date: [Signature]
MEMORANDUM OF UNDERSTANDING
BETWEEN
FEDERATION OF INDIAN CHAMBERS OF COMMERCE & INDUSTRY (FICCI)
AND
PUNE MUNICIPAL CORPORATION (PMC)

4th September 2015
MEMORANDUM OF UNDERSTANDING BETWEEN FEDERATION OF INDIAN CHAMBER OF COMMERCE AND INDUSTRY (FICCI) AND PUNE MUNICIPAL CORPORATION (PMC), PUNE

This “non-binding” Memorandum of Understanding (MOU) is made in Pune, India on 04TH day of September, 2015 between the undersigned:
Federation of Indian Chamber of Commerce and Industries (FICCI), having its headquarter at Federation House, 1, Tansen Marg, New Delhi - 110001 ("FICCI", which expression will include its successors and permitted assigns, unless repugnant to the context or meaning), acting through its [authorized representative] Mr. Anup Sable, of the first part.

And

Pune Municipal Corporation (hereinafter referred to as “PMC” which expression will include its successors and permitted assigns, unless repugnant to the context or meaning) acting through its Commissioner Mr. Kunal Kumar of the second part.

FICCI and PMC are hereinafter individually referred to as "Party" and collectively as "Parties", as the context may require.

Whereas,

1. The Government of India has envisaged “Smart Cities Mission” considering the need for an all-round, socio economic development of the country. The initiative intends to develop 100 cities and towns in the country as smart cities and is expected to generate a large number of opportunities for the industry in terms of deploying state of the art technologies, provision of value added and sustainable services, and, investment opportunities.

2. FICCI is a non-government, not-for-profit organization. FICCI is the largest and oldest apex business organization in India that has contributed to the Industrialization in India by encouraging debate, articulating the private sector’s views and influencing policy.
3. FICCI has constituted a committee on Smart Cities to undertake the following:

(i) **Policy Advisory**: recommend changes to the existing policy framework required to enable development of Pune as a “smart city”;

(ii) **Pilot Projects**: identification of pilot projects/ showcase projects/ developmental projects to enable the creation of the necessary infrastructure including any upgradation and renovation of existing facilities so as to provide smart city capabilities and services to the residents of the city of Pune;

(iii) **Project Advisory and Implementation**: to advise on all aspects of implementation of identified projects (hereinafter collectively referred to as “**Scope of Services**”) as an initiative to enable the implementation of the “smart city” initiative of the Government of India.

4. The city of Pune, which spreads across an approx area of 250 Sq.kms (most likely), is the second largest city in Maharashtra with a population of 31,24,458 (as per 2011 census). Pune is gradually emerging as a prominent location for IT and manufacturing.

5. However, the city of Pune is facing the following urban challenges. Some of them are:

- Management of daily generated 1700 Tonnes of Municipal Solid Waste
- Improvement of traffic management in the city.
- Need of additional buses as per the norms to cater to the growing populations of the city
- Development of road infrastructure to meet ideal road density as per norms.
- Improvement in management of distribution of water supply, especially in the fringe areas of the city.
- Management of land & assets for infrastructure development to cater to financial requirements for improving infrastructure.
6. FICCI is desirous of associating and collaborating with the PMC to provide support in meeting its urban challenges, some of which are illustrated above, and developing Pune as a smart city through mobilization of the industry expertise and resources.

NOW THEREFORE, in consideration of the mutual promises and covenants contained herein, the Parties agree as follows:

1. **Purpose:**

The Parties are entering into this MOU to record the terms and conditions on which FICCI will provide the Scope of Services to the PMC for the development of Pune as a “Smart City”.

2. **Responsibilities:**

2.1 **FICCI’s Responsibilities**

FICCI hereby agrees that it will undertake, either itself or through one or more of the committee members, reasonable endeavours to provide the Scope of Services in accordance with and to the extent requested by PMC with the objective of developing Pune as a “smart city”, which will also include the following:

i. FICCI will jointly work with PMC and all other stakeholders such as industry experts, civil society and other stakeholders to develop vision, goals & strategies for Pune as a Smart City and thereafter support implementation of the same in Pune.

ii. FICCI, through its committee members, will work in collaboration with PMC in sectors illustrated in para-5 above and in areas like:
a) Creation of Financial plans for various sectors & creation of innovative sources of the Municipal Finance

b) Legal & contracting issues

c) Project based support for projects in areas like:

1. Transport
2. Solid Waste Management
3. Water Supply
4. Housing
5. Sewerage
6. Health
7. Education
8. Storm Water Drainage

d) Capacity building to plan, design and execute projects efficiently

e) Workshop to identify the challenges and solutions

iii. FICCI in association with PMC will mobilize the private and public sector industry expertise to share the smart city vision of Pune through campaigning and national/international conferences, thereby promoting Pune as a smart city.

iv. FICCI in association with PMC will align the interest of industry members with those of the government and also will provide technology support to the Pune Smart City project through the FICCI smart city committee.

v. FICCI will assist the PMC through required consultation and advisory inputs on policy advocacy relevant to the development of Pune under the smart cities initiative.

vi. FICCI will also assist the PMC through the process of “City Challenge” competition and thereby support the city to get designated as a smart city.
2.2 PMC's Responsibilities

i. PMC will appoint a nodal officer who will be the contact point for the interaction with the PMC and will also be responsible for the smart city initiative.

ii. PMC will allow FICCI to conduct smart city workshops/ Conferences/ Conclaves as and when required to promote Pune as an Investment destination.

iii. The nodal officer and the consultants appointed by the PMC will work jointly with FICCI to drive the smart city initiative for Pune.

3. Terms and Termination

Both the Parties may terminate this MoU at any time by notice with immediate effect if it reasonably believes that its performance, or any aspect of it, results, or might breach any legal, regulatory, ethical or audit independence requirement in the jurisdiction, or any other reason.

4. Other Terms:

4.1 Sharing of Information

As may be appropriate from time to time, each Party may share information with the other on a regular basis regarding the arrangement under this MoU. Both the parties will be solely and entirely responsible for any third party information or materials, that they will share with each other, with regards to its requisite rights, authorizations or agreements, in place, enabling accessibility and usage of such information.

4.2 Confidentiality

The Parties agree and acknowledge that sensitive information and confidential data will be exchanged between the Parties pursuant to this MoU. Such data will be marked confidential ("Confidential Information"). Each Party agrees that it will
maintain confidentiality of the Confidential Information disclosed to it by the other Party under this MoU and will ensure that this clause is strictly adhered to by its officers, employees, agents, consultants and representatives. In case of expiry or termination of this MoU, each party will promptly return all confidential information, to the disclosing Party upon request after expiry/termination of this MoU.

4.3 Expense

Unless otherwise specifically agreed to in writing by the Parties for implementing the Scope of Services, each Party will bear the respective costs of carrying out the obligations under this MOU.

4.4 Counterparts

The Memorandum of Understanding (MOU) may be signed in any number of counterparts, all of which taken together will constitute one and the same instrument. FICCI and PMC may enter into the Memorandum of Understanding (MOU) by signing any such counterpart and each counterpart may be signed, executed and transmitted by facsimile transmission and will be as valid and effectual as if executed as an original.

4.5 Entire Agreement

This MoU contains the entire understanding between the Parties hereto and supersedes all prior arrangements, understandings and agreements, written or oral, on the subject hereof. Any part of this MoU which is not enforceable due to any reason whatsoever will be deemed to be inoperative and the rest of the MoU will continue to be valid and binding on the Parties hereto.

4.6 Representation

Each Party hereby represents to the other that it has all necessary power and authority to execute and deliver this MOU.
4.7 Cooperation

FICCI and PMC acknowledge that they have entered into the Memorandum of Understanding (MoU) in good faith and will cooperate in good faith to achieve the objectives set herein.

In witness whereof, the undersigned Parties have executed this MoU as of the date indicated above:

On Behalf of

Federation of Indian Chamber of Commerce and Industries (FICCI)

By: [Signature]
Name: Anup Sable
Title: Senior Vice President, KPIT Technologies

Date: 04/09/15

On Behalf of

Pune Municipal Corporation (PMC)

By: [Signature]
Name: Kunal Kumar
Title: Municipal Commissioner, Pune Municipal Corporation

Date: 04/09/15
MEMORANDUM OF UNDERSTANDING
BETWEEN
CONFEDERATION OF INDIAN INDUSTRY (CII)
AND
PUNE MUNICIPAL CORPORATION (PMC)

24th September 2015
MEMORANDUM OF UNDERSTANDING BETWEEN CONFEDERATION OF INDIAN INDUSTRY (CII) AND PUNE MUNICIPAL CORPORATION (PMC), PUNE

This “non-binding” Memorandum of Understanding (MOU) is made in Pune, India on ……… day of September, 2015 between the undersigned:
CONFEDERATION OF INDIAN INDUSTRY (CII), having its headquarter at The Mantosh Sondhi Centre 23, Institutional Area, Lodi Road, New Delhi ("CII", which expression will include its successors and permitted assigns, unless repugnant to the context or meaning), acting through its Deputy Director and Head CII Pune Maj Neil Castelino (Retd) of the first part

And

Pune Municipal Corporation (hereinafter referred to as “PMC” which expression will include its successors and permitted assigns, unless repugnant to the context or meaning) acting through its Commissioner Mr. Kunal Kumar of the second part

CII and PMC are hereinafter individually referred to as "Party" and collectively as "Parties", as the context may require.

Whereas,

1. The Government of India has envisaged “Smart Cities Mission” considering the need for an all-round, socio economic development of the country. The initiative intends to develop 100 cities and towns in the country as smart cities and is expected to generate a large number of opportunities for the industry in terms of deploying state of the art technologies, provision of value added and sustainable services, and, investment opportunities.

2. The Confederation of Indian Industry (CII) works to create and sustain an environment conducive to the development of India, partnering industry, Government, and civil society, through advisory and consultative processes.

3. CII is a non-government, not-for-profit, industry-led and industry-managed organization, playing a proactive role in India's development process. Founded in 1895, India's premier business association has over 7400 members, from the private as well as public sectors, including SMEs and MNCs, and an indirect membership of over 100,000 enterprises from around 250 national and regional sectoral industry
bodies. CII charts change by working closely with Government on policy issues, interfacing with thought leaders, and enhancing efficiency, competitiveness and business opportunities for industry through a range of specialized services and strategic global linkages. It also provides a platform for consensus-building and networking on key issues.

4. CII charts change by working closely with Government on policy issues, interfacing with thought leaders, and enhancing efficiency, competitiveness and business opportunities for industry through a range of specialized services and strategic global linkages. It also provides a platform for consensus-building and networking on key issues.

5. Extending its agenda beyond business, CII assists industry to identify and execute corporate citizenship programmes. Partnerships with civil society organizations carry forward corporate initiatives for integrated and inclusive development across diverse domains including affirmative action, healthcare, education, livelihood, diversity management, skill development, empowerment of women, and water, to name a few.

6. In its 120th year of service to the nation, the CII theme of “Build India- Invest in Development, A Shared Responsibility”, reiterates Industry’s role and responsibility as a partner in national development. The focus is on four key enablers: Facilitating Growth and Competitiveness, Promoting Infrastructure Investments, Developing Human Capital, and Encouraging Social Development.

7. With 66 offices, including 9 Centres of Excellence, in India, and 8 overseas offices in Australia, Bahrain, China, Egypt, France, Singapore, UK, and USA, as well as institutional partnerships with 312 counterpart organizations in 106 countries, CII serves as a reference point for Indian industry and the international business community.

8. CII has constituted a committee on Smart Cities to undertake the following:

(i) Policy Advisory: recommend changes to the existing policy framework required to enable development of Pune as a “smart city”,
(ii) **Pilot Projects**: identification of pilot projects/ showcase projects/ developmental projects to enable the creation of the necessary infrastructure including any

Upgradation and renovation of existing facilities so as to provide smart city capabilities and services to the residents of the city of Pune;

(iii) **Project Advisory and Implementation**: to advise on all aspects of implementation of identified projects (hereinafter collectively referred to as "Scope of Services") as an initiative to enable the implementation of the "smart city" initiative of the Government of India.

9. The city of Pune, which spreads across an approx area of 250 Sq.kms (most likely), is the second largest city in Maharashtra with a population of 31,24,458 (as per 2011 census). Pune is gradually emerging as a prominent location for IT and manufacturing.

10. However, the city of Pune is facing the following urban challenges. Some of them are:

- Management of daily generated 1700 Tonnes of Municipal Solid Waste
- Improvement of traffic management in the city.
- Need of additional buses as per the norms to cater to the growing populations of the city
- Development of road infrastructure to meet ideal road density as per norms.
- Improvement in management of distribution of water supply, especially in the fringe areas of the city.
- Management of land & assets for infrastructure development to cater to financial requirements for improving infrastructure.

11. CII is desirous of associating and collaborating with the PMC to provide support in meeting its urban challenges, some of which are illustrated above, and developing Pune as a smart city through mobilization of the industry expertise and resources.
NOW THEREFORE, in consideration of the mutual promises and covenants contained herein, the Parties agree as follows:

1. Purpose:

The Parties are entering into this MOU to record the terms and conditions on which CII will provide the Scope of Services to the PMC for the development of Pune as a “Smart City”.

2. Responsibilities:

2.1 CII’s Responsibilities

CII hereby agrees that it will undertake, either itself or through one or more of the committee members, reasonable endeavours to provide the Scope of Services in accordance with and to the extent requested by PMC with the objective of developing Pune as a “smart city”, which will also include the following:

i. CII will jointly work with PMC and all other stakeholders such as industry experts, civil society and other stakeholders to develop vision, goals & strategies for Pune as a Smart City and thereafter support implementation of the same in Pune.

ii. CII, through its committee members, will work in collaboration with PMC in sectors illustrated in para-5 above and in areas like:

a) Think tank and Leadership participation from Industry in Consultative Stakeholder participation for creation of Smart City

b) Inclusion of Citizen Groups like Young Indians and Corporate Members and Non Members in participating in this movement

c) Suggesting Financial plans for various sectors & creation of innovative sources of the Municipal Finance
d) Inviting Stakeholders (Indian and Multinational Service providers) once the terms of reference are clear to define Scope of work

e) Facilitation of overall Project and realisation including Stakeholder Surveys on Satisfaction Index and engagement with the Steering Committee on the same

f) Associate with media partners and communicate the success of the Smart City movement

g) Project based support for projects in areas like:
   1. Transport
   2. Solid Waste Management
   3. Water Supply
   4. Housing
   5. Sewerage
   6. Health
   7. Education
   8. Storm Water Drainage

h) Capacity building to plan, design and execute projects efficiently

i) Workshop to identify the challenges and solutions

iii. CII in association with PMC will mobilize the private and public sector industry expertise to share the smart city vision of Pune through campaigning and national/international conferences, thereby promoting Pune as a smart city.

iv. CII in association with PMC will align the interest of industry members with those of the government and also will provide technology support to the Pune Smart City project through the CII smart city committee.

v. CII will assist the PMC through required consultation and advisory inputs on policy advocacy relevant to the development of Pune under the smart cities initiative.
vi. CII will also assist the PMC through the process of “City Challenge” competition and thereby support the city to get designated as a smart city.

2.2 PMC’s Responsibilities

i. PMC will appoint a nodal officer who will be the contact point for the interaction with the PMC and will also be responsible for the smart city initiative.

ii. PMC will allow CII to conduct smart city workshops/ Conferences/ Conclaves as and when required to promote Pune as an Investment destination.

iii. The nodal officer and the consultants appointed by the PMC will work jointly with CII to drive the smart city initiative for Pune.

3. Terms and Termination

Both the Parties may terminate this MoU at any time by notice with immediate effect if it reasonably believes that its performance, or any aspect of it, results, or might breach any legal, regulatory, ethical or audit independence requirement in the jurisdiction, or any other reason.

4. Other Terms:

4.1 Sharing of Information

As may be appropriate from time to time, each Party may share information with the other on a regular basis regarding the arrangement under this MoU. Both the parties will be solely and entirely responsible for any third party information or materials, that they will share with each other, with regards to its requisite rights, authorizations or agreements, in place, enabling accessibility and usage of such information.

4.2 Confidentiality
The Parties agree and acknowledge that sensitive information and confidential data will be exchanged between the Parties pursuant to this MoU. Such data will be marked confidential ("Confidential Information"). Each Party agrees that it will maintain confidentiality of the Confidential Information disclosed to it by the other Party under this MoU and will ensure that this clause is strictly adhered to by its officers, employees, agents, consultants and representatives. In case of expiry or termination of this MoU, each party will promptly return all confidential information, to the disclosing Party upon request after expiry/termination of this MoU.

4.3 Expense

Unless otherwise specifically agreed to in writing by the Parties for implementing the Scope of Services, each Party will bear the respective costs of carrying out the obligations under this MOU.

4.4 Counterparts

The Memorandum of Understanding (MOU) may be signed in any number of counterparts, all of which taken together will constitute one and the same instrument. CII and PMC may enter into the Memorandum of Understanding (MOU) by signing any such counterpart and each counterpart may be signed, executed and transmitted by facsimile transmission and will be as valid and effectual as if executed as an original.

4.5 Entire Agreement

This MoU contains the entire understanding between the Parties hereto and supersedes all prior arrangements, understandings and agreements, written or oral, on the subject hereof. Any part of this MoU which is not enforceable due to any reason whatsoever will be deemed to be inoperative and the rest of the MoU will continue to be valid and binding on the Parties hereto.

4.6 Representation
Each Party hereby represents to the other that it has all necessary power and authority to execute and deliver this MOU.

4.7 Cooperation

CII and PMC acknowledge that they have entered into the Memorandum of Understanding (MoU) in good faith and will cooperate in good faith to achieve the objectives set herein.

In witness whereof, the undersigned Parties have executed this MoU as of the date indicated above:

On Behalf of

Confederation of Indian Industry (CII)

By: [Signature]
Name: Maj Neil Castelino (Retd)
Title: Deputy Director and Head
CII Pune

Date: 09/15

On Behalf of

Pune Municipal Corporation (PMC)

By: [Signature]
Name: Kunal Kumar
Title: Municipal Commissioner,
Pune Municipal Corporation

Date: 09/15
MEMORANDUM OF UNDERSTANDING
BETWEEN
PRAYAS (ENERGY GROUP)
AND
PUNE MUNICIPAL CORPORATION (PMC)

24th November 2015
MEMORANDUM OF UNDERSTANDING BETWEEN

PRAYAS (ENERGY GROUP)

AND PUNE MUNICIPAL CORPORATION (PMC), PUNE

This "non-binding" Memorandum of Understanding (MOU) is made in Pune, India on 24th of November, 2015 between the undersigned:
1. **Prayas** a registered trust incorporated/registered under the Bombay Public Charitable Trusts Act, 1950 and having its registered office at Amrita Clinic, Athawale Corner, Karve Road, Deccan Gymkhana, Pune - 411 004, INDIA, (herein after called PEG which expression shall include its successors in interest and permitted assigns) its ____________ Mr. ____________, of the one part

And

2. **Pune Municipal Corporation** (hereinafter referred to as “PMC” which expression will include its successors and permitted assigns, unless repugnant to the context or meaning) acting through its Commissioner Mr. Kunal Kumar of the second part

PEG and PMC are hereinafter individually referred to as "Party" and collectively as "Parties", as the context may require.

**Whereas:**

1. The Government of India has envisaged “Smart Cities Mission” considering the need for an all-round, socio economic development of the country. The initiative intends to develop 100 cities and towns in the country as smart cities. The city of Pune is the second largest city in Maharashtra with a population of 31,24,458 (as per 2011 census). Pune is gradually emerging as a prominent location for IT and manufacturing. Pune is actively participating in GoI’s ‘Smart City Initiative’.

2. PEG: Prayas (Energy Group) has been active in furthering public-interest in the energy sector through research and analysis for over two decades. During this period, it has made significant contributions to the Indian energy sector and has established its credibility among the various actors in the sector through its comprehensive and analytically sound approach to issues. PEG has been part of advisory committees of several ERCs and number of Government of India committees relating to energy.

3. PMC and PEG would like to associate and collaborate towards promoting extensive utilisation of solar energy in Pune.
Now, pursuant to the ongoing discussions between the parties, this MOU purports to summarize the principal terms of intended engagement. This MOU records the preliminary understanding between them.

I. Purpose:

Purpose of this MoU is to facilitate development of comprehensive strategy for increasing use of solar energy in Pune.

II. Responsibilities:

A. PEG shall provide, to the extent possible, advice to PMC for development of solar strategy for the city, including but not limited to following matters

1. Techno-economic analysis, and business model development for deployment of rooftop solar PV (RTPV) on PMC buildings.
2. Communication and awareness campaign and material for encouraging increased use of solar energy by Pune citizens.
3. Development of citizen friendly tool to promote solar energy.
4. Coordination with stakeholders to ease procedural and other requirements for faster uptake of RTPV.

B. PMC will, to the extent possible, coordinates with other stakeholders such as MSEDCL, industry, and citizens groups to promote solar energy.

1. PMC will, subject to administrative and other requirements, consider undertaking following specific measures
2. Development of solar map for the city and user friendly, interactive app/website to provide citizens of Pune with specific, detailed and up-to-date information about potential of RTPV on their specific building and costs, performance, subsidy, solar developers and legal/regulatory requirements and procedures to installing RTPV
3. Effective facilitation drive in synergy with MSEDCL to encourage maximum number of citizens to go solar. PMC along with MSEDCL may hold regular camps in the ABB area to facilitate and fast track the inter-connection and net-metering process through simplified and time bound processes.
III. Term and Termination:
   Both the Parties may terminate this MoU at any time by notice with immediate effect
   if it reasonably believes that its performance, or any aspect of it, results, or might
   breach any legal, regulatory, and ethical or audit independence requirement in the
   jurisdiction, or any other reason.
   This MOU shall be valid for a period of 3 years from the date of signing, unless it is
   terminated earlier:
   i. By way of consummation of a definitive agreement; or
   ii. By either Party for any reason what so ever.

   This MOU is issued solely for the purpose of communicating the intent on part of the
   Parties to transact business with each other. All the terms and conditions shall be
   finalized on the basis of a definitive agreement.

   If no contract is consummated, this MOU shall be treated as null and void.

IV. Other Terms:
1. Sharing of Information:
   As may be appropriate from time to time, each Party may share information with
   the other on a regular basis regarding the arrangement under this MoU. Both the
   parties will be solely and entirely responsible for any third party information or
   materials, that they will share with each other, with regards to its requisite rights,
   authorizations or agreements, in place, enabling accessibility and usage of such
   information.

2. Confidentiality:
   The Parties agree and acknowledge that sensitive information and confidential
   data will be exchanged between the Parties pursuant to this MoU. Such data will
   be marked confidential ("Confidential Information"). Each Party agrees that it will
   maintain confidentiality of the Confidential Information disclosed to it by the
   other Party under this MoU and will ensure that this clause is strictly adhered to
   by its officers, employees, agents, consultants and representatives. In case of
expiry or termination of this MoU, each party will promptly return all confidential information, to the disclosing Party upon request after expiry/termination of this MoU.

3. Expense:
Unless otherwise specifically agreed to in writing by the Parties for implementing the Scope of Services, each Party will bear the respective costs of carrying out the obligations under this MOU.

4. Counterparts:
The Memorandum of Understanding (MOU) may be signed in any number of counterparts, all of which taken together will constitute one and the same instrument. PEG and PMC may enter into the Memorandum of Understanding (MOU) by signing any such counterpart and each counterpart may be signed, executed and transmitted by facsimile transmission and will be as valid and effectual as if executed as an original.

5. Entire Agreement:
This MoU contains the entire understanding between the Parties hereto and supersedes all prior arrangements, understandings and agreements, written or oral, on the subject hereof. Any part of this MoU which is not enforceable due to any reason whatsoever will be deemed to be inoperative and the rest of the MoU will continue to be valid and binding on the Parties hereto.

6. Representation:
Each Party hereby represents to the other that it has all necessary power and authority to execute and deliver this MOU.

7. Cooperation:
PEG and PMC acknowledge that they have entered into the Memorandum of Understanding (MoU) in good faith and will cooperate in good faith to achieve the objectives set herein.
8. Liability:
This MOU shall attract no liability whatsoever to either of the Parties.

9. Governing Law:
This MOU shall be governed by the laws of India.

In witness whereof, the undersigned Parties have executed this MoU as of the date indicated above:

On Behalf of

PRAYAS (ENERGY GROUP) (PEG)
By: Shantam Dixit
Name: Shantam Dixit
Title: Coordinator, Prayas (Energy Group)
Date: 24th November 2015

On Behalf of

PUNE MUNICIPAL CORPORATION
By: Kunal Kumar
Name: Kunal Kumar
Title: Municipal Commissioner, Pune Municipal Corporation
Date: 24th November 2015
MEMORANDUM OF UNDERSTANDING BETWEEN

AND

INSTITUTE FOR TRANSPORTATION AND
DEVELOPMENT POLICY (ITDP)

PUNE MUNICIPAL CORPORATION (PMC)

November 2015
MEMORANDUM OF UNDERSTANDING BETWEEN INSTITUTE FOR TRANSPORTATION AND DEVELOPMENT POLICY (ITDP) AND PUNE MUNICIPAL CORPORATION (PMC), PUNE

This “non-binding” Memorandum of Understanding (MOU) is made in Pune, India on ______ day of November, 2015 between the undersigned:
Institute for Transportation and Development Policy (ITDP), represented in India by the Urban Works Institute, having its headquarter at No.5/2, Nehrunagar, 3rd Street, Adyar, Chennai - 20, India ("ITDP", which expression will include its successors and permitted assigns, unless repugnant to the context or meaning), acting through its [authorized representative] Ms. Shreya Gadipalli, of the first part

And

Pune Municipal Corporation (hereinafter referred to as “PMC” which expression will include its successors and permitted assigns, unless repugnant to the context or, meaning) acting through its Commissioner Mr. Kunal Kumar, of the second part

ITDP and PMC are hereinafter individually referred to as "Party" and collectively as "Parties", as the context may require.

Whereas,

1. The Government of India has envisaged “Smart Cities Mission” considering the need for an all-round, socio economic development of the country. The initiative intends to develop 100 cities and towns in the country as smart cities and is expected to generate a large number of opportunities for the industry in terms of deploying state of the art technologies, provision of value added and sustainable services, and, investment opportunities.

2. The Institute for Transportation and Development Policy (ITDP) is an international not-for-profit non-governmental organization dedicated to the promotion of environmentally sustainable and equitable transport. Over the past three decades, ITDP has been providing technical support to several cities worldwide to develop strategic mobility plans, bus rapid transit (BRT) systems, walking and cycling infrastructure, parking management systems, transit-oriented development plans, and sustainable transport policies.

3. ITDP will undertake the following:
(i) **Policy Advisory:** recommend changes to the existing policy framework required to enable development of Pune as a "smart city";

(ii) **Pilot Projects:** identification of pilot projects/ showcase projects/ developmental projects to enable the creation of the necessary infrastructure including any upgradation and renovation of existing facilities so as to provide smart city capabilities and services to the residents of the city of Pune;

(iii) **Project Advisory and Implementation:** to advise on relevant aspects of implementation of identified projects (hereinafter collectively referred to as "Scope of Services") as an initiative to enable the implementation of the "smart city" initiative of the Government of India.

4. However, the city of Pune is facing various urban challenges. Some of them are:

- Management of daily generated 1700 Tonnes of Municipal Solid Waste
- Developing urban transport infrastructure, especially walking, cycling and public transport, to facilitate efficient, safe, and convenient mobility of people.
- Improvement in management of distribution of water supply, especially in the fringe areas of the city.
- Management of land & assets for infrastructure development to cater the financial requirements for improving infrastructure.

5. ITDP is desirous of associating and collaborating with the PMC to provide support in meeting its urban challenges, such as environmentally sustainable and equitable transport.

NOW THEREFORE, in consideration of the mutual promises and covenants contained herein, the Parties agree as follows:
1. **Purpose:**

The Parties are entering into this MOU to record the terms and conditions on which ITDP will provide the Scope of Services to the PMC for the development of Pune as a “Smart City”.

2. **Responsibilities:**

2.1 **ITDP’s Responsibilities**

ITDP hereby agrees that it will undertake endeavours to provide the Scope of Services in accordance with and to the extent requested by PMC with the objective of developing Pune as a “smart city”, which will also include the following:

1) Guiding PMC on sustainable transport aspects under Smart Cities Mission.
2) Providing technical inputs and support to PMC for the implementation of sustainable transport initiatives under the smart cities proposal.
3) Capacity building to plan, design and execute sustainable transportation projects efficiently
4) ITDP will provide technical support and pay for any experts that it brings to conduct such workshops.
5) ITDP, will work in collaboration with PMC in the sustainable transport sector and in areas like:

   a. Creation of Financial plans for sustainable transport sectors & creation of innovative sources of the Municipal Finance
   b. Project based support for projects in areas like:

   - Public Transport
   - Non Motorized Transportation
   - Walkability/ Pedestrian Infrastructure
2.2 PMC's Responsibilities

i. PMC will appoint a nodal officer who will be the contact point for the interaction with the PMC and will also be responsible for the smart city initiative.

ii. PMC will collaborate with ITDP to conduct smart city workshops/Conferences/Conclaves as and when required to promote Pune as an Investment destination.

iii. The nodal officer and the consultants appointed by the PMC will work jointly with ITDP to drive the smart city initiative for Pune.

3. Terms and Termination

This MoU is applicable for the preparation of smart city proposal for Pune. Both the Parties may terminate this MoU at any time by notice with immediate effect if it reasonably believes that its performance, or any aspect of it, results, or might breach any legal, regulatory, ethical or audit independence requirement in the jurisdiction, or any other reason.

4. Other Terms:

4.1 Sharing of Information

As may be appropriate from time to time, each Party may share information with the other on a regular basis regarding the arrangement under this MoU. Both the parties will be solely and entirely responsible for any third party information or materials, that they will share with each other, with regards to its requisite rights, authorizations or agreements, in place, enabling accessibility and usage of such information.

4.2 Confidentiality

The Parties agree and acknowledge that sensitive information and confidential data will be exchanged between the Parties pursuant to this MoU. Such data will be marked confidential ("Confidential Information"). Each Party agrees that it will
maintain confidentiality of the Confidential Information disclosed to it by the other Party under this MoU and will ensure that this clause is strictly adhered to by its officers, employees, agents, consultants and representatives. In case of expiry or termination of this MoU, each party will promptly return all confidential information, to the disclosing Party upon request after expiry/termination of this MoU.

4.3 Expense

Unless otherwise specifically agreed to in writing by the Parties for implementing the Scope of Services, each Party will bear the respective costs of carrying out the obligations under this MOU.

4.4 Counterparts

The Memorandum of Understanding (MOU) may be signed in any number of counterparts, all of which taken together will constitute one and the same instrument. ITDP and PMC may enter into the Memorandum of Understanding (MOU) by signing any such counterpart and each counterpart may be signed, executed and transmitted by facsimile transmission and will be as valid and effectual as if executed as an original.

4.5 Entire Agreement

This MoU contains the entire understanding between the Parties hereto and supersedes all prior arrangements, understandings and agreements, written or oral, on the subject hereof. Any part of this MoU which is not enforceable due to any reason whatsoever will be deemed to be inoperative and the rest of the MoU will continue to be valid and binding on the Parties hereto.

4.6 Representation

Each Party hereby represents to the other that it has all necessary power and authority to execute and deliver this MOU.
4.7 Cooperation

ITDP and PMC acknowledge that they have entered into the Memorandum of Understanding (MoU) in good faith and will cooperate in good faith to achieve the objectives set herein.

In witness whereof, the undersigned Parties have executed this MoU as of the date indicated above:

On Behalf of

Institute for Transportation & Development Policy (ITDP)

By: [Signature]

Name: Ms. Shreya Gadepalli

Title: Regional Director, ITDP India

Date: 8th November 2015

On Behalf of

Pune Municipal Corporation (PMC)

By: [Signature]

Name: Mr. Kunal Kumar

Title: Municipal Commissioner, PMC

Date: 8th November 2015
MEMORANDUM OF UNDERSTANDING
BETWEEN
CENTRE FOR DEVELOPMENT OF
ADVANCED COMPUTING (C-DAC)
AND
PUNE MUNICIPAL CORPORATION (PMC)

15th September 2015
MEMORANDUM OF UNDERSTANDING BETWEEN
CENTRE FOR DEVELOPMENT OF ADVANCED COMPUTING (C-DAC)
AND PUNE MUNICIPAL CORPORATION (PMC), PUNE

This “non-binding” Memorandum of Understanding (MOU) is made in Pune, India on 15th of September, 2015 between the undersigned:
Centre for Development of Advanced computing (C-DAC), having its headquarter at Pune University Campus, Ganeshkhind, Pune - 411007, India (hereinafter referred to as "C-DAC", which expression will include its successors and permitted assigns, unless repugnant to the context or meaning), acting through its Director (Admin & Legal) and Head (Admin) Mr. R.Y. Despande, of the first part

And

Pune Municipal Corporation (hereinafter referred to as "PMC" which expression will include its successors and permitted assigns, unless repugnant to the context or meaning) acting through its Commissioner Mr. Kunal Kumar of the second part

C-DAC and PMC are hereinafter individually referred to as "Party" and collectively as "Parties", as the context may require.

Whereas,

1. The Government of India has envisaged 'Smart Cities Mission' considering the need for an all-round, socio-economic development of the country. The initiative intends to develop 100 cities and towns in the country as smart cities and is expected to generate a large number of opportunities for the industry in terms of deploying state of the art technologies, provision of value added and sustainable services, and, investment opportunities.

2. C-DAC was set up by then Department of Electronics (now renamed as Department of Electronics and Information Technology (DeitY), Govt. of India) to emerge as a premier R&D institution for the design, development and deployment of electronic and ICT technologies and applications for socio-economic advancement with the mission of expanding the frontiers of Information and Communication Technologies, evolving technology solutions, architectures, systems and standards for nationally important problems, achieving rapid and effective spread of knowledge by overcoming language barriers through application of technologies, sharing experience and know-how to help build advanced competence in the field of Information Technology, bringing benefits of Information Technology to society in the form of Smart Cities.
3. PMC was established on 15 February 1950. It controls the whole administration of Pune. The PMC is in charge of the civic needs and infrastructure of the metropolis. PMC has been shortlisted by GoI for the next round of selection of Smart Cities and approached C-DAC seeking benefit of C-DAC’s experience and expertise in development and deployment of e-Governance/smart solutions.

4. After some interactions at different levels, both parties intend to work together/collaborate to provide support in transforming Pune into Smart Pune under Smart Cities Mission and will collaborate as ICT based ‘Knowledge Partner’ and execute the projects as mutually agreed upon.

5. C-DAC has constituted a committee on Smart Cities to undertake the following:

   (i) **Departmental Diagnosis**: AS-IS Analysis of the existing departments to explore the gap and to assist PMC in development of Pune as a ‘Smart City’.

   (ii) **Restorative Recommendations**: Based on the departmental diagnosis, put forward IT based smart solutions that shall make the department self-sustained with qualitative empowerment. Identification of pilot/showcase/developmental projects to enable the creation of the necessary infrastructure including any upgradation and renovation of existing facilities so as to provide smart city capabilities and services to the residents of the city of Pune.

   (iii) **Project Advisory and Implementation**: To advise on main aspects of implementation of identified projects (hereinafter collectively referred to as ‘Scope of Services’) and assist in the subsequent implementation to realise the ‘Smart City’ initiative of the Government of India.

6. However, the city of Pune is facing following urban challenges. Some of them are:

   - Management of daily generated 1700 Tonnes of Municipal Solid Waste
   - Poor Management for natural and man-made disasters.
   - Hard reached Health related facilities and awareness amongst citizen.
   - Improvement of traffic management in the city.
   - Need of additional buses as per the norms to cater to the growing populations of the city.
- Development of road infrastructure to meet ideal road density as per norms.
- Improvement in management of distribution of water supply, especially in the fringe areas of the city.
- Management of land & assets for infrastructure development to cater to financial requirements for improving infrastructure.

NOW THEREFORE, in consideration of the mutual promises and covenants contained herein, the Parties agree as follows:

1. **Purpose:**
The Parties are entering into this ‘Non-binding’ MOU to record the terms and conditions on which C-DAC will provide the Scope of Services to the PMC for the development of Pune as a ‘Smart City’.

2. **Responsibilities:**

2.1 **C-DAC’s Responsibilities**
C-DAC hereby agrees that it will undertake, either itself or through one or more of the committee members, reasonable endeavours to provide the Scope of Services in accordance with and to the extent requested by PMC with the objective of developing Pune as a “smart city”, which will also include the following:

i. C-DAC will jointly work with PMC to develop vision, goals & strategies for Pune as a Smart City and thereafter support implementation of the same in Pune through agreed upon Terms and Conditions by both the parties, as and when required.

ii. C-DAC, through its appointed Nodal Officer, will work in collaboration with PMC in sectors illustrated in para-6 above and in areas like:

   a) Creation of Information Technology based Application proposals for various sectors & creation of innovative sources of sustenance for the PMC.

   b) Technological & knowledge based matters.

   c) Project based support in areas such as:

      1. Transport
      2. Solid Waste Management
iii. The nodal officer and the consultants appointed by the PMC will work jointly with C-DAC to drive the smart city initiative for Pune.

iv. PMC shall provide all required/requested complete, correct, and accurate inputs/information/charts/figures/diagrams/reports etc. enabling C-DAC to fulfil its responsibilities under this MoU.

v. PMC shall accord and communicate all required/ requested approvals / acceptances/ sanctions in a time-bound manner.

vi. PMC shall acknowledge C-DAC’s contribution in media/publicity material.

3. Terms for Termination
Both the Parties may terminate this MoU at any time by notice with immediate effect if it reasonably believes that other parties performance, or any aspect of it, results, or might breach any legal, regulatory, ethical or audit independence requirement in the jurisdiction, or any other reason.

4. Other Terms:

4.1 Sharing of Information
As may be appropriate from time to time, each Party may share information with the other on a regular basis regarding the arrangement under this MoU. Both the parties will be solely and entirely responsible for any third party information or materials, that they will share with each other, with regards to its requisite rights, authorizations or agreements, in place, enabling accessibility and usage of such information.

4.2 Confidentiality
The Parties agree and acknowledge that sensitive information and confidential data will be exchanged between the Parties pursuant to this MoU. Such data will be marked confidential (‘Confidential Information’). Each Party agrees that it will maintain confidentiality of the Confidential Information disclosed to it by the other Party under this MoU and will ensure that this clause is strictly adhered to by its officers, employees, agents, consultants and representatives. In case of expiry or termination of this MoU, each party will promptly return all confidential information, to the disclosing Party upon request after expiry/ termination of this MoU.
4.3 Expense and No Liability

Unless otherwise specifically agreed to in writing by the Parties for implementing the Scope of Services, for any future activity the financial Terms and Conditions will be decided on case to case basis as and when required.

PMC acknowledges and agrees that C-DAC will endeavour to do above mentioned activities/responsibilities subject to availability of financial, manpower and other resources for the purpose of this MoU.

PMC further acknowledges and agrees that C-DAC shall not be responsible and liable to PMC/its officials/employees/consultants/contractors etc. or any citizen/ user/ other person for any direct/indirect/consequential damages/loss (monetary or otherwise including but not limited to loss of profits/ reputation/ money/ opportunity/ data/ goodwill etc.) arising out of or incidental to this MoU.

4.4 Counterparts

The Memorandum of Understanding (MOU) may be signed in any number of counterparts, all of which taken together will constitute one and the same instrument. C-DAC and PMC may enter into the Memorandum of Understanding (MoU) by signing any such counterpart and each counterpart may be signed, executed and transmitted by facsimile transmission and will be as valid and effectual as if executed as an original.

4.5 Entire Agreement

This MoU contains the entire understanding between the Parties hereto and supersedes all prior arrangements, understandings and agreements, written or oral, on the subject hereof. Any part of this MoU which is not enforceable due to any reason whatsoever will be deemed to be inoperative and the rest of the MoU will continue to be valid and binding on the Parties hereto. This MoU may be amended in writing only duly signed by parties.
4.6 Representation

Each Party hereby represents to the other that it has all necessary power and authority to execute and deliver this MOU.

4.7 Co-operation

C-DAC and PMC acknowledge that they have entered into the Memorandum of Understanding (MoU) in good faith and will cooperate in good faith to achieve the objectives set herein.

In witness whereof, the undersigned Parties have executed this MoU as of the date indicated above:

On Behalf of
Centre For Development of Advanced Computing (C-DAC)
By: R.Y. Deshpande
Title: Director (Admin & Legal) and Head (Admin), C-DAC, Pune
Date: 15/09/2015

On Behalf of
Pune Municipal Corporation (PMC)
By: Kunal Kumar
Title: Municipal Commissioner, PMC
Date: 15/09/2015

Witness

MAMTA K. SHAH
NOTARY
GOVT. OF INDIA
PUNE DISTRICT

BEFORE ME, the said

ASSOCIATE DIRECTOR
NOTARY
C-DAC, PUNE

15 SEP 2015
To,
The Municipal Commissioner,
Pune Municipal Corporation
Main Building
Shivaji Nagar,
Pune - 411015

Subject: Letter of Support for Pune Smart City Initiative under Smart City Mission

Dear Sir,

It gives me immense pleasure to applaud Pune Municipal Corporation for its efforts as smart city imitative for Pune City. I firmly believe that that this initiative will greatly benefit city/citizens.

Further, I am writing to express my full support to PMC for proposed “Smart City project”. It’s our pleasure to be a part of the Smart City initiative and feel confident expressing my full support in future.

We look forward to working with PMC in future

Dr. Ganesh Natarajan
Vice Chairman & CEO

Signature: ____________________
To,
The Municipal Commissioner,
Pune Municipal Corporation
Main Building, Shivaji Nagar,
Pune - 411015

Subject: Letter of Support for Pune Smart City Initiative under Smart City Mission

Dear Sir,

It gives me immense pleasure to applaud Pune Municipal Corporation for its efforts as smart city initiative for Pune City. I firmly believe that that this initiative will greatly benefit city/citizens.

Further, I am writing to express my full support to PMC for proposed “Smart City project”. It’s our pleasure to be a part of the Smart City initiative and feel confident expressing my full support in future.

We look forward to working with PMC in future

Ar. Ravi Kanhere
Hon Secretary, AESA

 Date: 7th December 2015
December 5, 2015

The Municipal Commissioner,
Pune Municipal Corporation
Main Building
Shivaji Nagar,
Pune - 411015

Subject: Letter of Support for Pune Smart City Initiative under Smart City Mission

Dear Sir,

It gives us immense pleasure to applaud Pune Municipal Corporation for its efforts as smart city initiative for Pune City. We firmly believe that that this initiative will greatly benefit city/citizens.

Further, we are writing to express our full support to PMC for proposed “Smart City project”. It’s our pleasure to be a part of the Smart City initiative and feel confident expressing our full support in future.

We look forward to working with PMC in future.

Thanking you,

Yours faithfully,

Dr. Anant Sardeshmukh
Director General
To,
The Municipal Commissioner,
Pune Municipal Corporation
Main Building
Shivaji Nagar,
Pune - 411015

Subject: Letter of Support for Pune Smart City Initiative under Smart City Mission

Dear Sir,

It gives me immense pleasure to applaud Pune Municipal Corporation for its efforts as smart city imitative for Pune City. I firmly believe that that this initiative will greatly benefit city/citizens.

Further, I am writing to express my full support to PMC for proposed “Smart City project”. It’s our pleasure to be a part of the Smart City initiative and feel confident expressing my full support in future.

We look forward to working with PMC in future

Umesh Ghongade
President
Pune Patrakar Pratishthan
To,
The Municipal Commissioner,
Pune Municipal Corporation,
Main Building
Shivaji Nagar,
Pune – 411015.

Subject: Letter of Support for Pune Smart City initiative under Smart City Mission.

Dear Sir,

It gives me immense pleasure to applaud Pune Municipal Corporation for its efforts as smart city initiative for Pune City. I firmly believe that this initiative will greatly benefit city/citizens.

Further, I am writing to express my full support to PMC for proposed “Smart City Project”. It’s our pleasure to be a part of the Smart City initiative and feel confident expressing my full support in future.

We look forward to working with PMC in future.

Yours Sincerely

[Signature]

Bandu Wakle Patil
To,
The Municipal Commissioner,
Pune Municipal Corporation,
Main Building
Shivaji Nagar,
Pune – 411015.

Subject: Letter of Support for Pune Smart City initiative under Smart City Mission.

Dear Sir,

It gives me immense pleasure to applaud Pune Municipal Corporation for its efforts as smart city initiative for Pune City. I firmly believe that that this initiative will greatly benefit city/citizens.

Further, I am writing to express my full support to PMC for proposed “Smart City Project”. It’s our pleasure to be a part of the Smart City initiative and feel confident expressing my full support in future.

We look forward to working with PMC in future.

Yours Sincerely

Manoj Bidkar
To,
The Municipal Commissioner,
Pune Municipal Corporation,
Main Building
Shivaji Nagar,
Pune – 411015.

Subject: Letter of Support for Pune Smart City initiative under Smart City Mission.

Dear Sir,

It gives me immense pleasure to applaud Pune Municipal Corporation for its efforts as smart city initiative for Pune City. I firmly believe that that this initiative will greatly benefit city/citizens.

Further, I am writing to express my full support to PMC for proposed “Smart City Project”. It’s our pleasure to be a part of the Smart City initiative and feel confident expressing my full support in future.

We look forward to working with PMC in future.

Sanjay Shanke
Member: Town Vending Committee P.M.C., Pune
Secretary: Janeev Hawkers Union
Secretary: National Hawkers Federation, Pune
Secretary: Pune Hawkers Sarva Seva Co-op. Society, Pune.
Founder: Dilasa Janvikas Sanstha, Maharashtra
Email: ssanjay1234@rediffmail.com/punenhf@gmail.com
Mobile: +91 9422029808, +91 8412099808
To,
The Municipal Commissioner,
Pune Municipal Corporation,
Main Building
Shivaji Nagar,
Pune – 411015.

Subject : Letter of Support for Pune Smart City initiative under Smart City Mission.

Dear Sir,

It gives me immense pleasure to applaud Pune Municipal Corporation for its efforts as smart city initiative for Pune City. I firmly believe that that this initiative will greatly benefit city/citizens.

Further, I am writing to express my full support to PMC for proposed “Smart City Project”. It’s our pleasure to be a part of the Smart City initiative and feel confident expressing my full support in future.

We look forward to working with PMC in future.

Yours Sincerely

Bharati Pankhewale
To,
The Municipal Commissioner,
Pune Municipal Corporation,
Main Building
Shivaji Nagar,
Pune – 411015.

Subject : Letter of Support for Pune Smart City initiative under Smart City Mission.

Dear Sir,

It gives me immense pleasure to applaud Pune Municipal Corporation for its efforts as smart city initiative for Pune City. I firmly believe that this initiative will greatly benefit city/citizens.

Further, I am writing to express my full support to PMC for proposed “Smart City Project”. It’s our pleasure to be a part of the Smart City initiative and feel confident expressing my full support in future.

We look forward to working with PMC in future.

Yours Sincerely

Abhay Agrwal
To,
The Municipal Commissioner,
Pune Municipal Corporation
Main Building
Shivaji Nagar,
Pune - 411015

Date 07-12-2015

Subject: Letter of Support for Pune Smart City Initiative under Smart City Mission

Dear Sir,

It gives me immense pleasure to applaud Pune Municipal Corporation for its efforts as smart city imitative for Pune City. I firmly believe that that this initiative will greatly benefit city /citizens.

Further, I am writing to express my full support to PMC for proposed “Smart City project”. It’s our pleasure to be a part of the Smart City initiative and feel confident expressing my full support in future.

We look forward to working with PMC in future.

Kiran Khaladkar
Secretary, Y.H.A. Pune Unit.
To,
The Municipal Commissioner,
Pune Municipal Corporation,
Main Building, Shivaji Nagar,
Pune - 411 015

Subject: Letter of Support for Pune Smart City Initiative under Smart City Mission

Dear Sir,

It gives me immense pleasure to applaud Pune Municipal Corporation for its efforts as smart city imitative for Pune City. I firmly believe that this initiative will greatly benefit city/citizens.

Further, I am writing to express my full support to PMC for proposed "Smart City Project". It's our pleasure to be a part of the Smart City initiative and feel confident expressing my full support in future.

We look forward to working with PMC in future.

Name: Baba Shinde

Signature:

Mob. No : 9767791116
To,
The Municipal Commissioner,
Pune Municipal Corporation,
Main Building, Shivaji Nagar,
Pune - 411 015

Subject: Letter of Support for Pune Smart City Initiative under Smart City Mission

Dear Sir,

It gives me immense pleasure to applaud Pune Municipal Corporation for its efforts as smart city imitative for Pune City. I firmly believe that this initiative will greatly benefit city/citizens.

Further, I am writing to express my full support to PMC for proposed "Smart City Project". It's our pleasure to be a part of the Smart City initiative and feel confident expressing my full support in future.

We look forward to working with PMC in future.

Name: Pradip. S. Bhalerao

Signature: 

Mob. No : 9422007569
To,
The Municipal Commissioner,
Pune Municipal Corporation
Main Building
Shivaji Nagar,
Pune - 411015

Subject: Letter of Support for Pune Smart City Initiative under Smart City Mission

Dear Sir,

It gives me immense pleasure to applaud Pune Municipal Corporation for its efforts as smart city initiative for Pune City. I firmly believe that that this initiative will greatly benefit city /citizens.

Further, I am writing to express my full support to PMC for proposed “Smart City project” It’s our pleasure to be a part of the Smart City initiative and feel confident expressing my full support in future.

We look forward to working with PMC in future

Your's in Lionism,

[Signature]

Lion Anil Mandrupkar
Charter President
Subject: Appreciation letter for your extended support to the Pune Smart Mission during Citizen Engagement Phase.

Greetings from Pune Municipal Corporation!!!

Pune Municipal Corporation appreciates your interest in offering services to support Pune Municipal Corporation’s initiative towards transforming Pune into Smart City.

Pune has been earlier shortlisted in the first stage of challenge under Smart cities Mission and further found a place among 100 prospective smart cities in the country to be developed under Smart Cities Mission. For second stage of the competition i.e Challenge Round 2, each of the potential Cities have to prepare their Smart City Proposal (SCP) under which Citizen Engagement has played a pivotal role in finalizing the vision for the City and further preparation of Smart City proposal. Now we are at the final stage of preparing and submitting the Smart City Proposal for Pune City to MouD, GOI

PMC also believes that your support in citizen engagement helped endeavors which resulted into the creation of the largest ever "Citizen Engagement Model" in the history of the Urban World. Also, it gives me immense pleasure to inform you that we have got overwhelming response from the citizen which covers 50% of the families covering 15 lakhs of population of the city in our Citizen Engagement Phase for finalizing the vision and city profile.
Pune Municipal Corporation expresses its deep appreciation for helping and supporting the whole citizen engagement campaign and also looking forward for more support in future. PMC would request you to provide a letter of support (Performa attached) from your organization in support to Pune Smart City Initiative.

For any further query please email to punesmartcity@gmail.com and nodal point of contact for the same will be Mr Mangesh Dighe Environment Officer (9689931771).

Thank you once again for supporting our collaborative efforts.

(Kunal Kumar)
Municipal Commissioner
Pune Municipal Corporation
Subject: Engagement of MBA–IM students from SCMHRD, Symbiosis for Pune Smart City Project.

Dear Dr. Yeravdekar,

I welcome our collaboration where in MBA–IM students from SCMHRD, Symbiosis would work with us as interns for Smart Cities Mission. This is a path breaking partnership which brings together academia with Government in mission mode in finding solutions for real life issues faced by the city.

Further, with reference to your email regarding budget proposal based on 60 days of engagement, we convey our agreement with the same. We would however like you to undertake the expenditure up front and thereafter let us reimburse the amount to you.

We believe this engagement will to a long way in enabling transformation of Pune city under Smart Cities Mission.

With Best Regards!!!

( Kunal Kumar )

To,

Dr. Vidya Yeravdekar,
Principle Director,
Symbiosis Society,
Pune.
8th Dec 2015

To

Municipal Commissioner
Pune Municipal Corporation
Pune

Subject: Selection of Baner - Aundh area as a development model in Smart City mission

Sir,

We are aware that Government of India has launched an ambitious mission “Smart Cities’ in India. It is the result of the efforts taken by Pune Municipal Corporation that Pune is amongst the front runner for being selected as one of the Smart Cities in India.

We understand that the area of Baner in the belt of S.No. 220 to 240 measuring about 70 acres is being earmarked for development of smart city. Out of the total land mentioned above, we are having ownership rights / development rights for an area of 11300 sq.mtrs for Survey No. 238 (Part) & 239 (Part). Through this letter we would like to inform you that we will consider to take part in the smart city scheme subject to terms of mutual benefit in the smart city proposal.

Once again we wish you all the best for taking active part in this mission and making the city of Pune a better place to live.

Thanks

For M/Aditya Builders

[Signature]

Authorised Signatory
07th December 2015

To,

Municipal Commissioner,
Pune Municipal Corporation,
Pune.

Subject: Selection of Baner- Balewadi- Aundh area as a development model in Smart City Mission

Sir,

We are aware that Government of India has launched an ambitious mission ‘Smart Cities’ in India. It is the result of the efforts taken by Pune Municipal Corporation that Pune is amongst the front runner for being selected as one of the Smart Cities in India.

We understand that the area of Baner measuring about 70 acres which is shown as TPS in the draft development plan submitted by PMC to State Government is being earmarked for development on the basis of Land pooling mechanism such as Town Planning Schemes, special planning area etc. Out of the total land mentioned above we are having ownership rights/ development rights for an approx., area of 4.18 acres for Survey Nos. 228/2, 229/1, 229/2 & 230/1, Baner Village. Through this letter we would like to assure you that we are happy to take part in this Scheme and will do the development as envisaged in the Smart City proposal subject to mutually acceptable finalization of terms & procedures for the same.

Once again, we wish you all the best for taking active part in this Mission and making the City of Pune a better place to live.

Thanks,
Yours Sincerely,

Ranjit Naiknavare
Director
12 October 2015

Kunal Kumar
Municipal Commissioner
Pune Municipal Corporation
4th Floor, Main Building, Shivajinagar
Pune 411005 Maharashtra
India

Dear Kunal Kumar,

I would like to thank you and your team for submitting your application to the IEEE Smart Cities Initiative.

We received many proposals and the review process was conducted by a group of eight reviewers, each of them reviewing proposals outside of their own geographical region to ensure an open and unbiased evaluation. The evaluation has been made assessing several criteria including focus, commitment, diversity, roadmap, and presence of a strong IEEE Chapter/Section and of a diverse and committed team of partners from the local municipality, universities, and industries.

This year the IEEE Smart Cities Initiative is able to include two additional cities. Your application has been ranked very well although, for now, it has not been possible to select your city.

Considering the very high value of your application we would like to invite your city to become an Affiliated Smart City for the IEEE Smart Cities Initiative, and we request your permission to publish information from your application to give visibility to your smart city.

Being an IEEE Affiliated Smart City entitles you to:

- Brand your city as an IEEE Smart Cities “Affiliated Smart City” in any official communications
- Promote your city’s developments through the IEEE Smart Cities website with contributed articles or whitepapers to inform the world of plans and progress on your ‘smartification’ process
- Preferred speaker registration to IEEE Smart Cities Initiative conferences, including the second IEEE Smart City Conference, which will be held in Trento, Italy in September 2016
- Participate in one of the two kick-off workshops of the new core cities (Kansas City, Missouri, USA and Casablanca, Morocco) that will be held before the end of 2015

In 2016 we will set-up a collaborative program of activities that will allow affiliated cities to become more active partners within the IEEE Smart Cities Initiative network, according to the profile of each partners and the type of involvement they wish to develop.

We look forward to a future collaboration and wish you every success in your path to become a smart city.

Sincerely,

Gilles Betis
Chair
IEEE Smart Cities Initiative
PUNE MUNICIPAL CORPORATION
SMART CITY MISSION- ABB CITIZEN PLEDGE OF SUPPORT

I/we, _______________________________ resident of Aundh- Baner- Balewadi region (ABB), Pune want to make ABB the most livable place in the world and a model smart area that can be later replicated across Pune. My/our vision is to ensure every citizen of ABB has a good quality of life in the neighborhood with all the resources and opportunities required for the same available conveniently. I/we understand that the journey towards becoming a smart City will require active participation from me/us in the future. I/we commit to be the driver of this change in my/our own respective ways. I/we pledge to support the implementation of the regulations framed, discipline required and take up the responsibility of co-creating a sustainable, transparent and participatory smart society as a responsible resident/s.

I/we pledge support to below smart initiatives

- Give up water subsidy and adopt Smart water metering in all residential and commercial establishments
- Solar panels on rooftops, net electricity and smart grid
- Setup and treat all sewage through individual sewage water recycling plant (STP) in all societies with more than 150 residents
- Rain-water harvesting in all buildings
- Segregate all organic, recyclable and other waste
- Swachh ABB with zero garbage on streets and public spaces
- E-governance and digital services and applications
- Collaboration and support to make ABB a zero-crime area

I also pledge to support the Urban Local Body with funding the smart initiatives and support any additional cess or fee that might be levied to operate and maintain the infrastructure and services.

<table>
<thead>
<tr>
<th>Sl</th>
<th>Full Name of each family member</th>
<th>Place (Aundh/Baner/Balewadi)</th>
<th>Contact No. of head of family/ any member</th>
<th>Signature</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>3</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>4</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>5</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>6</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Note: Please fill the names of all family members and at least the signature of head of family/ any one member of the family/ all family members

Web Site: www.punesmartcity.in
December 14, 2015
CREDAI-Pune Metro/15-16/2269

To,
The Municipal Commissioner,
Pune Municipal Corporation
Main Building
Shivaji Nagar,
Pune - 411015

Subject: Letter of Support for Pune Smart City Initiative under Smart City Mission

Dear Sir,

Greetings from CREDAI-Pune Metro.

The CREDAI- Pune Metro is an Association of Builders and Promoters of Pune and Pimpri Chinchwad area. It is established in 1982 and since then is operating for the promotion of Real Estate Sector in the region over more than 33 years.

It has a strong membership of 425 plus members consisting of leading Promoters and Builders of Pune which accounts for about 70% of the construction activities in Pune.

CREDAI-Pune Metro closely works with Government and Semi-Government agencies and takes initiative in policy formation. CREDAI-Pune Metro discharges various Corporate Social Responsibilities directly and through its Members.

It gives us immense pleasure to applaud Pune Municipal Corporation for its efforts as smart city initiative for Pune City. We firmly believe that this initiative will greatly benefit city /citizens.

Further, we are writing to express our full support to PMC for proposed “Smart City project”. It’s our pleasure to be a part of the Smart City initiative and feel confident expressing our full support in future.

We look forward to working with PMC in future.

Thanking you,
Yours faithfully,
For CREDAI-Pune Metro

Shantilal Kataria
President

[Signature]