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1	Citizen participation	A smart city constantly shapes and changes course of its strategies incorporating views of its citizen to bring maximum benefit for all. (Guideline 3.1.6)	The City begins identifies priorities and projects to pursue without consulting citizens.	City undertakes citizen participation with some select stakeholders. The findings are compiled and incorporated in some projects or programs. Very few major decisions are shared with citizens until final projects are unveiled.	City conducts citizen engagement at city level and local area level with most stakeholders and in most areas. The findings are compiled and incorporated in projects or programs.	City constantly conducts citizen engagement with people at each Ward level to incorporate their views, and these shape priorities and development projects in the city. Multiple means of communication and getting feedback such, both face-to-face and online are utilised. The effectiveness of city governance and service delivery is constantly enhanced on the basis of feedback from citizens.	City undertakes citizen engagement through Consultation Meetings with various stakeholders like individual eminent citizens, representatives from various social, economic or industry groups/associations, Elected Representatives at city Level workshops/meetings at one or two stages in some of the Projects/initiatives.	Various consultations were organized for projects like CDP, BRTS, BSUP, RAY DPR and RAY- SFCP. For each workshop Number of attended Person ranges from 50-300.	Scenario 4 (ADVANCE) • Wider Citizens engagement involving maximum stakeholders at each level (City/Ward/Zone/Sector specific groups) • Use of all mediums to ensure maximum outreach (off-line and On-line) • Engagement on each stage (inception, concept, draft and final) of various types of projects (Policies, Strategies, Plans and Projects) • Incorporation of valuable inputs	• Development of a Model Multi-stage and Multi-level (awareness, suggestions/aspirations and Feedback on Drafts) citizens engagement mechanism for initiatives of Municipal Corporation, • Establishing Management Information System for Collection, Collation, Validation and Analysis of citizens in-put during various stages of any Multi-stage citizens engagement programme
2	Identity and culture	A Smart City has a unique identity, which distinguishes it from all other cities, based on some key aspect: its location or climate; its leading industry, its cultural heritage, its local culture or cuisine, or other factors. This identity allows an easy answer to the question "why in this city and not somewhere else?" A Smart City celebrates and promotes its unique identity and culture. (Guideline 3.1.7)	There are few architectural monuments, symbols, and festivals that emphasise the unique character of the city. Built, natural and cultural heritage is not preserved and utilised or enhanced through physical, management and policy structures.	Historic and cultural resources are preserved and utilised to some extent but limited resources exist to manage and maintain the immediate surroundings of the heritage monuments. New buildinds and areas are created without much thought to how they reflect the identity and culture of hte city.	Historic and cultural heritage resources are preserved and utilised and their surroundings are well-maintained. Public spaces, public buildings and amenities reflect the cultural identity of the city;	Built, natural and intangible heritage are preserved and utilised as anchors of the city. Historical and cultural resources are enahnced through various mediums of expression. Public spaces, open spaces, amenities and public buildings reflect local identity and are widely used by the public through festivals, events and activities.	The city has 5 State Protected Monuments. City is also referred as food capital of the state. Late night market Sarafa (At the heart of city) where one finds lot of food delicacies City is also known for its “Gair”, Festival Celebrated 5 days after Holi and AnantChaudas Processions that continuous throughout day and night.	Presently city needs a dedicated effort to restore these structures, to enhance the tourism potential Conservation and restoration works of LalBagh, Rajwada and Chhatries is under implementation stage. Renovation of the Gandhi Hall has been taken up by IMC as a part of the DFID Scheme.	Scenario 3 • Reinventing the identity of the city based on its key features (Cultural Identity, Cuisine, built Heritages or structures) • Intelligent enhancement and capitalization of cultural resources for promotion and marketing of tourism	• Develop an open platform for ICT for Cultural offerings (knowledge about cultural heritage, its understanding, conservation and preservation), • Ensure enhanced recreational access to local attractions as an economic development strategy though its integration in planning. • Restoration and adaptive reuse of Urban Heritage
3	Economy and employment	A smart city has a robust and resilient economic base and growth strategy that creates large-scale employment and increases opportunities for the majority of its citizens. (Guideline 2.6 & 3.1.7 & 6.2)	There are some job opportiunities in the city but they do not reach all sections of the population. There are a high number of jobs in the informal sector without sufficient facilities.	There is a range of job opportunities in the city for many sections of the population. The city attemps to integrate informal economic activities with formal parts of the city and its economy.	There are adequate job opportunities for all sections of society. But skill availability among residents can sometimes be a challenge.	There are adequate opportunities for jobs for all sections of income groups and skill levels. Job-oriented skill training supported by the city and by industry. Economic activities are suited to and build on locational and other advantages of the city.	Indore is essentially a trading centre, and on account of its strategic location serves as a hub of trade and commerce for the entire Central part of India. The city is emerging as an important Logistic hub of the western and central India. • Indore is a budding centre of Entrepreneurship and start-up business	For 2011 Indore has registered a WFPR of 36.47 percent , out of which 28.62 percent accounts for Male WFPR and 7.85 Percent is Female WFPR, There are 50 Large and Medium Enterprise and more than 700 Micro and Small Enterprises in 7 Industrial Clusters of the city.	Scenario 4 (ADVANCE) • To Enhance the existing image of Indore as Regional hub of Economic Development • Explore initiatives to create Equitable Job Creation in the city (Job creation for all wage levels, diversity of employment opportunities and Skill Development) • To build a highly skilled and flexible workforce • To concentrate on retaining and expanding existing local businesses	• Develop Incubation Centres, Skill development Centres and Training Centres in co-ordination with major industries, institutions and schools while using existing resources (Schools in afterhours and public land/building) and tools like incentives for private developers for development of economic generation activities. Further supporting it with IT network to maximise the impact, eventually ensuring jobs for all sections and improved economy.
4	Education	A Smart City offers schooling and educational opportunities for all children in the city (Guideline 2.5.10)	The city provides very limited educational facilities for its residents. There are some schools but very limited compared to the demand. Many schools are in poor condition.	City provides adequate primary education facilities within easily reachable distance of 15 minutes walking for most residential areas of the city. The city also provides some secondary education facilities.	City provides adequate primary and secondary education facilities within easily reachable distance for most residential areas of the city. Education facilities are regularly assessed through - databases of schools including number of students, attendance, teacher - student ratio, facilities available and other factors.	City provides adequate and high-quality education facilities within easily reachable distance of 10 minutes walking for all the residential areas of the city and provides multiple options of connecting with specialised teaching and multi media enabled education. Education facilities are regularly assessed through database of schools including number of students, attendance, teacher-student ratio, facilities available and other factors.	Availability of adequate Primary and Secondary education facilities. The Spatial distribution of these schools may not be proportional to population distributionto ensure easily reachable distances. The Govt. education facilities are regularly assessed and monitored by Education Department of Government of MP and have an education portal with database of schools such as School-MIS.	Literacy rate increased to 82% from 73% Availability of 1345 Primary Schools against demand of 600, 816 High Schools/Higher Secondary Schools against demand of 360 and 1900 Middle Schools (as per URDPFI Guidelines, 2015 Population). Online School Enrolment, Mapping of schools on GIS, Monitoring of Civil Works in schools and Human Resource MIS in Education	Scenario 4 (ADVANCE) • Ensuring availability of high-quality educational facilities at 10 Minute walk for all Neighbourhoods • Ensuring provision of Technology enabled Modern Education accessible to all section of the society • Enabling assessment and monitoring of all educational facilities to improve Primary and Secondary Education	• Enforcement of development regulations for rational distribution of education facilities in new developments, • Mapping of all Education facilities and identification (10 Minute walk) • Development of Schools with Smart Classrooms and Technology enabled Facilities, • Improvement in Assessment and Monitoring Mechanism for All Education Facilities and streamlining admissions and enrolment processes in Schools

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5	Health	A Smart City provides access to healthcare for all its citizens. (Guideline 2.5.10)	Healthcare is difficult for citizens to access - demand for healthcare often exceeds hospitals' ability to meet citizen needs.	The city provides some access to healthcare for its residents but healthcare facilities are overburdened and far from many residents. Access to preventive health care is only easily available for some residents.	City provides adequate health facilities within easily reachable distance for all the residential areas and job centers of the city. It has an emergency response system that connects with ambulance services.	City provides adequate health facilities at easily accessible distance and individual health monitoring systems for elderly and vulnerable citizens which are directly connected to hospitals to prevent emergency health risks and to acquire specialised health advice with maximum convenience. The city is able to foresee likely potential disases and develop response systems and preventive care.	The Spatial distribution of these Health Facilities may not be proportional to population distribution to ensure easily reachable distances. State Health Department through GVK-Emergency Management and Research Institute provides an integrated emergency service through Sanjeevani-108-Helpline State Health Department through NGOs also operate Janani-Express and Mobile Medical Units in the District.	There are 313 Health Facilities against the total requirement of 250. (As per URDPFI Guidelines, 2015 Population). Total 15 ambulances (Sanjeevani–108 Helpline) equipped with appliance and medical team for Indore District.	Scenario 4 (ADVANCE) • Adequate and accessible Health Facility for all. • Ensure responsive management of Medical Emergencies • Safeguard citizens from Health Risks especially for vulnerable citizens • Periodic Monitoring of Hospital Data-base on ailments and diseases	• Mapping of Health Facilities and provision of Health Facilities for un-served Areas, • Management of Ambulance Services by integrating multiple service providers and hospitals, • Monitoring of Health of Vulnerable citizens such as Child, Pregnant Women, Elderly citizens, • Develop a strategy and mechanism to tackle and fight Contagious/Infectious Diseases, • Collection and Monitoring System for of Hospital Data-base on ailments, diseases and other feature wise admissions and discharges without disclosure of patients name.
6	Mixed use	A Smart City has different kinds of land uses in the same places; such as offices, housing, and shops, clustered together. (Guidelines 3.1.2 and 3.1.2)	The city has mostly separated uses and areas are focused either on residential, commercial, or industrial, with little co-existance of uses. The average resident cannot walk to the closest market or shops near his or her home. For almost everyone, going to work or going shopping for basic needs requires a journey by automobile or bus of more than 15 minutes. Land use regulations prevent putting commercial or office locations in residential neighborhoods and vice versa.	In some parts of the city , there is a mixture of land uses that would allow someone to live, work, and shop in close proximity. However, in most areas, there are only small retail stores with basic supplies near housing. Most residents must drive or use public transportation to access a shop for food and basic daily needs. Land use rules support segretating housing, retail, and office uses, but exceptions are made when requested.	Most parts of the city have housing, retail, and office buildings in close proximity. Some neighborhoods have light industrial uses within them (e.g., auto repair, craft production). Land use rules allow for mixed uses.	Every part of the city has a mix of uses. Everyone lives within a 15-minute trip of office buildings, markets and shops, and even some industrial uses. Land use rules require or encourage developers to incorporate a mixture of uses in their projects.	The existing Mixed Land Use it ispredominantly observed in Core/CBD/Downtown area (Rajwada) and surrounding areas of major commercial centres. Indore Master Plan-2021, makes provisions Mixed Land Use only on identified roads based on their widths; and type of Listed/ identified activities.	N.A.	Scenario 3 • Achieve Increased density with maximum and optimum utilization of land resource based upon its location and demand • New formal large scale development to ensure dense and compact development with good pedestrian and Public Transport accessibility and mix of use.	• Re-development of Govt. Land on Transit Oriented Development Principles – High Density Mixed Use Development. • Effecting Re-development of Private Land through incentivising Redevelopment and Pro-active Development Controls for High Density Mixed Use Development. • Promotion of Mixed Income Commercial and Residential Development

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7	Compact	A Smart City encourages development to be compact and dense, where buildings are located close to one another and are ideally within a 10-minute walk of public transportation, forming concentrated neighborhoods. (Guidelines 2.3 and 5.2)	The city is expanding rapidly at its periphery into undeveloped land, rural or natural areas, or along industrial corridors - both formally and informally. Formal new development is occuring in a way that is "sprawling," meaning that the buildings spread across a wide area and are far from one another. Residents or tenants find it easier or safer to travel by automobile because it takes a long time to walk between destinations and there are busy roads separating buildings. Large pockets of land in the inner-city are vacant. New developments at the periphery tend to be large-scale residential developments, often	The city has one or two high density areas - such as the city center, or historic areas, where buildings are concentrated together and where people can walk easily from building to building and feel as though they are in center of activity. Most of the city consists of areas where buildings are spread out and difficult to walk between, sometimes with low-density per hectare. Regulations tend to favor buildings that are separated from one another, with lots of parking at the base and set-back from the streets. The city likely has some pockets of under-utilized land in the center. New formal developments at the periphery tend to be large-scale residential developments, often	The city has multiple high density clusters that are easy to walk around where buildings are close together. However, the city actively encourages development to occur on under-utilized parcels of land into high-density, walkable areas. When new formal large-scale development projects happen at the periphery, they are encouraged to be dense and compact, with buildings that are close together and line the streets. The city actively encourages or incentivizes re-development of under-utilized parcels in the inner-city, especially those located close to public transportation.	The city is highly compact and dense, making the most of land within the city. Buildings are clustered together, forming walkable and inviting activity centers and neighborhoods. Regulations encourage or incentivize re-development of under-utilized land parcels in the city center. Buildings are oriented to the street –– and parking is kept to a minimum, located below ground or at the back of buildings. Public transport and walking connects residences to most jobs and amenities. Residential density is at an optimal with afforgable housing available in most areas.	Indore is one of the most densely populated cities of Madhya Pradesh. The overall Population Density of Indore Planning Area is 52.38 persons /Ha. For 26.45 Lakh Population in year 2015.	Population Density for IMC area is 95.84 Persons/Ha. Developed Area Density (Built-up Area) is 208.39 person /Ha Identified Residential Density is 352.70 Person/Ha. Net Plotted Area Density is 620.96 persons/Ha	Scenario 3 • Ensure a good built-open area ratio, with parks, gardens and play areas. • To improve Per Person Open Space Requirement in the city. • Insure integration of Public and open spaces of the city with existing heritage areas and monuments.	• Integration of Public and open spaces of the city with existing heritage areas and monuments. • Development of New Recreational space through redevelopment of public land.
8	Public open spaces	A Smart City has sufficient and usable public open spaces, many of which are green, that promote exercise and outdoor recreation for all age groups. Public open spaces of a range of sizes are dispersed throughout the City so all citizens can have access. (Guidelines 3.1.4 & 6.2)	The city has very few usable public open spaces and very few usable green spaces. Available recreational spaces are located far away and are dispersed at long distances around the city. The few available public open spaces offer a limited variety of experiences for all sections of population and age groups such as places for sport, places for rest, and places for play.	A variety of public open spaces are available in some neighborhoods, but are not available in all the areas of the city or are located far away from residential areas -Many of the open spaces have access restrictions, or are not well-maintained. A variety of types of public open spaces may be lacking, such as natural areas, green areas, parks, plazas, or recreation areas.	Most areas of the city have some sort of public open space. There is some variety in the types of public spaces in the city. However, public spaces are sometimes not within easy reach or access of more vulnerable populations and are more restricted in poorer neighbourhoods.	Public open spaces are well dispersed throughout the city. Every residential area and work space has access to open space within 10 minutes walking distance. Open spaces are of various types - natural, green, plazas, parks, or recreation areas - which serve various sections of people. Public spaces tend to truly reflect the natural and cultural identity of the city.	In Indore existing green cover is about 968 Ha distributed under various categories. There are around 100 Housing-Area Park, 1 Neighbourhood Park, and 7 District-Level Parks, 1 Community Park and 1 Sub-City Parks in Indore. IMC has prepared DPR for Development of 600 Housing-Area Parks out of which, 100 parks have been fully developed.	The current availability of open space requirement is 4.93 Sq. M per person, defining a huge gap of 5.07 Sq.M per person, Per person open Space in Built-up areas as per NBC is 1.25Sq.M Per person, giving a gap of 1.75Sq.M Per Person.	• Integration of Public and open spaces of the city with existing heritage areas and monuments. • Development of New Recreational space through redevelopment of public land.	• Provide soft loans to make ownership accessible for weaker section, • Enforcement of regulations to enhance integration of housing clusters for affordable, moderate and luxury sectors, • Use of Innovative Building Technology to reduce overall cost of the project
9	Housing and inclusiveness	A Smart City has sufficient housing for all income groups and promotes integration among social groups. (Guidelines 3.1.2)	Housing is very limited and highly segregated across income levels. Population growth far exceeds the creation of new housing. The poor live in informal settlements with limited to no access to basic services, and are concentrated in a few areas. The wealthy live in separate enclaves. Those in the middle have few , if any	Housing is available at most income levels but is highly segregated across income levels. Population growth slightly exceeds the creation of new housing. The wealthy and the middle class have housing that meets their needs at costs appropriate to their income. The poor live in informal settlements.	Housing is available at all income levels, but is segregated across income levels. The growth of supply of housing almost meets the rate of population growth. Increasingly, lower and middle-income people can find housing in areas that are conveniently located.	A wide range of a housing is available at all cost levels. The supply of housing is growing at pace with population. Afforable, moderate, and luxury housing are found clustered together in many areas of the city	The City has 4.47 Lakhs of Households (in 2011 Base Year) and supposed to reach 6.45 Lakhs in 2021. There is a shortage of 0.41 Lakhs and additional housing need of 2.78 Lakhs, Units (2011-2021). Majority of which is for EWS and LIG (1.76 Lakhs Unit) There are 646 Notified Slums (599 old +47 New) with a population of 1.76 Lakhs Households (39.37%)	For last 3 years there has been provision of 15250units (7500 IMC +2250 IDA+ 5500 Private Developer), against the average demand of 8300 units per year.	Scenario 4 (ADVANCE) • To ensure access to adequate and affordable housing for all sections of the society. • To promote investment in housing sector based on PPP Models.	• Provide soft loans to make ownership accessible for weaker section, • Enforcement of regulations to enhance integration of housing clusters for affordable, moderate and luxury sectors, • Use of Innovative Building Technology to reduce overall cost of the project

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10	Transport	A Smart City does not require an automobile to get around; distances are short, buildings are accessible from the sidewalk, and transit options are plentiful and attractive to people of all income levels. (Guidelines 3.1.5 & 6.2)	Personal automobile centric city with very few modal options. Long trip lengths for daily commute to work and education. Accessing various areas by walking or cycling is difficult. Women and vulnerable sections find it very difficult to move independently in the city. There is limited public transport. Vehicles cause high air and noise pollution levels in the city. Vehicles dominate public spaces and affect their effective functioning.	The street network system is elaborate but public transport choices are restricted. Public transport can be too expensive or unafforadable for the poor. Pedestrian infrastructure is only available in select areas. Tha majority of investments focus on reducing traffic congestion through the creation of more roads.	Network of streets are fairly complete. Public transport covers most areas of the city. However last mile connectivity remains incomplete -and affects transport options.- Foot paths are accessible in most areas, whereas concerns of safe crossings and security throughout the day remain. Parking zones are demarcated but absence of pricing increases over utilization of parking lots.	Street network is complete and follows a clear structure. Public transportation network covers the entire city and intensity of connection relates with the demand. Plenty of options of public transport are available and affordable for all sections of the society. There is multi-modal integration at all mass transit staions and organized-priced on street and off street parking. Walking and cycling is prevalent.	355.63 Kms of Major Road Network, 15 Public Transport Routes with Total Route length of 152.06 Kms including BRT Route of 11.45 Kms, Public Transport Fleet – 85 Standard Buses and 30 BRT Buses, 900 Maruti vans/Tata Magics and 14000 Auto-Rikshaws, Though the Cost of Organized Public Transport is affordable the available Bus Fleet is in-adequate.	Only 126 Km (35%) of Major Roads have footpaths. City has 115 Buses (against demand of 1000 Buses to reach desired service level) Modal Share of Trips – Pvt Vehicles – 45.07% (cars – 5.58% and 2-wheelers – 39.49%), Public Transport – 28.19% (PT – 8.56%, IPT – 9.28%) School Bus – 10.35% Cycle/Walk – 26.62%,	Scenario 4 (ADVANCE) • Ensure Transit Oriented Development Principles to promote Pedestrianization/NMV and reduce Travel Times and Distances • Effect Modal Shift of Trips from Private Modes to Public Transport by at least 50% of the total trips (improving last mile connectivity) • Ensure all the Streets are Pedestrian/NMV Friendly • Checking on-street parking and ensuring adequate off street parking	• Preparation/revision of statutory development plans on TOD Principles, • Improvement in Public Transport Network Coverage by Route Rationalization and Service/Operations Planning for Integrated Multi-Modal Public Transport System • Physical and Fare integration of all modes of Public Transport including Parking, Management of all the Public and Shared Parking facilities by use of smart technology keep citizens informed about status of parking at various locations • Preparation of Street Design Guidelines for Pedestrian and NMV Facilities
11	Walkable	A Smart City's roads are designed equally for pedestrians, cyclists and vehicles; and road safety and sidewalks are paramount to street design. Traffic signals are sufficient and traffic rules are enforced. Shops, restaurants, building entrances and trees line the sidewalk to encourage walking and there is ample lighting so the pedestrian feels safe day and night. (Guidelines 3.1.3 & 6.2)	The city is designed mainly for the automobile. Daily life without a car requires long bus rides. Walking is difficult and often dangerous; there are few pavements, existing pavements need repair and lack trees to provide shade for pedestrians, and marked pedestrian crossings are rare. New buildings have their main entrances set-back from the street, sometimes with large driveways or parking lots separating them from the street, and sometimes are are enclosed by gates. Traffic signals are often disobeyed.	Older areas of the city see a mix of pedestrians, cyclists, and vehicles but newer areas are focused mainly on the automobile. In the new areas, there are few pavements and main entrances to new buildings are not accesible from the front of the street. large driveways or parking lots often separating them from the street, and sometimes are are enclosed by gates. In these areas, traffic signals are disobeyed.	The city has a good network of pavements and bike lanes. Buildings in most areas of the city are easily accessible from the pavement. Howver, traffic signals are sometimes disobeyed and it can feel difficult to cross the street.	The city is highly walkable. Pavements exist on every street and are maintained. Trees line many sidewalks to provide shade for pedestrians. Buildings in most areas of the city are easily accessible from the sidewalk. Traffic signals control the flow of automobiles and are enforced. A network of bike lanes exists to promote cycling as a means of transport. Traffic rules are followed and enforced with great seriousness.	City lacks Pedestrian and NMT Facilities and Of-street Parking Facilities in Key Interchanges and Work Centres/Business Districts. Out of 355.63 Km of Existing Master Plan Roads only 98.23 Km of Roads have footpath and only 30.96 Km have NMV lane (Cycle Track), Out of 7 interchanges in the city only 3 interchange provide NMT parking facility i.e. 42.85%. Improperly designed Intersections with no signalized pedestrian crossing are major concern	Availablefootpath, accounts for 27.62% of Master plan road (Level 3 of SLB for Urban Transport). NMV lane (Cycle Track) accounts for 8.71% Master Plan Road (Level 4 of SLB for Urban Transport). Almost in 60% of the roads the Cycle tracks are encroached by Vehicle Parking	• Preparation/revision of statutory development plans on TOD Principles, • Improvement in Public Transport Network Coverage by Route Rationalization and Service/Operations Planning for Integrated Multi-Modal Public Transport System • Physical and Fare integration of all modes of Public Transport including Parking, Management of all the Public and Shared Parking facilities by use of smart technology keep citizens informed about status of parking at various locations • Preparation of Street Design Guidelines for Pedestrian and NMV Facilities	• Providing pedestrian facilities along major and arterial roads network or Public Transport corridors and at intersection, • Making Provisions for separate cycle and NMV Lanes, • Providing on-street and off-street parking including parking provisions for NMV at interchanges, Provision for Multilevel Parking at various Transit Nodes and Work Centres, Ensuring availability of paid parking spaces in the city that are well managed by incorporating differential parking rates as per their location, Surveillance of all important roads and intersection, Parking's and Bus Shelters
12	IT connectivity	A Smart City has a robust internet network allowing high-speed connections to all offices and dwellings as desired. (Guideline 6.2)	City has no major plans to bring increased high speed internet connectivity to the public.	The city has made plans to provide high speed internet connectivity through the existing framework.	The city makes has high speed internet connectivity available in most parts of the city.	The city offers free wifi services to provide opportunity for all the citizens to connect with high speed internet across the city.	IMC has proposed to develop 500 free Wi-Fi points at various identified locations like Bus Stops, Railway station, Bus Stand and other public places presently access to broad band facility is available from various Government and Private Network service providers like BSNL, IDEA, Airtel, Reliance, and Tikona	Presently in Indore, 11.21 percent of households have computers/ laptops with internet facility. Nearly 62.98 percent of households have mobiles and 76.88 percent of population has both Mobile and landline.	• Ensure availability of High Speed Internet Access that covers major part of the city • Increase options for low-cost broad bands	• Increase the availability and speed of broadband in the city (Develop required infrastructure to improve the speed, availability and cost, use of OFC Network), • Improve availability of free Wi-Fi hotspots in the city.

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13	ICT-enabled government services	A Smart City enables easy interaction (including through online and telephone services) with its citizens, eliminating delays and frustrations in interactions with government. (Guidelines 2.4.7 & 3.1.6 & 5.1.4 & 6.2)	Essential Government services are not linked with online platforms. Paper intensive interactions with the local Government continues. Recieving services and response to citizen complaints take a long time. There is limited availability of data to monitor service delivery.	Some of the public services are provided online and infrastructure for total digitalization is not in place. Service delays occur regularly in some sectors. Responses to citizen inquiries or complaints are often delayed. No integration between services and billing.	Most of the services are provided online and offline. Data transparency helps monitoring. Systema and processes to better coordinate between various Government agencies are being developed.	All major services are provided through online and offline platforms. Citizens and officials can access information on accounting and monitor status of projects and programs through data available on online system. Robust data infratsructure system shares information and enhances internal governmental coordination.	Presently Indore city provides various internets based E- Services, especially in Government Sector like Grievances Redresses, Showing Administrative Procedures, Billing, Tax Payments, Statistics, Online Building Permission and many others. Apart from these there are many other services provide for the citizens like CCTV Monitoring of traffic and security on major roads.	N.A.	Scenario 4 (ADVANCE) • To provide all major services though online and offline platforms on one click. • To improve Quality of life of the citizens by improving efficiency of Urban Operation and Services	• Developing smart Kiosks and City Dashboard providing common Window for all city related Services supported by website and App. • Integration of these features with Pan City Proposal
14	Energy supply	A Smart City has reliable, 24/7 electricity supply with no delays in requested hookups. (Guildeline 2.4)	There is only intermittent electricity supply with regular power shedding. Many residents have to plan their days around when power is available.	Electricity supply and loads are managed as per demand and priority for various functions with clear scheduling, with electricity being available in many areas for most hours of the day.	Electricity is available in most parts of the city for most hours of the day but some areas are not so well-served. Smart metering exists in some parts of the city but not all.	Electricity is available 24 x 7 in all parts of the city with smart metering linked to online platforms for monitoring and transparency.	Since state has been declared as 24 x7 power supply state, therefore there are no scheduled outages due to load shedding. 1 scheduled outage for average duration of 20 min for preventive maintenance every month. Unscheduled outages, on average, are 4–5 in a month (average duration of 2–3 hrs.).	Energy availability (demand and supply) has increased from 230.69 MW/Month to 269.77 MW/Month.	Scenario 4 (ADVANCE) • To provide 24 x7 Energy Supply in all parts of the city • To Improving Monitoring and Transparency through Smart Meters.	• Using Smart Energy Grid with the help of Technology enabled sub Installation of Smart Meters in all parts of the City for developing Transparency in Metering and Billing Process.
15	Energy source	A Smart City has at least 10% of its electricity generated by renewables. (Guideline 6.2)	The city does not have any renewable sources of energy and there is no commitment to promote this for the forseeable future.	The city is preparing plans for ensuring that it gets more energy from renewable sources and is in the process of making commitments in this regard.	Some energy consumed is the city is produced through renewable sources. There are long term targets for higher renewable energy capacities and the city is making plans to achieve these.	At least 10% of the energy used in the city is generated through renewable sources. The city is undertaking long-term strategic projects to tap renewable sources of energy in its region/beyond to increase the percentage of renewable energy sources.	Presently there are 28number of Solar Powered Signals installed in the City. Majority of Government and Public Buildings uses Solar Energy generated by Solar panels Installed on their roof.	N.A.	Scenario 4 (ADVANCE) • To enable environment for solar technology penetration in the city both at ULB and Community Level • Develop long term strategies to reduce grid based demand for power in the city • Encourage use of renewable energy sources	• Promote investment in Solar Power Generation in the city either through ULB or through PPP mode. • Provide single window clearance for speedy implementation of solar power projects.
16	Water supply	A Smart City has a reliable, 24/7 supply of water that meets national and global health standards. (Guidelines 2.4 & 6.2)	The city has a poor water supply system with limited water availability. There are no clear targets to achieve higher quality and optimal quantity standards. Unaccounted water loss is above 40%	The city has intermittent water supply and availability. However it is setting targets and processes in place to try to improve its water supply. Unaccounted water loss is less than 30%.	The city has 24 x 7 water supply in most areas but the quality of water does not meet international health standards. Unaccounted water loss is less than 20%.	The city has 24 x 7 treated water supply which follows national and global standards and also available in suffecient quantity and affordable across all sections of the society. Unaccounted loss less than 15%.	The City has 3 Water Treatment Facilities. The total treated water supplied in the distribution system of Indore is 323 MLD. The Per capita water supply is 97.67 LPCD (MoUD benchmark -135 Lpcd). The extent of non-revenue water is high due to non-metering of connections and un-authorised connections/distribution losses	Total treatment capacity of 594 MLD producing 383 MLD of potable water. The gap in Per-capita supply of water (37.33 LPCD) is due to less availability of raw-water owing to low water levels at Narmada River Source. The extent of non-revenue water is 66.82 %	Scenario 4 (ADVANCE) • To ensure 27x7 Water Supply of potable water in all parts of the city. • To reduce Unaccounted water losses to be less than 15%	• Mapping of Water Supply Asset and Management through SCADA, developing Real- Time pressure and Flow monitoring and Control, Leak Deduction Sensors, Real-time monitoring of water quality. • 100 % metering in all zones (inflow and outflow of all ESRS/Zones) and at consumer end.
17	Water management	A Smart City has advanced water management programs, including smart meters, rain water harvesting, and green infrastructure to manage stormwater runoff. (Guideline 6.2)	The city does not measure all its supply. It does not recycle waste water to meet its requirements and rain water harvesting is not prevalent. Flooding often occurs due to storm water run-off.	The city has meters for all its water supply but lacks mechanisms to monitor. Water wasteage is very high. Some, but not much, rainwater harvesting exists.	The has meters for all its water supply with some smart mechanisms to monitor. Rainwater harvesting systems are installed and storm water is collected and stored in water bodies. However, recycling of waste water and reusage of storm water is limited.	The city has meters for all its water supply. It includes smart mechanisms to monitor remotely. Rainwater harvesting systems are installed and utilised through the city and storm water is collected and stored in water bodies and treated for usage. Recycled waste water is supplied for secondary uses.	Recently IMC has proposed to introduce Metering of Water Connections in phased manner. The availability is limited to the Storm Water Drains laid in the Roads developed by IMC, IDA and other para-statal agencies IMC has recorded 268 incidences of water logging in the city. (24 incidences on Intersections, 67 on Roads and 177 in Localities). Recycling of waste water is not prevalent in the city	The extent of metering of water connections is only 0.02%. City has 126.10 Km (6.59%) of underground Storm Water Drainage Network against the 1912.2 Km of Existing Road Length identifying a huge gap of 93.41%. Out of these 268 incidences, (45 are noted Due to choking of drains). Rainwater Harvesting System was installed at 65 locations.	Scenario 3 • Ensure provisions for 100% metering of all its water supplied to the city. • Develop various Smart Mechanisms to monitor cites water supply system. • Provisions to Initiate recycling of waste water generated in the city for secondary uses	• Development of Run-off Simulation and Watershed Management and introducing Bio-swales for storm water runoff conveyance system.

A	B	C	D	E	F	G	H	I	J	K
	Feature	Definition	Scenario 1 (BASE)	Scenario 2	Scenario 3	Scenario 4 (ADVANCED)	Self-assessment for the full city with regard to each feature	Basis for assessment and/or quantitative indicator (Optional - only if data exists)	Projection of 'where the city wants to be' with regard to the feature/indicator based on the city vision and strategic blueprint	Input/Initiative that would move the city from its current status to Advanced status (Scenario 4: Column G)
18	Waste water management	A Smart City treats all of its sewage to prevent the polluting of water bodies and aquifers. (Guideline 2.4)	The city is unable to treat all its sewage. Many local sewer lines open on to water bodies and open ground and pollute the environment.	Most waste water is collected and treated before before disposal. However the treated water does not meet standards and is not recycled for secondary uses.	All the waste water is collected and treated before before disposal. It is also treated to a high standard and some is recycled.	The city has zero waste water because all the waste water is collected, treated and recycled. It meets standards an reduces the need for fresh water.	Presently, Indore does not have any Decentralized Waste Treatment Plant. The city has two existing STP's connected by Primary City Sewers. There are decentralized individual STPs in some of the Private real-estate Plotted and Group Housing Projects in sub-urban Areas. The treated sewerage is not being reused or recycled. It is being discharged in Kanh River which is used for agricultural irrigation purpose in the downstream hinterland.	One has the capacity of 78 MLD at Kabitkhedi which is based on UASB (Up-Flow Anaerobic Sludge Blanket Process) and other STP of about 12 MLD is based on ASP (Activated Sludge Process). Out of the Total 245.12 MLD sewerage generated only 90 MLD (36.72%) reaches existing STPs.	Scenario 3 • To achieve 100% collection, Treatment and Recycling to Waste Water generated in the city	• Develop GIS based Asset Management system and Waste Water Quality Monitoring. • Initiating use of DEWAT system for waste water recycling and Re-use through Dual Piping.
19	Air quality	A Smart City has air quality that always meets international safety standards. (Guideline 2.4.8)	City does not have plans, policies or programs to improve the air quality. Systems to monitor air quality are absent.	City has programs and projects to monitor air quality and spatialising the data to ascertain reasons for degrees of pollution in the air. A few strategies to decrease air pollution have been implemented.	City has programs and projects to monitor air quality and spatialising the data to ascertain reasons for degrees of pollution in the air. Pollution levels are acceptable.	The city has clean air by international standards. Live Air quality monitoring cover the entire city and data of air quality are mapped.	City has 3 under operation Air Quality Monitoring Stations located at M.P. LaghuUdyog, Polo Ground, Kothari Market, M.G. Road and Telephone Nagar, 26 A Kanadia Road. The Annual Mean Concentration Range (µg/m3) for year 2012 is 12 µg/m3, 20 µg/m3 and 143 µg/m3 for of SO2, NO2 and PM10 respectively.	The average range for • SO2 is 11-13 µg/m3 (0-25 is classified as Low level)for all three stations suggesting low pollution level caused by SO2. • NO2 is 18-22 µg/m3 (0-20 is classified as Low level) for all three stations suggesting low pollution level caused by NO2. • PM10 is 138-151 µg/m3 (> 90 is classified under Critical Level) for all three stations suggesting critical pollution level caused by PM10	Scenario 3 • To achieve International Safety Standards for Air Quality • Ensure Air Quality Mapping and Monitoring to reduce health risks.	• Using Ambient Air Quality Monitoring systems that involve Mapping of areas affected by Air pollution and Monitoring of emissions form Vehicles, Industries and other sources.
20	Energy efficiency	A Smart City government uses state-of-the-art energy efficiency practices in buildings, street lights, and transit systems. (Guideline 6.2)	City has no programs or controls or incentive mechanisms to promote or support energy effeciency in buildings	The city promotes energy efficiency and some new buildings install energy effeciency systems that track and monitor energy use and savings.	Most new public buildings install energy effeciency systems and some older buildings are also retrofitted to be more energy efficient. Local government conducts counselling and outreach with developer, businesses and residents to adopt energy effeciency strategies	All the existing old and new public buildings employ energy effeciency principles in development and operation and apply for energy rating by national and international forums. Many non-public buildings are also energy efficient because the government promotes energy efficiency through incentices and regulations.	Mechanism to promote and support energy efficient buildings such as Tax Subsidy/Incentives as per green building ratings have not been adopted yet but the proposals for applications of these Mechanisms are in process. Energy efficient technology (BIM, Green Buildings, Daylight power saving Mechanism etc.) are being adopted in newly constructed Government and Public buildings in the city.	(Few such buildings are Collectorate Building and Crystal IT Park). From 2008 IMC has installedT5 light in place of Sodium-Vapours Lamp and Metal Halide Lamp. IMC has replaced all street lights along the main road with LED lights. Use of Timer Contractor for ON/OFF of street Light panels at pre Decided time.	Scenario 3 • To develop Indore as "Model City" by creating a brand new image through an environment friendly makeover. • To promote the use of energy efficient techniques in city at community or neighbourhood level • Identify the role and responsibility of Urban Local body by innovating and encouraging the inclusion of renewable energy sources while making their development strategies. • Cut down the emission of greenhouse gases like carbon dioxide	• Ensure All Redevelopment activities involving public Buildings has to a Green Building Indicative and Promotion of Green in Private Development through Initiatives
21	Underground electric wiring	A Smart City has an underground electric wiring system to reduce blackouts due to storms and eliminate unsightliness. (Guideline 6.2)	City does not have plans for underground electric wiring system.	More than 40% of the city has underground electric wiring system.	More than 75% of the city has underground electric wiring system.	More than 90% of the city has underground electric wiring system.	At present there is no area in the city with underground electrification for power supplied by MPEB (Except for existing BRTS Route andPrivate Colonies and Townships).	The Street Lights installed by IMC in major roads of 11.45 Km (Approx.) have underground electrification that accounts for 3.2 % of Existing Master Plan Road (It includes 2667 number of central lighting pole and 450 number of arm pole with underground cable)	Scenario 2 • To have more than 40% of the city having underground electrification	• Under-Ground Ducts for Power and Communication cables implemented in convergence with IPDS

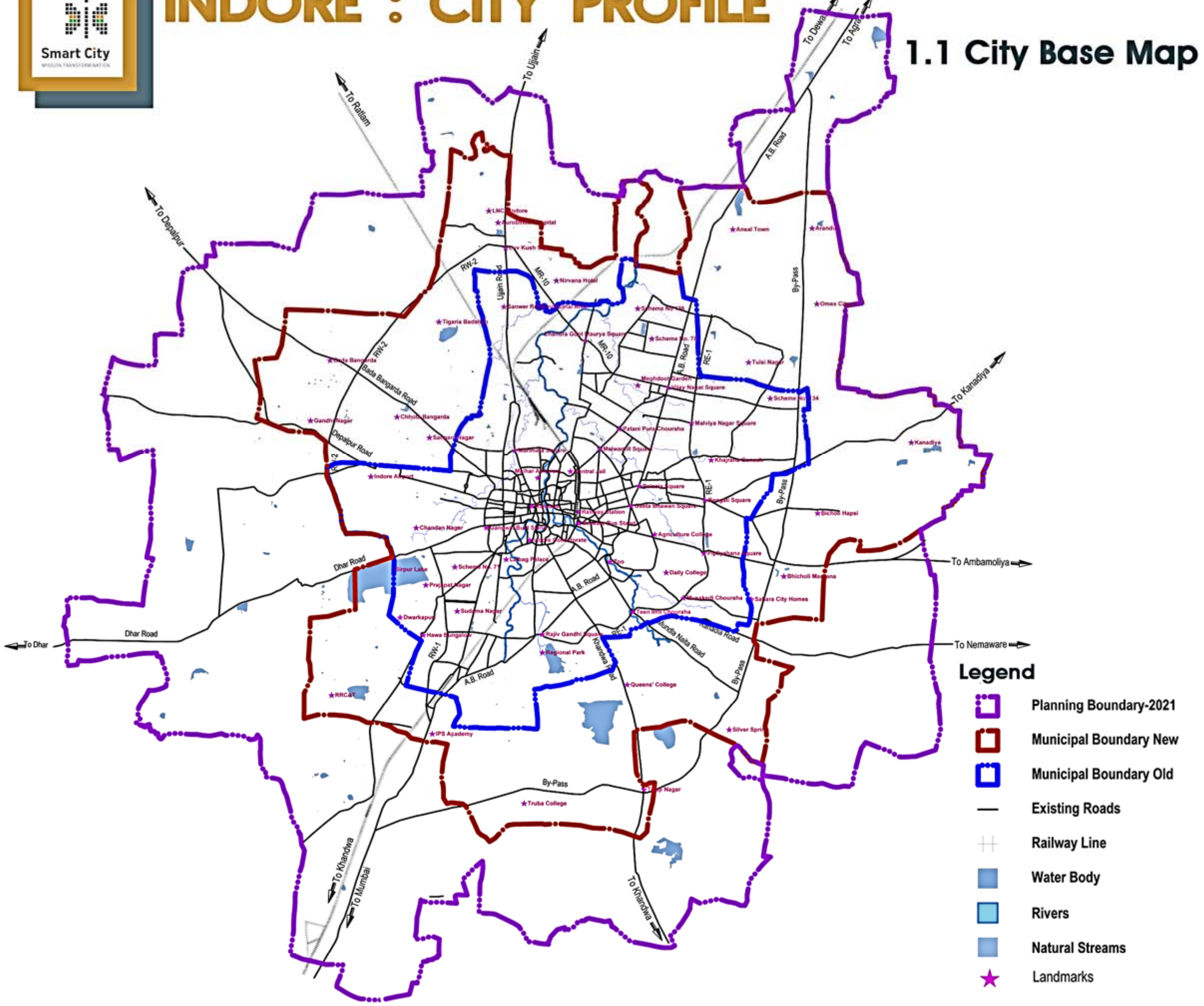
A	B	C	D	E	F	G	H	I	J	K
	Feature	Definition	Scenario 1 (BASE)	Scenario 2	Scenario 3	Scenario 4 (ADVANCED)	Self-assessment for the full city with regard to each feature	Basis for assessment and/or quantitative indicator (Optional - only if data exists)	Projection of 'where the city wants to be' with regard to the feature/indicator based on the city vision and strategic blueprint	Input/Initiative that would move the city from its current status to Advanced status (Scenario 4: Column G)
22	Sanitation	A Smart City has no open defecation, and a full supply of toilets based on the population. (Guidelines 2.4.3 & 6.2)	Many parts of the city do not have access to sanitation infrastructure and facilities.	Sanitation facilities are availabile to 70% of the city's population.	Sanitation facilities are available to 90% of the city's poopulation.	Sanitation facilities are available to 100% of the city's population.	For recently added areas in IMC limit, DEWAT system is being planned Provision of access to Individual toilets for Households not having access to individual/community latrines, will be taken up under Swatcha Bharat mission in convergence.	Out of the Total 426903 Households, 387953 Households (90.88%) have latrine Facility within premises and 21950 Households (5.14%) have access to Community latrines, thus there is gap (3.88%) gap in Coverage of latrines (individual or community).	Scenario 4 (ADVANCE) • To achieve zero open defecation	• To ensure every household in the city has access to individual or community latrines and Promote construction of Environment Friendly Public Toilets.
23	Waste management	A Smart City has a waste management system that removes household and commercial garbage, and disposes of it in an environmentally and economically sound manner. (Guidelines 2.4.3 & 6.2)	Waste collection systems do not pick up waste on a frequent basis and waste often enters into water bodies.	Waste generated is usually collected but not segregated. Recycling is attempted by difficult to implement.	Waste is segretated, collected, recycled and disposed in an environmentally sound manner.	The city reduces land fill caused by waste so that it is minimal. All the solid waste generated is seggregated at source and sent for recycling. Organic waste is sent for composting to be used for gardening in the city. Energy creation through waste is considered.	Total Waste Generated in the city is 1050 Ton/ per day (including newly added areas). Total amount of waste collected is 800 Ton/per day, collected and transported to the disposal site. Waste Segregation and Recycling Mechanism is recently adopted by IMC The city has 1 trenching ground situated at Devguradiya (6.69 Acres) at Nemawar road at Indore bypass.	Total Waste Collected accounts for 76.19% of the total waste generated 30% of the Municipal Waste is collected through door-to-door collection and rest is collected from dumping sites (Community Bins) through dumper player and compacter etc.	Scenario 3 • To Achieve “Zero- Waste” Status to reduce landfill caused by waste. • Identify Potentials for Environment Friendly Waste to Energy concept in the city.	• Initiating GIS based Asset Management that includes Mapping of SWM Assets and Human Resource Management through MIS. • Cleaning of Roads by Pneumatic Equipment’s and Real- Time Monitoring of cleanliness in Public Spaces through CCTV or Citizens reporting. • All these above stated features can be integrated with Pan City Proposals.
24	Safety and security	A Smart City has high levels of public safety, especially focused on women, children and the elderly; men and women of all ages feel safe on the streets at all hours. (Guideline 6.2)	The city has low levels of public safety - most groups of residents feel insecure during most parts of the day in many parts of the city.	The city has medium levels of public safety - some more vulnerable groups feel insecure during some points of the day and in some parts of the city	The city has high levels of public safety - all citizens including women, children and the elderly feel secure in most parts of the city during most time in the day.	The city has very high levels of public safety - all residents feel safe in all parts of the city during all hours of the day.	There are 28 Police Station in the city covering major areas of the city. Areas without adequate street lights and Activities are prone to accidents and crimes (Majorly in Peripheral areas of the city)	Nearly 16% of streets in Indore are without proper lighting facility. 165 Traffic Surveillance cameras are installed on 15 Major Squares of the city. 57 PCR vans Circulating Day/Night in the city.	• Enhance the safety and security of the citizens through technology enabled methods or systems • Improved emergency response capabilities of the existing system in all parts of the city. • Ensure availability of Online Database required for the efficient management of safety services.	• To develop surveillance and monitoring for using CCTV Surveillance, Incident Reporting and Management System. • Promotion of Round the clock activities to improve vigilance like neighbourhood watch.

INDORE : CITY PROFILE

Annexture-03 : Appendix-01

Response to Q.No. : 1

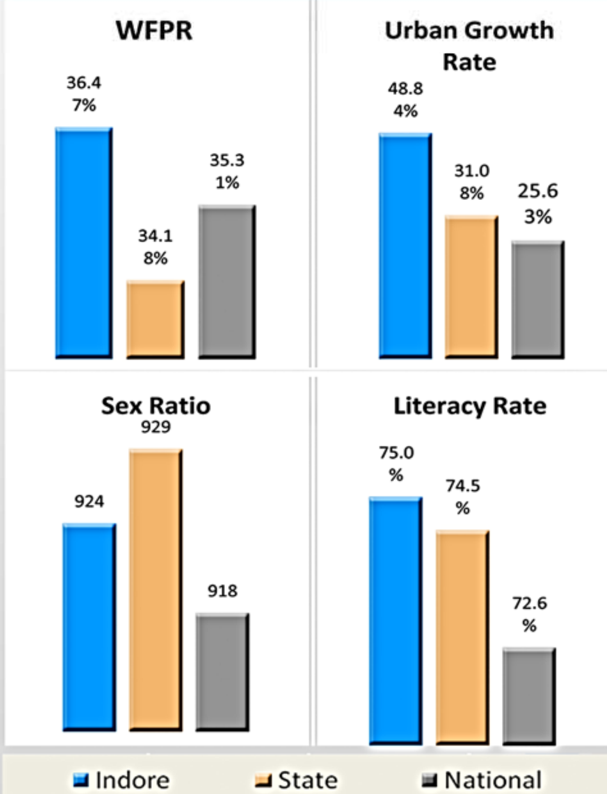
1.1 City Base Map



- Old Municipal Boundary
  - Area - 131.00 Sq. Km
  - Population (2011) - 19.64 Lakhs
- New Municipal Boundary
  - Area - 276.00 Sq. Km
  - Population (2011) - 21.95 Lakhs
- Planning Boundary
  - Area - 505.25 Sq. Km
  - Population (2011) - 23.50 Lakhs

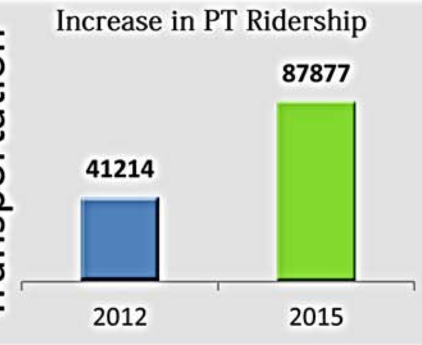
Population (New Mumicipal Area)

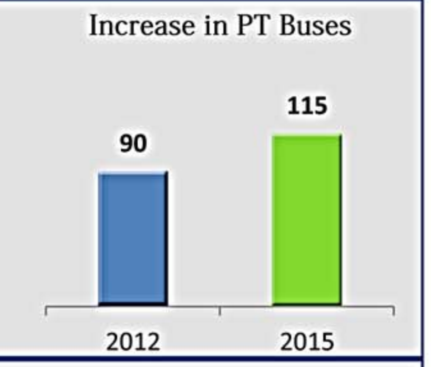
2015	- 26.45 Lakhs
2021	- 32.00 Lakhs
2041	- 60.00 Lakhs



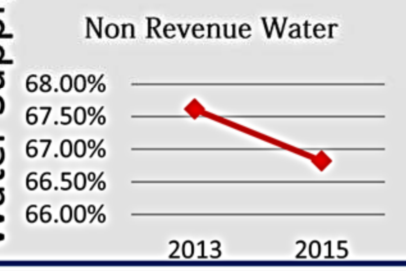
1.2 Key Performance Indicators

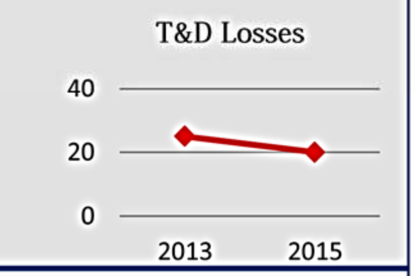
Transportation



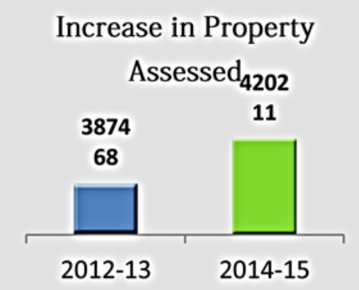


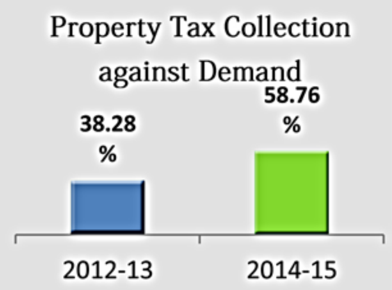
Water Supply



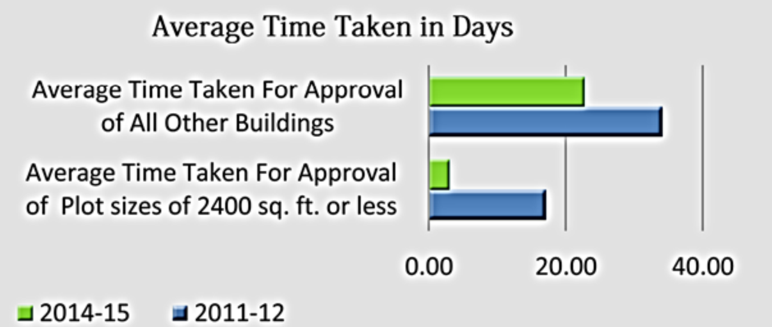


Property Tax

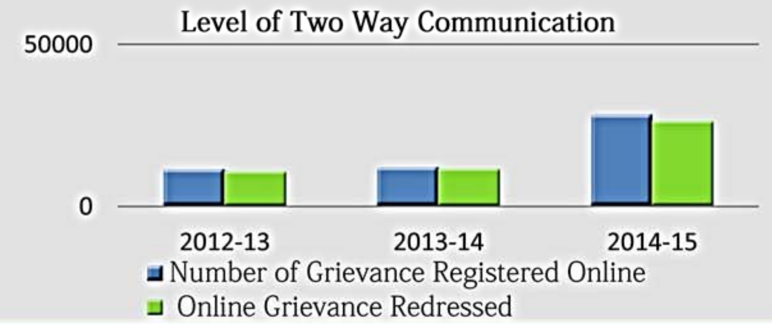




Online Building Plan Approval

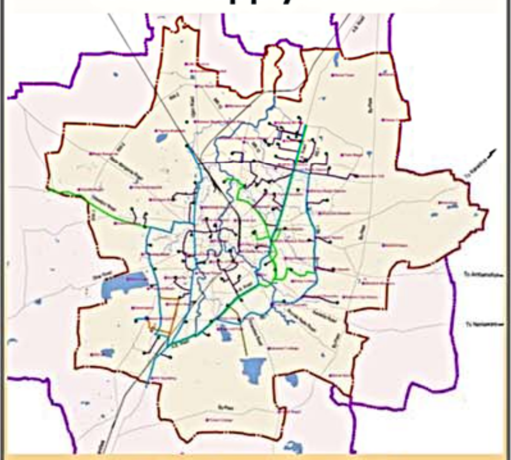


Two Way Communication



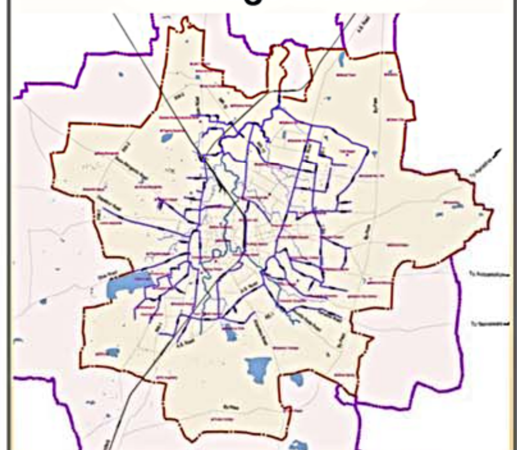
1.3 City Physical Infrastructure Map

Water Supply Network



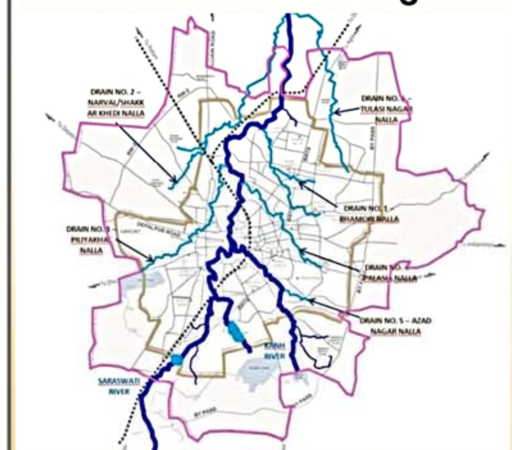
Water Supply : 306.4 MLD
Water Demand : 357 MLD

Sewerage Network



Sewage Gen. : 245 MLD
Treatment Cap. : 335 MLD

Storm Water Drainage



River Length : 33.62 Km
Tributary Length : 37.54 Km

Transportation Network

Total Road : 1900 Km Major Road: 355 Km
BRT Network : 11.45 Km

INDORE MUNICIPAL CORPORATION

Consultants MEHTA AND ASSOCIATES , INDORE

SMART CITY MISSION INDORE

MP-02-IND

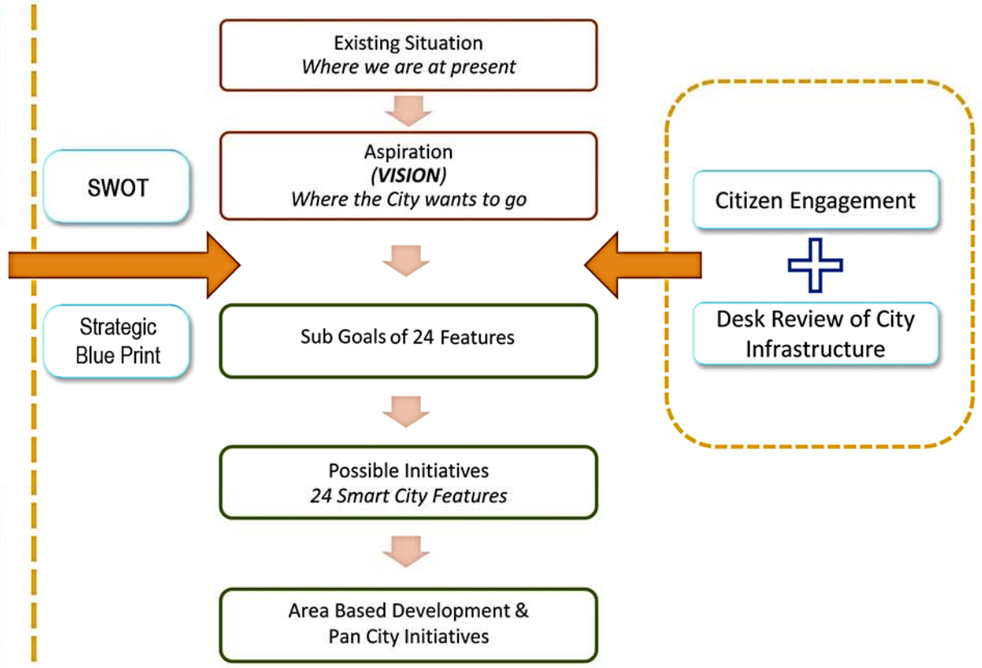
SELF ASSESSMENT • STRATEGY FLOW • VISION

2.1 City Level Self Assessment

S. No.	Smart City Feature	Scenario 1	Scenario 2	Scenario 3	Scenario 4
1	Citizen participation		Existing Situation		Aspirations
2	Identity and Culture		Existing Situation	Aspirations	
3	Economy and Employment		Existing Situation		Aspirations
4	Education			Existing Situation	Aspirations
5	Health			Existing Situation	Aspirations
6	Mixed Use		Existing Situation		Aspirations
7	Compactness		Existing Situation	Aspirations	
8	Public Open Space	Existing Situation		Aspirations	
9	Housing and Inclusiveness		Existing Situation		Aspirations
10	Transport		Existing Situation		Aspirations
11	Walkability	Existing Situation			Aspirations
12	IT Connectivity		Existing Situation		Aspirations
13	Intelligent Government Services		Existing Situation		Aspirations
14	Energy Supply			Existing Situation	Aspirations
15	Energy Source		Existing Situation		Aspirations
16	Water Supply		Existing Situation		Aspirations
17	Water Management	Existing Situation		Aspirations	
18	Waste Water Management		Existing Situation	Aspirations	
19	Air Quality		Existing Situation	Aspirations	
20	Energy Efficiency	Existing Situation		Aspirations	
21	Underground Electrification	Existing Situation	Aspirations		
22	Sanitation			Existing Situation	Aspirations
23	Waste management		Existing Situation	Aspirations	
24	Safety and Security		Existing Situation	Aspirations	

Existing Situation Aspirations

2.2 City Level Strategy



Process of Self Assessment (Sample): Transport and Mobility

Basis for Assessment

- Major Road Network : 355.63 Kms
- Public Transport Routes :15 Nos (Route length of 152.06 Kms)
- Public Transport Fleet : 85 Standard Buses and 30 BRT Buses
- Modal Share of Trips : Pvt Vehicles – 45.07%, Public Transport – 28.19%
- Roads having footpath : 126 Km (35%)

Sub Goals

- Ensuring Transit Oriented Development Principles in Urban Development and Growth Management
- Effecting Modal Shift - Public Transport to be 50% of the Trips
- All the Streets to be Pedestrian/NMV Friendly and are safe for Walking and Cycling
- Multi-Modal Integration of Public Transport - Improving Last Mile Connectivity
- Rationalization of Parking - Limiting and pricing of Parking

Initiatives

- Revision of Master Plans on TOD Principles
- Route Rationalization and Service/Operations Planning for Integrated Multi-Modal Public Transport System
- Physical and Fare integration of all modes of PT incl Parking
- Street Design Guidelines to regulate Design and Development of Urban Roads/Streets
- Management of all the Public and Shared Parking facilities by use of smart technology

2.3 Vision

INHERITANCE, INNOVATION, INCLUSION, INCUBATION, INVESTMENT

"An ideal world-class smart commercial metropolis that thrives on investment opportunities, incubating business and ideas, rich inheritance and inclusive development"

CITIZEN ENGAGEMENT MEDIUM & PARTICIPATION

3.1 CITIZEN ENGAGEMENT SUMMARY

Total Engagement
612003

Indore conducted one of the widest citizens consultation in the country.

MEDIUM OF ENGAGEMENTS

- MyGov: 121662
- Poll: 87738
- www.smartcityindore.org: 141700
- Youtube: 2220
- Whatsapp: 36732
- Twiteer: 1437
- Paper Based Suggestions form (Kiosk / Volunteers / Mobile Van): 16573
- Missed Calls: 3910
- Painting Contest: 6500
- Facebook: 59952
- Consultation meetings: 87165
- Essay Contest: 306

CONSULTATION INCLUSION

Profession	%
Student / Youth	28%
Working Professional	19%
Other / General Public	19%
Housewife	16%
Service Provider	7%
Senior Citizen	5%
Businessman/Industrialist	4%
Traders	2%

Age Group Wise Distribution

13-17	3%
18-24	58%
25-34	21%
35-44	11%
45-54	4.8%
55-64	2.2%
65+	2.2%

Sex Wise Distribution

62% | 38%

3.2 ROUND 1

Duration:
15th Sep – 25th Oct

Agenda:
Vision and Goals

Total interactions:
253180

CITIZEN PRIORITY- SECTOR WISE

Sector	%
Larger Focus on Indore's Heritage & Culture	15%
Public Transport & Walkability	14%
Appropriate Waste Management	11%
More Open Space	11%
Citizen role in decision making	9%
Proper Sewerage Facilities	8%
Affordable Housing	8%
Uninterrupted Power Supply	7%
Better Water Supply	6%
Technology Enabled Delivery of Public Services	6%
Safety & Security	5%

CITIZEN PRIORITY- TYPE OF AREA DEVELOPMENT

CITIZEN ENGAGEMENT MEDIUM & PARTICIPATION

4.1 ROUND 2 CITIZEN ENAGEMENT

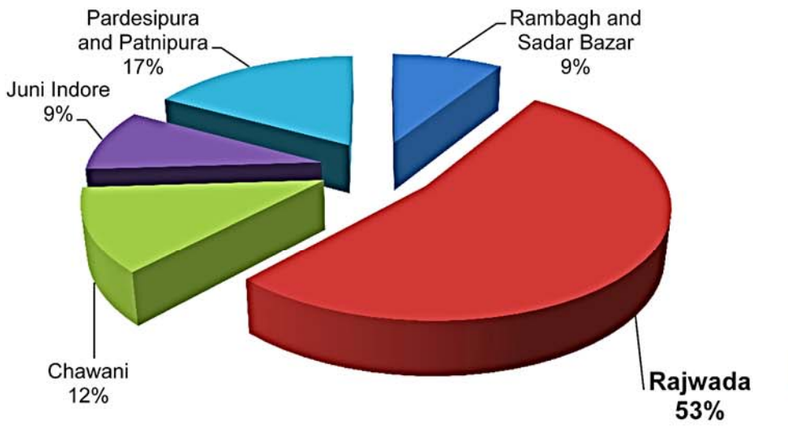
Round 2

Duration:
26th Oct – 15th Nov

Agenda:
Finalization of Area and Pan-City

Total Interactions:
173989

Citizen Engagement Area Prefered For Development



4.2 ROUND 3 CITIZEN ENAGEMENT

Round 3

Duration:
15th Nov – 11th Dec

Agenda:
Draft Smart City Proposal

Total Interactions:
184832

More than 80% Population has been covered in selected area for Area based development through Door to Door Consultation in round 3

राजवाड़ा से हो स्मार्ट सिटी की शुरुआत

सिटीजन कंसल्टिंग बैठक में व्यापारी संघों ने दिया सुझाव

कैसे रह सकते हैं सबसे आगे

निगम के अपर आयुक्त रोहन सक्सेना ने भारत सरकार के स्मार्ट सिटी मिशन तथा उसके लिए निगम द्वारा किए जा रहे

ये आए व्यापारियों के सुझाव

इंदौर का अधिकांश व्यापारिक क्षेत्र राजवाड़ा से लेकर राजमोहल्ला तक फैला हुआ है। सबसे पहले इस क्षेत्र का विकास किया जाना चाहिए।

- कैलाश मुंदड़ा, इंदौर संभाग मार्केट एसोसिएशन

ई-गवर्नेंस के माध्यम से स्मार्ट सिटी का

नियमों का सख्ती से पालन किया जाए तथा अतिक्रमण हटाए जाएं।

- शंकरलाल खंडेलवाल, राजवाड़ा एसोसिएशन

व्यापारियों को उनके खाते बनाया जाए। नालियां की पुरानी स्लाबें बदली जाएं तथा पार्किंगिंग का उपयोग कैसे किया जाए।

पंचायतों में होगी सफाई

अनिल धारवा • इंदौर

जिले की सभी ग्राम पंचायतों में अब सफाई के लिए विशेष कदम किए जाएंगे। स्वच्छ भारत मिशन के तहत इनमें एक-एक सफाईकर्मी तैनात किया गया है। प्रदेश में इंदौर पहली ऐसी जिला पंचायत होगी, जहां इस तरह व्यवस्था की जा रही है।

स्वच्छ मिशन के तहत जिला पंचायत ने कराए जा रहे हैं। इसमें अनुदान राशि भी दी जा रही है। सरकार ने प्रत्येक ग्राम पंचायत में एक-एक स्वच्छता प्रेरक भी नियुक्त किए हैं, जिन्हें ग्राम पंचायत में शौचालय विहीन परिवारों का सर्वे करने के साथ ही परिवार से आवेदन भराकर पंचायत से इसके लिए राशि भी मंजूर किए जाने की जिम्मेदारी सौंपी गई है। जिले में इस साल 24 हजार

निगम की सिटीजन कंसल्टेशन तथा सोशल मीडिया जागरूकता मुहिम को शहरवासियों का भारी जनसमर्थन

स्मार्ट सिटी के 'सोशल मीडिया' प्लेटफॉर्म पर इंदौर ने देश में मारी बाजी

दबंग रिपोर्टर • इंदौर

शहरवासी लगातार देते रहे अपने सुझाव

स्मार्ट सिटी मिशन के चयन के लिए भारत सरकार की वेबसाइट माय.जीओवी.इन पर स्मार्ट सिटी के लिए प्रस्तावित अपनी 100 शहरों के लिए एक पेज तैयार किया गया है। इसमें एक

जनता के सहयोग से इंदौर को बनाएंगे स्मार्ट सिटी-आर्य

इंदौर। स्मार्ट सिटी को लेकर सरकार संजीदा है। जनता की योजनाओं का क्रियान्वयन पूरे प्रदेश में किया जा रहा है।

नगरीय निकायों को मजबूत करेंगे

इंदौर को स्मार्ट सिटी बनाएगा ग्रेट ब्रिटेन

प्रधानमंत्री की यात्रा के दौरान तीन शहरों का जिम्मा उठाय

509 News Articles by Media

Smart city dream gets UK boost

Indore To Get British Aid

जनता के ... रखेंगे स्मार्ट सि... के प्रोजेक्ट

नगर निगम बना रहा प्रेजेंटेशन, जनता से

Indoreans run for smart city

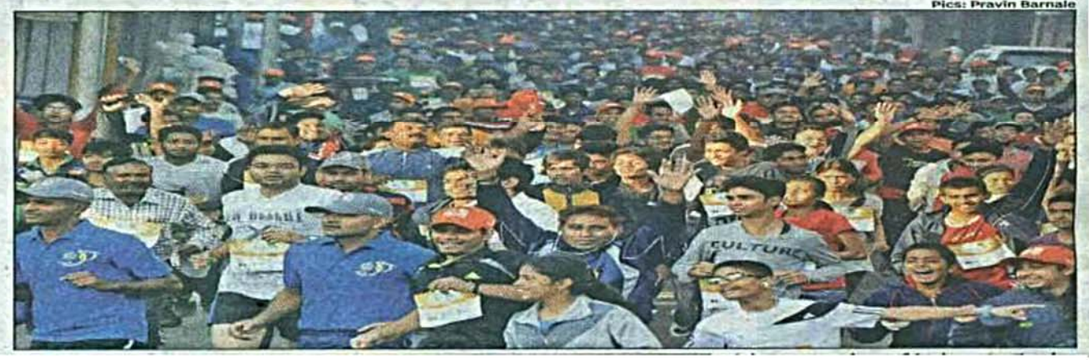
Residents Throng Rajwada

TIMES NEWS NETWORK

Indore: Thousands of enthusiastic Indoreans took part in a marathon, 'Walk and Run for Indore', organized by Indore Municipal Corporation here on Sunday.

People from different walks of life, including students, athletes, NGOs, administrative officers, doctors and BSF personnel, converged at Rajwada,

Pics: Pravin Barnale



Home » Madhya Pradesh » Indore » News » इंदौर स्मार्ट सिटी प्रोजेक्ट को फंडिंग करेगा ब्रिटेन, PM ने ट्विटर पर दी जानकारी

इंदौर स्मार्ट सिटी प्रोजेक्ट को फंडिंग करेगा ब्रिटेन, PM ने ट्विटर पर दी जानकारी

Bhaskar News Nov 14, 2015, 03:28 AM IST

A A COMMENTS 0

THE TIMES OF INDIA

Home City Bhopal Crime Civic Issues Politics Schools & Co

Bhopal, Indore outsmart India on 'smart city' vote

Aditi Gyanesh, TNN | Nov 20, 2015, 05.53PM IST

Like Share 101 Tweet G+1 3 Share 2

BHOPAL: Bhopal and Indore are giving tough competition to other contestants in India's Smart City race. These twin Madhya Pradesh cities are trending on top on mygov.in site of government of India with maximum number of votes and suggestions that have already crossed the 1 lakh mark.

मध्य क्षेत्र बनेगा स्मार्ट, दूर होंगी समस्याएं

पहला पूर्ण स्मार्ट सिग्नलिंग शहर बनेगा इंदौर

ट्रैफिक ज्यादा हुआ तो सिग्नल खुद तय करेगा समय

विजयशंकर राठौर | इंदौर

इंदौर देश का पहला पूर्णत: स्मार्ट सिग्नलिंग आधारित शहर बनने की राह पर है। इस प्रोजेक्ट पर 100 करोड़ रुपए खर्च किए जाएंगे। इसके तहत 173 चौराहों पर स्मार्ट सिग्नल लगाए जाएंगे, जो कैमरों से ट्रैफिक को देखते हुए सिग्नल का समय तय करेंगे।

इसके लिए प्रशासन ने नगर निगम के साथ मिलकर प्रोजेक्ट तैयार किया है। मंजूरी मिलते ही इसे शहर में लागू किया जाएगा।

अधिकारियों ने बताया इस सिस्टम को स्मार्ट सिग्नलिंग इसलिए कहा गया है, क्योंकि सिग्नल के साथ लगे कैमरे इसकी आंखें होंगी और कंट्रोल रूम में लगा सिस्टम इसका दिमाग। शेष/पेज 6 पर

इस योजना पर करीब 100 करोड़ रुपए खर्च होंगे। रीडास कंपनी के तय प्रेजेंटेशन भी तैयार किया गया है। इसके पांच के लिए जल्द ही प्रोजेक्ट को स्मार्ट सिटी योजना में मेज जाएगा। -पी. नरहरि, कलेक्टर

धरोहरों को संरक्षित कर नई संरचनाओं से बसाएंगे स्मार्ट सिटी

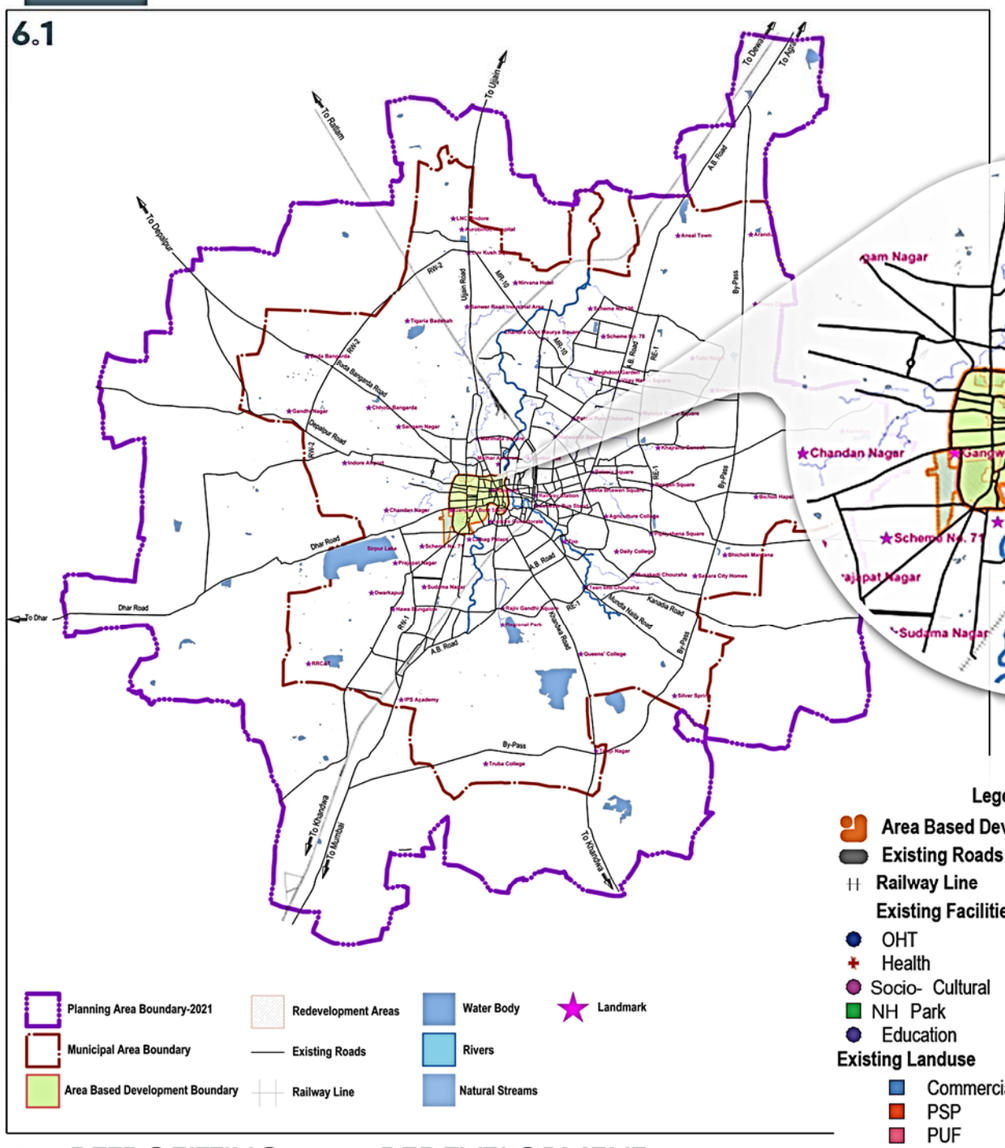
AREA BASED DEVELOPMENT PROPOSAL

Annexture-03 : Appendix-06

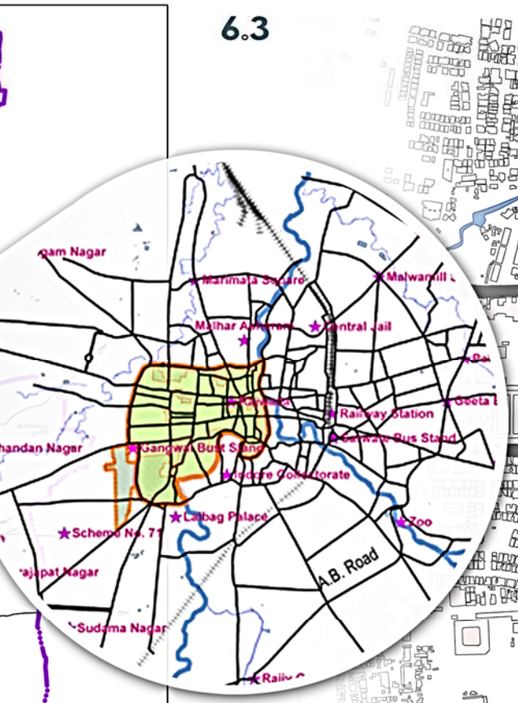
Section B - ABD PROPOSAL SHEET 1

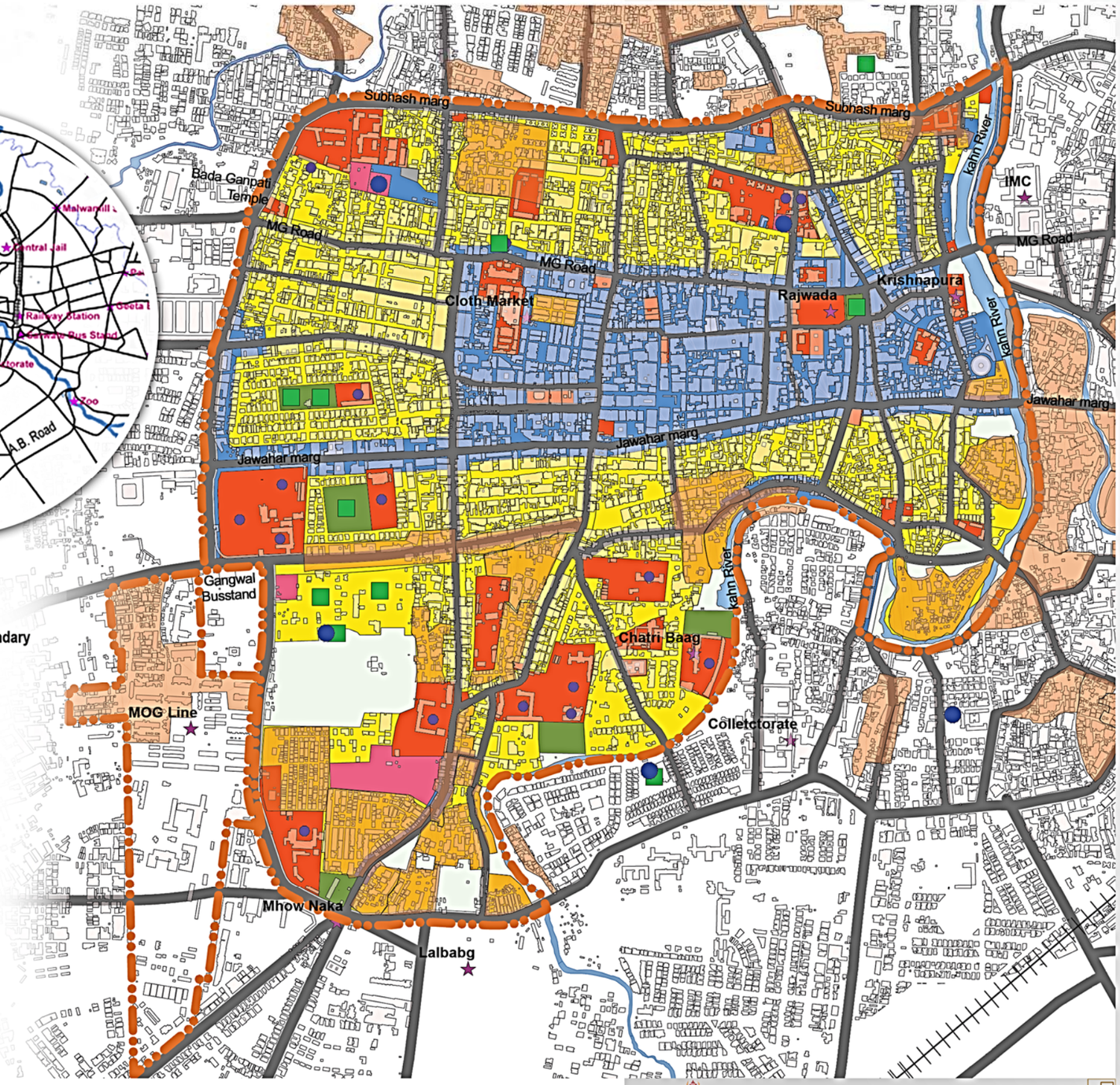
EXISTING SITUATION

6.1



6.3





Legend

- Area Based Development Boundary
- Existing Roads
- Railway Line

Existing Facilities

- OHT
- Health
- Socio- Cultural
- NH Park
- Education

Existing Landuse

- Commercial
- PSP
- PUF
- Recreational
- Residential
- Transportation
- Vacant

- Slum Pockets
- Building Foot Print
- Rivers
- Natural Streams
- Landmarks

Planning Area Boundary-2021
Municipal Area Boundary
Area Based Development Boundary
Redevelopment Areas
Existing Roads
Railway Line
Water Body
Rivers
Natural Streams
Landmark

6.2 RETROFITTING cum REDEVELOPMENT AREA BASED DEVELOPMENT

Total Area: 742 Acres

Redevelopment Area: 164 Acres

Population: 1,20,012

Slum Numbers: 27

Slum Population: 28625

Consultants

INDORE MUNICIPAL CORPORATION

MEHTA AND ASSOCIATES , INDORE

SMART CITY INDORE MISSION

MP-02-IND

AREA BASED DEVELOPMENT PROPOSAL

Annexture-03 Appendix-07

Section B - ABD PROPOSAL SHEET 2

RAJWADA RETROFITTING CUM REDEVELOPMENT MASTER PLAN

AREA BASED DEVELOPMENT PROPOSAL AREA

PROPOSED FEATURES AND COMPONENTS

1. Identity and Culture
- Heritage Walk
- Conservation of Built Heritage
- Development of Plazas

2. Economy and Employment
- Incubation & Plug n play centres
- Skill Development Centres

3. Transportation and Walkability
- (Improvement of Roads, Intersections & Pedestrian
- Pathways/Crossings, Monitoring of Air Quality)
- No Vehicle Zone (16% of Selected Area)
- Smart Parking (Capacity 7200 ECS)

4. Redevelopment of Public Land
(Compact Developed on TOD Principles, Mixed use, 3 FAR)

- Redevlopment Parcels (16 parcels, 164.45 acres)
- Development of 67.74 acres of Public Open Space
- 85.30% of built-up area to be Green Buildings in Redevelopment
- 65% of the terrace covered with Solar Power
- Rain Water Harvesting & Reuse

5. Water Supply, Water Management, Waste Water Management and Sanitization
- 24/7 Water Supply System
- Re-use of Recycled Water (Dual Piping)
- 100% Smart Metering with SCADA System
- Public Toilets
- DEWATS (capacity 13500 KL)
- River Front Development (3.9 Km)
- Chenelization of River
- Underground Storm Water Drainage Network
- Riverside Green Buffer with Active Open Space
- Development of River-Side BRT

6. Solid Waste Management
- 100% Door to Door Collection
- Waste To Energy Plants

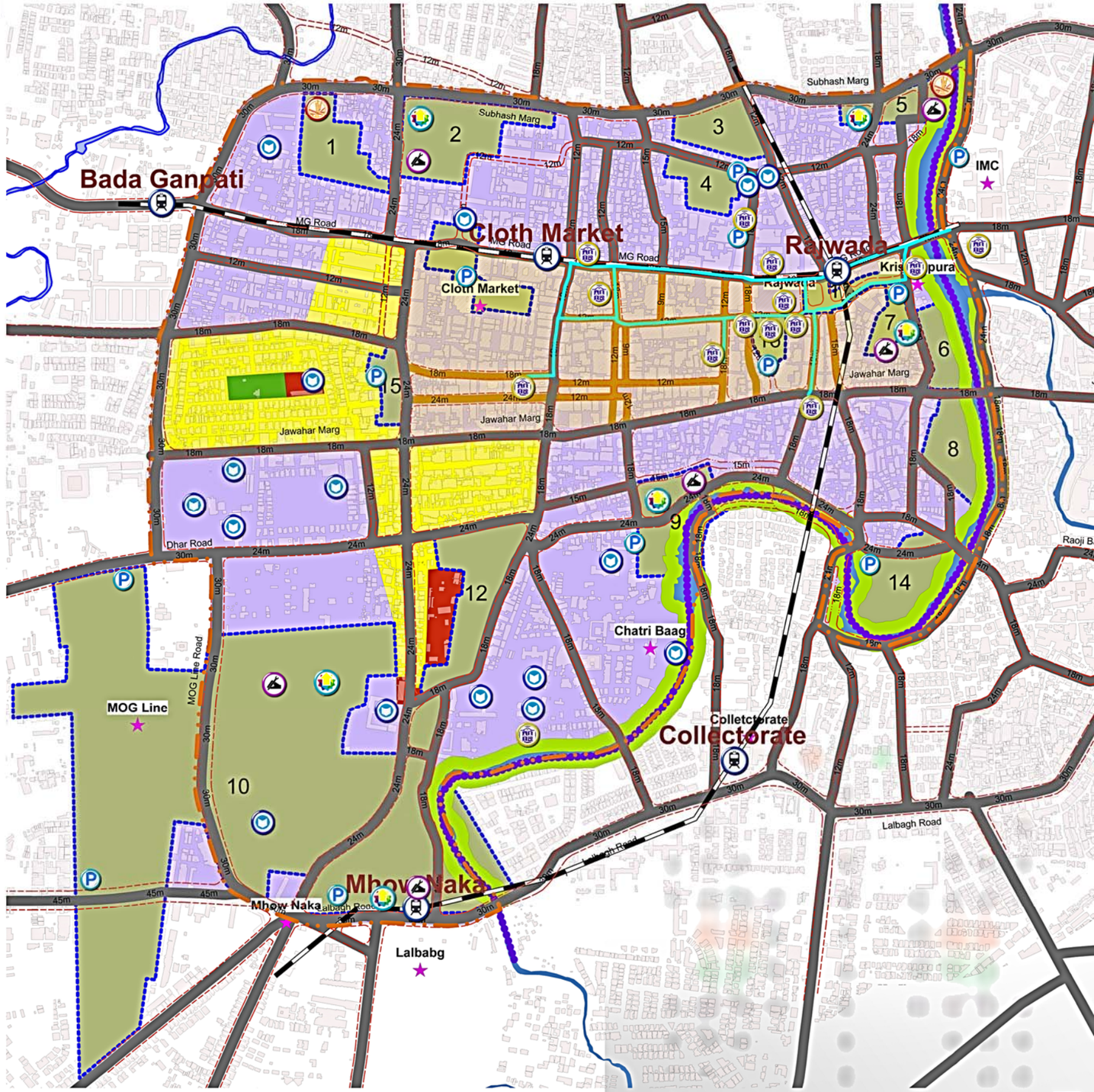
7. Power Supply & Efficiency
- Smart Power Grid for 24/7 un-inturupted Power Supply
- Smart Energy Meter

8. Underground Electrification & Utility Shifting
- Underground Ducts for Laying of Utilities incl. Power Lines

9. IT Connectivity & IT Enabled Govt. Services
- Public Wi-Fi Hot Spots
- Area Command and Control Center

10. Health & Education
- Smart Classrooms
- Upgradation of School Facilities
- Improvement of Health Facilities

11. Safety and Security
- Energy Efficient Street Lighting
- Fire Hydrant System for Dense Areas
- Muli-Use CCTV Camera



LEGEND

- BRT Line
- Metro Line
- TOD Development
- Existing Residential
- Existing Public & Semipublic
- Existing Recreational
- Building Foot Prints
- Rivers
- Natural Streams
- Landmarks
- Pedestrian zone

Consultants

INDORE MUNICIPAL CORPORATION | MEHTA AND ASSOCIATES , INDORE

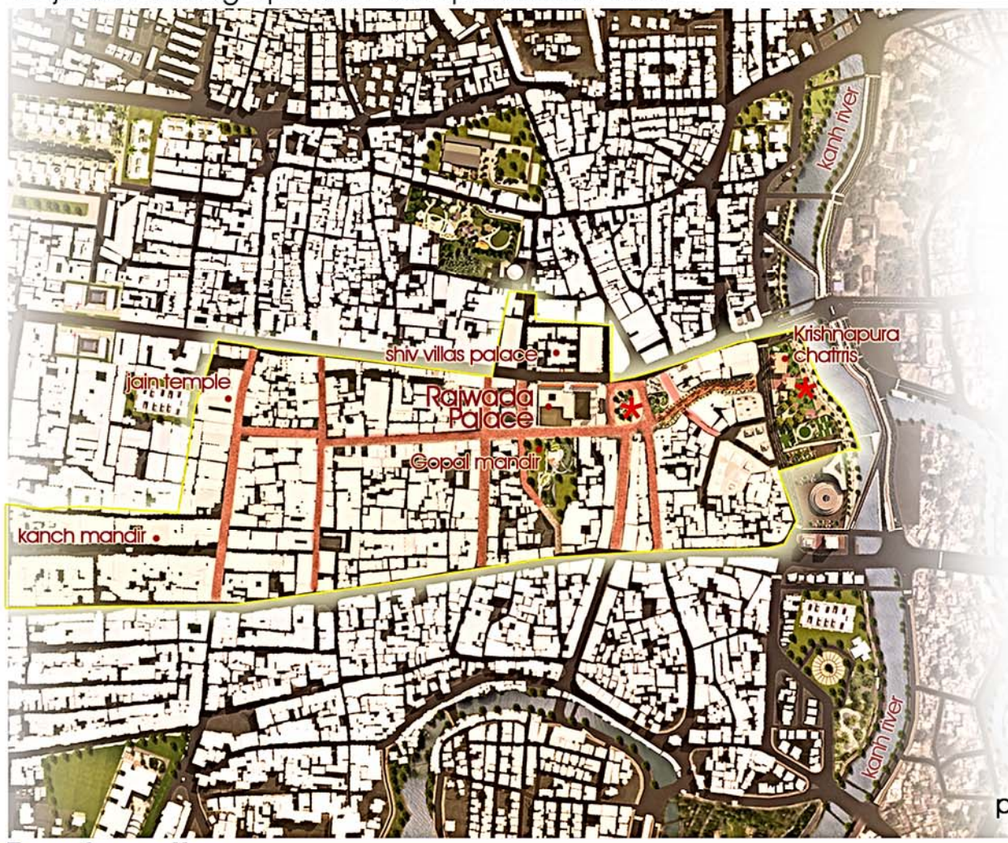
SMART CITY INDORE MISSION

MP-02-IND

URBAN FORM - HERITAGE & CULTURE

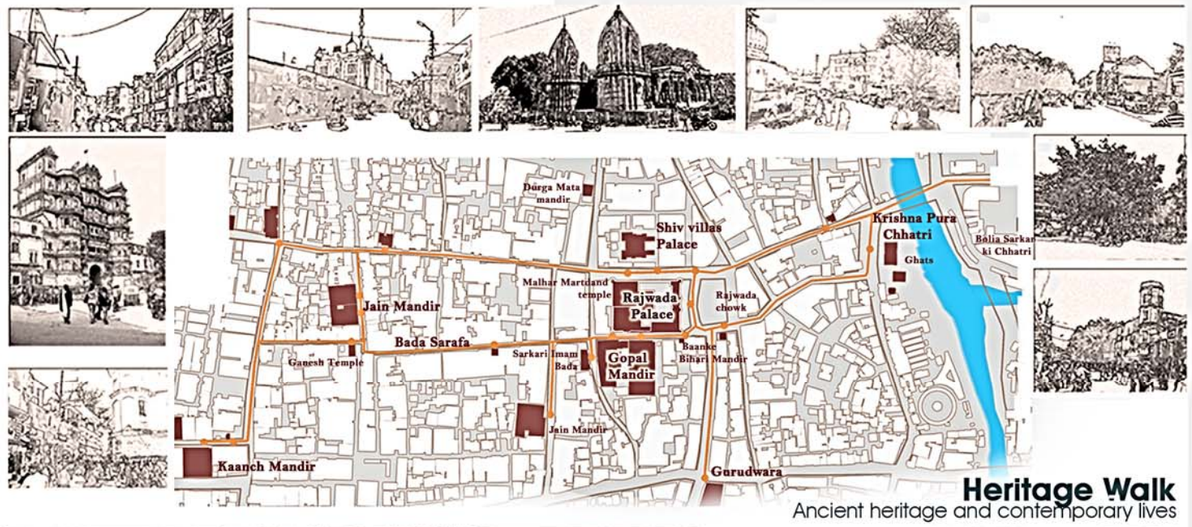
8.1 RAJWADA AREA AND SURROUNDINGS

Rajwada heritage precinct and pedestrian zone



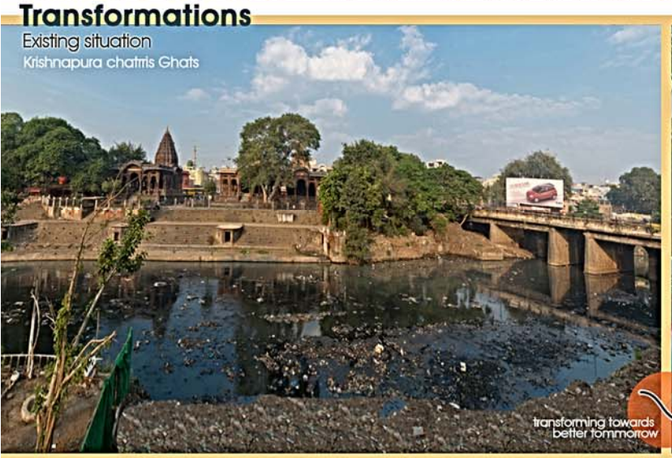
- Rajwada Circle
- Fruit Market
- Bakshi Gali
- Subhash Marg
- Subhash Chowk
- Pandrinath
- Jawahar Marg
- PY Road
- Imli Bazaar
- Adaa Bazaar
- GDC Area
- Hamilton Road
- Juna Pitha
- Bartan Bazaar
- Raj Moholla
- Bartan Bazaar
- Naliya Bakhal
- Labaria Bheru
- Bada Ganpati
- Bajaj Khana Chowk Area
- Gopal Mandir Area
- Sarafa Bazaar
- Jinsi
- Kila Road
- Khajuri Bazaar
- Lodipura
- Itwariya Bazaar
- Mohan Pura
- Mukeripura
- Bombay Bazaar
- Peepli Bazaar
- Bohra Bazaar
- Veer Savarkar Market
- Mhow Naka Area
- Nandlalpura
- Krishnapura Chhatri

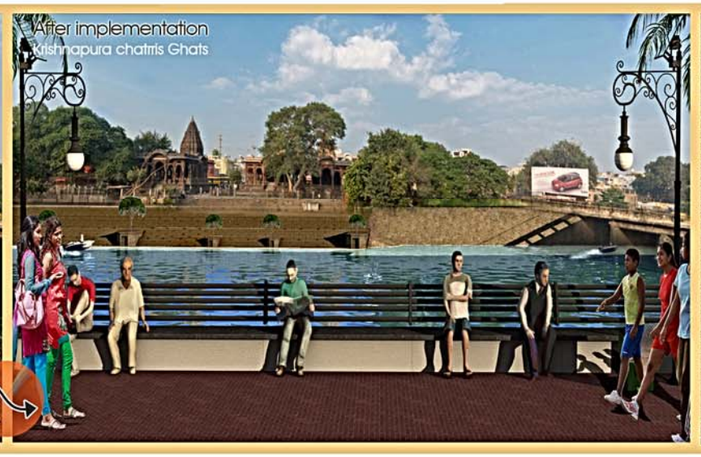
Heritage precinct
pedestrianized street network
Plaza



Heritage Walk
Ancient heritage and contemporary lives

Transformations





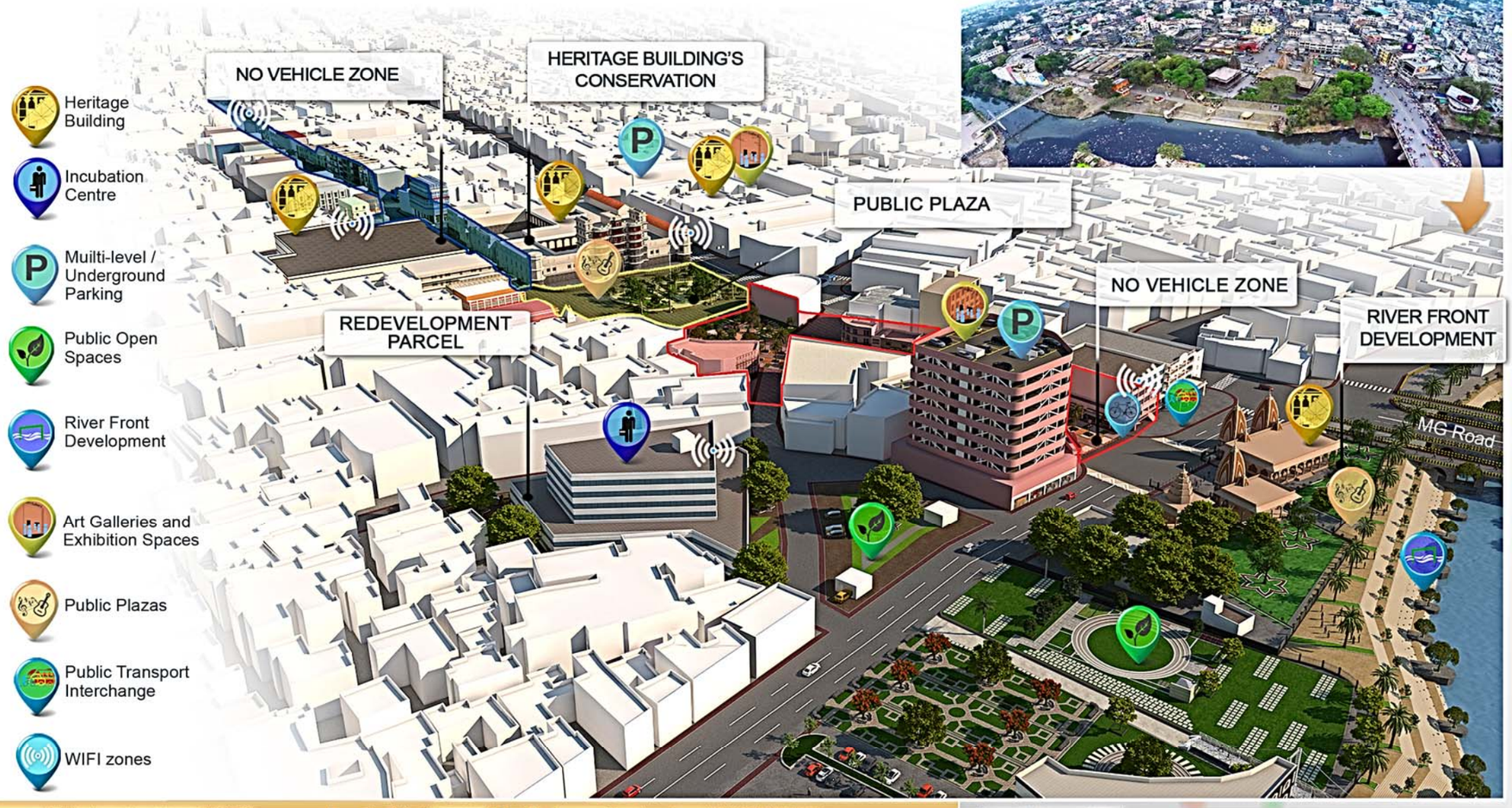
URBAN FORM FEATURES

- Inclusive Designs
- Transit Oriented Dev.
- Universal Accessiblity
- Sustainable infrastructure
- Walkable Environment
- Mixed-Use & Compactness
- Integrated Public Transport
- Renewable Energy
- Economy Inducive
- Safety & Security

URBAN FORM - PEDESTRIAN ZONE

9.1 RAJWADA AREA AND SURROUNDINGS

Transformations



URBAN FORM FEATURES

- Inclusive Designs
- Transit Oriented Dev.
- Universal Accessiblity
- Sustainable infrastructure
- Walkable Environment
- Mixed-Use & Compactness
- Integrated Public Transport
- Renewable Energy
- Economy Inducive
- Safety & Security

Pedestranization of market streets : vibrant night life of city core

Pedestranization of streets : walkable heritage precinct

INDORE MUNICIPAL CORPORATION

Consultants
MEHTA AND ASSOCIATES , INDORE

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URBAN FORM - RIVERFRONT & PUBLIC OPEN SPACES

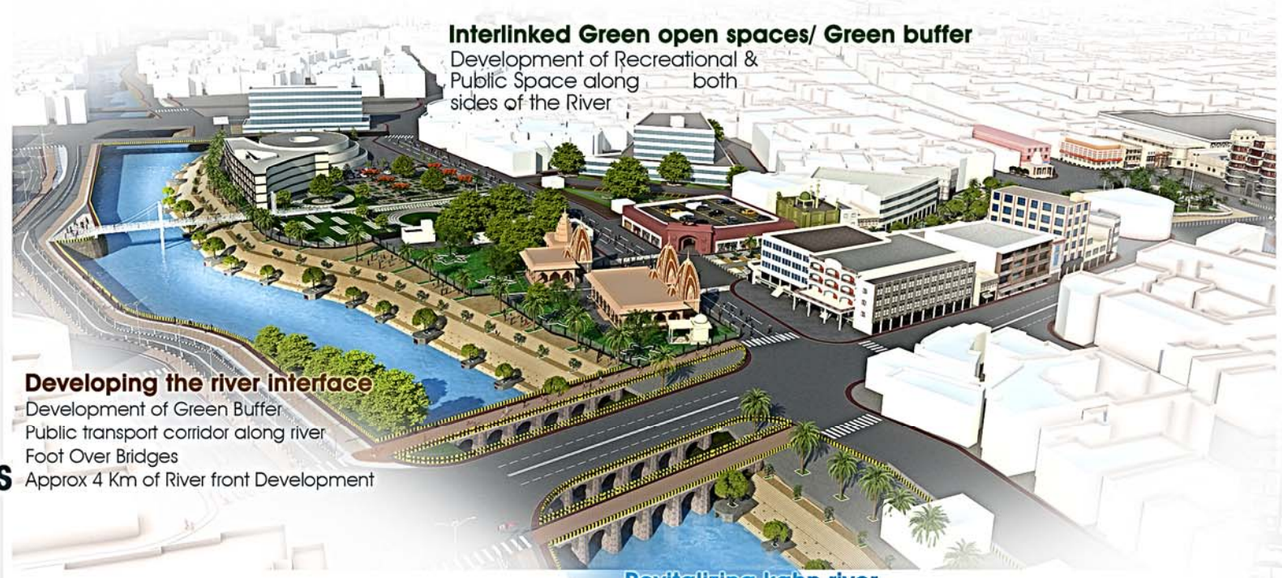
Annexture-03 : Appendix-10

Response to Q.No. : 12, 16

1. Development of Sector Parks
2. Improvements in Other Existing Parks
3. Development of School Play Grounds
4. A large chunk of Green Urban Park is proposed to be developed near CP Shekhar Nagar by clearing the site adjoining the River Banks, and also at the other government lands available at Nandlalpura,Harsiddhi, etc.

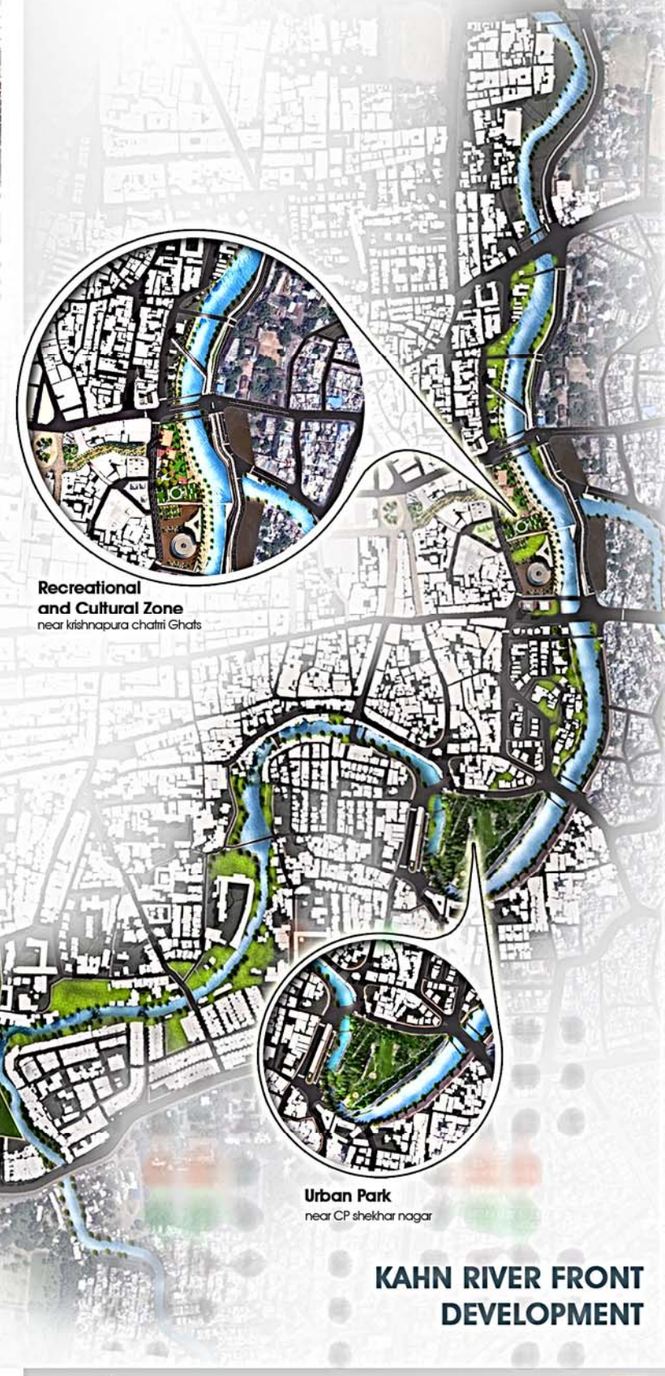
ECO URBAN SCAPE

10.1 RAJWADA AREA AND SURROUNDINGS



Revitalizing kahn river
Channelisation of River
DEWATS - Decentralized Wastewater Treatment System

Revitalization of Natural heritage and Culture



KAHN RIVER FRONT DEVELOPMENT

INDORE MUNICIPAL CORPORATION

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SMART CITY INDORE MISSION

MP-02-IND

REDEVELOPEMNT OF PUBLIC LAND

11.1 REDEVELOPMENT OF PUBLIC LAND

16 Pockets Identified accross the Area
Area Under Redevelopment: 164 Acreas
Development on TOD Principles
Open Space Developed: 33.68 Acres
50% of the Redevelopment Area will be developed as mixed-use, high density (3.0 FAR, residential density of 375 DUs/ Ha

Sustainable, Energy Efficient and State of the Art Mixed Use Compact High-rise Housing Development

REDEVELOPMENT PARCELS

11.2 REDEVELOPMENT THROUGH POLICY DRIVEN STRATEGIES

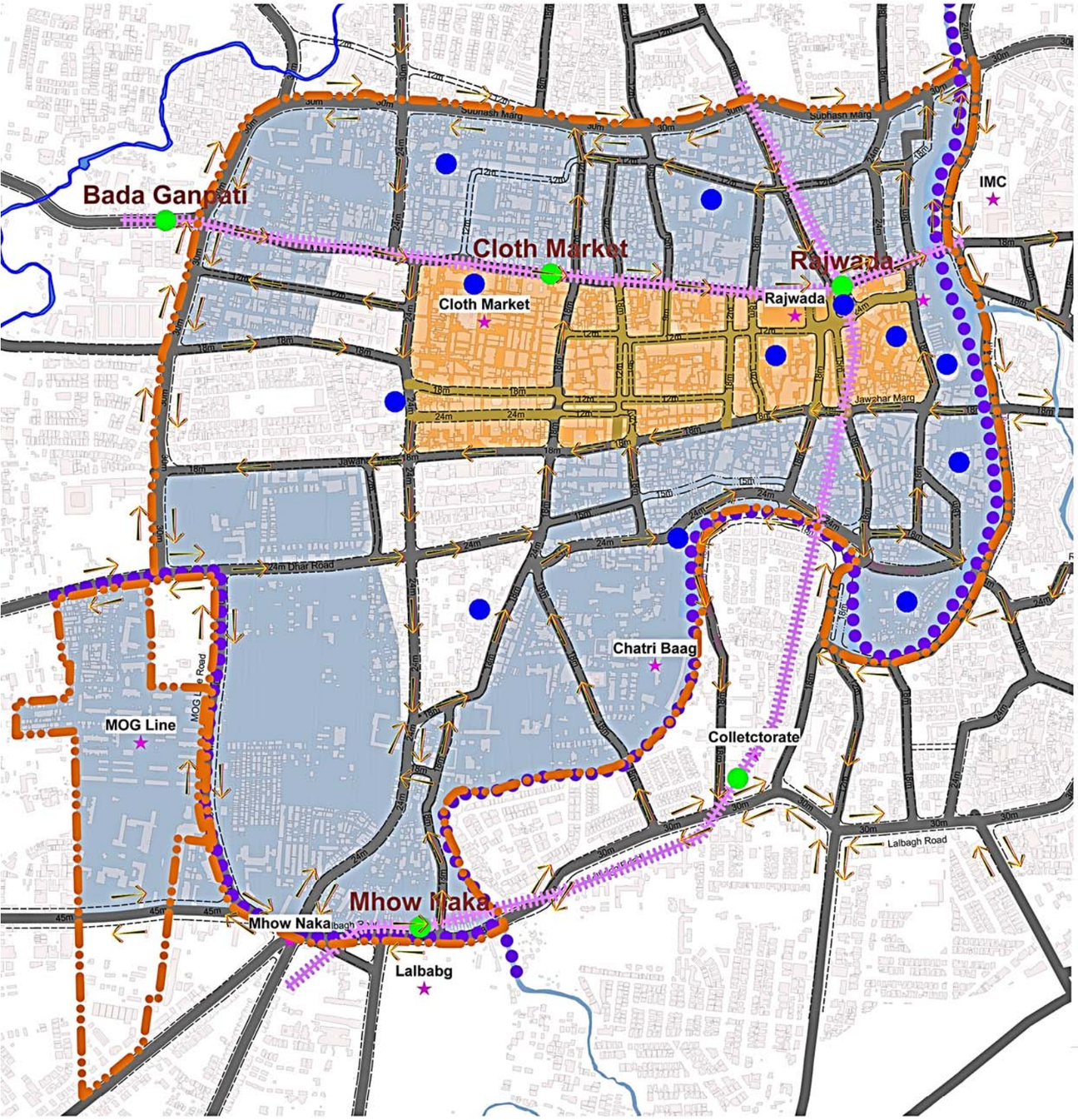
TOD Station Areas and Corridor Areas redevelopment on TOD Principles
Redevelopment in Non-TOD Areas
Minimum Redevelopment Area
(permission through amalgamation)
– 2000 Sqm
Mixed Land Use – Lower floors
Maximum Ground Coverage
allowed – 30 %
Current FAR – 1.5
Additional FAR – 1.5 (incentive on Premium payment)
Minimum Open Space – 10%

Features of Development
Redevelopment on TOD Principals
Development of Complete Road Sections
Incentivizing through Various Mechanisms

Green cover & Open public spaces
Improving the Community living
Walkability & Cycling Facilities
Energy efficiency in Redevelopment
Energy source- Use of Renewable solar energy
Housing &inclusivness in Redevelopment buildings
Rain water harvesting & Reuse
Compact & High Density development

TRANSIT ORIENTED DEVELOPEMENT

12.1 TOD & WALKABILITY



Street Design on TOD Principles

As per prepared Street design guidelines

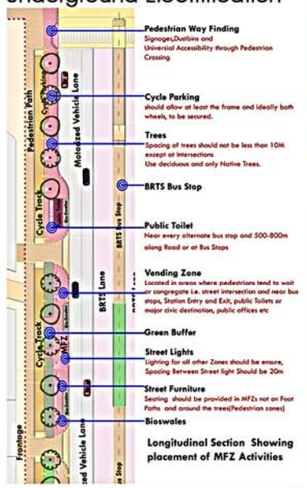
Smart City Features Addressed

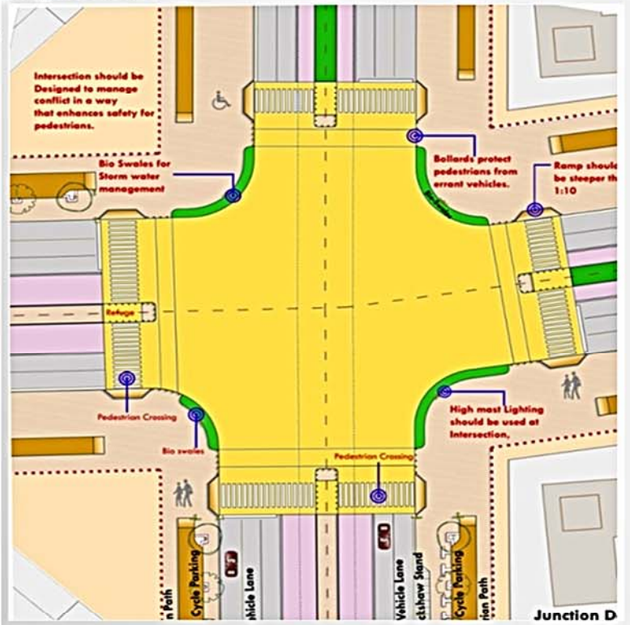
Transportation and Walkability

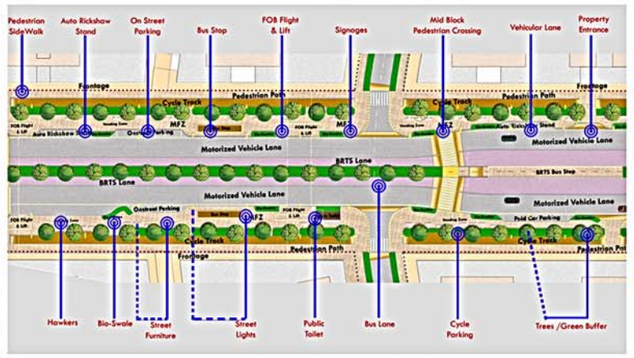
Underground Electrification

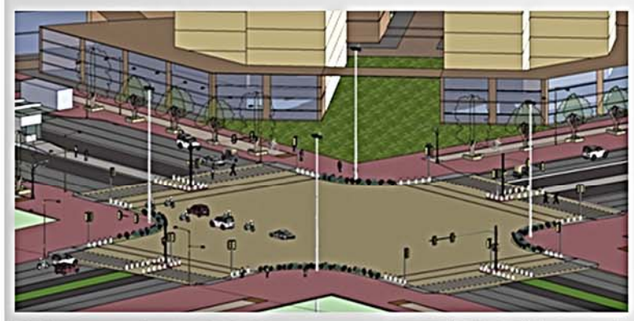
LEGEND

- Area Based Development Boundary
- TOD Area
- No Vehicle Zone
- Road Network
- BRT Line
- Metro Line
- Pedestrian Street
- Traffic Movement
- Metro Station
- Public Shared Parking
- Building Foot Print
- Rivers
- Natural Streams









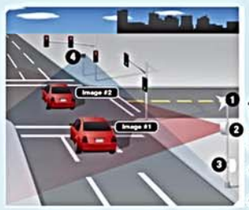
Typical Street Cross Sections for Arterial and Sub Arterial Road

13.1 INDORE INTELLIGENT CITY MANAGEMENT SYSTEM

TRAFFIC MANAGEMENT

Automated Traffic Control
- Traffic Signals
- Pedestrian Crossings

Lane Management
- Lane Control Signs
- Lane Management in Emergency



Traffic Regulations Enforcement
- Red Light Violation
- Speed Violation

Traveler Information
- City Traffic Situation
- Traffic Regulations
- Emergency Warning

INFORMATION DISSEMINATION MODES

- Mobile
- VMS
- Portal
- Navigator
- SMS
- Radio

SENSOR NETWORK

Mobile Sensors
- RFID
- GPS

Static Sensors
- Motion Sensor
- Camera

Backbone OFC Communication Network

Last mile Connectivity – Wireless/Copper
Two Way Communication

TRANSIT MANAGEMENT

Passenger Information (In Vehicle & At Stops)
- PT Schedule
- PT Live Tracking

Fleet Management & Monitoring
- Vehicle Tracking System (AVL)
- Synchronization of various Public Transport Schedules
- Passenger information System
- Passenger Security

PARKING MANAGEMENT

- Parking Availability Monitoring
- Automatic Electronic Payment
- Vehicle and User Security

Parking Information
- Parking Proximity
- Parking Availability

CONTROL AND COMMAND CENTRE

Data Processing & Monitoring
- Administration
- Surveillance
- Control of Sensors
- Reporting
- Data Archive

- Data Analysis
- Information Dissemination
- Authentication & Authorization
- E-Nagarpalika

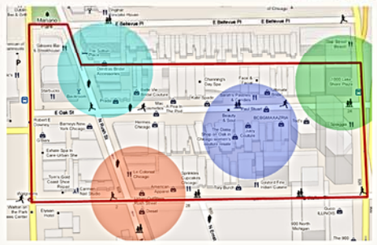
ELECTRONIC PAYMENT

Common Mode of Payment
- Transit Fee Payment
- Parking Fee Payment
- Toll Collection

ONLINE MONITORING OF WASTE PROCESSING

- Track and Monitor the waste collected in decentralized waste processing units

GEO FENCING



- Allow the tracking of manpower and vehicle fleet present in service area
- Highlight service areas affected due to unavailability of resources.

MOBILE APP. SYSTEM

- Track the Safai Mitra (SM)
- Register complaint of Absenteeism
- Coordination time with SM
- Register complaints for Litter
- Toll free helpline for 24x7 support
- Transparent billing of user charges

GIS BASED ROUTE MAPPING AND VEHICLE TRACKING SYSTEM (VTS)

- Track Speed, Location, Route, Total Running Distance etc of Vehicles
- Locate the secondary collection points and waste bins locations
- Optimized Route Mapping and Planning based upon above data.

ORGANOGRAM FOR STAKEHOLDERS ROLE

- Residents Welfare Association
- Market Associations/Commercial condominiums
- Prominent Citizens
- Non-Governmental Organizations (NGO)
- Other Related Asso/Insts

Citizens Forum

Hand-holding Organizations/ Consultants

Project Planning and Development

- Hon. Member of Parliament (MP)
- Hon. Members of Legislative Assembly (MLAs)
- Hon. Mayor as Convener
- M-I-C Members
- Councilors of Wards under ABD

Advisory Forum

Hand-holding Organizations/ Consultants

Special Purpose Vehicle (SPV)

Collector (Chairman of the Board), Municipal Commissioner (Executive Director) & Mayors Nominee	2 MPUDC representatives & 1 Govt. of India representative	CEO, Indore Development Authority, 1 Executive Engineer each from MPPWD, PHED & Electricity DISCOM	Regional Transport Officer & Joint Director – T&CP	3 Independent directors From the Field of IT, Finance & Commercial condominiums

Indore Municipal Corporation
Indore Develop-ment Authority
Madhya Pradesh Housing Board
Atal Indore City Transport Services Ltd
PPP Partner /Vendor
Parastatal Agencies
Implementing Agencies

Project Implementation, Supervision and Monitoring

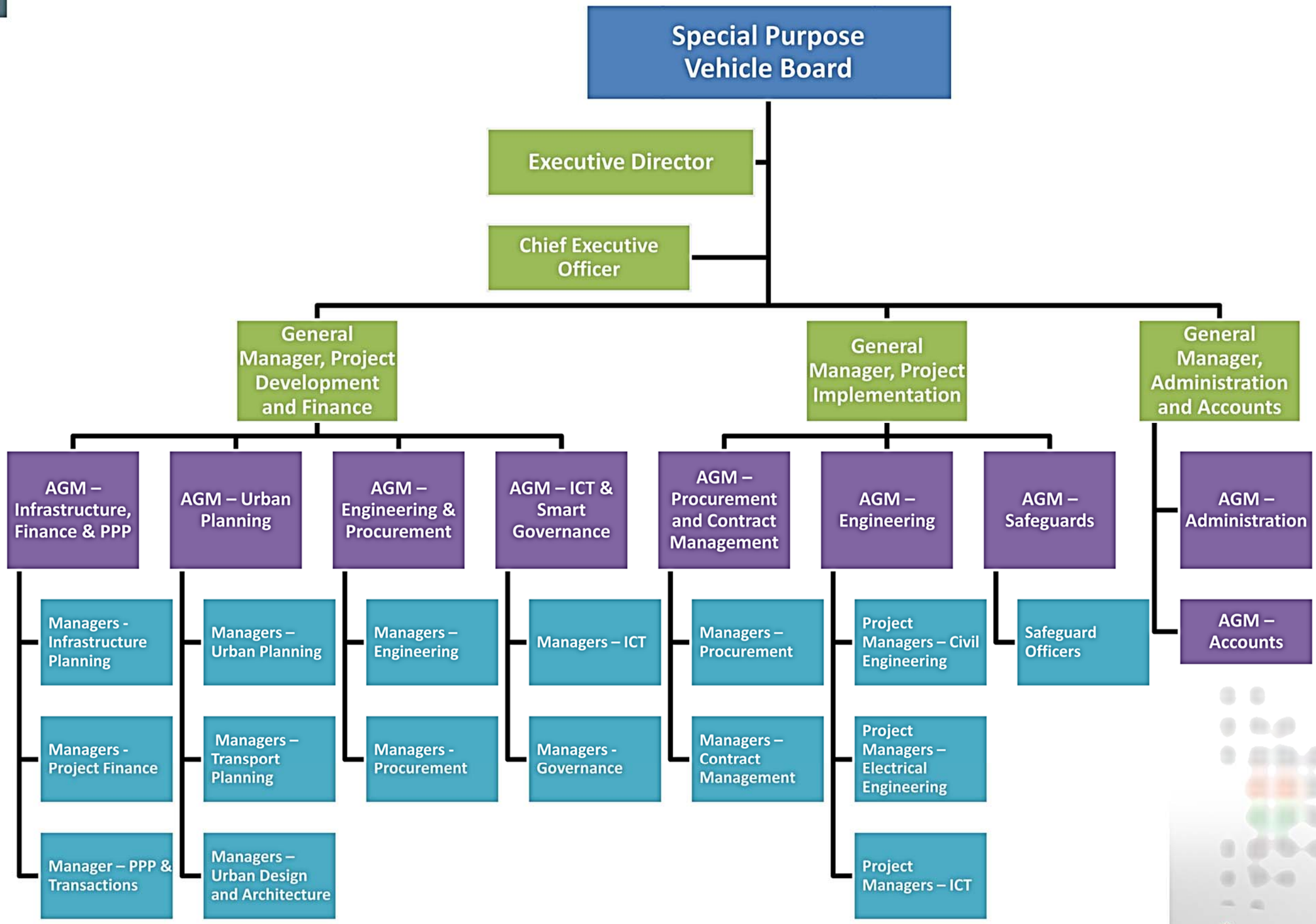
Project Operation Maintenance and Management

Indore Municipal Corporation
Indore Develop-ment Authority
Madhya Pradesh Housing Board
Atal Indore City Transport Services Ltd
PPP Partner /Vendor
Parastatal Agencies
O&M and Management Agencies

Inter-departmental Task Force

Technical Head of all ULBs	Executive Head of all ULBs	Collector as chairman and Municipal Commissioner as Convener	Executive Head of all Para-statal Agencies for Indore	Technical Head of all Para-statal Agencies for Indore

ORGANIZATIONAL SET-UP FOR SPV



IMPLEMENTATION SCENARIOS

Time lines for Implementation of Indore - Smart City Proposal (SCP)						
Activity No	Project/Component	2016-17	2017-18	2018-19	2019-20	2020-21
I	**Rajwada Retro-fitting-cum-Redevelopment Area Based Development**					
1	**Identity & Culture**					
A1	Built heritage Conservation & heritage street & façade development					
2	**Economy & Employment**					
A2	Incubation centers, & skill development centers					
3	**Transportation & Walkability**					
A3	Improvement of Roads, intersections & pedestrian pathways/crossings					
A4	No-vehicle/pedestrian zone & smart parking					
A5	Air quality monitoring solution					
4	**Redevelopment of Public Land**					
A6	Compact, high-density, mixed-use, mixed-income TOD Development inlc slum housing					
A7	Development of public open spaces					
A8	Green Building features in Redevelopment					
A9	Solar Power plants on terraces of redevelopment buildings					
A10	Rainwater harvesting & re-use in redevelopment buildings					
5	**Water Supply, Water Management, Waste Water Management and Sanitation**					
A11	24/7 water supply systems with re-use of recycled water (dual-piping)					
A12	Smart metering with smart consumer & zonal meters					
A13	Decentralized Waste Water Treatment System (DEWATS)					
A14	River-front development & underground storm water drainage network					
A15	100% access to toilets through slum rehabilitation					
6	**Solid Waste Management**					
A16	Door-door collection, segregation, storage & transportation of waste					
A17	Decentralised treatment of organic waste					
7	**Power Supply & Efficiency**					
A18	Smart power grid for 24/7 un-interrupted power supply					
A19	Smart energy meters (for consumer & distribution zone & Sub-stations)					
8	**Underground Electrification & Utilities Shifting**					

Time lines for Implementation of Indore - Smart City Proposal (SCP)						
Activity No	Project/Component	2016-17	2017-18	2018-19	2019-20	2020-21
A20	Underground utility ducts for laying of utilities including power lines					
9	**IT Connectivity & IT Enabled Govt Services**					
A21	Public Wi-Fi hotspots					
A22	Area command & control centre inlcluding software's & hardware's with public facilitation centers					
10	**Health & Education**					
A23	Wi-Fi hotspots, smart classrooms & facilities in all high-schools					
A24	Improvement in access to health Facilities					
11	**Safety & Security**					
A25	Energy efficient street-lighting for streets, pedestrian paths & public open-spaces					
A26	Multi-use CCTV cameras for security surveillance & traffic monitoring					
A27	Fire Hydrant System					
II	**Pan-City Indore Intelligent City Management System (IICMS) Proposal**					
1	**Central Command & Control Center with Multi-purpose Backbone Communication Network**					
A28	Multi-purpose backbone communication network					
A29	Central Command & Control Center					
A30	City Dash Board					
2	**Intelligent Transport System (ITS)**					
A31	Traffic Management					
A32	Transit Management					
A33	Electronic Payment					
A34	Parking Management					
3	**Intelligent Solid Waste Management (ISWM)**					
A35	Applications for Citizens and Safai Mitra					
A36	GIS based Asset Management					
A37	Supervision and Monitoring of Weigh Bridge and Waste Processing Facilities					

Legend

IMPLEMENTATION SCENARIO

- **Implementation Period and Schedule**
- **Short-Term Scenario (1-2 Years)**
- **Medium-Term Scenario (2-4 Years)**
- **Long Term-Scenario (More than 4 Years)**

17.1 PROJECT PACKAGE WISE ITEMISED COST OF ACTIVITIES

Project Package-wise Itemised Cost Activities in Indore - Smart City Proposal (SCP)

Sr no	Activity No	Project/Component	Quantity	Unit	Rate per Unit	Cost in INR Crs	O&M Cost in INR/Annum
I		**Rajwada Area - Retrofitting-cum-Redevelopment Area-based Development (ABD) Proposal**					
A		**Redevelopment of Public Land**					
1	A6, A8, A10, A15	Slum Housing Built-up	193965.00	Sqm	12000	232.76	
2	A6, A8, A10	Compensatory Tenaments Built-up	180219.18	Sqm	15000	270.33	
3	A6, A8, A10	Realestate Sale Components Built-up	945564.73	Sqm	15000	1418.35	
4	A6, A8, A10	Parking Built-up	615882.82	Sqm	10000	615.88	
5	A6, A8, A10	Development Cost	665686.68	Sqm	2000	133.14	
		Total Area Planning - Redevelopment of Public Land				**2670.45**	**10.15**
B		**Economy and Employment**					
1	A2	Incubation Centers	15000	Sqm	15000	22.50	
2	A2	Skill Development Centers	15000	Sqm	15000	22.50	
		Total Economy and Employment				**45.00**	**0.45**
C		**Identity and Culture**					
1	A1	Conservation of Built Heritage				25.00	
2	A1	Heritage Street Façade Treatment	3	KMs	50000000	15.00	
3	A1	Heritage Street Development	3	KMs	20000000	6.00	
		Total Identity and Culture				**46.00**	**0.88**
D		**Transport and Walkability**					
1	A3	Road Development as per Street Design Guidelines					
i		45m wide Road	0.40	KMs	70000000	2.83	
ii		30m Wide Road	4.96	KMs	50000000	24.82	
iii		24m wide Road	6.77	KMs	40000000	27.10	
iv		18m Wide Road	11.58	KMs	30000000	34.73	
v		Major Roads less than 18m ROW	5.37	KMs	20000000	10.74	
vi		Other Local Streets and Pedestrian Streets	19.46	KMs	15000000	29.19	
2	A3	Vehicular Intersection Improvement as per Street Design Guidelines					
i		3 armed Junctions	29	Nos	10000000	29.00	
ii		4 armed Junctions	18	Nos	15000000	27.00	
3		Signalisation - Integrated with Pan City Proposal					
i		3 armed Junctions	12	Nos			
ii		4 armed Junctions	8	Nos			
iii		Mid Block Pedestrain Junctions	8	Nos			
4	A3	Construction of New River Bridges	2	Nos	150000000	30.00	
5	A3	Widening of Existing River Bridges	4	Nos	80000000	32.00	
6	A4	IPT services - battery operated E-Rickshaws in Pedestrian Area	125	Nos	500000	6.25	
7	A4	Parking for Pedestrianised Area	253477.53	Sqm	10000	253.48	
8	A34	Smart Parking and Other Components - Integration with Pan City					
		Total Transport and Walkability				**507.13**	**9.96**
E		**Water Supply and Reuse of Recycled Water**					
1	A11	Elevated Service Reservoirs					
i		Potable Water of 3400 KL	2	Nos	34000000	6.80	
ii		Recycled Water of 2250 KL	3	Nos	22500000	6.75	
2	A11	Feeder Mains and Distribution Network					
i		Feeder Mains for Potable Water ESRs	0.50	Kms	17000000	0.85	
ii		Feeder Mains for Recycled Water ESRs	7.50	Kms	17000000	12.75	
iii		Distribution Network (Dual Piping - Potable and Recycled)	194.19	Kms	2000000	38.84	
6	A12	SCADA Sensor enabled Flow Meters	60	Nos	500000	3.00	
7	A11	SCADA enabled Level Sensor system	15	Nos	100000	0.15	
8	A11	Geo-Thermal Imaging Leak detectors	60	Nos	100000	0.60	
9	A12	Smart Consumer Water Meters	30000	Nos	6500	19.50	
10	A11	Softwares for Area Command and Control Center	LS			3.00	
		Total Water Supply and Reuse of Recycled Water				**92.24**	**11.07**
F		**Waste Water Management - Sewerage & Sanitations**					
1	A13	Sewerage existing Network Rehabilitation and laying of new sewerage network	48.55	Kms	8000000	38.84	
2	A13	Sewerage Primary Network for DEWATS	10	KMs	15000000	15.00	
3	A13	Decentralised Waste Water Treatment Plant of 6 MLD Each	3	Nos	120000000	36.00	
4	A13	Construction of Public Toilets	20	Nos	800000	1.60	
		Total Waste Water Management - Sewerage & Sanitations				**91.44**	**7.32**

Project Package-wise Itemised Cost Activities in Indore - Smart City Proposal (SCP)

Sr no	Activity No	Project/Component	Quantity	Unit	Rate per Unit	Cost in INR Crs	O&M Cost in INR/Annum
G		**Water Management - Storm Water Drainage**					
1	A14	Underground Primary Storm Water Drainage Network	19.42	Kms	12000000	23.30	
2	A14	Underground Secondary Storm Water Drainage Network	29.13	KMs	8000000	23.30	
3	A14	Underground Tertiary Storm Water Drainage Network	48.55	KMs	4000000	19.42	
		Total Water Management - Storm Water Drainage				**66.02**	**3.30**
H		**River Front Development**					
1	A14	Chanelisation of River	3.9	Kms	120000000	46.80	
2	A14	Development of Green Buffer	58500	Sqm	5000	29.25	
3	A14	BRTS on either side of River	3.9	Kms	80000000	31.20	
4	A14	Foot Over Bridges	16	Nos	60000000	96.00	
		Total River Front Development				**203.25**	**6.10**
I		**Waste Management - Solid Waste**					
1	A16	HH Storage Bins	30000	Nos	100	0.30	
2	A16	Seccondary Collection Pont Storage Dustbins (4*1.1CUM)	28	Nos	72000	0.20	
3	A16	Primary Transport Vehicles Cycle Rickshaws	130	Nos	20000	0.26	
4	A16	Primary Transport Vehicles Auto	12	Nos	400000	0.48	
5	A16	Seccondry Transportation of Organic Waste AUTOs	12	Nos	400000	0.48	
6	A17	Bio-Digesters of 10 MTD Each	3	Nos	6000000	1.80	
7	A36, A37	Other Components - Integration with Pan City Proposal					
		Total Waste Management - Solid Waste				**3.52**	**0.45**
J		**Power Supply, Source and efficiency**					
1	A18	Smart Components in Power Sub-stations 33/11 KV	2	Nos	20000000	4.00	
2	A18	Smart Components in Sub-stations 11KV/440 V	4	Nos	20000000	8.00	
3	A18	Smart Distribution Network with Meters and sensors	36	Nos	10000000	36.00	
4	A9	Solar Power Terrace Installations on Redevelopment Buildings	107702.34	Sqm	20000	215.40	
5	A19	Smart Consumer Energy Meters	30000	Nos	8125	24.38	
		Total Power Supply, Source and efficiency				**287.78**	**14.39**
K		**Underground Utilities**					
1	A20	Underground Utilities duct on Major Roads	23.72	Kms	30000000	71.15	
2	A20	Underground Utilities duct on Other Roads and Pedestrian Paths	24.83	Kms	5000000	12.42	
3	A20	Shifting of Overhead Power Cables incl DPs in Utility Duct	23.72	Kms	20000000	47.43	
4	A20	Shifting of Overhead Communication lines incl DPs in Utility Duct	23.72	Kms	1400000	3.32	
5	A20	Shifting of Overhead Power Cables incl DPs in Other local Streets and Pedestrian Streets	24.83	Kms	25000000	62.08	
6	A20	Shifting of Overhead Communication lines incl DPs in Other local Streets and Pedestrian Streets	24.83	Kms	700000	1.74	
7	A20	Laying of underground Gas Line on Major Roads	23.72	Kms	6000000	14.23	
8	A20	Laying of underground Gas Line on Other Roads and Pedestrian Paths	24.83	Kms	6000000	14.90	
		Total Underground Utilities				**227.26**	**6.82**
L		**IT Connectivity**					
1	A21	Wifi Hot Spots	6	Nos	20000000	12.00	
2	A28	Laying of OFC Network in Utilities Duct integration with Pan City Proposal	23.72	Kms			
3	A28	Laying of Underground OFC Network in Other local Streets and Pedestrian Streets integration with Pan City Proposal	24.83	Kms			
		Total IT Connectivity				**12.00**	**0.60**
M		**IT enabled Govt Services**					
1	A22	Area Command and Control Center Hardware	LS			12.85	
2	A22	Area Command and Control Center Softwares	LS			5.51	
3	A22	Area Cammand and Control Center Building	2000	Sqm	18000	3.60	
4	A22	Public Facilitation Centers 6 numbers	6000	Sqm	15000	9.00	
		Total IT enabled Govt Services				**30.96**	**1.04**
N		**Public Open Spaces**					
1	A7	Development of Sector Parks	77842.88	Sqm	8000	62.27	
2	A7	Improvements in Other Existing Parks	42207.42	Sqm	4000	16.88	
3	A7	Development of School Play Grounds	52000.00	Sqm	5000	26.00	
		Total Public Open Spaces				**105.16**	**2.37**
O		**Education**					
1	A23	Smart Classrooms in Schools	16	Nos	2000000	3.20	
2	A23	Wifi hotspots for Schools	16	Nos	100000	0.16	
3	A23	Smart Facilities for Schools	16	Nos	2000000	3.20	
		Total Education				**6.56**	**0.33**
P		**Health**					
1	A24	Development of New Smart Health Care Facilities 50 Beds	1	Nos	100000000	10.00	
		Total Health				**10.00**	**0.10**

Project Package-wise Itemised Cost Activities in Indore - Smart City Proposal (SCP)

Sr no	Activity No	Project/Component	Quantity	Unit	Rate per Unit	Cost in INR Crs	O&M Cost in INR/Annum
Q		**Air Quality**					
1	A5	Air Quality Monitoring Sensors	10	Nos	300000	0.30	
		Total Air Quality				**0.30**	**0.02**
R		**Safety and Security**					
1	A25	Street Lighting on Major Roads	23.72	Kms	7000000	16.60	
2	A25	Street Lighting on Other Local Streets and Pedestrian Paths	24.83	Kms	4900000	12.17	
3	A25	Lighting of Public Open Spaces	172050.30	Sqm	400	6.88	
4	A26	Installation of CCTV night Vission cameras with control Cables in Public Open spaces	516	Nos	100000	5.16	
5	A26	Installation of CCTV night Vission cameras in on Roads and Streets not covered under ITS	288	Nos	100000	2.88	
6	A27	Water Storage for Fire Fighting	1000	KL	10000000000	10.00	
7	A27	Fire Hydrants Network with Pumps	48.55	Kms	1500000	10.00	
		Total Safety and Security				**63.69**	**3.18**
I		**Total Rajwada Area - Retrofitting-cum-Redevelopment Area-based Development (ABD) Proposal**				**4468.76**	**78.52**
II		**Pan City Proposal - Indore Intelligent City Management System (IICMS)**					
A		**Central Command & Control Center with Multi-purpose Backbone Communication Network**					
1	A28	**Multi-purpose backbone communication network:** Laying of multi-purpose OFC communication network with a bandwidth of 10 Gigabit and 25 Kms Range for ITS, ISWM and other future pan city applications	LS	LS	LS	93.00	
2	A29	**Central Command & Control Center:** Commissioning of software's and hardware's for all ITS, ISWM and other future pan city applications.	LS	LS	LS	19.00	
3	A30	**City Dash Board :** Collection, collation, analysis and dissemination of information for all ITS, ISWM and other future pan city applications.	LS	LS	LS	6.00	
		Total Central Command & Control Center with Multi-purpose Backbone Communication Network				**118.00**	**5.90**
B		**Intelligent Transport System (ITS)**					
1	A31	**Traffic Management:** Automated Traffic Control System (ATCS), pedestrian activated signals at crosswalks, bicycle actuated signals. Lane monitoring and control signs. Dynamic messaging boards and web/mobile applications with route information. Automated enforcement	LS	LS	LS	141.00	
2	A32	**Transit Management:** Real-time vehicle tracking (RVT/ CAD/AVL) and Fleet Management System; passenger information dissemination (On-Board, At-Stops, At-Stations); video surveillance (in vehicles, stops &	LS	LS	LS	53.00	
3	A33	**Electronic Payment:** Sensors and hardware for management and collection of Transit Fares (Metro, Standard Bus, IPTs including Taxi & Auto Rickshaw, Parking and Tolls); Electronic Smart cards and integrated with a payment gateway	LS	LS	LS	39.00	
4	A34	**Parking Management (On-Street, Off Street and Multi level):** Sensors & cameras for data collection on parking lot capacity & availability. At-facility dynamic messaging signboard supported by web/mobile apps.	LS	LS	LS	17.00	
		Total Intelligent Transport System (ITS)				**250.00**	**12.50**
C		**Intelligent Solid Waste Management (ISWM)**					
1	A35	Applications for Citizens and Safai Mitra for data crowd sourcing and compilation of management information on primary & secondary waste collection	LS	LS	LS	2.50	
2	A36	GIS based Asset Management through Geo-fencing of waste bins, vehicles, personnel, Waste Transportation Route mapping and GPS based Vehicle Tracking Management System (VTMS)	LS	LS	LS	12.00	
3	A37	Supervision and Monitoring of Weigh Bridge and Waste Processing Facilities including equipments for Smart waste-to-energy plants such as smart conveyor belt and pooling device	LS	LS	LS	5.50	
		Total Intelligent Solid Waste Management (ISWM)				**20.00**	**1.00**
III		**Total Pan City Proposal - Indore Intelligent City Management System (IICMS)**				**388.00**	**19.40**
		Total Smart City Proposal Cost				**4856.76**	**97.92**
		DPR Preperation and PMC Cost @ of 5% of the Project Cost				**242.84**	
		Grand Total Smart City Proposal for Indore				**5099.60**	**97.92**

FINANCIAL PLAN

18.1 ASSUMTIONS

Indore Smart City Proposal - Assumptions

General Assumptions	
Cost Escalation per annum	7.0%
Wholesale Price Index	6.7%
Increase in Property Prices/ annum	10.5%
Property Prices in Year 2015, Rs/sqft	4,500
Cost of Construction, Rs/sqft	1,500
Area for existing HHs, in Sqft/HH	538
Area for new HHs, in Sqft/HH	1,000
Area for new/existing HHs in Retrofitting Area, in sqft/HH	1,000
Premium on FAR as % of Registrar Guideline Value	15%
Premium for additional FAR, Rs/sqft	675
Cumulative Tax, in % of Property Tax	5.0%
Education Tax, in % of Annual Letting Value	2.0%
Smart City Cess in % of Annual Letting Value	1.5%
Property Tax, in % of Annual Letting Value	10%
Cost of Equity	20%
Average Cost of Capital	7.5%
Opex as % of Cumulative Capex - Employee, Power, Maintenance,	2.0%
FAR at Redevelopment and Retrofitting Areas	3
Water Consumption, in lpcd	135
Volumetric Rate, Rs/Kl	9
Sewerage Revenue, as % of Water Revenue	50%
MSW Charge per HH, Rs/ month	75

Investment Required, Rs Crore	
Area Based Development	3063.3
Pan City Proposal - ICMS	388.0
Administration and Other Expenses	242.8
Project Cost	**3694.2**
Investment on real estate sale built-up in Redevelopment Component	1405.4
Total Project Cost	**5099.6**

Availability of Grant, Rs Crore	
Grant from Centre	488.0
Convergence	600.4
Total Available Grant	**1,088.4**

Debt:Equity Ratio	
Debt	50%
Equity	50%

Debt Repayment	
Debt Tenure, Years	10
Moratorium, Years	1
Repayment Years	9

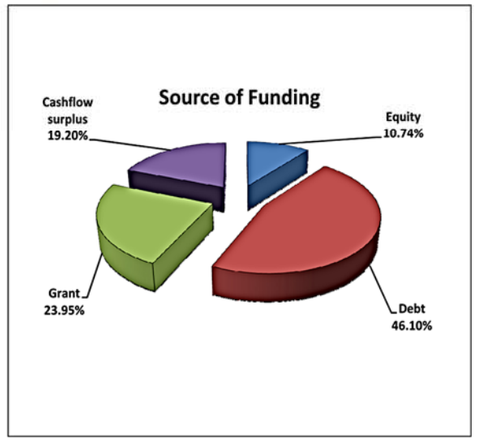
Rate of Interest	
Long Term	8.5%
Short Term	8.5%
Interest on Bank & Balance	4.0%

Depreciation - Plant and Machinery	
WDV	13.91%
SLM	4.75%

Working Capital	
Inventory, as % of project cost	1%
Debtors, days to revenue	45
Current Liability, days to expenses	45

Tax Rate	
Income Tax	33.22%
MAT	19.93%

18.2 SOURCE OF FUNDING



Indore Smart City Proposal - Source of Funding

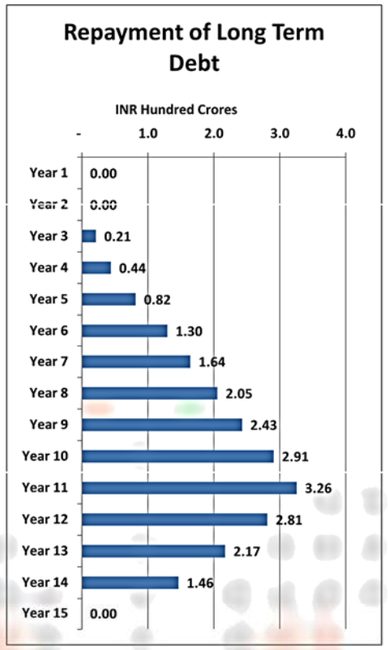
in Rs Crore	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Year 8	Year 9	Year 10	Year 11	Year 12	Year 13	Year 14	Year 15
Required Investment	**421.2**	**755.8**	**776.6**	**865.3**	**852.3**	**124.3**	**133.0**	**142.3**	**228.4**	**244.4**	**-**	**-**	**-**	**-**	**-**
Capital Structure															
Equity	194.0	98.0	98.0	98.0	-	-	-	-	-	-	-	-	-	-	-
Total Equity															
Debt	-	427.7	454.5	537.2	732.2	-	-	-	-	-	-	-	-	-	-
Grant inculding Convergence	284.1	230.1	224.1	230.1	120.1	-	-	-	-	-	-	-	-	-	-
Total Capital Structure	**478.06**	**755.82**	**776.57**	**865.3**	**852.3**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**
Debt Schedule															
Gross Debt	**-**	**427.7**	**882.2**	**1,398.1**	**2,086.2**	**2,004.5**	**1,874.9**	**1,710.4**	**1,504.9**	**1,261.9**	**970.9**	**645.0**	**363.7**	**146.4**	**-**
Repayment of Debt	**-**	**-**	**21.4**	**44.1**	**81.7**	**129.6**	**164.5**	**205.5**	**243.0**	**291.0**	**325.8**	**281.3**	**217.3**	**146.4**	**-**
Net Debt - Long Term	-	427.7	860.8	1,354.0	2,004.5	1,874.9	1,710.4	1,504.9	1,261.9	970.9	645.0	363.7	146.4	-	-
Interest Cost on Long Term Debt	-	*18.2*	*54.8*	*94.1*	*142.7*	*164.9*	*152.4*	*136.7*	*117.6*	*94.9*	*68.7*	*42.9*	*21.7*	*6.2*	-
Short Term Debt	-	-	-	440.17	394.05	10.55	-	-	-	-	-	-	-	-	-
Interest Cost on Short Term Debt	-	-	-	*18.7*	*35.5*	*17.2*	*0.4*	-	-	-	-	-	-	-	-
Interest Cost	**-**	**18.18**	**54.76**	**112.8**	**178.2**	**182.1**	**152.8**	**136.7**	**117.6**	**94.9**	**68.7**	**42.9**	**21.7**	**6.2**	**-**
Repayment of Long Term Debt															
		-	21.4	21.4	32.1	32.1	53.5	53.5	64.2	64.2	85.5	-	-	-	-
			-	22.7	22.7	34.1	34.1	56.8	56.8	68.2	68.2	90.9	-	-	-
				-	26.9	26.9	40.3	40.3	67.2	67.2	80.6	107.4	-	-	-
					-	36.6	36.6	54.9	54.9	91.5	91.5	109.8	109.8	146.4	-
Total Repayment of Debt	**-**	**-**	**21.4**	**44.1**	**81.7**	**129.6**	**164.5**	**205.5**	**243.0**	**291.0**	**325.8**	**281.3**	**217.3**	**146.4**	**-**

18.3 INCOME STATEMENT

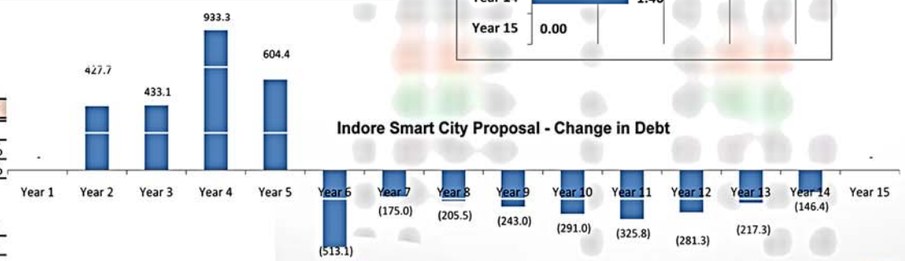
Indore Smart City Proposal - Income Statement

in Rs Crore	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Year 8	Year 9	Year 10	Year 11	Year 12	Year 13	Year 14	Year 15
SPV Revenue															
MSW Charge	*2.45*	*3.27*	*4.49*	*6.82*	*8.96*	*10.42*	*12.08*	*13.98*	*16.21*	*18.76*	*21.42*	*24.18*	*27.28*	*30.76*	*34.68*
Water Charge	*6.05*	*7.80*	*10.37*	*15.26*	*19.40*	*21.85*	*24.54*	*27.50*	*30.88*	*34.60*	*38.25*	*41.81*	*45.67*	*49.88*	*54.44*
Sewerage Cess	*3.02*	*3.90*	*5.19*	*7.63*	*9.70*	*10.92*	*12.27*	*13.75*	*15.44*	*17.30*	*19.13*	*20.90*	*22.84*	*24.94*	*27.22*
Total Service Fee	**11.5**	**15.0**	**20.0**	**29.7**	**38.1**	**43.2**	**48.9**	**55.2**	**62.5**	**70.7**	**78.8**	**86.9**	**95.8**	**105.6**	**116.3**
One time Revenue from Real-estate Sale	63.2	217.5	451.1	498.5	550.8	608.6	730.1	941.1	1,020.9	636.1	-	-	-	-	-
Property Tax	-	0.8	15.7	32.3	47.9	59.4	72.8	88.3	107.2	129.0	151.2	173.4	198.6	227.2	259.6
Premium for Additional FAR	253.9	280.5	232.5	256.9	283.9	313.7	346.6	383.0	423.2	467.6	344.5	380.7	420.6	464.8	-
Smart City Cess	-	0.1	2.4	4.8	7.2	8.9	10.9	13.3	16.1	19.3	22.7	26.0	29.8	34.1	38.9
Cumulative Tax	-	0.1	0.3	0.6	0.8	0.9	1.0	1.0	1.1	1.2	1.3	1.3	1.3	1.4	1.4
Education Tax	-	0.2	3.1	6.5	9.6	11.9	14.6	17.7	21.4	25.8	30.2	34.7	39.7	45.4	51.9
Total Revenue	**328.6**	**514.1**	**725.1**	**829.2**	**938.2**	**1,046.6**	**1,224.9**	**1,499.6**	**1,652.5**	**1,349.8**	**628.6**	**702.9**	**785.9**	**878.5**	**468.2**
Expenses															
Construction Cost - Realestate Sale comp	62.8	257.7	848.3	1,087.7	517.5	144.9	173.8	224.1	243.1	151.5	-	-	-	-	-
Annual OPEX	8.5	25.4	45.2	69.8	97.2	107.5	119.1	132.0	149.2	168.7	180.5	193.2	206.7	221.2	236.7
Total Expenses	**71.3**	**283.1**	**893.5**	**1,157.5**	**614.7**	**252.4**	**292.9**	**356.1**	**392.3**	**320.2**	**180.5**	**193.2**	**206.7**	**221.2**	**236.7**
EBITDA	**257.3**	**231.0**	**(168.4)**	**(328.2)**	**323.6**	**794.2**	**931.9**	**1,143.5**	**1,260.2**	**1,029.6**	**448.1**	**509.7**	**579.2**	**657.3**	**231.6**
Depreciation	20.0	55.9	92.8	133.9	174.4	180.3	186.6	193.4	204.2	215.8	215.8	215.8	215.8	215.8	215.8
EBIT	**237.3**	**175.1**	**(261.2)**	**(462.1)**	**149.2**	**613.9**	**745.3**	**950.1**	**1,056.0**	**813.8**	**232.3**	**293.9**	**363.3**	**441.5**	**15.7**
Interest	-	18.2	54.8	112.8	178.2	182.1	152.8	136.7	117.6	94.9	68.7	42.9	21.7	6.2	-
Other Income	3.5	10.8	10.7	6.3	4.4	2.1	10.8	33.1	60.7	85.8	99.0	105.3	114.2	128.2	143.5
PBT	**240.9**	**167.7**	**(305.3)**	**(568.7)**	**(24.6)**	**433.9**	**603.3**	**846.6**	**999.1**	**804.7**	**262.6**	**356.3**	**455.9**	**563.4**	**159.3**
Tax	48.0	33.4	-	-	-	86.5	120.2	168.7	199.1	243.6	76.8	119.3	162.3	206.5	79.5
PAT	**192.9**	**134.3**	**(305.3)**	**(568.7)**	**(24.6)**	**347.5**	**483.0**	**677.8**	**800.0**	**561.1**	**185.8**	**236.9**	**293.6**	**357.0**	**79.8**

18.4 DEBT REPAYMENT



Scheduling Assumptions	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Year 8	Year 9	Year 10	Year 11	Year 12	Year 13	Year 14	Year 15
Capital Expenditure - Implementation Plan	15%	22%	21%	22%	20%										
Annual Sale of Real-Estate in Redevelopment on Govt Land	0%	10%	10%	10%	10%	10%	10%	10%	15%	15%	0%	0%	0%	0%	0%
Annual Redevelopment Area on Private Land	0%	10%	10%	7.5%	7.5%	7.5%	7.5%	7.5%	7.5%	7.5%	7.5%	5.0%	5.0%	5.0%	5.0%
Payment Schedule for Area for real-estate Sale	15%	35%	50%												
Schedule for Redevelopment Area on Private Land	50%	50%													
Applicable Volumetric Rate, Rs/KL	9.0	9.6	10.3	11.0	11.8	12.6	13.5	14.5	15.5	16.5	17.7	18.9	20.3	21.7	23.2
MSW Charge	900	995	1,099	1,214	1,342	1,483	1,638	1,810	2,001	2,211	2,443	2,699	2,983	3,296	3,642
Tranche wise Debt Repayment Schedule															
Repayment, in %	0.0%	5.0%	5.0%	7.5%	7.5%	12.5%	12.5%	15.0%	15.0%	20.0%					
Total Repayment	100%														



Indore Smart City Proposal - Change in Debt

FINANCIAL PLAN

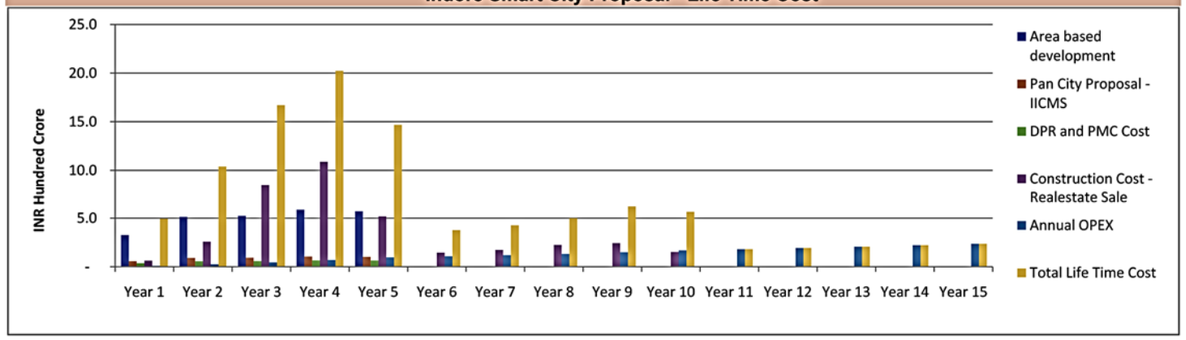
19.1 BALANCE SHEET

Indore Smart City Proposal - Balance Sheets

in Rs Crore	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Year 8	Year 9	Year 10	Year 11	Year 12	Year 13	Year 14	Year 15
Liability															
Equity	388.0	584.0	780.0	976.0	976.0	976.0	976.0	976.0	976.0	976.0	976.0	976.0	976.0	976.0	976.0
Reserves	192.9	327.1	21.8	(546.9)	(571.5)	(224.0)	259.0	936.8	1,736.8	2,297.9	2,483.7	2,720.7	3,014.3	3,371.2	3,451.0
Networth	**580.9**	**911.1**	**801.8**	**429.1**	**404.5**	**752.0**	**1,235.0**	**1,912.8**	**2,712.8**	**3,273.9**	**3,459.7**	**3,696.7**	**3,990.3**	**4,347.2**	**4,427.0**
Grant	**90.1**	**222.2**	**348.2**	**480.3**	**600.4**	**600.4**	**600.4**	**600.4**	**600.4**	**600.4**	**600.4**	**600.4**	**600.4**	**600.4**	**600.4**
Loan															
Long Term	-	427.7	860.8	1,354.0	2,004.5	1,874.9	1,710.4	1,504.9	1,261.9	970.9	645.0	363.7	146.4	-	-
Short Term	-	-	-	440.2	394.0	10.6	-	-	-	-	-	-	-	-	-
Total Debt	**-**	**427.7**	**860.8**	**1,794.1**	**2,398.6**	**1,885.4**	**1,710.4**	**1,504.9**	**1,261.9**	**970.9**	**645.0**	**363.7**	**146.4**	**-**	**-**
Total Liability	**670.9**	**1,561.0**	**2,010.9**	**2,703.6**	**3,403.5**	**3,237.8**	**3,545.8**	**4,018.2**	**4,575.1**	**4,845.2**	**4,705.2**	**4,660.8**	**4,737.1**	**4,947.6**	**5,027.4**
Assets															
Gross Block	478.1	1,233.9	2,010.5	2,875.8	3,728.1	3,728.1	3,728.1	3,728.1	3,728.1	3,728.1	3,728.1	3,728.1	3,728.1	3,728.1	3,728.1
Depreciation	20.0	75.9	168.7	302.6	477.0	657.3	843.9	1,037.2	1,241.5	1,457.3	1,673.1	1,888.9	2,104.7	2,320.6	2,536.4
Net Block	**458.1**	**1,158.0**	**1,841.7**	**2,573.2**	**3,251.1**	**3,070.8**	**2,884.2**	**2,690.8**	**2,486.6**	**2,270.8**	**2,055.0**	**1,839.2**	**1,623.3**	**1,407.5**	**1,191.7**
Working Capital															
Inventory	4.2	11.8	19.5	28.2	36.7	38.0	39.3	40.7	43.0	45.4	45.4	45.4	45.4	45.4	45.4
Debtors	40.5	63.4	89.4	102.2	115.7	129.0	151.0	184.9	203.7	166.4	77.5	86.7	96.9	108.3	57.7
Cash & Bank Balance	176.9	362.8	170.4	142.7	75.8	31.1	507.4	1,145.6	1,890.1	2,402.0	2,549.5	2,713.4	2,996.9	3,413.7	3,761.7
Current Liability & Provisions	8.8	34.9	110.2	142.7	75.8	31.1	36.1	43.9	48.4	39.5	22.3	23.8	25.5	27.3	29.2
Net Current Assets	**212.9**	**403.1**	**169.2**	**130.4**	**152.4**	**167.0**	**661.6**	**1,327.3**	**2,088.5**	**2,574.4**	**2,650.2**	**2,821.6**	**3,113.8**	**3,540.1**	**3,835.7**
Total Assets	**670.9**	**1,561.0**	**2,010.9**	**2,703.6**	**3,403.5**	**3,237.8**	**3,545.8**	**4,018.2**	**4,575.1**	**4,845.2**	**4,705.2**	**4,660.8**	**4,737.1**	**4,947.6**	**5,027.4**

19.2 LIFE TIME COST

Indore Smart City Proposal - Life Time Cost

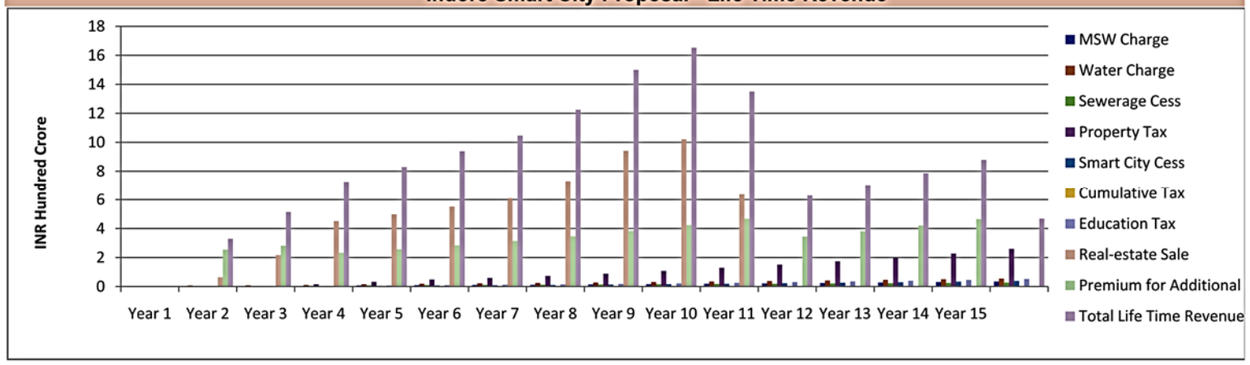


Indore Smart City Proposal - Life Time Cost

Life time Cost Figures in Rs Crore	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Year 8	Year 9	Year 10	Year 11	Year 12	Year 13	Year 14	Year 15	Total Lifetime Cost
Area based development	326.6	512.5	523.4	586.8	570.7	-	-	-	-	-	-	-	-	-	-	**2,520.0**
Compensatory HHs + Parking	-	94.8	101.5	108.6	116.2	124.3	133.0	142.3	228.4	244.4	-	-	-	-	-	**1,293.4**
Pan City Proposal - IICMS	58.2	91.3	93.3	104.6	101.7	-	-	-	-	-	-	-	-	-	-	**449.1**
DPR and PMC Cost	36.4	57.2	58.4	65.4	63.7	-	-	-	-	-	-	-	-	-	-	**281.1**
Construction Cost - Realestate Sale	62.8	257.7	848.3	1,087.7	517.5	144.9	173.8	224.1	243.1	151.5	-	-	-	-	-	**3,711.3**
Annual OPEX	8.5	25.4	45.2	69.8	97.2	107.5	119.1	132.0	149.2	168.7	180.5	193.2	206.7	221.2	236.7	**1,961.0**
Total	**492.5**	**1,038.9**	**1,670.0**	**2,022.8**	**1,467.0**	**376.7**	**425.9**	**498.4**	**620.7**	**564.6**	**180.5**	**193.2**	**206.7**	**221.2**	**236.7**	**10,215.9**
Life time Cost - Present Value																
Area based development	326.6	479.0	457.2	479.0	435.4	-	-	-	-	-	-	-	-	-	-	**2,177.1**
Compensatory HHs + Parking	-	88.6	88.6	88.6	88.6	88.6	88.6	88.6	132.9	132.9	-	-	-	-	-	**886.2**
Pan City Proposal - IICMS	58.2	85.4	81.5	85.4	77.6	-	-	-	-	-	-	-	-	-	-	**388.0**
DPR and PMC Cost	36.4	53.4	51.0	53.4	48.6	-	-	-	-	-	-	-	-	-	-	**242.8**
Construction Cost - Realestate Sale	62.8	240.8	740.9	887.9	394.8	103.3	115.8	139.5	141.5	82.4	-	-	-	-	-	**2,909.8**
Annual OPEX	8.5	23.8	39.5	56.9	74.2	76.7	79.4	82.2	86.8	91.8	91.8	91.8	91.8	91.8	91.8	**1,078.6**
Total	**492.5**	**971.0**	**1,458.7**	**1,651.2**	**1,119.1**	**268.6**	**283.8**	**310.4**	**361.3**	**307.1**	**91.8**	**91.8**	**91.8**	**91.8**	**91.8**	**7,682.5**

19.3 LIFE TIME REVENUE

Indore Smart City Proposal - Life Time Revenue



Indore Smart City Proposal - Life time Revenue

Life time Revenue Figures in Rs Crore	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Year 8	Year 9	Year 10	Year 11	Year 12	Year 13	Year 14	Year 15	Total Lifetime Revenue
MSW Charge	2.5	3.3	4.5	6.8	9.0	10.4	12.1	14.0	16.2	18.8	21.4	24.2	27.3	30.8	34.7	**235.8**
Water Charge	6.0	7.8	10.4	15.3	19.4	21.8	24.5	27.5	30.9	34.6	38.3	41.8	45.7	49.9	54.4	**428.3**
Sewerage Cess	3.0	3.9	5.2	7.6	9.7	10.9	12.3	13.7	15.4	17.3	19.1	20.9	22.8	24.9	27.2	**214.2**
Property Tax	-	0.8	15.7	32.3	47.9	59.4	72.8	88.3	107.2	129.0	151.2	173.4	198.6	227.2	259.6	**1,563.2**
Smart City Cess	-	0.1	2.4	4.8	7.2	8.9	10.9	13.3	16.1	19.3	22.7	26.0	29.8	34.1	38.9	**234.5**
Cumulative Tax	-	0.1	0.3	0.6	0.8	0.9	1.0	1.0	1.1	1.2	1.3	1.3	1.3	1.4	1.4	**13.8**
Education Tax	-	0.2	3.1	6.5	9.6	11.9	14.6	17.7	21.4	25.8	30.2	34.7	39.7	45.4	51.9	**312.6**
Real-estate Sale	63.2	217.5	451.1	498.5	550.8	608.6	730.1	941.1	1,020.9	636.1	-	-	-	-	-	**5,718.0**
Premium for Additional FAR	253.9	280.5	232.5	256.9	283.9	313.7	346.6	383.0	423.2	467.6	344.5	380.7	420.6	464.8	-	**4,852.2**
Total	**328.6**	**514.1**	**725.1**	**829.2**	**938.2**	**1,046.6**	**1,224.9**	**1,499.6**	**1,652.5**	**1,349.8**	**628.6**	**702.9**	**785.9**	**878.5**	**468.2**	**13,572.7**
Life time Revenue- Present Value																
MSW Charge	2.3	2.8	3.6	5.1	6.2	6.7	7.3	7.8	8.4	9.1	9.6	10.1	10.6	11.1	34.7	**135.6**
Water Charge	5.6	6.7	8.3	11.4	13.5	14.1	14.8	15.4	16.1	16.8	17.2	17.5	17.8	18.1	54.4	**247.8**
Sewerage Cess	2.8	3.4	4.2	5.7	6.8	7.1	7.4	7.7	8.0	8.4	8.6	8.8	8.9	9.0	27.2	**123.9**
Property Tax	-	0.7	12.6	24.1	33.3	38.4	43.8	49.4	55.8	62.5	68.1	72.6	77.3	82.3	259.6	**880.6**
Smart City Cess	-	0.1	1.9	3.6	5.0	5.8	6.6	7.4	8.4	9.4	10.2	10.9	11.6	12.3	38.9	**132.1**
Cumulative Tax	-	0.1	0.2	0.5	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.5	0.5	0.5	1.4	**7.9**
Education Tax	-	0.1	2.5	4.8	6.7	7.7	8.8	9.9	11.2	12.5	13.6	14.5	15.5	16.5	51.9	**176.1**
Real-estate Sale	58.8	188.1	362.9	372.9	383.2	393.9	439.4	526.7	531.4	308.0	-	-	-	-	-	**3,565.4**
Premium for Additional FAR	236.1	242.6	187.0	192.2	197.5	203.0	208.6	214.4	220.3	226.4	155.1	159.4	163.8	168.3	-	**2,774.7**
Total	**305.6**	**444.7**	**583.3**	**620.4**	**652.8**	**677.3**	**737.1**	**839.4**	**860.2**	**653.5**	**283.0**	**294.3**	**306.0**	**318.2**	**468.2**	**8,044.0**

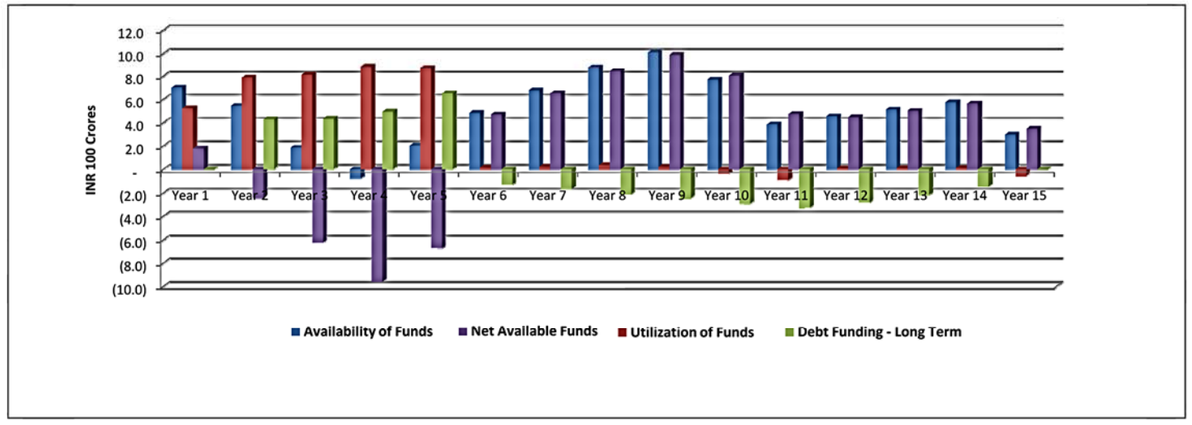
FINANCIAL PLAN

20.1 CASH FLOW STATEMENT

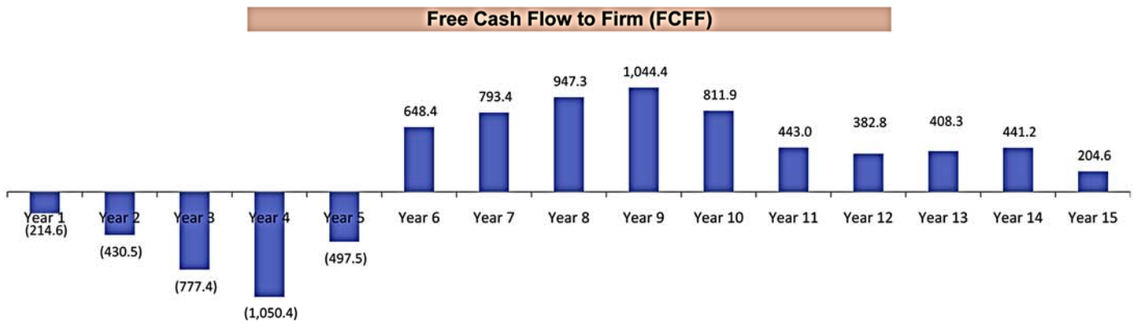
Indore Smart City Proposal - Cash-flow Statement

in Rs Crore	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Year 8	Year 9	Year 10	Year 11	Year 12	Year 13	Year 14	Year 15
Sources of Funds															
PAT	192.9	134.3	(305.3)	(568.7)	(24.6)	347.5	483.0	677.8	800.0	561.1	185.8	236.9	293.6	357.0	79.8
Depreciation	20.0	55.9	92.8	133.9	174.4	180.3	186.6	193.4	204.2	215.8	215.8	215.8	215.8	215.8	215.8
Change in Equity	388.0	196.0	196.0	196.0	-	-	-	-	-	-	-	-	-	-	-
Change in Debt	-	427.7	433.1	933.3	604.4	(513.1)	(175.0)	(205.5)	(243.0)	(291.0)	(325.8)	(281.3)	(217.3)	(146.4)	-
Change in Grant	90.1	132.1	126.1	132.1	120.1	-	-	-	-	-	-	-	-	-	-
Change in Current Liability & Provisions	8.8	26.1	75.2	32.5	(66.9)	(44.7)	5.0	7.8	4.5	(8.9)	(17.2)	1.6	1.7	1.8	1.9
Total	**699.7**	**972.1**	**617.9**	**859.1**	**807.3**	**(30.1)**	**499.6**	**673.5**	**765.6**	**477.0**	**58.6**	**173.0**	**293.8**	**428.1**	**297.5**
Utilization of Funds															
Dividend															
Change in Gross Block	478.1	755.8	776.6	865.3	852.3	-	-	-	-	-	-	-	-	-	-
Change in Inventory	4.2	7.6	7.8	8.7	8.5	1.2	1.3	1.4	2.3	2.4	-	-	-	-	-
Change in Receivable	40.5	22.9	26.0	12.8	13.4	13.4	22.0	33.9	18.8	(37.3)	(88.9)	9.2	10.2	11.4	(50.6)
Total	**522.8**	**786.2**	**810.3**	**886.8**	**874.3**	**14.6**	**23.3**	**35.3**	**21.1**	**(34.9)**	**(88.9)**	**9.2**	**10.2**	**11.4**	**(50.6)**
Opening Cash Balance	-	176.9	362.8	170.4	142.7	75.8	31.1	507.4	1,145.6	1,890.1	2,402.0	2,549.5	2,713.4	2,996.9	3,413.7
Change in Cash	176.9	185.9	(192.4)	(27.7)	(66.9)	(44.7)	476.3	638.2	744.5	511.9	147.5	163.8	283.6	416.7	348.1
Closing Cash Balance	**176.9**	**362.8**	**170.4**	**142.7**	**75.8**	**31.1**	**507.4**	**1,145.6**	**1,890.1**	**2,402.0**	**2,549.5**	**2,713.4**	**2,996.9**	**3,413.7**	**3,761.7**

20.2 FUND AVAILABILITY, UTILIZATION AND DEBIT REQUIREMENT



20.3 PROJECT AND EQUITY IRR

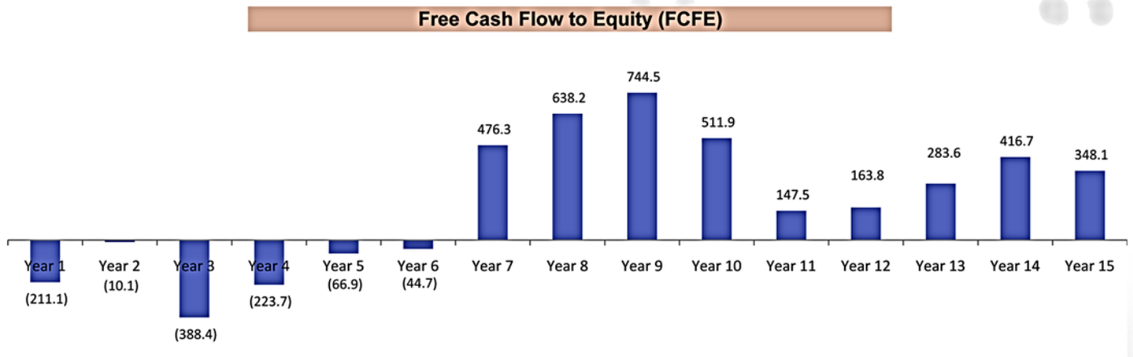


Indore Smart City Proposal - Project and Equity IRR

in Rs Crore	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Year 8	Year 9	Year 10	Year 11	Year 12	Year 13	Year 14	Year 15
Project IRR															
EBIT	237.3	175.1	(261.2)	(462.1)	149.2	613.9	745.3	950.1	1,056.0	813.8	232.3	293.9	363.3	441.5	15.7
Less Tax	48.0	33.4	-	-	-	86.5	120.2	168.7	199.1	243.6	76.8	119.3	162.3	206.5	79.5
Less Increase in Gross Block (net of Grant)	388.0	623.7	650.5	733.2	732.2	-	-	-	-	-	-	-	-	-	-
Less Increase in Current Assets	44.7	30.4	33.8	21.5	22.0	14.6	23.3	35.3	21.1	(34.9)	(88.9)	9.2	10.2	11.4	(50.6)
Add Depreciation	20.0	55.9	92.8	133.9	174.4	180.3	186.6	193.4	204.2	215.8	215.8	215.8	215.8	215.8	215.8
Add Increase in Current Liabilities	8.8	26.1	75.2	32.5	(66.9)	(44.7)	5.0	7.8	4.5	(8.9)	(17.2)	1.6	1.7	1.8	1.9
FCFF	**(214.6)**	**(430.5)**	**(777.4)**	**(1,050.4)**	**(497.5)**	**648.4**	**793.4**	**947.3**	**1,044.4**	**811.9**	**443.0**	**382.8**	**408.3**	**441.2**	**204.6**
Project IRR	**13.1%**														
Equity IRR															
PAT	192.9	134.3	(305.3)	(568.7)	(24.6)	347.5	483.0	677.8	800.0	561.1	185.8	236.9	293.6	357.0	79.8
Depreciation	20.0	55.9	92.8	133.9	174.4	180.3	186.6	193.4	204.2	215.8	215.8	215.8	215.8	215.8	215.8
Change in Grant	90.1	132.1	126.1	132.1	120.1	-	-	-	-	-	-	-	-	-	-
Change in Debt	-	427.7	433.1	933.3	604.4	(513.1)	(175.0)	(205.5)	(243.0)	(291.0)	(325.8)	(281.3)	(217.3)	(146.4)	-
Change in Current Liability & Provisions	8.8	26.1	75.2	32.5	(66.9)	(44.7)	5.0	7.8	4.5	(8.9)	(17.2)	1.6	1.7	1.8	1.9
Change in Inventory	4.2	7.6	7.8	8.7	8.5	1.2	1.3	1.4	2.3	2.4	-	-	-	-	-
Change in Receivables	40.5	22.9	26.0	12.8	13.4	13.4	22.0	33.9	18.8	(37.3)	(88.9)	9.2	10.2	11.4	(50.6)
Change in Gross Block	478.1	755.8	776.6	865.3	852.3	-	-	-	-	-	-	-	-	-	-
FCFE	**(211.1)**	**(10.1)**	**(388.4)**	**(223.7)**	**(66.9)**	**(44.7)**	**476.3**	**638.2**	**744.5**	**511.9**	**147.5**	**163.8**	**283.6**	**416.7**	**348.1**
Equity IRR	**22.2%**														

Indore Smart City Proposal - Fund Availability, Utilisation and Debt Requirement

in Rs Crore	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Year 8	Year 9	Year 10	Year 11	Year 12	Year 13	Year 14	Year 15
Availability of Funds															
Profit After Tax	192.9	134.3	(305.3)	(568.7)	(24.6)	347.5	483.0	677.8	800.0	561.1	185.8	236.9	293.6	357.0	79.8
Depreciation	20.0	55.9	92.8	133.9	174.4	180.3	186.6	193.4	204.2	215.8	215.8	215.8	215.8	215.8	215.8
Availability of Grant	90.1	132.1	126.1	132.1	120.1	-	-	-	-	-	-	-	-	-	-
Availability of Equity	388.0	196.0	196.0	196.0	-	-	-	-	-	-	-	-	-	-	-
Availability of Funds from Current Liability	8.8	26.1	75.2	32.5	(66.9)	(44.7)	5.0	7.8	4.5	(8.9)	(17.2)	1.6	1.7	1.8	1.9
Total Availability of Funds	**699.7**	**544.4**	**184.8**	**(74.2)**	**202.9**	**483.1**	**674.6**	**879.0**	**1,008.7**	**768.0**	**384.4**	**454.3**	**511.1**	**574.6**	**297.5**
Utilization of Funds															
Investment in Project Assets	478.1	755.8	776.6	865.3	852.3	-	-	-	-	-	-	-	-	-	-
Investment in Current Assets - Inventory	4.2	7.6	7.8	8.7	8.5	1.2	1.3	1.4	2.3	2.4	-	-	-	-	-
Funds Blocked in Receivables	40.5	22.9	26.0	12.8	13.4	13.4	22.0	33.9	18.8	(37.3)	(88.9)	9.2	10.2	11.4	(50.6)
Generation of Cash															
Total Requirement of Funds	**522.8**	**786.2**	**810.3**	**886.8**	**874.3**	**14.6**	**23.3**	**35.3**	**21.1**	**(34.9)**	**(88.9)**	**9.2**	**10.2**	**11.4**	**(50.6)**
Net Available Funds	**176.9**	**(241.9)**	**(625.5)**	**(961.0)**	**(671.3)**	**468.5**	**651.3**	**843.7**	**987.5**	**802.9**	**473.3**	**445.2**	**500.9**	**563.2**	**348.1**
Debt Funding - Long Term	-	427.7	433.1	493.1	650.5	(129.6)	(164.5)	(205.5)	(243.0)	(291.0)	(325.8)	(281.3)	(217.3)	(146.4)	-
Debt Funding - Short Term	-	-	-	440.2	(46.1)	(383.5)	(10.6)	-	-	-	-	-	-	-	-
Opening Cash Balance	-	176.9	362.8	170.4	142.7	75.8	31.1	507.4	1,145.6	1,890.1	2,402.0	2,549.5	2,713.4	2,996.9	3,413.7
Closing Cash Balance	**176.9**	**362.8**	**170.4**	**142.7**	**75.8**	**31.1**	**507.4**	**1,145.6**	**1,890.1**	**2,402.0**	**2,549.5**	**2,713.4**	**2,996.9**	**3,413.7**	**3,761.7**
Cash Balance, as % of Balance Sheet Size	**26%**	**23%**	**8%**	**5%**	**2%**	**1%**	**14%**	**29%**	**41%**	**50%**	**54%**	**58%**	**63%**	**69%**	**75%**



Resolution of the Indore Municipal Corporation (IMC) Council

विषय क्रमांक 17

नगर पालिक निगम प्रस्ताव क्रमांक 28 दिनांक 14.12.2015

स्मार्ट सिटी परियोजना हेतु भारत सरकार शहरी विकास मंत्रालय को राज्य शासन के माध्यम से द्वितीय चरण की प्रतिस्पर्धा हेतु प्रस्ताव प्रेषित किया जाना तथा स्मार्ट सिटी परियोजना के क्रियान्वयन के लिये Special Purpose Vehicle (SPV) के गठन की स्वीकृति के संबंध में मेयर–इन–काउंसिल संकल्प क्रमांक 153 दिनांक 12.12..2015 पर विचार किया गया तथा आयुक्त द्वारा योजना के संबंध में विस्तृत पावर पाईंट का प्रस्तुतीकरण निगम परिषद बैठक में किया गया ।

2. शहरी विकास मंत्रालय, भारत सरकार द्वारा राज्य की उच्च स्तरीय समिति की अनुशंसा के आधार पर इन्दौर नगर को स्मार्ट सिटी परियोजना के प्रथम चरण में चयनित किया गया है, जिसके संबंध में निगम परिषद द्वारा प्रस्ताव क्रमांक 16 दिनांक 16.07.2015 से स्वीकृति प्रदान की गई थी।

3. स्मार्ट सिटी परियोजना के द्वितीय चरण हेतु आयुक्त द्वारा विस्तृत स्मार्ट सिटी परियोजना का वित्तीय प्रावधानों को सम्मिलित करते हुये भारत सरकार की गाईड लाईन अनुसार प्रस्ताव (Smart City Proposal) प्रस्तुत किया गया साथ ही Special Purpose Vehicle (SPV) के गठन का प्रस्ताव प्रस्तुत किया गया। प्रस्ताव पर चर्चा की गई।

4. विचारोपरान्त इन्दौर शहर में स्मार्ट सिटी प्रपोजल के तहत् चयनित राजवाड़ा क्षेत्र के संबंध में तैयार किया गया विस्तृत प्रस्ताव एवं राशि रूपये 5099.60 करोड़ के वित्तीय प्लान की स्वीकृति बहुमत से दी जाती है तथा राज्य शासन एवं केन्द्र शासन को योजना प्रेषित किये जाने की अनुशंसा की जाती है। साथ ही भारत सरकार एवं राज्य शासन के द्वारा जारी दिशा–निर्देशों के तहत् स्मार्ट सिटी प्रपोजल के क्रियान्वयन हेतु Special Purpose Vehicle (SPV) के गठन की स्वीकृति बहुमत से प्रदान की जाती है। यह भी स्वीकृति प्रदान की जाती है कि, Special Purpose Vehicle (SPV) स्मार्ट सिटी परियोजना के तहत् चयनित राजवाड़ा क्षेत्र में सार्वजनिक भूमियों का उपयोग विभिन्न जनसुविधायें निर्मित करने हेतु लायसेंस प्राप्त कर, कर सकेंगी।

इस बाबत् नियमानुसार कार्यवाही हेतु आयुक्त को अधिकृत किया जाता है।

(ह) अजयसिंह नरूका
अध्यक्ष
नगर पालिक निगम,इन्दौर
दिनांक 14/12/2015

क्रमांक 170
प्रतिलिपिः–
1. आयुक्त।
2. रेसीडेन्टआडिट।
की ओर जानकारी एवं आवष्यक कार्यवाही हेतु प्रेषित।

सचिव
नगर पालिक निगम,इन्दौर

Resolution of the Indore Municipal Corporation (IMC) Mayor in Council (MIC)

पंजीयन क्रमांक151

मेयर–इन–काउंसिल संकल्प क्रमांक 153 दिनांक 12–12–2015

स्मार्ट सिटी परियोजना हेतु भारत सरकार शहरी विकास मंत्रालय को राज्य शासन के माध्यम से द्वितीय चरण की प्रतिस्पर्धा हेतु प्रस्ताव प्रेषित किया जाना तथा स्मार्ट सिटी पऱियोजना के क्रियान्वयन के लिये Special Purpose Vehicle (SPV) के गठन की स्वीकृति के संबंध में आयुक्त का पत्र क्रमांक 197/एस.ई./योजना/15 दिनांक 11.12.2015 पर विचार किया गया तथा आयुक्त द्वारा योजना के संबंध में विस्तृत पावर पाईंट का प्रस्तुतीकरण मेयर–इन–काउंसिल के सदस्यों के समक्ष किया गया। चर्चा की गई।

2. शहरी विकास मंत्रालय, भारत सरकार द्वारा राज्य की उच्च स्तरीय समिति की अनुशंसा के आधार पर इन्दौर नगर को स्मार्ट सिटी परियोजना के प्रथम चरण में चयनीत किया गया है, जिसके संबंध में निगम परिषद द्वारा प्रस्ताव क्रमांक 16 दिनांक 16.07.2015 से स्वीकृति प्रदान की गई थी।

3. स्मार्ट सिटी परियोजना के द्वितीय चरण हेतु आयुक्त द्वारा विस्तृत स्मार्ट सिटी परियोजना का वित्तीय प्रावधानों को सम्मिलित करते हुये भारत सरकार की गाईड लाईन अनुसार प्रस्ताव (Smart City Proposal) प्रस्तुत किया गया साथ ही Special Purpose Vehicle (SPV) के गठन का प्रस्ताव प्रस्तुत किया गया। प्रस्ताव पर चर्चा की गई।

4. विचारोपरान्त इन्दौर शहर में स्मार्ट सिटी प्रपोजल के तहत् चयनीत राजवाड़ा क्षेत्र के संबंध में तैयार किया गया विस्तृत प्रस्ताव एवं राशि रूपये 5099.60 करोड़ का वित्तीय प्लान स्वीकृत किया जाता है तथा राज्य शासन एवं केन्द्र शासन को योजना प्रेषित किये जाने की अनुशंसा की जाती है। साथ ही भारत सरकार एवं राज्य शासन के द्वारा जारी दिशा–निर्देशों के तहत् स्मार्ट सिटी प्रपोजल के क्रियान्वयन हेतु Special Purpose Vehicle (SPV) के गठन की स्वीकृति प्रदान की जाती है। यह भी स्वीकृति प्रदान की जाती है कि, Special Purpose Vehicle (SPV) स्मार्ट सिटी परियोजना के तहत् चयनीत राजवाड़ा क्षेत्र में सार्वजनिक भूमियों का उपयोग विभिन्न जनसुविधायें निर्मित करने हेतु लायसेंस प्राप्त कर, कर सकेंगी।

पुष्टि हेतु प्रकरण निगम परिषद के समक्ष रखा जावे।
इस बाबत् नियमानुसार कार्यवाही हेतु आयुक्त को अधिकृत किया जाता है।

श्रीमती मालिनी लक्ष्मणसिंह गौड़
महापौर/पदेन अध्यक्ष
मेयर–इन–काउंसिल
नगर पालिक निगम, इन्दौर
दिनांक 12/12/2015

क्रमांक 330-331

प्रतिलिपिः–

1. आयुक्त।
2. रेसीडेन्टआडिट।

की ओर जानकारी एवं आवश्यक कार्यवाही हेतु प्रेषित।

सचिव
नगर पालिक निगम,इन्दौर

Urban Development & Environment Department

Government of Madhya Pradesh

Mantralaya, Bhopal

Minutes of the State Level High Powered Steering Committee

Dated 11th December 2015

A meeting of the State Level High Powered Steering Committee for the review and approval of Smart Cities Plan was held on 11th December 2015 at room No. 506, Vallabh Bhawan. The meeting was chaired by the Chief Secretary. The following committee members were present:-

1. Sh. Malay Shrivastava, Principal Secretary, UDE
2. Sh. Vivek Aggarwal, Secretary UDE & State Mission Director, Smart City
3. Sh. Anirudh Mukherjee, Secretary Finance
4. Sh. Sandeep Yadav, Commissioner, T&CP
5. Sh. G.S. Damor, Engineer in Chief, PHED
6. Sh. Tejaswi S Naik, Commissioner, Bhopal Municipal Corporation
7. Sh. Avinash Lavania, Commissioner, Ujjain Municipal Corporation
8. Sh. Anay Dwivedi, Commissioner, Gwalior Municipal Corporation
9. Sh. Manish Singh, Commissioner, Indore Municipal Corporation
10. Sh. Ved Prakash, Commissioner, Jabalpur Municipal Corporation
11. Sh. Kaushalendra Vikram Singh, Commissioner, Sagar Municipal Corporation
12. Sh. D S Parihar, Commissioner, Satna Municipal Corporation

The honourable mayors of the six Municipal Corporations also attended the meeting. The following officials were also present:

1. Principal Secretary, Energy
2. Member Secretary, Pollution Control Board
3. MD, AKVN, Bhopal

1. At the outset, Commissioner, UAD & State Mission Director, Smart City made presentation on the smart city plans preparation and evaluation methodology as per the GoI guidelines, mission progress in Madhya Pradesh, implementation structure for smart city plans and overview of smart city proposals received from seven Municipal Corporations. Municipal Commissioners of all seven cities presented their proposals in more detail.

2. The committee decided to converge financial and human resources of the concerned government departments, and under various government schemes and projects as per proposed smart city plan(s) directed concerned departments to incorporate the same into their annual plans.

3. The committee directed departments to cooperate and extend support for operationalization of SPVs and for delegation of powers to SPV for implementation of smart city plan and accordingly sign MoUs with the respective Municipal Corporations.

4. The committee approved the smart city plans of all seven municipal corporations and decided to forward the same to MoUD, GoI for participating in stage-II of smart cities challenge competition.

The meeting ended with vote of thanks to the Chair.

(Vivek Aggarwal)
Secretary UDE &
State Mission Director,
Smart City
11/12/15

MEMORANDUM OF UNDERSTANDING

Between Indore Municipal Corporation, Indore and Indore Development Authority, Indore

This Agreement is made at Indore on this 9th Day of December 2015 between Indore Municipal Corporation having its office at MG Road, Indore-452007(herein after referred to as the "Authority") which expression shall where the context so admit shall include its heirs, Assigns, Executors, Successors, Legal Representatives, Administrators etc. of the first part of agreement.

AND

Indore Development Authority, Indore having its office at Race Course, Indore (herein after referred to as the "Agency") which expression shall where the context so admit shall include its heirs, Assigns, Executors, Successors, Legal Representatives, Administrators etc. of the second part of agreement.

Hereafter referred to collectively as "Parties"

WHEREAS Ministry of Urban Development ("MoUD") has launched Smart Cities Mission ("Mission") and shortlisted Indore city under stage-1 of smart cities challenge as potential smart city and Indore Municipal Corporation has prepared a Smart City Plan ("SCP") for stage-2 of smart cities challenge.

AND WHEREAS the Authority has accepted to incorporate a Special Purpose Vehicle ("SPV") for planning, designing, financing, implementation and operations and maintenance of smart city projects.

AND WHEREAS the Authority will act as nodal organization for coordination on all matters relating to SCP and its implementation till formation of SPV. After formation of SPV, all rights and obligations of the Authority will be transferred to the SPV.

AND WHEREAS the Parties have had discussions on Indore SCP including proposals for Area Based Development for Strategic Area and pan-city solutions and have reached an understanding on the following roles and responsibilities pertaining to smart city plan implementation:

1. OBJECTIVE OF MEMORANDUM OF UNDERSTANDING

The objective of this Memorandum of Understanding (MOU) is to define areas of collaboration between the Authority and the Agency for planning, design, financing, implementation and operations and maintenance of upcoming smart city projects in Indore under Government of India's Smart City Mission.

2. AREAS OF COLLABORATION

The areas of collaboration between the Authority and the Agency will be for achieving necessary convergence in Redevelopment of Public lands and necessary Infrastructure and shall exchange necessary information required for formulation, Development for land parcels being developed through Area BasedProposals

3. NON-EXCLUSIVITY

The relationship of the parties under this MOU shall be non-exclusive and both parties, including their affiliates, subsidiaries and divisions, are free to pursue other agreements or collaborations of any kind. However, when entering into a particular agreement related to Strategic Area, the participants may agree to limit each party's right to collaborate with others on that subject.

Commissioner, Corporation Indore

Executive Officer Development Authority INDORE

4. TERMS AND TERMINATION

This MOU shall remain in force for the Smart City Mission period and any such duration thereafter as mutually decided by both the parties.

5. RELATIONSHIP

Nothing in this MOU shall be construed to make either party, a partner, an agent or legal representative of the other for any purpose.

6. ASSIGNMENT

Neither Party shall transfer or assign this Agreement, or rights or obligations arising hereunder, either wholly or in part, to any third party, unless otherwise defined in this MOU or agreed in written by both Parties.

7. SIGNED IN DUPLICATE

This MOU is executed in duplicate with each copy being an official version of the Agreement and having equal legal validity.

BY SIGNING BELOW, the parties, acting by their duly authorized officers, have caused this Memorandum of Understanding to be executed, effective as of the day and year first above written.

For and on behalf of First Part	For and on behalf of Second Part
Signature	Signature
Name Commissioner, Municipal Corporation Indore	Name Chief Executive Officer Indore Development Authority INDORE
Title	Title
Date	Date
Witness 1.	Witness 1.
2.	2.

MEMORANDUM OF UNDERSTANDING

Between Indore Municipal Corporation and MP Housing and Infrastructre Development Board, Indore

This Agreement is made at Indore on this 9th Day of December 2015 between **Indore Municipal Corporation** having its office at MG Road, Indore-452007(herein after referred to as the "Authority") which expression shall where the context so admit shall include its heirs, Assigns, Executors, Successors, Legal Representatives, Administrators etc. of the first part of agreement.

AND

MP Housing and Infrastructre Development Board, Indore having its office at Shopping Complex AB road, Indore (herein after referred to as the "Agency") which expression shall where the context so admit shall include its heirs, Assigns, Executors, Successors, Legal Representatives, Administrators etc. of the second part of agreement.

Hereafter referred to collectively as "Parties"

WHEREAS Ministry of Urban Development ("MoUD") has launched Smart Cities Mission ("Mission") and shortlisted Indore city under stage-1 of smart cities challenge as potential smart city and Indore Municipal Corporation has prepared a Smart City Plan ("SCP") for stage-2 of smart cities challenge.

AND WHEREAS the Authority has accepted to incorporate a Special Purpose Vehicle ("SPV") for planning, designing, financing, implementation and operations and maintenance of smart city projects.

AND WHEREAS the Authority will act as nodal organization for coordination on all matters relating to SCP and its implementation till formation of SPV. After formation of SPV, all rights and obligations of the Authority will be transferred to the SPV.

AND WHEREAS the Parties have had discussions on Indore SCP including proposals for Area Based Development for Strategic Area and pan-city solutions and have reached an understanding on the following roles and responsibilities pertaining to smart city plan implementation:

1. OBJECTIVE OF MEMORANDUM OF UNDERSTANDING

The objective of this Memorandum of Understanding (MOU) is to define areas of collaboration between the Authority and the Agency for planning, design, financing, implementation and operations and maintenance of upcoming smart city projects in Indore under Government of India's Smart City Mission.

2. AREAS OF COLLABORATION

The areas of collaboration between the Authority and the Agency will be for achieving necessary convergence in Redevelopment of Public lands and necessary Infrastructure and shall exchange necessary information required for formulation, Development for land parcels being developed through Area Based Proposals.

3. NON-EXCLUSIVITY

The relationship of the parties under this MOU shall be non-exclusive and both parties, including their affiliates, subsidiaries and divisions, are free to pursue other agreements or collaborations of any kind.

Commissioner
Municipal Corporation Indore

Dy. Housing Commissioner,
M. P. Housing and Infrastructure
Development Board Circle, Indore

However, when entering into a particular agreement related to Strategic Area, the participants may agree to limit each party's right to collaborate with others on that subject.

4. TERMS AND TERMINATION

This MOU shall remain in force for the Smart City Mission period and any such duration thereafter as mutually decided by both the parties.

5. RELATIONSHIP

Nothing in this MOU shall be construed to make either party, a partner, an agent or legal representative of the other for any purpose.

6. ASSIGNMENT

Neither Party shall transfer or assign this Agreement, or rights or obligations arising hereunder, either wholly or in part, to any third party, unless otherwise defined in this MOU or agreed in written by both Parties.

7. SIGNED IN DUPLICATE

This MOU is executed in duplicate with each copy being an official version of the Agreement and having equal legal validity.

BY SIGNING BELOW, the parties, acting by their duly authorized officers, have caused this Memorandum of Understanding to be executed, effective as of the day and year first above written.

For and on behalf of First Part	For and on behalf of Second Part
Signature	Signature
Name Commissioner, Municipal Corporation Indore	Name Dy. Housing Commissioner, M. P. Housing and Infrastructure Development Board, Circle Indore
Title	Title
Date	Date
Witness 1.	Witness 1. (PRABODH PARATE) EE proj Division Indore.
2.	2. (B.D JESWANI) AE circle Indore

MEMORANDUM OF UNDERSTANDING

Between Indore Municipal Corporation, Indore and Atal Indore City Transport Services Ltd, Indore

This Agreement is made at Indore on this 9th Day of December 2015 between **Indore Municipal Corporation** having its office at MG Road, Indore-452007(herein after referred to as the "Authority") which expression shall where the context so admit shall include its heirs, Assigns, Executors, Successors, Legal Representatives, Administrators etc. of the first part of agreement.

AND

Atal Indore City Transport Services Ltd, Indore having its office at AB Road, Indore (herein after referred to as the "Agency") which expression shall where the context so admit shall include its heirs, Assigns, Executors, Successors, Legal Representatives, Administrators etc. of the second part of agreement.

Hereafter referred to collectively as "Parties"

WHEREAS Ministry of Urban Development ("MoUD") has launched Smart Cities Mission ("Mission") and shortlisted Indore city under stage-1 of smart cities challenge as potential smart city and Indore Municipal Corporation has prepared a Smart City Plan ("SCP") for stage-2 of smart cities challenge.

AND WHEREAS the Authority has accepted to incorporate a Special Purpose Vehicle ("SPV") for planning, designing, financing, implementation and operations and maintenance of smart city projects.

AND WHEREAS the Authority will act as nodal organization for coordination on all matters relating to SCP and its implementation till formation of SPV. After formation of SPV, all rights and obligations of the Authority will be transferred to the SPV.

AND WHEREAS the Parties have had discussions on Indore SCP including proposals for Area Based Development for Strategic Area and pan-city solutions and have reached an understanding on the following roles and responsibilities pertaining to smart city plan implementation:

1. OBJECTIVE OF MEMORANDUM OF UNDERSTANDING

The objective of this Memorandum of Understanding (MOU) is to define areas of collaboration between the Authority and the Agency for planning, design, financing, implementation and operations and maintenance of upcoming smart city projects in Indore under Government of India's Smart City Mission.

2. AREAS OF COLLABORATION

The areas of collaboration between the Authority and the Agency will be for achieving necessary convergence in Public Transport along with the necessary Infrastructure and coordinationin planning, designing, financing, implementation operations and maintenance of PAN CITY proposal of ITS and shall exchange necessary information required for it.

3. NON-EXCLUSIVITY

The relationship of the parties under this MOU shall be non-exclusive and both parties, including their affiliates, subsidiaries and divisions, are free to pursue other agreements or collaborations of any kind. However, when entering into a particular agreement related to Strategic Area, the participants may agree to limit each party's right to collaborate with others on that subject.

For Atal Indore City Tr... Ltd.
... Officer

Commissioner,
Municipal Corporation Indore

4. TERMS AND TERMINATION

This MOU shall remain in force for the Smart City Mission period and any such duration thereafter as mutually decided by both the parties.

5. RELATIONSHIP

Nothing in this MOU shall be construed to make either party, a partner, an agent or legal representative of the other for any purpose.

6. ASSIGNMENT

Neither Party shall transfer or assign this Agreement, or rights or obligations arising hereunder, either wholly or in part, to any third party, unless otherwise defined in this MOU or agreed in written by both Parties.

7. SIGNED IN DUPLICATE

This MOU is executed in duplicate with each copy being an official version of the Agreement and having equal legal validity.

BY SIGNING BELOW, the parties, acting by their duly authorized officers, have caused this Memorandum of Understanding to be executed, effective as of the day and year first above written.

For and on behalf of First Part	For and on behalf of Second Part
Signature	Signature
Name Commissioner, Municipal Corporation Indore	Name Sandeep Soni
Title	Title CEO, AICTSL
Date	Date 09/12/2015
Witness 1.	Witness 1.
2.	2.

MEMORANDUM OF UNDERSTANDING

Between Indore Municipal Corporation and MP Audogik Kendra Vikas Nigam (MPAKVN), Indore

This Agreement is made at Indore on this 9th Day of December 2015 between **Indore Municipal Corporation** having its office at MG Road, Indore-452007(herein after referred to as the "Authority") which expression shall where the context so admit shall include its heirs, Assigns, Executors, Successors, Legal Representatives, Administrators etc. of the first part of agreement.

AND

MP Audogik Kendra Vikas Nigam (MPAKVN), Indore having its office at Free Press Campus, AB Road, Indore (herein after referred to as the "Agency") which expression shall where the context so admit shall include its heirs, Assigns, Executors, Successors, Legal Representatives, Administrators etc. of the second part of agreement.

Hereafter referred to collectively as "Parties"

WHEREAS Ministry of Urban Development ("MoUD") has launched Smart Cities Mission ("Mission") and shortlisted Indore city under stage-1 of smart cities challenge as potential smart city and Indore Municipal Corporation has prepared a Smart City Plan ("SCP") for stage-2 of smart cities challenge.

AND WHEREAS the Authority has accepted to incorporate a Special Purpose Vehicle ("SPV") for planning, designing, financing, implementation and operations and maintenance of smart city projects.

AND WHEREAS the Authority will act as nodal organization for coordination on all matters relating to SCP and its implementation till formation of SPV. After formation of SPV, all rights and obligations of the Authority will be transferred to the SPV.

AND WHEREAS the Parties have had discussions on Indore SCP including proposals for Area Based Development for Strategic Area and pan-city solutions and have reached an understanding on the following roles and responsibilities pertaining to smart city plan implementation:

1. OBJECTIVE OF MEMORANDUM OF UNDERSTANDING

The objective of this Memorandum of Understanding (MOU) is to define areas of collaboration between the Authority and the Agency for planning, design, financing, implementation and operations and maintenance of upcoming smart city projects in Indore under Government of India's Smart City Mission.

2. AREAS OF COLLABORATION

The areas of collaboration between the Authority and the Agency will be for achieving necessary convergence in providing Affordable Housing, Incubatation Centre and Skill Development Center on Public lands with necessary Infrastructure and coordination in planning, designing, financing, implementation operations and maintenance of such facilities and shall exchange necessary information required for it.

3. NON-EXCLUSIVITY

The relationship of the parties under this MOU shall be non-exclusive and both parties, including their affiliates, subsidiaries and divisions, are free to pursue other agreements or collaborations of any kind.

Commissioner
Municipal Corporation, Indore

However, when entering into a particular agreement related to Strategic Area, the participants may agree to limit each party's right to collaborate with others on that subject.

4. TERMS AND TERMINATION

This MOU shall remain in force for the Smart City Mission period and any such duration thereafter as mutually decided by both the parties.

5. RELATIONSHIP

Nothing in this MOU shall be construed to make either party, a partner, an agent or legal representative of the other for any purpose.

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BY SIGNING BELOW, the parties, acting by their duly authorized officers, have caused this Memorandum of Understanding to be executed, effective as of the day and year first above written.

For and on behalf of First Part	For and on behalf of Second Part
Signature	Signature
Name Commissioner, Municipal Corporation Indore	Name Managing Director M.P.A.K.V.N.(I) Ltd., INDORE (M.P.)
Title	Title
Date	Date
Witness 1.	Witness 1.
2.	2.

MEMORANDUM OF UNDERSTANDING

Between Indore Municipal Corporation, Indore and MPKVVCL, Indore

This Agreement is made at Indore on this 9th Day of December 2015 between **Indore Municipal Corporation** having its office at MG Road, Indore-452007(herein after referred to as the "Authority") which expression shall where the context so admit shall include its heirs, Assigns, Executors, Successors, Legal Representatives, Administrators etc. of the first part of agreement.

AND

MPKVVCL, Indorehaving its office at Polo Ground, Indore (herein after referred to as the "Agency") which expression shall where the context so admit shall include its heirs, Assigns, Executors, Successors, Legal Representatives, Administrators etc. of the second part of agreement.

Hereafter referred to collectively as "Parties"

WHEREAS Ministry of Urban Development ("MoUD") has launched Smart Cities Mission ("Mission") and shortlisted Indore city under stage-1 of smart cities challenge as potential smart city and Indore Municipal Corporation has prepared a Smart City Plan ("SCP") for stage-2 of smart cities challenge.

AND WHEREAS the Authority has passed council resolution no._____ dated _____ to incorporate a Special Purpose Vehicle ("SPV") for planning, designing, financing, implementation and operations and maintenance of smart city projects.

AND WHEREAS the Authority will act as nodal organization for coordination on all matters relating to SCP and its implementation till formation of SPV. After formation of SPV, all rights and obligations of the Authority will be transferred to the SPV.

AND WHEREAS the Parties have had discussions on Indore SCP including proposals for Area Based Development for Strategic Area and pan-city solutions and have reached an understanding on the following roles and responsibilities pertaining to smart city plan implementation:

1. OBJECTIVE OF MEMORANDUM OF UNDERSTANDING

The objective of this Memorandum of Understanding (MOU) is to define areas of collaboration between the Authority and the Agency for planning, design, financing, implementation and operations and maintenance of upcoming smart city projects in Indore under Government of India's Smart City Mission.

2. AREAS OF COLLABORATION

The areas of collaboration between the Authority and the Agency will be for achieving necessary convergence in Power supply, Underground Electrification, Utility Shifting, Renewable Energy along with the necessary Infrastructure and coordination in planning, designing, financing, implementation operations and maintenance of such facilities and shall exchange necessary information required for it.

3. NON-EXCLUSIVITY

The relationship of the parties under this MOU shall be non-exclusive and both parties, including their affiliates, subsidiaries and divisions, are free to pursue other agreements or collaborations of any kind. However, when entering into a particular agreement related to Strategic Area, the participants may agree to limit each party's right to collaborate with others on that subject.

Superintending Engineer,
(City Circle)
INDORE

Commissioner
Municipal Corporation Indore

4. TERMS AND TERMINATION

This MOU shall remain in force for the Smart City Mission period and any such duration thereafter as mutually decided by both the parties.

5. RELATIONSHIP

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For and on behalf of First Part	For and on behalf of Second Part
Signature	Signature
Name	Name
Title	Title
Date	Date
Witness 1.	Witness 1.
2.	2.

Commissioner
Municipal Corporation Indore

Superintending Engineer,
(City Circle)
M.P.P.K.V.V. Co. Ltd., INDORE

MEMORANDUM OF UNDERSTANDING

Between Indore Municipal Corporation and [redacted] Regional Transport Authority, Indore

This Agreement is made at Indore on this 9th Day of December 2015 between **Indore Municipal Corporation** having its office at MG Road, Indore-452007(herein after referred to as the "Authority") which expression shall where the context so admit shall include its heirs, Assigns, Executors, Successors, Legal Representatives, Administrators etc. of the first part of agreement.

AND

[redacted] Regional Transport Authority, Indore having its office at Labchand Chajlani Marg, Indore (herein after referred to as the "Agency") which expression shall where the context so admit shall include its heirs, Assigns, Executors, Successors, Legal Representatives, Administrators etc. of the second part of agreement.

Hereafter referred to collectively as "Parties"

WHEREAS Ministry of Urban Development ("MoUD") has launched Smart Cities Mission ("Mission") and shortlisted Indore city under stage-1 of smart cities challenge as potential smart city and Indore Municipal Corporation has prepared a Smart City Plan ("SCP") for stage-2 of smart cities challenge.

AND WHEREAS the Authority has accepted to incorporate a Special Purpose Vehicle ("SPV") for planning, designing, financing, implementation and operations and maintenance of smart city projects.

AND WHEREAS the Authority will act as nodal organization for coordination on all matters relating to SCP and its implementation till formation of SPV. After formation of SPV, all rights and obligations of the Authority will be transferred to the SPV.

AND WHEREAS the Parties have had discussions on Indore SCP including proposals for Area Based Development for Strategic Area and pan-city solutions and have reached an understanding on the following roles and responsibilities pertaining to smart city plan implementation:

1. OBJECTIVE OF MEMORANDUM OF UNDERSTANDING

The objective of this Memorandum of Understanding (MOU) is to define areas of collaboration between the Authority and the Agency for planning, design, financing, implementation and operations and maintenance of upcoming smart city projects in Indore under Government of India's Smart City Mission.

2. AREAS OF COLLABORATION

The areas of collaboration between the Authority and the Agency will be for achieving necessary convergence in Creation of No Vehicle/ Pedestrian zone on traditional market Streets with provisions of smart parking at affordable distance and all such other traffic measures with necessary Infrastructure and shall exchange necessary information required for formulation, Development for such activities being developed through Area Based Proposals.

3. NON-EXCLUSIVITY

The relationship of the parties under this MOU shall be non-exclusive and both parties, including their affiliates, subsidiaries and divisions, are free to pursue other agreements or collaborations of any kind.

Commissioner
Municipal Corporation Indore

However, when entering into a particular agreement related to Strategic Area, the participants may agree to limit each party's right to collaborate with others on that subject.

4. TERMS AND TERMINATION

This MOU shall remain in force for the Smart City Mission period and any such duration thereafter as mutually decided by both the parties.

5. RELATIONSHIP

Nothing in this MOU shall be construed to make either party, a partner, an agent or legal representative of the other for any purpose.

6. ASSIGNMENT

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BY SIGNING BELOW, the parties, acting by their duly authorized officers, have caused this Memorandum of Understanding to be executed, effective as of the day and year first above written.

For and on behalf of First Part	For and on behalf of Second Part
Signature	Signature
Name Commissioner, Municipal Corporation Indore	Name
Title	Title Regional Transport Officer INDORE (M.P.)
Date	Date
Witness 1.	Witness 1.
2.	2.

MEMORANDUM OF UNDERSTANDING

Between Indore Municipal Corporation and Narmada Water Supply Project, IMC, Indore

This Agreement is made at Indore on this 9th Day of December 2015 between **Indore Municipal Corporation** having its office at MG Road, Indore-452007(herein after referred to as the "Authority") which expression shall where the context so admit shall include its heirs, Assigns, Executors, Successors, Legal Representatives, Administrators etc. of the first part of agreement.

AND

Narmada Water Supply Project, IMC, Indore having its office at Musakhedi, Indore (herein after referred to as the "Agency") which expression shall where the context so admit shall include its heirs, Assigns, Executors, Successors, Legal Representatives, Administrators etc. of the second part of agreement.

Hereafter referred to collectively as "Parties"

WHEREAS Ministry of Urban Development ("MoUD") has launched Smart Cities Mission ("Mission") and shortlisted Indore city under stage-1 of smart cities challenge as potential smart city and Indore Municipal Corporation has prepared a Smart City Plan ("SCP") for stage-2 of smart cities challenge.

AND WHEREAS the Authority has accepted to incorporate a Special Purpose Vehicle ("SPV") for planning, designing, financing, implementation and operations and maintenance of smart city projects.

AND WHEREAS the Authority will act as nodal organization for coordination on all matters relating to SCP and its implementation till formation of SPV. After formation of SPV, all rights and obligations of the Authority will be transferred to the SPV.

AND WHEREAS the Parties have had discussions on Indore SCP including proposals for Area Based Development for Strategic Area and pan-city solutions and have reached an understanding on the following roles and responsibilities pertaining to smart city plan implementation:

1. OBJECTIVE OF MEMORANDUM OF UNDERSTANDING

The objective of this Memorandum of Understanding (MOU) is to define areas of collaboration between the Authority and the Agency for planning, design, financing, implementation and operations and maintenance of upcoming smart city projects in Indore under Government of India's Smart City Mission.

2. AREAS OF COLLABORATION

The areas of collaboration between the Authority and the Agency will be for achieving necessary convergence in providing 24x7 water supply system with reuse of recycled water(dual piping) with smart metering and necessary Infrastructure and coordination in planning, designing, financing, implementation operations and maintenance of such facilities and shall exchange necessary information required for it.

NON-EXCLUSIVITY

The relationship of the parties under this MOU shall be non-exclusive and both parties, including their affiliates, subsidiaries and divisions, are free to pursue other agreements or collaborations of any kind. However, when entering into a particular agreement related to Strategic Area, the participants may agree to limit each party's right to collaborate with others on that subject.

Commissioner
Municipal Corporation Indore

कार्यपालन यंत्री
संधारण खंड क्र. 2
लो. स्वा. यां.

3. TERMS AND TERMINATION

This MOU shall remain in force for the Smart City Mission period and any such duration thereafter as mutually decided by both the parties.

4. RELATIONSHIP

Nothing in this MOU shall be construed to make either party, a partner, an agent or legal representative of the other for any purpose.

5. ASSIGNMENT

Neither Party shall transfer or assign this Agreement, or rights or obligations arising hereunder, either wholly or in part, to any third party, unless otherwise defined in this MOU or agreed in written by both Parties.

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BY SIGNING BELOW, the parties, acting by their duly authorized officers, have caused this Memorandum of Understanding to be executed, effective as of the day and year first above written.

For and on behalf of First Part	For and on behalf of Second Part
Signature	Signature
Name Commissioner, Municipal Corporation Indore	Name कार्यपालन यंत्री संधारण खंड क्र. 2 लो. स्वा. यां. नगर पालिक निगम, इन्दौर (SANJEEV SHRIMASTAVA)
Title	Title
Date	Date
Witness 1.	Witness 1.
2.	2.

MEMORANDUM OF UNDERSTANDING

Between Indore Municipal Corporation and Project Office PMAY, IMC, Indore

This Agreement is made at Indore on this 9th Day of December 2015 between **Indore Municipal Corporation** having its office at MG Road, Indore-452007(herein after referred to as the "Authority") which expression shall where the context so admit shall include its heirs, Assigns, Executors, Successors, Legal Representatives, Administrators etc. of the first part of agreement.

AND

Project Office PMAY, IMC, Indore having its office at Palika Plaza Project Office, Indore (herein after referred to as the "Agency") which expression shall where the context so admit shall include its heirs, Assigns, Executors, Successors, Legal Representatives, Administrators etc. of the second part of agreement.

Hereafter referred to collectively as "Parties"

WHEREAS Ministry of Urban Development ("MoUD") has launched Smart Cities Mission ("Mission") and shortlisted Indore city under stage-1 of smart cities challenge as potential smart city and Indore Municipal Corporation has prepared a Smart City Plan ("SCP") for stage-2 of smart cities challenge.

AND WHEREAS the Authority has accepted to incorporate a Special Purpose Vehicle ("SPV") for planning, designing, financing, implementation and operations and maintenance of smart city projects.

AND WHEREAS the Authority will act as nodal organization for coordination on all matters relating to SCP and its implementation till formation of SPV. After formation of SPV, all rights and obligations of the Authority will be transferred to the SPV.

AND WHEREAS the Parties have had discussions on Indore SCP including proposals for Area Based Development for Strategic Area and pan-city solutions and have reached an understanding on the following roles and responsibilities pertaining to smart city plan implementation:

1. OBJECTIVE OF MEMORANDUM OF UNDERSTANDING

The objective of this Memorandum of Understanding (MOU) is to define areas of collaboration between the Authority and the Agency for planning, design, financing, implementation and operations and maintenance of upcoming smart city projects in Indore under Government of India's Smart City Mission.

2. AREAS OF COLLABORATION

The areas of collaboration between the Authority and the Agency will be for achieving necessary convergence in Affordable Housing under PMAY with necessary Infrastructure and coordination in planning, designing, financing, implementation operations and maintenance of such facilities and shall exchange necessary information required for it.

NON-EXCLUSIVITY

The relationship of the parties under this MOU shall be non-exclusive and both parties, including their affiliates, subsidiaries and divisions, are free to pursue other agreements or collaborations of any kind. However, when entering into a particular agreement related to Strategic Area, the participants may agree to limit each party's right to collaborate with others on that subject.

Commissioner
Municipal Corporation Indore

SUPERINTENDING ENGINEER
PROJECT CELL
INDORE MUNICIPAL CORPORATION

3. TERMS AND TERMINATION

This MOU shall remain in force for the Smart City Mission period and any such duration thereafter as mutually decided by both the parties.

4. RELATIONSHIP

Nothing in this MOU shall be construed to make either party, a partner, an agent or legal representative of the other for any purpose.

5. ASSIGNMENT

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For and on behalf of First Part	For and on behalf of Second Part
Signature	Signature
Name Commissioner, Municipal Corporation Indore	Name SUPERINTENDING ENGINEER PROJECT CELL INDORE MUNICIPAL CORPORATION
Title	Title
Date	Date
Witness 1.	Witness 1.
2.	2.

MEMORANDUM OF UNDERSTANDING

Between Indore Municipal Corporation and Project Office Sewarage, IMC, Indore

This Agreement is made at Indore on this 9th Day of December 2015 between **Indore Municipal Corporation** having its office at MG Road, Indore-452007(herein after referred to as the "Authority") which expression shall where the context so admit shall include its heirs, Assigns, Executors, Successors, Legal Representatives, Administrators etc. of the first part of agreement.

AND

Project Office Sewarage, IMC, Indore having its office at Nehru Park Project Office, Indore (herein after referred to as the "Agency") which expression shall where the context so admit shall include its heirs, Assigns, Executors, Successors, Legal Representatives, Administrators etc. of the second part of agreement.

Hereafter referred to collectively as "Parties"

WHEREAS Ministry of Urban Development ("MoUD") has launched Smart Cities Mission ("Mission") and shortlisted Indore city under stage-1 of smart cities challenge as potential smart city and Indore Municipal Corporation has prepared a Smart City Plan ("SCP") for stage-2 of smart cities challenge.

AND WHEREAS the Authority has accepted to incorporate a Special Purpose Vehicle ("SPV") for planning, designing, financing, implementation and operations and maintenance of smart city projects.

AND WHEREAS the Authority will act as nodal organization for coordination on all matters relating to SCP and its implementation till formation of SPV. After formation of SPV, all rights and obligations of the Authority will be transferred to the SPV.

AND WHEREAS the Parties have had discussions on Indore SCP including proposals for Area Based Development for Strategic Area and pan-city solutions and have reached an understanding on the following roles and responsibilities pertaining to smart city plan implementation:

1. OBJECTIVE OF MEMORANDUM OF UNDERSTANDING

The objective of this Memorandum of Understanding (MOU) is to define areas of collaboration between the Authority and the Agency for planning, design, financing, implementation and operations and maintenance of upcoming smart city projects in Indore under Government of India's Smart City Mission.

2. AREAS OF COLLABORATION

The areas of collaboration between the Authority and the Agency will be for achieving necessary convergence in providing Waste water management system with Decentralized Waste Water Treatment System (DEWATS) and necessary Infrastructure and coordination in planning, designing, financing, implementation operations and maintenance of such facilities and shall exchange necessary information required for it.

NON-EXCLUSIVITY

The relationship of the parties under this MOU shall be non-exclusive and both parties, including their affiliates, subsidiaries and divisions, are free to pursue other agreements or collaborations of any kind.

Commissioner
Municipal Corporation Indore

However, when entering into a particular agreement related to Strategic Area, the participants may agree to limit each party's right to collaborate with others on that subject.

3. TERMS AND TERMINATION

This MOU shall remain in force for the Smart City Mission period and any such duration thereafter as mutually decided by both the parties.

4. RELATIONSHIP

Nothing in this MOU shall be construed to make either party, a partner, an agent or legal representative of the other for any purpose.

5. ASSIGNMENT

Neither Party shall transfer or assign this Agreement, or rights or obligations arising hereunder, either wholly or in part, to any third party, unless otherwise defined in this MOU or agreed in written by both Parties.

6. SIGNED IN DUPLICATE

This MOU is executed in duplicate with each copy being an official version of the Agreement and having equal legal validity.

BY SIGNING BELOW, the parties, acting by their duly authorized officers, have caused this Memorandum of Understanding to be executed, effective as of the day and year first above written.

For and on behalf of First Part	For and on behalf of Second Part
Signature	Signature
Name Commissioner, Municipal Corporation Indore	Name (P. C. JAIN) Superintending Engineer, Water Works & Drainage Project Cell, Municipal Gorporation, INDORE
Title	Title Superintending Engineer
Date	Date 10-12-15
Witness 1.	Witness 1.
2.	2.

MEMORANDUM OF UNDERSTANDING

Between Indore Municipal Corporation and Avantika Gas Ltd, Indore

This Agreement is made at Indore on this 9th Day of December 2015 between **Indore Municipal Corporation** having its office at MG Road, Indore-452007(herein after referred to as the "Authority") which expression shall where the context so admit shall include its heirs, Assigns, Executors, Successors, Legal Representatives, Administrators etc. of the first part of agreement.

AND

Avantika Gas Ltd, Indore , the Piped gas services provider company having its office at Anoop Nagar, AB Road, Indore (herein after referred to as the "Agency") which expression shall where the context so admit shall include its heirs, Assigns, Executors, Successors, Legal Representatives, Administrators etc. of the second part of agreement.

Hereafter referred to collectively as "Parties"

WHEREAS Ministry of Urban Development ("MoUD") has launched Smart Cities Mission ("Mission") and shortlisted Indore city under stage-1 of smart cities challenge as potential smart city and Indore Municipal Corporation has prepared a Smart City Plan ("SCP") for stage-2 of smart cities challenge.

AND WHEREAS the Authority has accepted to incorporate a Special Purpose Vehicle ("SPV") for planning, designing, financing, implementation and operations and maintenance of smart city projects.

AND WHEREAS the Authority will act as nodal organization for coordination on all matters relating to SCP and its implementation till formation of SPV. After formation of SPV, all rights and obligations of the Authority will be transferred to the SPV.

AND WHEREAS the Parties have had discussions on Indore SCP including proposals for Area Based Development for Strategic Area and pan-city solutions and have reached an understanding on the following roles and responsibilities pertaining to smart city plan implementation:

1. OBJECTIVE OF MEMORANDUM OF UNDERSTANDING

The objective of this Memorandum of Understanding (MOU) is to define areas of collaboration between the Authority and the Agency for planning, design, financing, implementation and operations and maintenance of upcoming smart city projects in Indore under Government of India's Smart City Mission.

2. AREAS OF COLLABORATION

The areas of collaboration between the Authority and the Agency will be for achieving necessary convergence in laying of Gas pipe line with necessary Infrastructure and coordination in planning, designing, financing, implementation operations and maintenance of such facilities and shall exchange necessary information required for it.

NON-EXCLUSIVITY

The relationship of the parties under this MOU shall be non-exclusive and both parties, including their affiliates, subsidiaries and divisions, are free to pursue other agreements or collaborations of any kind. However, when entering into a particular agreement related to Strategic Area, the participants may agree to limit each party's right to collaborate with others on that subject.

Commissioner
Municipal Corporation Indore

3. TERMS AND TERMINATION

This MOU shall remain in force for the Smart City Mission period and any such duration thereafter as mutually decided by both the parties.

4. RELATIONSHIP

Nothing in this MOU shall be construed to make either party, a partner, an agent or legal representative of the other for any purpose.

5. ASSIGNMENT

Neither Party shall transfer or assign this Agreement, or rights or obligations arising hereunder, either wholly or in part, to any third party, unless otherwise defined in this MOU or agreed in written by both Parties.

6. SIGNED IN DUPLICATE

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BY SIGNING BELOW, the parties, acting by their duly authorized officers, have caused this Memorandum of Understanding to be executed, effective as of the day and year first above written.

For AAVANTIKA GAS LIMITED,

For and on behalf of First Part	For and on behalf of Second Part
Signature	Signature M. Ananth Krishnan Director (Commercial)
Name Commissioner, Municipal Corporation Indore	Name M. ANANTH KRISHNAN
Title	Title DIRECTOR (COMMERCIAL)
Date	Date 9-12-15
Witness 1.	Witness 1. V. K. Shrote. Aavantika Gas Limited. Indore.
2.	2.

MEMORANDUM OF UNDERSTANDING

Between Indore Municipal Corporation, Indore and Bharat Sanchar Nigam Limited, Indore

This Agreement is made at Indore on this 9th Day of December 2015 between **Indore Municipal Corporation** having its office at MG Road, Indore-452007(herein after referred to as the "Authority") which expression shall where the context so admit shall include its heirs, Assigns, Executors, Successors, Legal Representatives, Administrators etc. of the first part of agreement.

AND

Bharat Sanchar Nigam Limited, Indorehaving its office at AB Road, Indore (herein after referred to as the "Agency") which expression shall where the context so admit shall include its heirs, Assigns, Executors, Successors, Legal Representatives, Administrators etc. of the second part of agreement.

Hereafter referred to collectively as "Parties"

WHEREAS Ministry of Urban Development ("MoUD") has launched Smart Cities Mission ("Mission") and shortlisted Indore city under stage-1 of smart cities challenge as potential smart city and Indore Municipal Corporation has prepared a Smart City Plan ("SCP") for stage-2 of smart cities challenge.

AND WHEREAS the Authority has accepted to incorporate a Special Purpose Vehicle ("SPV") for planning, designing, financing, implementation and operations and maintenance of smart city projects.

AND WHEREAS the Authority will act as nodal organization for coordination on all matters relating to SCP and its implementation till formation of SPV. After formation of SPV, all rights and obligations of the Authority will be transferred to the SPV.

AND WHEREAS the Parties have had discussions on Indore SCP including proposals for Area Based Development for Strategic Area and pan-city solutions and have reached an understanding on the following roles and responsibilities pertaining to smart city plan implementation:

1. OBJECTIVE OF MEMORANDUM OF UNDERSTANDING

The objective of this Memorandum of Understanding (MOU) is to define areas of collaboration between the Authority and the Agency for planning, design, financing, implementation and operations and maintenance of upcoming smart city projects in Indore under Government of India's Smart City Mission.

2. AREAS OF COLLABORATION

The areas of collaboration between the Authority and the Agency will be for achieving necessary convergence in laying of telephone/internet cables and optical fibre cables with Infrastructure and coordination in planning, designing, financing, implementation operations and maintenance of PAN CITY proposal of ITS and shall exchange necessary information required for it.

3. NON-EXCLUSIVITY

The relationship of the parties under this MOU shall be non-exclusive and both parties, including their affiliates, subsidiaries and divisions, are free to pursue other agreements or collaborations of any kind. However, when entering into a particular agreement related to Strategic Area, the participants may agree to limit each party's right to collaborate with others on that subject.

सहायक महाप्रबन्धक (प्रशासन एव प्र.सू.प्र.)
Asstt. General Manager (Admn. & MIS)
भारत संचार निगम लिमि., इन्दौर-452 001

4. TERMS AND TERMINATION

This MOU shall remain in force for the Smart City Mission period and any such duration thereafter as mutually decided by both the parties.

5. RELATIONSHIP

Nothing in this MOU shall be construed to make either party, a partner, an agent or legal representative of the other for any purpose.

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BY SIGNING BELOW, the parties, acting by their duly authorized officers, have caused this Memorandum of Understanding to be executed, effective as of the day and year first above written.

For and on behalf of First Part	For and on behalf of Second Part
Signature	Signature
Name Commissioner, Municipal Corporation Indore	Name सहायक महाप्रबन्धक (प्रशासन एवं प्र.सू.प्र.), Asstt. General Manager (Admn. & MIS), भारत संचार निगम लिमि., इंदौर-452 001, B.S.N.L., INDORE-452 001
Title	Title
Date	Date
Witness 1.	Witness 1.
2.	2.

MEMORANDUM OF UNDERSTANDING

Between Indore Municipal Corporation, Indore and BhartiAirtel Services Limited, Indore

This Agreement is made at Indore on this 9th Day of December 2015 between **Indore Municipal Corporation** having its office at MG Road, Indore-452007(herein after referred to as the "Authority") which expression shall where the context so admit shall include its heirs, Assigns, Executors, Successors, Legal Representatives, Administrators etc. of the first part of agreement.

AND

BhartiAirtel Services Limited, Indorehaving its office at AB Road, Indore (herein after referred to as the "Agency") which expression shall where the context so admit shall include its heirs, Assigns, Executors, Successors, Legal Representatives, Administrators etc. of the second part of agreement.

Hereafter referred to collectively as "Parties"

WHEREAS Ministry of Urban Development ("MoUD") has launched Smart Cities Mission ("Mission") and shortlisted Indore city under stage-1 of smart cities challenge as potential smart city and Indore Municipal Corporation has prepared a Smart City Plan ("SCP") for stage-2 of smart cities challenge.

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AND WHEREAS the Parties have had discussions on Indore SCP including proposals for Area Based Development for Strategic Area and pan-city solutions and have reached an understanding on the following roles and responsibilities pertaining to smart city plan implementation:

1. OBJECTIVE OF MEMORANDUM OF UNDERSTANDING

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2. AREAS OF COLLABORATION

The areas of collaboration between the Authority and the Agency will be for achieving necessary convergence in laying of telephone/internet cables and optical fibre cables with Infrastructure and coordination in planning, designing, financing, implementation operations and maintenance of PAN CITY proposal of ITS and shall exchange necessary information required for it.

3. NON-EXCLUSIVITY

The relationship of the parties under this MOU shall be non-exclusive and both parties, including their affiliates, subsidiaries and divisions, are free to pursue other agreements or collaborations of any kind. However, when entering into a particular agreement related to Strategic Area, the participants may agree to limit each party's right to collaborate with others on that subject.

BHARTI AIRTEL LIMITED INDORE

4. TERMS AND TERMINATION

This MOU shall remain in force for the Smart City Mission period and any such duration thereafter as mutually decided by both the parties.

5. RELATIONSHIP

Nothing in this MOU shall be construed to make either party, a partner, an agent or legal representative of the other for any purpose.

6. ASSIGNMENT

Neither Party shall transfer or assign this Agreement, or rights or obligations arising hereunder, either wholly or in part, to any third party, unless otherwise defined in this MOU or agreed in written by both Parties.

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BY SIGNING BELOW, the parties, acting by their duly authorized officers, have caused this Memorandum of Understanding to be executed, effective as of the day and year first above written.

For and on behalf of First Part	For and on behalf of Second Part
Signature	Signature
Name Commissioner, Municipal Corporation Indore	Name NIREN KAUL
Title	Title HEAD- SCM
Date	Date
Witness 1.	Witness 1.
2.	2.

MEMORANDUM OF UNDERSTANDING

Between Indore Municipal Corporation, Indore and Bharti Infratel Limited, Indore

This Agreement is made at Indore on this 9th Day of December 2015 between **Indore Municipal Corporation** having its office at MG Road, Indore-452007(herein after referred to as the "Authority") which expression shall where the context so admit shall include its heirs, Assigns, Executors, Successors, Legal Representatives, Administrators etc. of the first part of agreement.

AND

Bharti Infratel Limited, Indore having its office at AB Road, Indore (herein after referred to as the "Agency") which expression shall where the context so admit shall include its heirs, Assigns, Executors, Successors, Legal Representatives, Administrators etc. of the second part of agreement.

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AND WHEREAS the Parties have had discussions on Indore SCP including proposals for Area Based Development for Strategic Area and pan-city solutions and have reached an understanding on the following roles and responsibilities pertaining to smart city plan implementation:

1. OBJECTIVE OF MEMORANDUM OF UNDERSTANDING

The objective of this Memorandum of Understanding (MOU) is to define areas of collaboration between the Authority and the Agency for planning, design, financing, implementation and operations and maintenance of upcoming smart city projects in Indore under Government of India's Smart City Mission.

2. AREAS OF COLLABORATION

The areas of collaboration between the Authority and the Agency will be for achieving necessary convergence in laying of telephone/internet cables and optical fibre cables with Infrastructure and coordination in planning, designing, financing, implementation operations and maintenance of PAN CITY proposal of ITS and shall exchange necessary information required for it.

3. NON-EXCLUSIVITY

The relationship of the parties under this MOU shall be non-exclusive and both parties, including their affiliates, subsidiaries and divisions, are free to pursue other agreements or collaborations of any kind. However, when entering into a particular agreement related to Strategic Area, the participants may agree to limit each party's right to collaborate with others on that subject.

Bhaskar Rai
Business Head-MPCG
Bharti Infratel Ltd.

4. TERMS AND TERMINATION

This MOU shall remain in force for the Smart City Mission period and any such duration thereafter as mutually decided by both the parties.

5. RELATIONSHIP

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For and on behalf of First Part	For and on behalf of Second Part
Signature	Signature
Name	Name
Title	Title
Date	Date
Witness 1.	Witness 1.
2.	2.

Bhaskar Rai
Business Head-MPCG
Bharti Infratel Ltd.

MEMORANDUM OF UNDERSTANDING

Between Indore Municipal Corporation and District Education Officer, Indore

This Agreement is made at Indore on this 9th Day of December 2015 between **Indore Municipal Corporation** having its office at MG Road, Indore-452007(herein after referred to as the "Authority") which expression shall where the context so admit shall include its heirs, Assigns, Executors, Successors, Legal Representatives, Administrators etc. of the first part of agreement.

AND

District Education Officer, Indore having its office at District Collectorate, Indore (herein after referred to as the "Agency") which expression shall where the context so admit shall include its heirs, Assigns, Executors, Successors, Legal Representatives, Administrators etc. of the second part of agreement.

Hereafter referred to collectively as "Parties"

WHEREAS Ministry of Urban Development ("MoUD") has launched Smart Cities Mission ("Mission") and shortlisted Indore city under stage-1 of smart cities challenge as potential smart city and Indore Municipal Corporation has prepared a Smart City Plan ("SCP") for stage-2 of smart cities challenge.

AND WHEREAS the Authority has accepted to incorporate a Special Purpose Vehicle ("SPV") for planning, designing, financing, implementation and operations and maintenance of smart city projects.

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AND WHEREAS the Parties have had discussions on Indore SCP including proposals for Area Based Development for Strategic Area and pan-city solutions and have reached an understanding on the following roles and responsibilities pertaining to smart city plan implementation:

1. OBJECTIVE OF MEMORANDUM OF UNDERSTANDING

The objective of this Memorandum of Understanding (MOU) is to define areas of collaboration between the Authority and the Agency for planning, design, financing, implementation and operations and maintenance of upcoming smart city projects in Indore under Government of India's Smart City Mission.

2. AREAS OF COLLABORATION

The areas of collaboration between the Authority and the Agency will be for achieving necessary convergence in providing after use of classrooms in schools " Start Smart" with necessary Infrastructure and coordination in planning, designing, financing, implementation operations and maintenance of such facilities and shall exchange necessary information required for it.

NON-EXCLUSIVITY

The relationship of the parties under this MOU shall be non-exclusive and both parties, including their affiliates, subsidiaries and divisions, are free to pursue other agreements or collaborations of any kind. However, when entering into a particular agreement related to Strategic Area, the participants may agree to limit each party's right to collaborate with others on that subject.

Commissioner
Municipal Corporation Indore

3. TERMS AND TERMINATION

This MOU shall remain in force for the Smart City Mission period and any such duration thereafter as mutually decided by both the parties.

4. RELATIONSHIP

Nothing in this MOU shall be construed to make either party, a partner, an agent or legal representative of the other for any purpose.

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For and on behalf of First Part	For and on behalf of Second Part
Signature	Signature
Name	Name
Title	Title
Date	Date
Witness 1.	Witness 1.
2.	2.

Commissioner,
Municipal Corporation Indore

जिला शिक्षा अधिकारी
जिला-इन्दौर (म.प्र.)

MEMORANDUM OF UNDERSTANDING

Between Indore Municipal Corporation and District Health Officer, Indore

This Agreement is made at Indore on this 9th Day of December 2015 between **Indore Municipal Corporation** having its office at MG Road, Indore-452007(herein after referred to as the "Authority") which expression shall where the context so admit shall include its heirs, Assigns, Executors, Successors, Legal Representatives, Administrators etc. of the first part of agreement.

AND

District Health Officer, Indore having its office at District Collectorate, Indore (herein after referred to as the "Agency") which expression shall where the context so admit shall include its heirs, Assigns, Executors, Successors, Legal Representatives, Administrators etc. of the second part of agreement.

Hereafter referred to collectively as "Parties"

WHEREAS Ministry of Urban Development ("MoUD") has launched Smart Cities Mission ("Mission") and shortlisted Indore city under stage-1 of smart cities challenge as potential smart city and Indore Municipal Corporation has prepared a Smart City Plan ("SCP") for stage-2 of smart cities challenge.

AND WHEREAS the Authority has accepted to incorporate a Special Purpose Vehicle ("SPV") for planning, designing, financing, implementation and operations and maintenance of smart city projects.

AND WHEREAS the Authority will act as nodal organization for coordination on all matters relating to SCP and its implementation till formation of SPV. After formation of SPV, all rights and obligations of the Authority will be transferred to the SPV.

AND WHEREAS the Parties have had discussions on Indore SCP including proposals for Area Based Development for Strategic Area and pan-city solutions and have reached an understanding on the following roles and responsibilities pertaining to smart city plan implementation:

1. OBJECTIVE OF MEMORANDUM OF UNDERSTANDING

The objective of this Memorandum of Understanding (MOU) is to define areas of collaboration between the Authority and the Agency for planning, design, financing, implementation and operations and maintenance of upcoming smart city projects in Indore under Government of India's Smart City Mission.

2. AREAS OF COLLABORATION

The areas of collaboration between the Authority and the Agency will be for achieving necessary convergence in providing access to Health services with necessary Infrastructure and coordination in planning, designing, financing, implementation operations and maintenance of such facilities and shall exchange necessary information required for it.

NON-EXCLUSIVITY

The relationship of the parties under this MOU shall be non-exclusive and both parties, including their affiliates, subsidiaries and divisions, are free to pursue other agreements or collaborations of any kind. However, when entering into a particular agreement related to Strategic Area, the participants may agree to limit each party's right to collaborate with others on that subject.

Commissioner
Municipal Corporation Indore

Chief Medical & Health Officer, Indore

3. TERMS AND TERMINATION

This MOU shall remain in force for the Smart City Mission period and any such duration thereafter as mutually decided by both the parties.

4. RELATIONSHIP

Nothing in this MOU shall be construed to make either party, a partner, an agent or legal representative of the other for any purpose.

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For and on behalf of First Part	For and on behalf of Second Part
Signature	Signature
Name Commissioner, Municipal Corporation Indore	Name Chief Medical & Health Officer, Indore
Title	Title
Date	Date
Witness 1.	Witness 1.
2.	2.

MEMORANDUM OF UNDERSTANDING

Between Indore Municipal Corporation and Empanelled Training Partner under Skill India Mission , Indore

This Agreement is made at Indore on this 9th Day of December 2015 between **Indore Municipal Corporation** having its office at MG Road, Indore-452007(herein after referred to as the "Authority") which expression shall where the context so admit shall include its heirs, Assigns, Executors, Successors, Legal Representatives, Administrators etc. of the first part of agreement.

AND

Empanelled Training Partner under Skill India Mission , Indore having its office Joint Director Skill Dev. Indore ..... Indore (herein after referred to as the "Agency") which expression shall where the context so admit shall include its heirs, Assigns, Executors, Successors, Legal Representatives, Administrators etc. of the second part of agreement.

Hereafter referred to collectively as "Parties"

WHEREAS Ministry of Urban Development ("MoUD") has launched Smart Cities Mission ("Mission") and shortlisted Indore city under stage-1 of smart cities challenge as potential smart city and Indore Municipal Corporation has prepared a Smart City Plan ("SCP") for stage-2 of smart cities challenge.

AND WHEREAS the Authority has accepted to incorporate a Special Purpose Vehicle ("SPV") for planning, designing, financing, implementation and operations and maintenance of smart city projects.

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1. OBJECTIVE OF MEMORANDUM OF UNDERSTANDING

The objective of this Memorandum of Understanding (MOU) is to define areas of collaboration between the Authority and the Agency for planning, design, financing, implementation and operations and maintenance of upcoming smart city projects in Indore under Government of India's Smart City Mission.

2. AREAS OF COLLABORATION

The areas of collaboration between the Authority and the Agency will be for achieving necessary convergence in Development of Incubation Center, skill development Center and community use of schools for learning and skill development with necessary Infrastructure and shall exchange necessary information required for formulation, Development for such activities being developed in Area Based Proposals.

Commissioner
Municipal Corporation Indore

3. NON-EXCLUSIVITY

The relationship of the parties under this MOU shall be non-exclusive and both parties, including their affiliates, subsidiaries and divisions, are free to pursue other agreements or collaborations of any kind. However, when entering into a particular agreement related to Strategic Area, the participants may agree to limit each party's right to collaborate with others on that subject.

4. TERMS AND TERMINATION

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5. RELATIONSHIP

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For and on behalf of First Part	For and on behalf of Second Part
Signature	Signature
Name Commissioner, Municipal Corporation Indore	Name (D.S. THAKUR) JOINT DIRECTOR SKILL DEVELOPMENT INDORE ZONE INDORE
Title	Title
Date	Date
Witness 1.	Witness 1.
2.	2.

SMART CITIES MISSION

IMPLEMENTATION GUIDELINES - SMART CITY SPVs

Madhya Pradesh Urban Infrastructure Investment Programme (MPUIIP)

12/10/2015

Contents

1. INTRODUCTION

1.1 Smart City Mission

Cities are the most effective locations of growth for the economy of every nation, including India. Nearly 31% of India's current population lives in urban areas and contributes 63% of India's GDP. With increasing urbanization, urban areas are expected to house 40% of India's population and contribute 75% of India's GDP by 2030. This requires effective and responsive urban management institutions, processes and systems together with provision of comprehensive development of physical, institutional, social and economic infrastructure. Effective urban institutions, robust and responsive operations and management systems together with urban infrastructure are all important in improving the quality of urban life. Having them in place attracts people and investments to the City setting in motion a virtuous cycle of growth and development. Development of smart cities is a step in that direction. The proposed city level SPVs will be expected to address the issues listed above and not only be instrumental in rolling out of the Smart Cities program but to also become institutional role models for India's urban sector as a whole.

On 26th June 2015, Hon'ble Prime Minister of India launched the Smart Cities Mission with a vision to develop 100 smart cities across India with a total allocation of INR 48,000 Crores over a period starting FY 2015-16 till FY 2019-20. The Mission is being operated as a Centrally Sponsored Scheme (CSS).

The purpose of the Smart Cities Mission is to drive economic growth and improve the quality of life of people by enabling local area development and harnessing technology, especially technology that leads to Smart outcomes.

- Area-based development will transform existing areas (retrofit and redevelop), including slums, into better-planned ones, thereby improving liveability of the whole City. New areas (greenfield) will be developed around cities in order to accommodate the expanding population in urban areas.
- Application of Smart Solutions will enable cities to use technology, information and data to improve infrastructure and services. Comprehensive development

in this way will improve quality of life, create employment and enhance incomes for all, especially the poor and the disadvantaged, leading to inclusive Cities.

The strategic components of Area-based development in the Smart Cities Mission are city improvement (retrofitting), city renewal (redevelopment) and city extension (greenfield development) plus a Pan-city initiative in which Smart Solutions are applied covering larger parts of the city.

The selection process for choosing thecities for participating in the Smart Cities Mission is based on the idea of competitive and co-operative federalism and follows a 'Two stage City Challenge Competition' for selection of smart cities under the mission. The first stage of the competition was undertaken by the centralgovernment to shortlist the potential candidates of smart cities from their respective states by making the cities compete on prescribed criteria. In the second stage, MoUD has invited all the shortlisted cities to develop Smart City Plans as per the mission guidelines and the proposal templates circulated by them. MoUD will evaluate these proposals and select top 20 cities as the winners for the first round while other cities will be advised to improve their proposals and compete again for the second round to be annouced next year.

At the City Level, the implementation of the Mission will be done by a Special Purpose Vehicle (SPV) created for the purpose. The SPV will plan, implement, manage and operate the Smart City development projects. The SPV can set up subsidiary SPVs or enter into Public Private Partnership models (e.g. JV, BoT, BOOT, BTO) in order to implement projects.

1.2 Smart Cities in Madhya Pradesh

As per the mission guidelines, Madhya Pradesh was alloted 7 cities under the mission. In the first round of competition, Urban Administration and Development Directorate (the nodal agency for all urban development initiatives in MP) conducted a competition between 16 Municipal Corporations of the state and shortlisted 7 cities as the candidates for second stage of competition: Indore, Bhopal, Jabalpur,

Gwalior, Ujjain, Sagar and Satna. These seven cities have prepared the Smart City Plans to compete in the second round of the competition.

1.3 Operationalization of the SPVs

This document includes the implementation guidelines for the smart cities to establish and operationalize the smart city SPVs which are key to the implementation arrangement for all the smart city projects under the mission. It is intended that this document will be used by the ULBs who emerge as winners in the second stage of city challenge competition under smart cities mission, to establish and operationalize the smart city SPVs and hence includes the advisory from the state government with respect to legal, governance and institutional arrangements as well as the key requirements for delegation of operational and financial powers, project implementation arrangements, financing strategy, business processes and operational procedures.

This document is intended to provide facilitating guidance to the ULBs while the key decisions and steps towards SPV operationalization will be taken by the ULBs (in consultation with the state government wherever required).

2. Institutional Structure and Governance Frameworks

This section will explain the proposed legal and institutional structure of the SPVs including the shareholding pattern suggested as well as the board of director's compsition to ensure stakeholder convergence from the smart city project's perspective, organization structure, staffing strategy and governance mechanisms.

2.1. Legal and institutional structure

Government of Madhya Pradesh has operationalized the Madhya Pradesh Urban Development Company Ltd. (MPUDC) as a Government Company incorporated under the Companies Act 2013 for the purposes of urban development in the State of Madhya Pradesh. The mandate of MPUDC as per the cabinet approval is to undertake detailed design, planning, financing and implementation of urban infrastructure development and municipal service delivery improvement projects in the state, including PPP structuring as well as implementation of all Externally Aided Projects.

The Board of Directors of MPUDC comprises of the Hon'ble Chief Minister as its Chairman. The Chief Secretary, Principal Secretaries of all relevant departments is its other Directors. The Managing Director of the company is Commissioner, UADD.

According to the guidelines issued by Government of India for the Smart City Mission, all selected smart cities are required to establish a city level Special Purpose Vehicle (SPV) which should be a company incorporated under the Companies Act. The company should be jointly owned by the State Government and the ULB concerned. Since the mission guidelines require the state government to provide 50% of the total equity in all the city level SPVs, it is proposed that the state government's equity may be routed through MPUDC for the sake of uniformity and administrative convergence.

Accordingly the smart city SPVs in the State of Madhya Pradesh will be established as companies incorporated under the Companies Act 2013. These companies will be jointly owned by MPUDC and the ULB concerned. While MPUDC will provide the state's contribution of equity shareholding in the SPV to the extent of fifty percent,

the respective ULB and the City Development Authority will jointly contribute remaining fifty percent of the equity shareholding. This will also enable MPUDC to be the holding company for the public investments being routed to the SPVs.

The smart city SPVs are proposed to carry out the following functions at least in addition to the functions delegated to it by the ULB at a later stage depending on requirement and mutual agreement:

- Implement and monitor the Smart City Plan with complete operational freedom and comply with the requirements of MoUD
- Undertake detailed design, planning and financial structuring of smart city projects
- Identify funds for financing the smart city projects to supplement the fixed capital grant aid provided to it.
- Undertake the complete bidding process to engage a private sector developer/operator for implementing, managing and operating smart city projects; conduct negotiations with the selected bidders and sign the project implementation arrangement
- Incorporate joint ventures and subsidiaries and enter into Public Private Partnerships as may be required
- Enter into contracts, partnerships and service delivery arrangements as may be required
- Undertake implementation monitoring and contract management for all smart city projects as well project management and financial management for the projects.
- Undertake all the necessary steps to comply with environmental and social safeguards.
- Assist the smart city project developer in seeking all due statutory clearances and approvals for timely project implementation
- Determine the key revenue streams for the projects - bill and collect user charges as authorised by the ULB.
- Disburse payments to the project operator as per the agreed schedule
- Collect taxes, cess, fee, surcharges etc as authorised by the ULB

- Report the progress on smart city project implementation to the ULB, state and central government as per mission guidelines.
- Work with the ULB and the state government for creating an enabling environment to enhance private sector participation and scale-up the smart city projects in the city – develop new ideas and solutions for smart city projects.

The mission guidelines have proposed that the smart city SPVs as agents of the ULBs dedicated to help the ULBs in SCM implementation and hence require the smart city SPVs to be operationally and functionally autonomous. In MP, the SPVs will derive their functional and operational powers from the ULB and the state government will enable the SPVs through relevant executive order(s), to operate within the overarching legal provisions under the Municipal Corporation Act and the Municipality Act and yet enable the ULBs to delegate their powers to the SPVs in an accountable manner. The details of this are shared in section 3.

2.2. Composition of Board of Directors

Each SPV will have a minimum (core) representation from MPUDC, ULB may also include representation from Development Authorities (where relevant), regional DISCOMs, TCPO, District Administration as well as other city stakeholders/ para-statals such as AICTSL (Indore), BCLL (Bhopal) etc.. In addition the SPV will need to appoint Independent Directors as per the Companies Act, 2013. An indicative board composition is mentioned below to ensure that it reflects adequate representation by all the stakeholders.

1. Collector of the District – Chairman
2. Municipal Commissioner – (in the position of Executive Director)
3. Chief Executive Officer (approved by MoUD)
4. CEO, City Development Authority
5. Elected Councillor of the ULB (nominated by the Mayor)
6. Government of India Nominee
7. Representative of PWD (not below the level of Executive Engineer)
8. Representative of PHED (not below the level of Executive Engineer)

9. Representative of Transport Department
10. Superintendent of Police posted in the city
11. Representative of Town & Country Planning Department
12. Representative of Electricity Distribution Company
13. Nominee 1 of MD, MPUDC
14. Nomine 2 of MD, MPUDC
15. Independent Directors (number to be decided after finalising the above as per the norm prescribed Company Law)

The indicative board composition reflects the representation of all the relevant government department and agencies at the state as well as city level who will have a role to play in the design and implementation of smart city proejcts as currently proposed by the 7 cities in their respective SCPs. Further, it will provide greater convening powers to the SPV at the city level and the MPUDC board will provide for similar convening powers at the state government level. This will catalyze the timely smart city project implementation by catalyzing proper inter-departmental co-ordination wherever required and avoiding any undue delays on the pretext of government approvals and clearances. Also, the proposed board composition will aid the process of convergence at the project level as suggested by the Govt of India for realizing synergy between various national and state level programmes.

It is proposed that depending on the specific types of projects taken up by the cities as pan-city interventions and area based development projects, the SPV's management should decide on the type of skill-sets they would like to bring to the board through nomination of independent directors and then plan to engage the independent directors – it is expected that independent directors would bring strong technical expertise and significant international & national experience of working on smart city projects, area based development projects, urban utility management, smart city financing and institutional aspects.

2.3. Organizational structure and staffing strategy

The city level SPV is envisaged to function in complete autonomy for implementing the Smart City Plan (SCP) under the joint oversight and guidance of the state

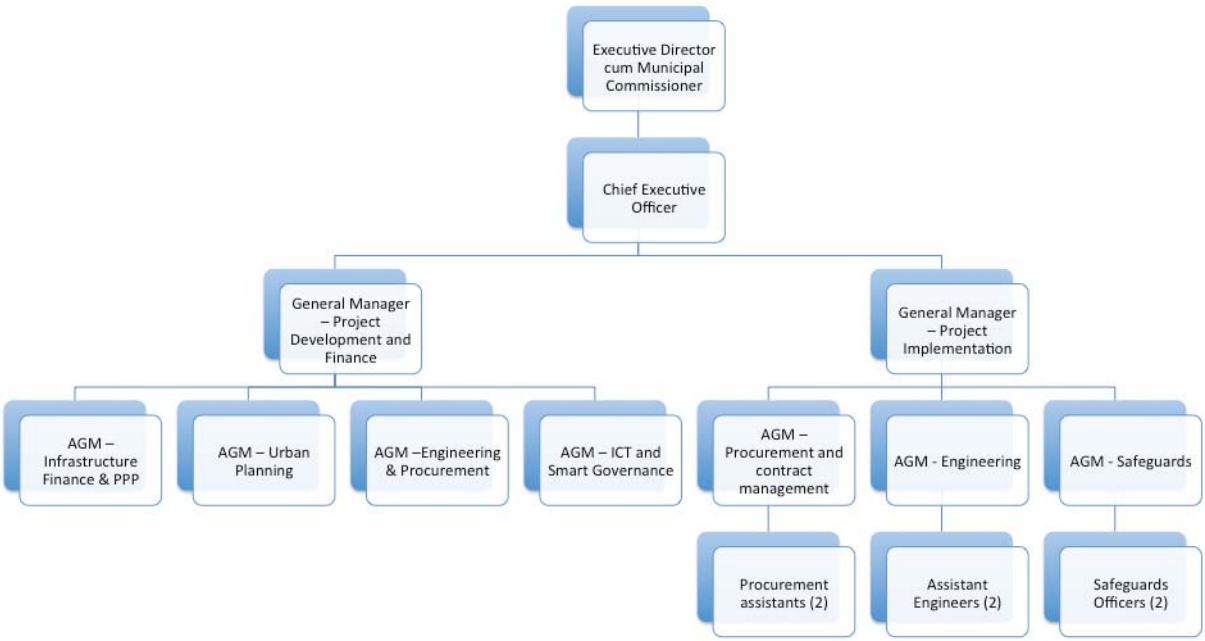
government as well as the ULB – the functional mandate of the SPVs include the following:

1. Project Development and Financing: Detailed design, planning and structuring of smart city projects as well as facilitating inter departmental coordination. This would include procurement of technical/financial consultants and transaction advisors for assisting the SPVs in DPR/ feasibility report preparation as well as PPP project structuring, capital structuring, fund sourcing for the projects from non-budgetary sources, preparation of bid documents as well as bid process management as well as developer agreement.
2. Project Implementation and O&M Monitoring: Engage the private sector for implementation of strategic area development project as well as pan city intervention for smart city, provide the necessary support to the developer/concessionaire for implementing the project such as establishing project specific SPVs as Joint Ventures between city level SPV and the private party, facilitating government approvals, statutory clearances and sanctions (including issues relating to land use classification and land availability), citizen engagement, timely disbursement of public investments committed to the projects and implementation monitoring throughout the implementation and O&M period. In addition also provide the security to the private party towards consistent, adequate and reliable revenue streams from the projects including any city level policy decisions relating to user charges or similar cost recovery mechanisms.

The functional structure of the SPV should be aligned with the functional mandate as mentioned above wherein the SPV should have separate divisions as follows:

1. *Project Development and Finance Division* – responsible for all project preparatory activities including project financing and appraisals.
2. *Project Implementation Division* – responsible for all procurement, contract award and post-award contract management activities.

Based on the overall functional structure suggested above, an indicative Organization structure could be as follows:



It is critical to understand that since most of the functions envisaged for the smart city SPV are technical in nature and need technical expertise more than administrative expertise, the market recruitment should be the preferred mode of recruitment. Based on this some key suggestions are as follows:

1. The smart city SPV will have a board of directors having representation from central, state and local government agencies including ULB, DA, TCPO, DISCOM, other city level para-statals and SPVs etc.
2. The Collector will be the non-executive chairman of the SPV who will have all the co-ordination responsibilities to ensure synergy between all the concerned departments for ensuring that the smart city implementation is carried out smoothly and timely.
3. The Municipal Commissioner will be the Executive Director of the SPV, who will have all the executive powers to carry out the operations of the SPV.
4. The CEO can either be a government nominee or a professional from the open market with relevant experience and expertise for a period of 3 years as per SCM guidelines and he will report to the Executive Director of the SPV.
5. The SPV is proposed to have 2 division heads as General Managers who will report directly to CEO and will be supported by a team of in-house technical experts.

6. The senior management can be taken on deputation from other government departments, agencies, para-statals.
7. The technical staff at the level of AGM and below should be recruited from open market.
8. For the sake of managing the company affairs, the SPV will also engage one full-time Company Secretary and one full-time Chartered Accountant.

2.4. Governance mechanism and stakeholder engagement

Governance systems

The Board of Directors of the SPV will be assisted by a Risk Management Committee, comprising its Directors supported by senior executives of the Company.This Committee will identify various risks and suggest mitigation measures in the operations, financial and market transactions which the SPV will need to carry out.

A Grant & Loan Fund Monitoring Committee will be set up to enable proper decision making and provide managerial oversight to the operations of the SPV and optimal utilization of the grant and loan amount received by it.

A nomination cum remuneration committee will also be set up for decisions relating to recruitment and remuneration of key managerial personnel and othersworking in the SPV.

2.4.1. Smart city advisory forum

In order to be in continuous engagement with the stakeholders and general public, facilitate collaboration and provide guidance in the implementation of the SCP, a Smart City Advisory Forum will be established at the city level. This will include the District Collector, MP, MLA, Mayor, CEO of SPV, local youths, technical experts, and at least one member from the area who is a,

- President / Secretary representing registered Residents Welfare Association,
- Member of registered Tax Payers Association / Rate Payers Association,

- President / Secretary of slum level federation, and
- Members of a Non-Governmental Organization (NGO) or Mahila Mandali / Chamber of Commerce / Youth Associations.

The CEO of the SPV or his nominee will be the convener of the Smart City Advisory Forum. This forum will be a key platform for stakeholder consultations, community engagement and participatory planning.

2.4.2. Board of Directors

All the keydecisions relating to the operations of the SPV and the projects of the SPV propose to implement will be taken by the Board of Directors (the composition is described earlier in this section). The Board is envisaged to have representation from all the departments and agencies as well as private sector experts as independent directors and would be the guiding force for the SPV to operate in a self-sustainable manner.

3. Delegation of Powers, Legal Mechanism and Contractual Framework

As per Smart City Mission guidelines Bhopal, Indore, Gwalior, Jabalpur, Ujjain, Sagar and Satna have identified the projects for implementation under the SCP. A quick analysis of the projects proposed suggests that under the pan city projects, a majority of them include improvement in the management of municipal solid waste (MSW), urban transport (smart ticketing, street infrastructure, signalling system, bus stops) and similar such initiatives. As part of the area based development, the projects proposed include redevelopment, retrofitting and green field development of the identified areas in these cities. The key functions and responsibilities of the SPV in the implementation of SCP are set out in Section 2.3 above. This would require devolvement of adequate powers, financial support and legal empowerment to undertake the related activities. The following section captures the aspects that may need to be considered for enablement of the SPV to undertake the same in an effective manner.

3.1 Recruitment of skilled personnel:

For the proper implementation of the SCPs, the SPVs are required to equip themselves with skilled personnel with adequate capacity to detail out the project plans, design and engineering aspects, financing plans, procurement of works, goods and services, monitoring skills, embed features requiring efficient corporate governance systems and accordingly staff recruitment needs to be planned. All the required skillsets may not be available within the existing government employees working in various departments. Therefore, government may need to give a special dispensation for recruitment of non-government employees and for this purpose permit the SPV by means of a specific notification to recruit personnel from the open market. As the nature of the projects to be built would be technology intensive,there would be substantial amount of goods and equipment supplied by different private sector vendors, It becomes important, therefore, that the technical side of the SPV personnel are suitably qualified, experienced, have necessary skillset to evaluate such goods, equipment, works and services rendered by the vendors. Public services emanating out of such technology oriented goods and equipmentmay need to be closely and efficiently monitored by the SPV. It is also important that there are a set of personnel who are well versed with government working, fund flow, its utilization and audit issues. The SPV may need to appoint suitable employees on deputation from Government departments/ULB/ parastatals for this purpose. Capacity building of ULB and other government officials is also a critical component of the SCMand the SPV personnel as practitioners and with implementing experience will play an important and active role in sharing their knowledge and render constant training tothe ULB officials and other stakeholders concerned.

Compensation and HR systems:

Keeping in view the uncommon skillsets of the employees working in the SPV especially in technology driven projects, it is felt that the remuneration and perks to the people working in the SPV may need to be market drivenand comparable to private sector employment. To this extent, government support in implementing the Board decisions may be required.

Financial management:

To ensure adequate financial management for properly overseeing implementation and smooth operations and maintenance of the assets built, SCMenvisages that it is the state/ULB's responsibility to guarantee a steady and dedicated *'revenue stream'* to the SPV. The SPV is expected to become financially self-sustaining in the longer-term and be able to raise resources from the open market. The fund flow from government is expected to be used only for creation of infrastructure for the benefit of the users. To enable these aspects, it is necessary to suitably empower the SPV to take independent decisions while carrying out the activities identified and operate with a fair amount of autonomy without referring back to the ULB or State Government each time. This will ensure more efficient functioning of the SPV and provide public services in a quicker and efficient manner.

To discharge the above functional mandates, the SPVs are required to be given powers which are otherwise vested with the concerned local, municipal and development authorities under the relevant legislations. Smart city mission guidelines suggest empowerment of SPVs to the extent and as provided under municipal acts by the state Government and ULBs. In this regard the guidelines suggests following best practices;

i. Delegating the rights and obligations of the municipal council with respect to the Smart City project to the SPV
ii. Delegating the decision making powers available to the ULB under the municipal act/Government rules to the Chief Executive Officer of the SPV
iii. Delegating the approval or decision making powers available to the Urban Development Department/Local Self Government department/Municipal Administration department to the Board of Directors of the SPV in which the State and ULB are represented.
iv. Delegating the matters that require the approval of the State Government to the State Level High Powered Steering Committee (HPSC) for smart cities.

With the above background, the following agenda is set out for consideration by GoMP.

3.1. Implementation Mechanism of SCP

For the effective implementation of the SCP the SPVs may act as Master Developers and undertake the various projects envisaged under the SCP on behalf of the ULB, parastatals, and other concerned departments of the Government. As Master Developer the SPV would be in the best position to integrate and coordinate all the necessary clearances and approvals in a well-planned and effective manner. For this purpose, a model Master Developer Agreement (MDA) could be prepared setting out clearly the roles and responsibilities of the State Government, ULB and the SPV. As the convergence of the other schemes such as AMRUT, HRIDAY, SBM, IPDS, Shelter for All, Digital India, Make in India and Skill India are critical for the success of the SCP, the SPV will need to be authorised by different government agencies to implement the various projects under the SCP. The MDA will provide the requisite rights to the SPV to undertake various activities to draw the necessary funding under different schemes, achieve convergence amongst them and implement the SCP in an effective manner. As a result of the powers and rights vested with the SPV by the State Government and the ULB, the SPV will to need enter into further agreements/MoUs with the other stakeholder government departments such as the Town & Country Planning Department, Development Authorities, PHED, Electricity Supply Company, New & Renewable Energy Department, Public Works Department, IT Department, Tourist Development Corporation, Traffic Police & Transport Department, other relevant agencies[1] and private parties.

3.2. Delegation of powers

The guidelines envisage that in order to ensure operational independence and autonomy in decision making of SPVs, the municipalities/ municipal corporations/ administrative departments/ parastatal agencies are required to delegate their powers that are necessary for implementation of the projects proposed under the SCPs. To evolve suitable frameworks for delegation of certain powers of the

[1]For instance, based on the Ujjain city SCP, the agency concerned with the preparations of the upcoming SinhasthaMela in 2016, may have to entrust the assets belonging to the Ujjain Municipal Corporation to the Ujjain Smart City Limited (SPV) for continued operations and maintenance of surveillance camers, energy efficient street lighting etc.

Government, ULBs and parastatal,the Constitution of India and relevant municipal laws viz. Madhya Pradesh Municipal Corporation Act, 1956 and Municipalities Act 1961 were examined.

Article 243W of the Constitution suggests that *"the Legislature of a State may, by law, endowmunicipalities with such powers and authority as may be necessary to enable them to function as institutions of self-governance and such law may contain provisions for the devolution of powers and responsibilities upon Municipalities…"* This means a state legislature is empowered to make laws and the law will define the details as to the powers and functions of the various organs of the government. Therefore, based on such supplementing legislation different States (Tamil Nadu, Karnataka, Delhi) have entrusted the responsibility of implementation of schemes for water supply by a statutory Board.

In the context of delegating the rights and obligations of the municipality to an SPV,it would be useful to see few of the key municipal functions that the SPV is required to perform as envisaged in the SCP. Section 66 of the Madhya Pradesh Municipal Corporation Act, 1956 details out the obligatory functions of the Corporation, where the Corporation has to make adequate provisions to the public. The obligatory functions of the Corporation include the management and maintenance of all municipal water works and construction and maintenance of new work and means for providing a sufficient supply of suitable water for the public and private purpose, construction, alteration and maintenance of public streets and disposing of night soil and rubbish or preparation of compost manure from night soil and rubbish. In addition to the functions mentioned in Section 67 of the Act, the Corporation has certain discretionary functions which includes supply, construction and maintenance of pipe and other fittings for the supply of water to private premises from water works maintained by the Corporation and supply, construction and maintenance of receptacles, fittings, pipes, and other appliances on or for the use of private premises for receiving and conducting the sewage thereof into sewers under the control of the Corporation.

What follows from the above is that in respect of state of Madhya Pradesh, it is the Municipal Corporation and Municipalities which are authorized under law to undertake the above functions. Now the question is as to what extent a Municipal Corporation can entrust these functions to an SPV.

At the outset, it may be noted that inherent legislative powers as provided in the relevant laws relating to the obligations of an ULB and a statutory parastatal (like a Water Board) cannot be delegated in its entirety. The concept of delegation has been discussed by Justice Mathew in **Gwalior Rayon Silk Manufacturing (Wvg.) Co. Ltd v. The Assistant Commissioner of Sales Tax and others [2] ,** *"37…..Delegation is not the complete handing over or transference of a power from one person or body of persons to another. Delegation may be defined as the entrusting, by a person or body of persons, of the exercise of a power residing in that person or body of persons to another person or body of persons, with complete power of revocation or amendment remaining in the grantor or delegator…….Delegation often involves the granting of discretionary authority to another, but such authority is purely derivative. The ultimate power always remains in the delegator and is never renounced.*

Keeping the above principle in view, the Government/ULB for the implementation of the SCP, may delegate only certain functions to the SPV. Courts have made a clear distinction between delegation of legislative powers and delegation of non-legislative/administrative powers. It is held that delegation of power to legislate cannot be delegated. Non-legislative and administrative powers can be delegated to a person or body for implementation. It is held that when an agency is conferred with the power to perform a function, after exercising such power, how to implement the decision is a matter of process. The law may vest power to an agency and further implementation of the same is left to such agency. The Hon'ble Supreme

[2](1974) 4 SCC 98

Court of India on April 16, 2014[3] in a bunch of four Special Leave Petitions, observed at para 4 that *" ….So long as the essential function of decision making is performed by the* ***delegate***[4] *the burden of performing the ancillary and clerical task need not be shouldered by the* ***primary delegate****……."* (emphasis added)

For instance, the city of Ujjain under its SCP has envisaged levy of an Infrastructure Development Charge on new residential and commercial buildings. The State Government may as provided in Chapter IV (Section 132-134) of the Madhya Pradesh Municipal Corporation Act, 1956, notify levy of taxes and charges by means of a notification. However, the SPV cannot levy the Infrastructure Development Charge, but it would be the Ujjain Municipal Corporation *(primary delegate)* that can do it.

In view of the foregoing, while a Municipal Corporation may entrust the performance of a function to the SPV, however, the prime responsibility will be that of the Municipal Corporation as it is its obligatory duty under the law.

[3]SLP (Civil) No. 18347/2013, 19600/2013 & 19652/2013 – Sidhartha Sawargi v. Board of Trustees for the Port of Kolkata & others, SLP(Civil) No. 19458, 19459/2013 –Universal Autocraft Pvt Ltd v. Board of Trustees for the Port of Kolkata & others

[4]In the present context, the *'primary delegate'* would be the ULB which has been vested with the power to levy tax and user charges under Section 132 and 132A respectively in the Madhya Pradesh Municipal Corporation Act, 1956

Transit Oriented Development Policy

2014

Madhya Pradesh

Prepared by -

Urban Administration and Development Department, Government of Madhya Pradesh

With Technical Support from

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Government of Madhya Pradesh

Government of Madhya Pradesh Transit Oriented Development Policy

Highlights

December 2015

A. Purpose & Application of the Policy

Government of Madhya Pradesh intends to promote smart growth in urban areas to address issues related to urban development and transport in a modern and sustainable manner. The Transit-Oriented Development (TOD) concept is a growth strategy that promotes mixed-use residential and commercial areas to maximize access to public transport, and encourage transit ridership. This policy has been drafted to assist cities in implementing TOD-based developments.

This policy applies to all the urban areas of Madhya Pradesh. It will serve as a guiding tool for preparation/revision of plans, formulation/amendments of Bhumi Vikas Rules, formulation of Development Control Regulations and regulating urban development in the state. This policy shall be specifically meant for promotion and control of development around Transit Stations and along Transit Corridors in all the cities whose Comprehensive Mobility Plans have been approved.

B. Goals

1. To direct Smart Growth in Urban Areas.
2. To make Public Transport a preferable Mode of Transportation.
3. To ensure High Density and Mixed-Use Development.
4. To ensure Pedestrian Safety, Comfort and Convenience.

C. Strategies

1. Transit- Supportive Land Uses

1.1. Transit- Supportive Land Uses

- Higher Employment Densities and/or Residential Densities
- Promoting Travel Time other than Peak Periods
- Attracting reverse-flow travel on Roads and Transit Stations
- Encouraging extended hours of Activity, throughout the day and week
- Attracting Pedestrian Users and Generates Pedestrian Traffic

1.2. Mix Land Uses

- A Transit Station/Corridor Area shall allow for a mix of Residential, Employment and supporting Retail and Service Uses. The mix of Uses shall be ensured horizontally as well as vertically.
- Limit Non-Transit Supportive Land Use (Private Motorized Vehicle Activity, low-density urban form, parking areas, building isolation)

2. Densification and Mixed Income Development around Transit Stations and Corridor

2.1. Densification

- Optimize Density around Each Transit Stations/Corridors
- Minimize the Impacts of Density

2.2. Mixed Income Development

3. Ensure Connectivity and Manage Vehicular Traffic and Parking

3.1. Connectivity

3.2. Multi Modal Integration

3.3. Parking

- Reduced Parking Requirements
- Parking Placement and Parking Form complementing the pedestrian nature of the Area

3.4. Encourage Employer based Transportation Demand Management Strategies (Transit Ridership Programmes shuttle services, carpooling, flexi-time hours etc.)

4. Pedestrian and NMV-Oriented Design

4.1. Pedestrian & NMV Connectivity

- Direct connectivity for Pedestrians and Non-Motorized Vehicles up to the Transit Station/Corridor.
- Transit Station/Corridor Areas, Development Proposals incorporate identification of Primary and Secondary Pedestrian Routes.

4.2. Primary and Secondary Pedestrian Routes

- Would include wider sidewalks and Station/Corridor access Foot over Bridges/Under Passes.

4.3. Pedestrian and NMV-Oriented Design

- Promotion of cycling use and walking for short-distance daily trips through short, continuous, barrier-Free, easily navigable and designed for Local Climate NMV Routes.
- NMV Routes and bicycle routes located close to, but physically separated from a Transit Station/Corridor Vehicle drop-off zones or bus stops
- Transit Station/Corridor Area, Development Proposals shall Provide adequate Amenities for Pedestrians, Cyclist, NMT and Public Transport Users
- Buildings grouped together to allow for easy pedestrian access.

5. Place-making of Transit Station/Corridor Area

- Transforming a utilitarian Transit Node into a Community Gateway and a Vibrant Mixed-use Hub of Activity.

6. Planning with Communities in accordance with local needs.

D. Key Action Areas:

1. Land:

1.1. The Planning, Development and Regulatory Agencies shall devise efficient Land Acquisition Models.

1.2. The Planning, Development and Regulatory Agencies shall earmark a certain portion of land at affordable rates for Housing for EWS/LIG based on the TOD Rules and Regulations.

2. Finance

2.1. TOD Schemes on Government Land shall be prepared so as to mobilize Finances for Extension of Transit Services and Capital Expenses thereof by way of using Land as a Resource.

2.2. TOD Areas shall attract Private Investments in Infrastructure Development and Service Delivery through mechanisms of FAR benefits or any other possible benefit that the Regulatory authorities can give.

2.3. TOD Schemes shall give additional Revenue to the Urban Local Bodies which may be credited to a Dedicated Urban Transport Fund.

3. Infrastructure

3.1. Urban Service Delivery Agencies such as Municipal Corporation/Council, Public Transport Company etc shall ensure

- Strengthening of Trunk Infrastructure in Brown Field Transit Station/Corridor Areas so as to effect desired Mixed Use and Density Levels.
- Integrated Infrastructure and Services Systems Plan for Green Field Transit Station/Corridor Areas indicating space requirements for all Urban Services based on desired Mixed Use and Density Levels.
- The Infrastructure provisions in the Transit Station/Corridor Area Development Proposals shall ensure decentralization as far as possible

4. Establishment of Unified Mass Transit Authority

4.1. Unified Mass Transit Authority shall be established to manage Land Pool along Transit Station/Corridor Areas for Public Transport Services and Facilities and mange Public Transport, Intermediate Public Transport, Parking, Pedestrians, Non-Motorized and Vehicular Traffic along Transit Station/Corridor Areas.

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क्रमांक/यॉ.प्र./07/2015/ 14409 भोपाल, दिनांक 26/11/2015

प्रति,

आयुक्त,
नगर पालिक निगम, इंदौर,
मध्यप्रदेश

विषय :- अमृत मिशन के अंतर्गत विस्तृत परियोजना प्रतिवेदन (DPR) प्रस्तुत करने के संबंध में।
संदर्भ :- आपके द्वारा प्रेषित सर्विस लेवल इम्प्रूव्हमेंट प्लान।

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संदर्भित विषयांतर्गत आपके द्वारा प्रस्तुत सर्विस लेवल इम्प्रूव्हमेंट प्लान (SLIP) के आधार पर तैयार किये गये स्टेट एनुअल एक्शन प्लान (SAAP) का अनुमोदन भारत सरकार द्वारा किया जा चुका है। वर्ष 2015-16 से 2019-20 के मिशन अवधि के लिए आपके निकाय से संबंधित कार्यो का घटकवार विवरण निम्नानुसार है :-

Amount Rs. In Crore

S. No.	Name of City	Water Supply	Sewerage and Septage Management	Storm Water Drainage	Urban Transport / Mobility	Others and Green Spaces	Total
1	Indore	765.50	761.34	10.00	51.50	40.00	**1,628.34**

तथा वर्ष 2015-16 के लिए कार्यो का विवरण एवं व्यय का विभाजन निम्नानुसार है :-

Amount Rs. In Crore

S. No.	Name of City	Water Supply	Sewerage and Septage Management	Storm Water Drainage	Urban Transport / Mobility	Others and Green Spaces	Total
1	Indore	153.10	152.27	2.00	10.30	8.00	**325.67**

उपरोक्त कार्यो का क्रियान्वयन दो चरणों, प्रथम चरण (2015-16 से 2017-18) एवं द्वितीय चरण (2018-19 से 2019-20) में किया जाना है।

प्रथम चरण में निम्नानुसार कार्य कराये जाने है :-

Amount Rs. In Crore

S. No.	Project detail	Financial year			Total
		2015-16	2016-17	2017-18	
1	Water Supply	153.10	153.10	153.10	**459.30**
2	Sewerage and Septage Management	152.27	152.27	152.27	**456.81**
3	Storm Water Drainage	2.00	2.00	2.00	**6.00**
4	Urban Transport / Mobility	10.30	10.30	10.30	**30.90**
5	Others and Green Spaces	8.00	8.00	8.00	**24.00**
Total		325.67	325.67	325.67	**977.01**

आपके निकाय द्वारा यदि उक्त कार्यो के लिए विस्तृत परियोजना प्रतिवेदन (DPR) पूर्व से तैयार है तो उसे अमृत मार्गदर्शिका अनुसार अद्यतन कर तत्काल संचालनालय में प्रस्तुत करे तथा जिन परियोजनाओं की डीपीआर तैयार नहीं है उन्हें अवगत कराने का कष्ट करें। नये डी.पी.आर. संचालनालय स्तर से नियुक्त की जा रही पी.डी.एम.सी. द्वारा तैयार कराया जायेगा। पी.डी.एम.सी. की नियुक्ति हेतु निविदा जारी की जा चुकी है, जिसका अवलोकन विभाग की वेबसाइट में किया जा सकता है।

(प्रभाकांत कटारे)
प्रमुख अभियंता
नगरीय प्रशासन एवं विकास
मध्यप्रदेश, भोपाल

Pradhan Mantri Awas Yojna – In Principle approved by UADD

Name of City: Bhopal / Indore / Jabalpur / Gwalior / Ujjain / Satna / Sagar

1. For upcoming projects

Name of Scheme / Project	Sectors and components covered	Areas within city covered	Source of funding	Total funding available* *(Rs. In Crore)*
Indore - HFA	Housing	Total Slum and Non-Slum Population	Central & State	2,959.75
Bhopal - HFA	Housing	Total Slum and Non-Slum Population		2,707.62
Jabalpur - HFA	Housing	Total Slum and Non-Slum Population		2,488.51
Sagar - HFA	Housing	Total Slum and Non-Slum Population		346.51
Satna - HFA	Housing	Total Slum and Non-Slum Population		514.29
Gwalior - HFA	Housing	Total Slum and Non-Slum Population		2,286.00
Ujjain - HFA	Housing	Total Slum and Non-Slum Population		

** Only Central and State Share, as per HFAPoA submitted by ULBs.*

2. For ongoing or completed projects

Name of Scheme / Project	Sectors and components covered	Areas within city covered	Source of funding	Project cost	Current status of project
No project under HFA is ongoing/complete					

Ministry of New and Renewable Energy
(Grid Connected SPV Rooftop, Solar Cities & Green Buildings Division)
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Development of Solar City Programme
Status Note on Solar Cities (As on 15.09.2015)

1. Background

The Ministry has launched a Scheme on "Development of Solar Cities": under which a total of 60 cities/towns are proposed to be supported for development as "Solar/ Green Cities". At least one city in each State to a maximum of five cities in a State may be supported by the Ministry. The cities may have population between 0.5 to 50 lakh. Relaxation could be considered for special category states including North-Eastern States. Financial support up to of Rs. 50 lakh for each city may be provided for preparation of the Master Plan alongwith few DPR (up to Rs. 10 lakh), oversight of its implementation (up to Rs. 10 lakh), setting up and functioning of Solar City Cell in the city (up to Rs. 10 lakh) and organizing promotional activities (up to Rs. 20 lakh).

2. Status of Proposals

- Sanctions have been issued for 50 Cities namely Agra, Moradabad, Allahabad, Rajkot, Gandhinagar, Surat, Nagpur, Kalyan-Dombiwali, Thane, Aurangabad, Nanded, Gwalior, Rewa, Imphal, Kohima, Dimapur, Dehradun, Haridwar-Rishikesh, Chamoli-Gopeshwar, Chandigarh, Gurgaon, Faridabad, Coimbatore, Vijayawada, Bilaspur, Raipur, Agartala, Guwahati, Jorhat, Hubli-Dharwad, Mysore, Amritsar, Ludhiana, Mohali, Jodhpur, Bhubaneswar, Aizawl, Panaji City & Environs, Itanagar, Hamirpur, Shimla Shirdi, Ajmer, New Town Kolkata , Howrah, Madhyamgram, New Delhi, Puducherry, Kochi and Bhopal.

- Master Plans have been prepared for 48 cities namely Agra, Moradabad, Gandhinagar, Rajkot, Surat, Kalyan-Dombiwali, Thane, Shirdi, Nagpur, Aurangabad, Nanded, Indore, Bhopal, Rewa, Gwalior, Imphal, Kohima, Dimapur, Chandigarh, Gurgaon, Faridabad, Bilaspur, Raipur, Agartala, Guwahati, Jorhat, Hubli-Dharwad, Mysore, Aizawl, Itanagar, Coimbatore, Shimla, Hamirpur, Jodhpur, Vijayawada, Ludhiana, Amritsar, Chamoli-Gopeswar, Dehradun, Haridwar-Rishikesh, New Town Kolkata, Madhyamgram, Panaji, Puducherry, New Delhi (NDMC area), Allahabad, Kochi , Bhubaneswar, Indore and Thiruvananthapuram.

- Further, "In-Principle" approvals have been given to 6 Cities namely Thiruvananthapuram, Jaipur, Indore, Leh, Mahbubnagar and Narsapur Town (West Godavari District). Master Plan of Indore and Thiruvananthapuram have been prepared and the other Corporations/State Nodal Agencies are in the process of engaging Consultants for preparation of the Master Plans.

3. Empanelment of Consultants

The Ministry has empanelled 26 consultants in June 2009 for preparation of the Master Plans. The list is available in the Website of MNRE.

4. Model Solar Cities.

Eight Cities are to be developed as 'Model Solar Cities'. So far, **Nagpur, Chandigarh, Gandhinagar and Mysore** have been identified/ sanctioned. The financial support upto Rs. 9.50 core is provided for each Model Solar City provided the equal amount of Rs. 9.50 crore is given by the Municipal Corporation/City Administration/State or any other resources including public private partnership for installation of renewable energy projects/system.

5. Pilot Solar Cities

Fifteen Cities to be developed as 'Pilot Solar Cities'. So far 13 cities namely **Agartala, Coimbatore, Rajkot, Shimla, Faridabad, Thane, Raipur, Shirdi, Leh, Aizawl, Puducherry, Vijaywada and Amritsar** are being developed as Pilot Solar City. The financial support upto Rs. 2.50 crore will be provided for each Pilot Solar City provided the equal amount of Rs. 2.50 crore is given by the Municipal Corporation/City Administration/State or any other resources including public private partnership for installation of renewable energy projects/systems.

6. Solar City Cells and Stakeholders Committees:

The Stakeholders committees have been constituted in all 50 solar cities while the solar city cells have been created in 26 solar cities.

7. RE Projects:

RE projects with an aggregate capacity of 8.16 MWp eq. Solar PV Projects and 505100 lpd (7894.5 m^2) SWH systems have been sanctioned in Chandigarh, Mysore, Rajkot, Agartala, Faridabad, Thane, Aizwal, Puducherry, Nagpur, Surat ,Vijaywada & Shimla solar cities.

8. Green Campus:

So far sanctions has been given for 14 campuses namely Silver Jubilee Campus of Pondicherry University; Auroville Campus (Puducherry); Dayalbagh Nagar Panchayat; School of Planning & Architecture (New Delhi); Malkapur Nagar Panchayat; KIIT University; Tezpur University; Indian Institute of Engineering, Science & Technology (BESU); Jadhavpur University; Writers Building (Kolkata); Madan Mohan Malaviya University of Technology (Gorakhpur); Orissa University of Agriculture and Technology (Bhubaneswar); Shri Hanuman Vyayam Prasarak Mandal (Amravati); and National Institute of Technology (Hamirpur) to be developed as Green Campus.

9. Financial Status

- The sanctions have been issued for **50 Cities** at a total cost of **Rs. 2369.15 lakh/-** for Master Plans, Solar City Cells and Promotional Activities of which **Rs. 610.97** lakh has been released.
- An amount of **Rs. 4281.18 lakh** has been sanctioned for installation of renewable energy projects in 12 Solar Cities of which **Rs. 1783.76 lakh** has been released.
- An amount of **Rs. 70.00 lakh** have been sanctioned and an amount of **Rs. 12.85 lakh** have been released for Green Campuses.

E-NagarPalika: online local government

State-wide initiative for better urban management

A project under MPUIIP (GoMP and DFID Partnership)

The ambitious *E-NagarPalika*project is an innovative E-Gov reform under the partial DFID Funded MPUIIP Project and rest of the funding coming from State Govt of Madhya Pradesh.. The main objective is to bring about an IT enabled transformation of ULBs based on more efficient, effective and transparent processes leading to better citizen services and sustained revenue generation.

At present there are 378 ULBs functioning under two similar Municipal Acts with substantial commonality in terms of structure and functions. Whilst many ULBs have adopted IT systems there is no uniformity in the approach, technology and processes. This has led to the following issues and problems:

1. Numerous silo based ULB IT solutions across the State.
2. Massive duplication of effort in developing different systems for similar functions
3. Multiple technologies being deployed for the same purpose
4. Ad hoc systems prevent integration across functions and data within and between ULBs
5. Piecemeal approach has led to IT systems inheriting the inefficiencies of manual systems
6. Lack of holistic approach undermines the elimination of manual systems that remain in vogue
7. All this leads to major Inefficiencies and lack of cost effectiveness

To address these problems and to achieve greater uniformity, integration and efficiency in ULB operations it is proposed that future IT enabled transformation of ULBs is based on aCommon Integrated Web based EnterpriseResource Plan(ERP) solution. An ERP based approach has already been successfully piloted, tested and operationalized in BMC. This approach addresses the issues raised above and also provides the following additional benefits:

1. ERP systems will place a much stronger focus on the process re-engineering and data management aspects of ULB operations as compared to a bespoke system approach as followed by ULBs to date, since the software has already been thoroughly tested and proven in tens of thousands of locations in India and worldwide
2. ERP systems are inherently more scalable in terms of number of users, functions and locations given the extent of its application in India and overseas and is especially suited to organisations adopting change management processes
3. ERP is more technologically upgradable and lifetime supported by OEM
4. ERP is not vendor dependent
5. Total cost of any ERP's system over time if calculating implementation, upgrades and support is no more than non-branded/ less proven bespoke systems with no upgrade capability

The main features of the proposed E-NagarPalika ERP based solution are as follows:

1. Comprehensive and uniform ERP system for 378ULBs. More ULBs can be added as and when needed. Scalability is not a issue.
2. System being developed on SAP ERP and selected thru competitive Bidding.
3. System will be available on 24X7X 365 days basis to the citizens for on line operations.
4. Online Payment gateway will be provided to the citizens, so that they can make hassel free transactions.
5. System will have Hindi interface as well as digital signatures interface.
6. Implemented sequentially to 7 Pilot Location (Indore, Gwalior, Ujjain, Satna, Berasia, Budhni, Hoshangabad) in the first phase GO Live which has been target for 1st April 2016.
7. Remaining MCs and all other ULBs division wise Roll Out to 370 Locations in 4 Waves Likely to be completed by 31st Match 2017.

a. Wave 1 (~ 90 ULBs) - Gwalior, Jabalpur divisions
b. Wave 2 (~ 90 ULBs) – Indore, Ujjain divisions
c. Wave 3 (~ 90 ULBs) – Rewa, Sagar divisions
d. Wave 4 (~ 90 ULBs) – Rest of ULBs divisions

8. Integration of all municipal functions and services within and between ULBs
9. Adoption of standard best practices through process re-engineering
10. Optimal utilisation of state resources for networking (SWAN) and IT infrastructure storage (State Data Centre)
11. Incorporation of most competitive and appropriate licensing model
12. Project Scope Covers Hardware supply and Installation at State Data Centre, SAP ERP and other related software supply, deployment, customiation and rollout in all 378 locations in a phased manner alongwith data digitiation and Providing for 5 year post implementation maintenance support.
13. Once Implemented this will be the first of its kind in the country delivering efficient and transparent citizen services as well as Back end operations with in and across all ULBs in the State. The System will also be integrated with GIS applications and other State run applications like *SSDG - State Service Delivery Gateway ; SSSM – SamagraSamajaikSurakha Mission etc.*
14. The Scope will include all services in a ULB which will include:
    a. Property Tax
    b. Water Charges
    c. Birth Registration
    d. Death Registration
    e. Commercial License
    f. Marriage Registration
    g. User Charges (e.g. Marriage Grounds, Swimming pool)
    h. Citizen Grievances
    i. Common Services (e.g. Tree Cutting)
    j. Human Resources
    k. Payroll
    l. Fire NOC
    m. Solid Waste Management
    n. Stray Animals
    o. Street Lights
    p. Integration of ABPAS system with financial system, property tax
    q. Financial Management
    r. Accounts Receivables
    s. Accounts Payables
    t. General Ledger
    u. Fixed Assets
    v. Budget Management
    w. Court Case Management
    x. Procurement
    y. Stores and Inventory
    z. Fleet Management
    aa. Project Systems
    bb. Lease Accounting
    cc. Hoarding Management
    dd. Slum Data Management
    ee. Rental Properties
    ff. Social Security Pensions / Schemes - Old age pension, Widow Pension etc.

Guiding Principles for
"Conservation of Heritage Building and Areas" in Madhya Pradesh

A. Background

Madhya Pradesh is endowed with rich and diverse natural, historic and cultural resources. The State is home to heritage sites of great cultural importance chronicling the history of the region. There are 167 state-designated heritage sites in Madhya Pradesh and many of them have been identified as needing conservation. Due to State's complex history, these sites are of a diverse range of styles and ages and spread over a wide terrain. Encroachment on the sites is a concern, and there is a need for greater expertise on conservation and management. Many heritage cities have faced or are facing severe hurdles in heritage conservation such as rapid pressures of urbanisation, absence of proper policy, lack of appropriate legal framework, awareness and appreciation towards heritage. Paucity of technical, financial and administrative resources with the government to conserve further increase the complexities of ownership.[1]

DFID through its MPUIIP project has supported establishment of a Heritage Cell in Urban Development Department. The Cell through a yearlong research project has done extensive efforts to document the historic importance of urban heritage in four towns of Bhopal, Gwalior, Indore and Ujjain. The city wise compilation provides exhaustive references to the town history, architectural styles and listing of built heritage within the boundaries of the city. Recommendations for each city on development and conservation of the heritage are also included in the research report.

Based on findings and experiences of work done by the Heritage Cell, the Draft Guiding Principles set out below provide a broad policy foundation for heritage conservation in cities and towns of Madhya Pradesh. It will help initiate a discussion around conservation including wider community engagement , delineate roles of stakeholders and provide broad pointers for arriving at appropriate policy and institutional arrangements. They have been guided by following documents:

- The Madhya Pradesh Tourism Policy (2010) that has adopted guiding principle of " First Conservation Later Tourism" for Cultural Heritage.
- Model Heritage Regulations (2011) prepared by MoUD for protecting the Graded Heritage structures in the form of Model which can be adopted by the State Governments in their respective building regulations.
- National policy for conservation of the ancient monuments, archaeological sites and remains protected by the Archaeological Survey of India (2014)

The guiding Acts and Rules to be followed in heritage zones include:

- The Ancient Monuments and Archaeological Sites and Remains Act, 1958
- Madhya Pradesh Ancient Monuments and Archaeological Sites and Remains Act, 1964 and its Amendment 1970
- Madhya Pradesh Town and Country Planning Act, 1973
- State Archaeology Department Rules and Act 1958, 1961, 1962 and 1972

B. Draft Guiding Principles

[1] Largely in urban areas, major factors leading to neglect and destruction of tangible heritage could be identified as lack of regulatory control, absence of listing of heritage structures, lack of statutory powers with local authorities and absence of any budgetary provisions in their municipal budgets. Coordination between Tourism, State ASI and Urban local bodies often creates impediments for conservation related works.

The State is committed to development of Heritage Conservation guidelines through a participatory process to safeguard, conserve, restore, manage, and maintain the heritage of Madhya Pradesh's cities and towns while regulating interventions and development activities that may have an impact on the heritage. The points of action originating from this note are based on the following principles:

1. Heritage development of any city is not about development and conservation of few monuments, but has to be an integral part of larger strategic planning process that incorporates elements of social, economic, historic and cultural diversity
2. Historic assets, or combinations of historic assets, of any size, including historic buildings, archaeological sites, historic areas or landscapes, need to be understood and managed at different levels for different purposes
3. Madhya Pradesh considers cultural heritage as an integral part of Urban Development framework and will provide for adequate measures to ensure that Heritage Sites become integral part of Master Plans and Development Planning Process at various levels.
4. Urban Heritage resources to include Archeological and Archival sites, Built Heritage[2], Natural Heritage[3] and Cultural Heritage. Action plans at local level will appropriately incorporate all above along with intangible cultural heritage
5. Heritage sites listing should include ones notified by the Central / State Government under the Regulations and also those which are not under the purview of Archaeological Survey of India or State Archeological Departments. The list should be supplemented from time to time with due procedures for public consultation
6. Conservation approach will build further on principle of "First Conservation Later Tourism" for Cultural Heritage as highlighted in Madhya Pradesh Tourism Policy 2010
7. Heritage Conservation Committee to be formed to advise the State administration on the matters related to identification, protection, conservation and maintenance of State Heritage.
8. Develop a customised criteria for listing and grading heritage buildings based on parameters including but not limited to value for architectural, historical or cultural reasons, relevance to history, architectural design features, natural heritage sites etc.
9. The DCR should take in to account larger principles of height regulations, setbacks, projections, facade control, materials and signage for heritage building. Local variations in conservation shall be guided by site specifications on critical zones around monuments, specific view corridors, regulations for heights and other conditions for upgrading design features.
10. Owners of heritage buildings and buildings in heritage precincts are integral partners to carry out regular repairs. The State shall provide for appropriate incentives for repair and maintenance for the
    buildings owned by them.
11. In case of notified streets, precincts, areas and natural feature areas, development permissions shall be granted in accordance with Urban Design Guidelines prescribed for respective streets, precincts / natural feature areas which can be customised to cities with advice of Heritage Conservation Committee.
12. The State shall prepare incentives for owners that partner to preserve heritage status of their buildings for both commercial and residential land uses. The Heritage Conservation Committee shall also spell out possibilities of compensating owners (both for Private owned heritage properties and ASI monuments) by grant of Development Rights Certificate or FSI certifications as may be feasible for urban areas in Madhya Pradesh after detailed evaluation.
13. Feasibility of a separate fund for repairs and maintenance of Heritage buildings shall be evaluated by the Heritage Commission. The fund could be used to support the cost of listing of heritage buildings/ sites and expert guidance.

[2] City /Settlement/Heritage Zone City Walls and Gates Forts/Palaces Urban Spaces/ Public Buildings Religious – Temples / Masjids/Church Wells and Baodis Havelis and Houses Memorials and Cenotaphs
[3] Hills, Lakes,Large Waterbodies, Gardens, Trees

Summary of initiatives/projects under MPUIIP

Cluster based Municipal Solid Waste Management

The cluster based, regional Integrated Solid Waste Management (ISWM) model has been approved by State Level Executive Committee (SLEC) and the Directorate of Institutional Finance has approved £10 million (with partial funding out of the concessional loan of £5 million from DFID supported MPUIIF) for 378 ULBs which includes seven Smart City of Madhya Pradesh. The project finance structure will be converged with SBM, with 20% grant from GOI, 20% grant from State Government and the remaining 60% from private sector investment. The performance based PPP project (Design part Finance Built Operate and Transfer) is a 21 years Concession Agreement which includes smart monitoring, using technology to improve efficiency of system. The project also includes features such as waste to energy plant, affordable user charges (Rs. 30-40 for Below Poverty Line household and Rs. 60-80 for other households), using services of existing SWM workforce, vehicle differentiation to avoid mixing of rich calorific value waste with other waste, IEC activities (Environment, Health and Social campaigns) and citizen's involvement to monitor the performance of Concessionaire. The cluster based regional integrated MSW PPP pilot project has been designed and successfully implemented for two clusters which includes **Sagar** city, where waste will be collected and transported to a waste to energy processing facility and scientifically disposed to a landfill site, in accordance to MSW Rules, 2000 and other statutory obligations.

Establishment and Operationalization of Madhya Pradesh Urban Development Company Ltd. (MPUDCL)

The MPUIIP has assisted GoMP in incorporating MPUDC Ltd. a fully state government owned company and MP Urban Infrastructure Fund (MPUIF) as an urban infrastructure financing intermediary. MPUIIF has further facilitated the approval from Department of Economic Affairs, GoIfor $266 million loan from ADB with MPUDC Ltd. as the Borrower and also facilitated in approval of I$116 million loan from World Bank. The funds will be used to replicate the model PPP projects, developed by MPUIIP and further implemented by MPUDC Ltd.

Preparatory work for SMART CITIES' Special Purpose Vehicles (SPV)

MPUIIP is providing the handholding support to UADD and the seven ULBs of MP, which are being selected under Smart City Mission. MPUIIP proposed the innovative idea of an integrated institutional framework for Smart City Mission and incorporated MPUDC Ltd., as the fully owned state-level holding SPV which will be used as a channel for routing the state government's equity to all seven smart city SPVs and will have a sufficient convening power at the state level to facilitate quick approvals for speedy implementation of Smart City Project. MPUIIP is also developing an implementation advisory note for UADD which will be circulated to seven smart city focusing on institutional & functional structure, organizational structure, business processes, delegation of power, financial management and financial planning which will further help cities to establish and operationalize the SPVs.

Establishment and operationalisation of PPP Cell

MPUIIP has assisted GoMP in operationalizing the PPP Cell as per the government notification, UADD Commissioner. The PPP cell evaluates the PPP projects before the SLEC approvals.The PPP guidelines for urban infrastructure development drafted by MPUIIP is under due process of review and approval by GoMP.

PPP Policy for Urban Housing

The MPUIIP team has drafted the PPP policy for urban housing, focusing on affordable housing which has been approved by Madhya Pradesh Cabinet. MPUIIP is presently

assisting the Madhya Pradesh Housing and Infrastructure Development Board (MPHIDB) in developing a pilot PPP project for affordable housing.

Accrual based Double Entry Accounting System (DEAS) and Uniform Accounting Software

MPUIIP adopted a new approach to sustain DEAS implementation and thus instead of appointing external consultants, the TC City Finance Team directly supported ULBs. ULB staff were involved in basic activities like bank reconciliation, preparation of details for grants & fixed assets schedules and voucher entry in accounting software. All 14 ULBs prepared AFS up to 2013-14 out of which seven ULBs selected for Smart City Mission prepared AFS up to 2014-15. Further analysis of gaps and constraints in sustaining DEAS revealed that a suitable accounting software and regular technical support are the key requirements and the following key activities were proposed for developing a base for sustaining DEAS in ULBs:

1. Procurement of suitable accounting software (as a stop gap arrangement till e-Nagarpalika finance module is rolled out).
2. Regular entry of vouchers in accounting software
3. Regular reconciliation of bank accounts
4. Use of MPMAM Chart of Accounts
5. Progressive use of MPMAM voucher forms
6. On-the-job and on-the-software training to ULB staff.
7. Review and update Chart of accounts to ensure uniformity across all ULBs in the State.
8. Simplify MPMAM voucher forms for ease of use and capture required accounting information.
9. Prepare detailed checklists for guidance of ULB staff and to ensure uniformity and qualitative improvements in the financial statements.
10. Capacity building of local CAs, wherever appointed by ULBs, for AFS preparation.

Procurement of multi-user Tally license for the remaining ULBs was done to bring all the 10 small ULBs (other than Bhopal, Indore, Jabalpur, and Gwalior) to a common platform and to immediately computerize DEAS based core accounting.

- Support of the Centre for Good Governance, Hyderabad (CGG) was taken for sustaining DEAS with a customised uniform accounting software
- After As-Is study, pilot run was initiated in three ULBs - Gwalior, Burhanpur and Indore, and was further tested in another 5 ULBs – Sagar, Katni, Khandwa, Ratlam and Satna before rolling out in 13 ULBs for live run w.e.f 1st April 2015. Bhopal was excluded since ERP based MAS was already implemented.
- Technical support was provided to ULBs to improve their basic understanding about the processes leading to complete migration to DEAS
- DEAS progress was monitored regularly through review meeting at Bhopal, quarterly reports, visits to ULBs and regular follow up.
- 15 Training workshop cum troubleshooting sessions were organised, at regular intervals, in various cities for implementation of the UAS, in which over 100 people (573 person days) were imparted training on the web based accounting software.
- To reduce the dependence of ULBs on project appointed consultants, training and guidance was provided to these local CAs for preparation of AFS.
- Workshop on Budget Reforms was organized for all 16 MCs. Detailed guidance was provided on use of budget forms, improvements in budget preparation process,

provision for minimum cash surplus, Pro-poor budget and analysis on budget out turn.

- Under MPUSP, common Accounts and Finance Rules for Municipal Corporations and Municipalities were drafted to facilitate migration to accrual based double entry accounting system.
- ULB staff was involved in AFS preparatory activities and the key areas which often hindered and delayed to build their confidence.

Automatic Building Plan Approval System (ABPAS)

MPUIIP assisted in conceptualizing, designing and configured the ABPAS which has been awarded the best E-governance project in country by the Government of India in the year 2013. The system is available online and is live in 14 cities including all seven smart cities in MP. The system was developed in line with the requirement of Municipal Corporations with an aim to bring uniformity in building plan approval process. Along with the system of tracking applications, the software facilitates in digitized document management, automated scrutiny of the drawings for inaccuracy and further generate necessary alerts and related MIS reports. The success of ABPAS has steered the GoMP decision to implement the system in remaining 378 ULB's of the state.

E-Nagarpalika

E-Nagarpalika is under due process of implementation which aims to achieve a comprehensive integrated solution catering to all municipal functions in a holistic manner that will strengthen the public service delivery and back office operation. It will be deployed in 378 towns including 7 smart cities of MP state in 24 calendar months in a centralised environment. Key modules of e-nagarpalika includes; citizen service portal, property tax, birth and death registration, water supply and utilities, citizen grievance, licenses, user charges, services charges, ration card, marriage registration, slum allotment, lease rent, ULB Home page, online access application, online payment & document upload features, welfare schemes, hoarding management, accounting system, budgeting system, asset management system, revenue management, civic services management system, HR management system, inventory management system, document management and file tracking system.

The project is under deployment and is likely to go live by April 2016 in 7 pilot locations including four prospective smart cities i.e., *Indore, Gwalior, Ujjain*, and *Satna*. It will be implemented across the State by April 2017 in all 378 ULBs with a total project cost of Rs 225.73 crores where additional funds over and above DFID funds, are being provided by GoMP. Hardware rate contact delivery and payments has been processed for procured USMIS/ Microsoft Licences. Further, delivery and payment has been processed to enable roll out of USMIS state-wide.

Safe cities Initiative

The aim of the safe city initiative was to reduce the violence against women (VAW) in private and public spheres and create an evidence base effective strategies to prevent and address VAW. The following components of initiative are being implemented in 250 slums in collaboration with four municipal corporations (*Bhopal, Indore, Jabalpur* and *Gwalior*).

1. Strengthening existing and nascent women's collectives to reduce economic dependence on male family members and reduce VAW in the long term by creation of self-help-groups which were monitored using NABARD guidelines.
2. 168 women's collectives (SHG) were trained for strengthening as community forums to take action to prevent VAW and provide assistance to victim/survivors.
3. Training of 366 active SHG members were undertaken as animators to lead the actions of the groups on VAW and 1910 SHG members were trained on the aspects of gender, VAW and legal rights.
4. Youth groups were formulated and youth ambassadors were trained to create awareness about gender norms, masculinities and VAW.
5. 1898 men and boys were trained in the age group 15-25 on gender equitable norms in order to prevent VAW.
6. MSU/ULB were involved in implementation of projects which provided opportunities for hands-on training for MSU/ULB functionaries, particularly Community Development Officer, Nodal Officers, elected local representatives, etc.
7. Participatory training modules were developed for community level activities such as SHG strengthening, gender sensitization and awareness creation on VAW.
8. Community Support Agencies (CSA) were engaged through competitive bidding process which was QCBS and contract was awarded for INR 4.4 crores.
9. TA support was provided to competent local resident in all towns including core team.
10. Communication strategy and materials were designed which also includes preparation of interactive training modules, translations, illustrations and IEC materials which reached out to over 2 lakh direct and indirect beneficiaries.

Development of Geo-Spatial Database for Indore Planning Area

A Request for Proposal is floated to develop the Geo-spatial database of Indore city which will help the policy makers to manage and deliver spatial data by geographic location and further integrate this data with existing MIS. It was envisaged that GIS can help to visualize scenarios, extend intelligence, make more informed decisions and address complex urban issues related to management of assets & services. It is expected that GIS based database would act as a platform for various departments and service providers to share information and interact with the citizens. The aspects covered under this projects are:

1. Development of Geo-spatial database for Indore Planning Area
2. Three dimensional mapping of built environment of a pilot ward using mobile laser scanning technique
3. Subsurface mapping of utilities of a pilot ward using ground penetrating radar technique
4. Detailed mapping through extensive field surveys and data collection from various departments / agencies.
5. Integration with other existing modules such as ABPAS, ALPAS, etc.

Sustainable access to clean drinking water

The project aimed at reducing NRW for municipal water supply schemes and improve service levels in water sector in 5 cities of MP which includes Bhopal, Gwalior and Jabalpur.

It included interventions such as installation of domestic and commercial water meters, legalization of connections, preparation of DMAs, installation of pressure gauges, installation of bulk flow meters, and improvement in information system. The key achievement of the project is listed below:

1. Installation of 25,000 meters which covered total population of 1,69,762 out of which a population of 12180 in Bhopal, 48006 in Gwalior, 62939 in Jabalpur, 8547 in Ratlam and 38090 Katni were covered.
2. Under this project 23,181 domestic and commercial water meters have been installed for the first time in Gwalior, Jabalpur, Ratlam and Katni town. The work of leakage detection/repairs was undertaken to reduce the NRW up-to 15%.
3. In Jabalpur, about 500 connections were legalized which resulted in huge reduction in NRW and increase the revenue of ULB.
4. The supply duration of drinking water in the selected zone (DMA) in Jabalpur has increased form 2.5 -3 hrs to 4 (four) hrs and further planning is to systematically achieve 24x7 supply in pilot area.
5. The supply duration of drinking water in the selected zone (DMA) in Bhopal has increased from 1 (one) hrs every alternate day supply to 2.5 hrs daily.
6. The supply duration of drinking water in the selected zones (DMA) of Ratlam, Katni and Gwalior town has increased from the present level of 1-2 hrs/day to 4 hrs./day.
7. There has been a significant increase in water pressure after the installation of pressure gauges to monitor the pressure management system.
8. Bulk flow meters are being installed to measure the NRW.
9. Worn-out and valves were replaced to prevent the contaminated water to enter into the distribution system.
10. Impact assessment in the area was conducted and citizens were satisfied with the improved water supply system.

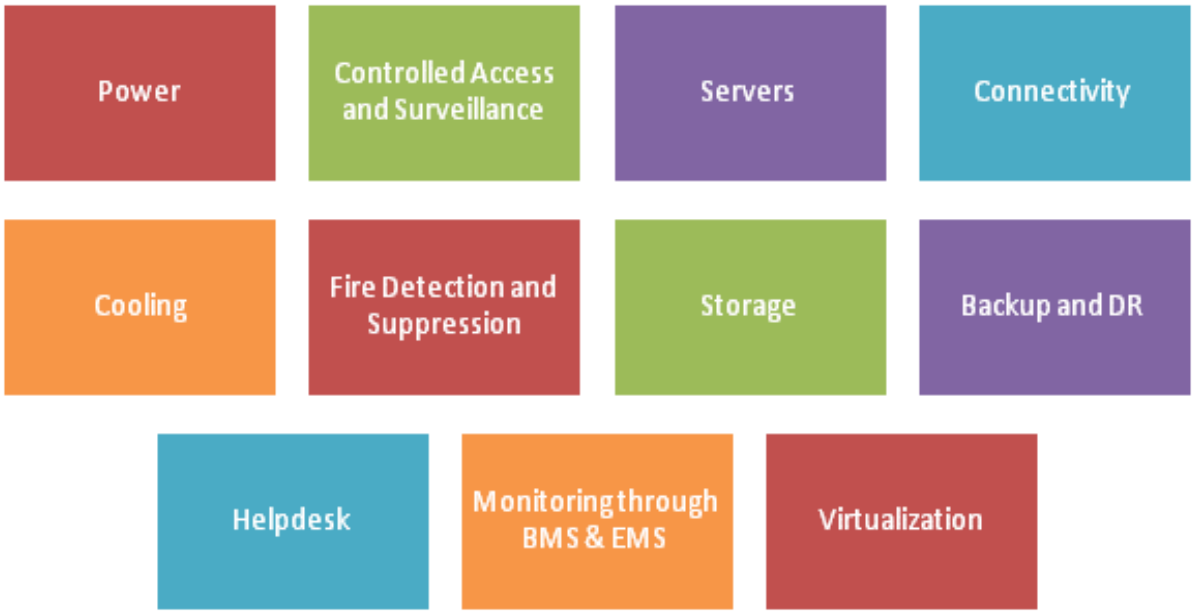
Urban Transport

This project aimed to provide necessary support and traction to urban transport projects in the state and covered 9 cities out of the 33 cities & towns covered under the AMRUT scheme (i.e. towns with population over 1 lakh). A work-able model for urban decongestion was structured through development of 20 Transport Nagar as identified in the state. Few of the direct benefits of said projects includes, consumer trucks re-directed to the outskirts of the town had a significant environmental impact, working condition improved for people engaged in related activities, bus terminals were developed with better lighting and amenities which benefitted all including women from a safety perspective. The proposed bus terminals also benefited the city, as bus operations within the city were structured through PPP projects which significantly benefited the lower income group, socially disadvantaged as well as other segments of the population.

Also, the bus terminal in Bhopal was upgraded through PPP project and the inter and intra city bus services were operationalized in six cities of MP which also includes Sagar. The buses have been procured for city bus operations for six cities which include Sagar. Also within the project, the bus Q shelters across inter and intra city routes of six cities (Chindwara, Guna, Burhanpur, Sagar and Katni, and Dewas) have already developed and Intelligent Transport System for six cities (Chindwara, Guna, Burhanpur, Sagar and Katni, and Dewas) is in proposal stage and will be soon implemented.

Madhya Pradesh State Data Centre (SDC)

The Data Centre has been setup and operational to extend IT related services by maximizing IT performance through reliable hosting, managing IT risk and providing continuous connectivity support to the state government organizations. SDC's State-of-the-Art hosting environment along with the breadth of functionality and depth of expertise has been set-up to provide secure, reliable and efficient delivery of G2G, G2C and G2B services thereby improving end-user satisfaction. Data Centre is capital intensive and managed by highly skilled manpower; thus organization can keep their mission critical systems in SDC with complete peace of mind, thereby enabling them to focus on their core businesses. The MP State Data Centre is designed to provide Tier III equivalent services, as depicted below:



Possible application of State Data Center in case of Smart Cities in Madhya Pradesh

❖ City level cloud

Proposed to use the State Data Centre as a common backbone for all government departments for smart governance initiative thereby creating a city-level cloud where the infrastructure, applications, databases can be hosted & maintained centrally from SDC.

Impact/Benefits of City level cloud

- Reduced total-cost-of-operation
- Enhanced service levels
- Effective maintenance of infrastructure
- Overall smart functioning of the City/State

❖ Data Analytics/ Research Lab

Enhanced use of ICT across various departments will generate huge data sets that will need to be managed & there would be a need to exploit the data into meaningful information so that the decisions can be taken based on the real-time data. It would be imperative to explore/implement the emerging technologies such as Big Data for effective & efficient decision making for 'Smart' governance.

Impact/Benefits of City level cloud

- Analysis of disparate, huge data sets in much lesser time to convert data into meaningful solutions.
- Data driven quick decision making

Service Offering in State Data Center

The below two options of using the MP SDC's services are available:

- Co-Hosting
- Co-Location

The definition & broad coverage of each option is listed below:

Co-Hosting: This model is suitable for small and medium organizations. In Co-Hosting the user gets the entire range of required infrastructure such as servers, operating system, database, SWAN and internet connectivity etc. The SDC would provide all the common services and managed services described ahead. Co-Hosting assures better online monitoring capabilities of systems/applications and hence increases the uptime of the applications. This model is supported by constant monitoring by highly skilled manpower round the clock using Enterprise Management System tools. The user can also develop,

migrate, deploy, test and maintain their systems/applications remotely with the help of VPN connectivity.

***Co-Location**:* This model is suitable for medium and large organizations. In Co-Location the user brings their own hardware and software such as servers, storage & racks (optional), operating systems, applications etc. The SDC would provide the common & managed services like the space, network connectivity, uninterrupted power, cooling, security & surveillance, helpdesk and system monitoring etc. The user will be allowed to install their hardware in the SDC. The user will get secured access to their systems remotely with the help of VPN connectivity

List of Services

The departments availing either of Co-Hosting or Co-Location of MP SDC will get range of common services explained below;

- **Physical Infrastructure Services**: Such as Power, cooling, fire detection and suppression, access control, water leak detection, rodent repellent, VESDA and surveillance etc
- **Rack Space**: Space in the server rack along with redundant power supply (Optional for co-location users).
- **Physical Space**: For keeping racks (for co-location users).
- **Staging Facility**: For unpacking of user's hardware, installation of equipment(s), testing and configurations etc. before shifting in the production environment.
- **Connectivity to SWAN and Internet**: With 1 Gbps high speed redundant fiber link to SWAN and 1Gbps high speed redundant (1+1) through NKN for internet. Other ISP's have also installed their internet link at SDC.
- **Facility Management Services**: Through building management system (BMS) for the entire physical infrastructure.
- **Network Monitoring Services**: 24x7x365 monitoring of network by skilled manpower.
- **Change Management**: Tracking the changes in hardware / software configurations, changes to applications, changes to policies, applying of upgrades / updates / patches etc.
- **Vendor Management Services**: Includes coordination with all the project stakeholders (State Implementation Committee, Nodal Agency, User Departments, Vendors) to ensure timely execution of the desired activities.
- **Visitor Management System**: Includes screening, registering, signing-in of visitors to the relevant areas via integration with access control devices.
- **Installation and Configuration of Application Infrastructure**: Includes installation and configuration support for the application deployment for co-hosting users.
- **Fire Proof Data Vault**: For keeping storage media of the users.
- **E-mail Messaging**: Provisioning of messaging services.
- **Remote Access**: Secured access with the help of VPN connectivity.
- **Security Audit**: Includes security audit of applications on chargeable basis.

- **Help Desk Services**: The 24x7x365 help desk service for all IT related incidents and service requests & subsequent resolution of incidents.

Managed Services

The users of Co-Hosting of SDC will get range of managed services explained below:

- **Server monitoring, administration & management services** : Configuration of server parameter , operating system administration, tuning, reinstallation in the event of system crash failure, maintenance of a log of the performance monitoring of servers including but not limited to monitoring CPU, disk space, memory utilization, I/O utilization etc.
- **Database administration and management services**: End-to-end management of database on an on-going basis. Management of changes to database schema, disk space, storage, user roles etc.
- **Storage administration and management services**: Includes storage management policy, management of storage space, configuration and management of disk array volume, RAID configuration, LUN, zoning, security, business continuity volumes etc.
- **Backup & Restore Services**: Includes backup of user data as per the backup policy

STATE WIDE IT INITIATIVES

MPOnline PORTAL

MPOnlineis a Joint venture company between the Government of Madhya Pradesh (GoMP) and TATA Consultancy Services Limited (TCS) having 10000+ Kiosks and Common Service Centres (CSCs)delivering plethora of services in all 51 districts, over 350+ tehsils of Madhya Pradesh including Bhopal (646), Gwalior (250), Jabalpur (133), Indore (351), Ujjain (165), Satna (174) and Sagar (251) through internet. MPOnlineoffers 130 G2G, G2B and G2G services related to admission into various educational boards, online assessment for recruitment, copies of land records, birth/death/caste certificates, counselling for admission into various colleges, bill payments, reservation for forest excursion booking, donation for religious services and admission process into various universities generating employment for over 10,000 citizens.

COMMON SERVICE CENTERS:

Government of Madhya Pradesh implemented CSC Scheme in Madhya Pradesh in October, 2008. This scheme is being implemented and leveraged by the State Government for delivery of G2C and B2C services through its strong network of four Service Centre Agencies (SCA), which are integrated with MPOnline.

- AISECT (Chambal, Sagar, Hoshangabad and Rewa Divisions)
- CMS Computers (Gwalior and Bhopal Divisions)
- NICT (Indore and Ujjain Divisions)
- Reliance Communications (Jabalpur Division)

Approx 9254 centers have been established and are running in PPP model.

CM HELPLINE

Telecom Department in Madhya Pradesh started a toll-free 3-digit number 181 for Phone-based grievance redressal system having 22 departments on board, providing 325 servicesintegrating Mukhyamantri Helpline and Tele-SamadhanYojana, serving as a tool for good governance and bringing transparency. Complaints or problems related to any government department could be lodged on this toll free number from cities to remote villages.

MADHYA PRADESH STATE DATA CENTER

National eGovernance Plan (NeGP) has identified State Data Centre (SDC) as one of the important element of the core infrastructure for supporting e-Governance initiatives along with State Wide Area Network (SWAN), Common Service Centre (CSC).SDC is envisioned as the Shared, reliable and secure infrastructure services centre for hosting and managing the e-Governance Applications of State and its constituent departments/ Organization.Madhya Pradesh State Data Centre (SDC) is setup to help the departments/ organization rendering IT related services by maximizing IT performance through reliable hosting, managing IT risk and providing continuous connectivity support. SDC's State-of-the-Art hosting environment along with the breadth of functionality and depth of expertise, provide secure, reliable and efficient delivery of G2G, G2C and G2B services thereby improving end-user satisfaction.

24x7x365 monitoring of network by skilled manpower, Data base administration and management services, 1 Gbps high speed redundant fibre link to

SWAN and 1Gbps high speed redundant (1+1) through NKN for internet, management of storage space and backup of user data are some of the services available to all the departments/ organization availing SDC services.

URBAN SECTOR MANAGEMENT INFORMATION SYSTEM

USMIS is the Microsoft based ERP solution which is a backbone for Decision Support System in Urban Administration and Development Department (UADD). It integrates all the ULBs and comprises of the following 2 components:

- Web-based Monitoring and Reporting (M&R) system for UADD, 7 divisional offices, 14 corporations.The broad coverage of this module are:
  - Facilitates in standardization of a single integrated performance monitoring system across Municipal Corporations, Nagar Palikas and Nagar Panchayats.
  - Sector-wide analysis, benchmarking and approach for urban development, management and planning.
  - Meeting all the standard reporting needs of ULBs towards UADD, GoMP and GOI through automatic compilation procedures.
  - Provides up-to-date, reliable and accurate data for strategic decision and policy making at the UADD level.

- Human Resource Management Information System (HRMIS) including Pension for the employees of UADD.
  - The HRMIS includes the pension database, covering all municipal employees across the state. It covers Employees database, Transfers, Promotions, Recruitment, Retirement, Training, Skill up-gradation, Pay & allowances, Leave accounting, Employee grievances etc.
  - It enables UADD and ULBs in more effective management and development of it's staff and also helps all existing and retired municipal employees in getting easy access to their pay and service related records including retirement benefits and payments.

E-Procurement

E-procurement system is a web-based system developed using open source technology Java/PHP as front end and Postgress SQL data base as back-end. The solution is developed and managed by Tata Consultancy Services with Antares Systems. This system is being used by all GoMP departments including, local bodies, Agencies, PSU's, Corporations, Universities and municipal corporations along with their vendors. The system was designed to take the procurement process to the next level through appropriate use of ICT with an aim to increase transparency, efficiency, cost savings, efffective monitoring & control, transactional effectiveness and improved accessibility.

Automated Layout Plan Approval and Scrutiny System (ALPASS)

Automated Layout Plan Approval and Scrutiny System is a web-based system developed using open source technology Java/PHP as front end and DB2 data base as back-end.ALPASS is an application system used by Town and Country Planning(TCP). TCP implemented ALPASS for districts to stregthen the decision support system for Layout/Planning permission and Landuse Certificate. The key activities performed in ALPASS system are:

- Issuing digitally signed Landuse Certificate online using the complete file movement process.
- Scrutiny of Layout online as per Development Plan guideline using BhumiVikash Rule and Concerned city Master Plan.

- Online process flow for department for issuing digitally signed Planning Permission and all communication with citizen.
- Providing MIS register to department for various reports on Daily / Monthly / Yearly basis.
- Tracking of Files and their status anytime from anywhere online.

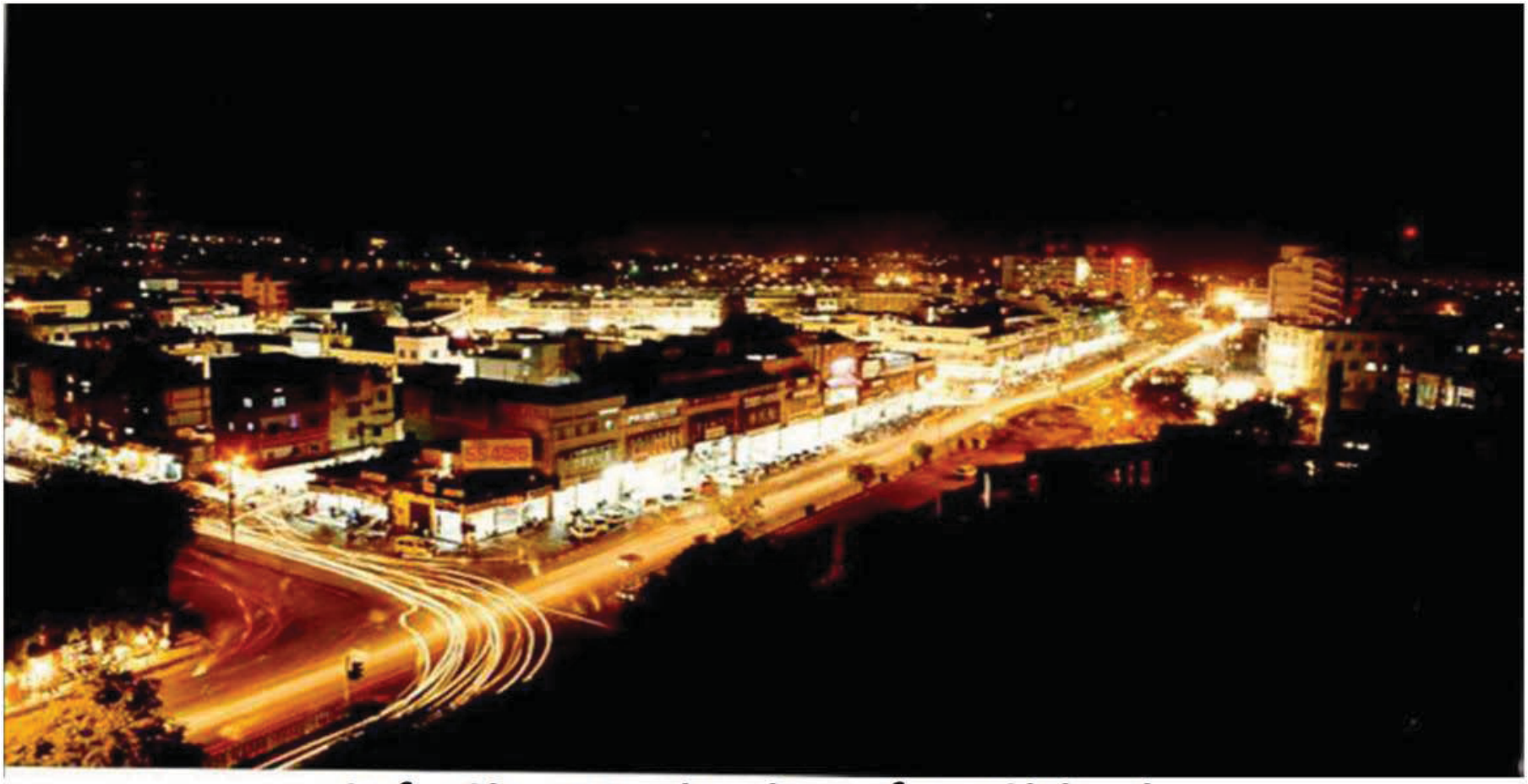
Scrutiny of layout is the most important part of the ALPASS application.Scrutiny module works on the basis of Rule Management System that covers the Bhumi Vikas Rule, Town and Country Planning Act and Master Plan of the city.

STATE WIDE SECURITY INITIATIVES

SAFE CITY MONITORING PROGRAM

Madhya Pradesh Police is implementing Safe Cities Monitoring Program across eleven cities of the state thatincludes Bhopal, Gwalior, Indore, Jabalpur, Sagar and Ujjain from the Smart Cities. The Safe City Monitoring comprises of the following core components: a) City Security Surveillance System b) Surveillance System/Solution to be mounted on PCR vans c) Establishment of Safe City Monitoring & Response Centre at State Headquarters (Bhopal) d) Establishing CCTV Control Rooms in the cities and e) Integration of existing surveillance initiatives undertaken by the department at city/district level restricted to the cities.

In the first phase Telecom Branch of Madhya Pradesh Police, Government of Madhya Pradesh, intends to implement the system covering 820 locations inBhopal (150), Dewas (35), Gwalior (125), Indore (125), Jabalpur (125), Katni (30), Khandwa (20), Omkareshwar (20), Sagar (35), Singrauli (30) and Ujjain (125). The project in its first three years of implementation has CCTV network proposed across the following priority clusters with Bhopal, Ujjain, Dewas, Omkareshwar, Khandwa in Priority 1; Jabalpur, Katni, Sagar, Singrauli in Priority 2 and Indore, Gwalior in Priority 3



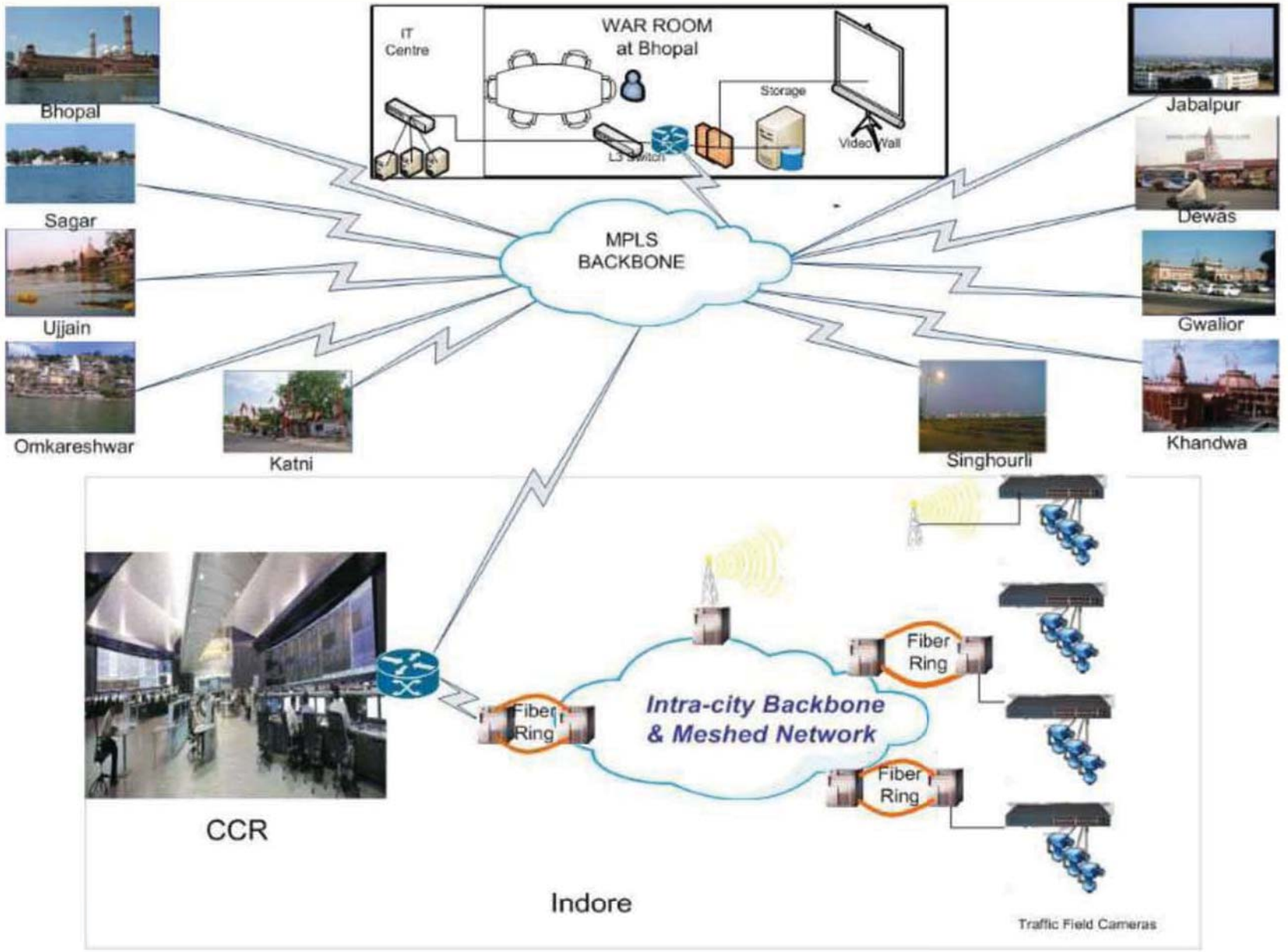
Safe City Monitoring of 11 Cities in Madhya Pradesh

Project Vision & Solution Offerings

Honeywell

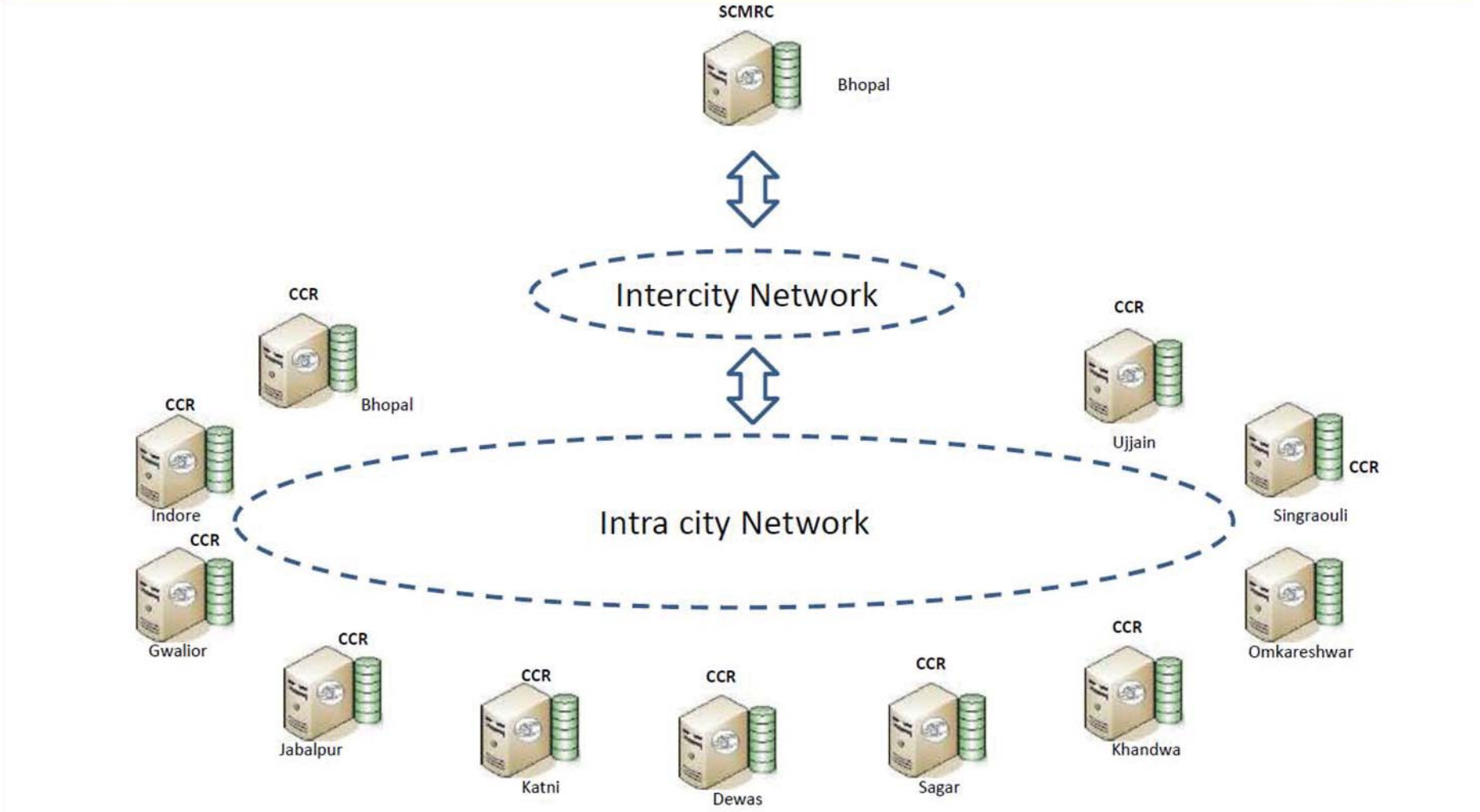
Project Vision – Safe City

Honeywell



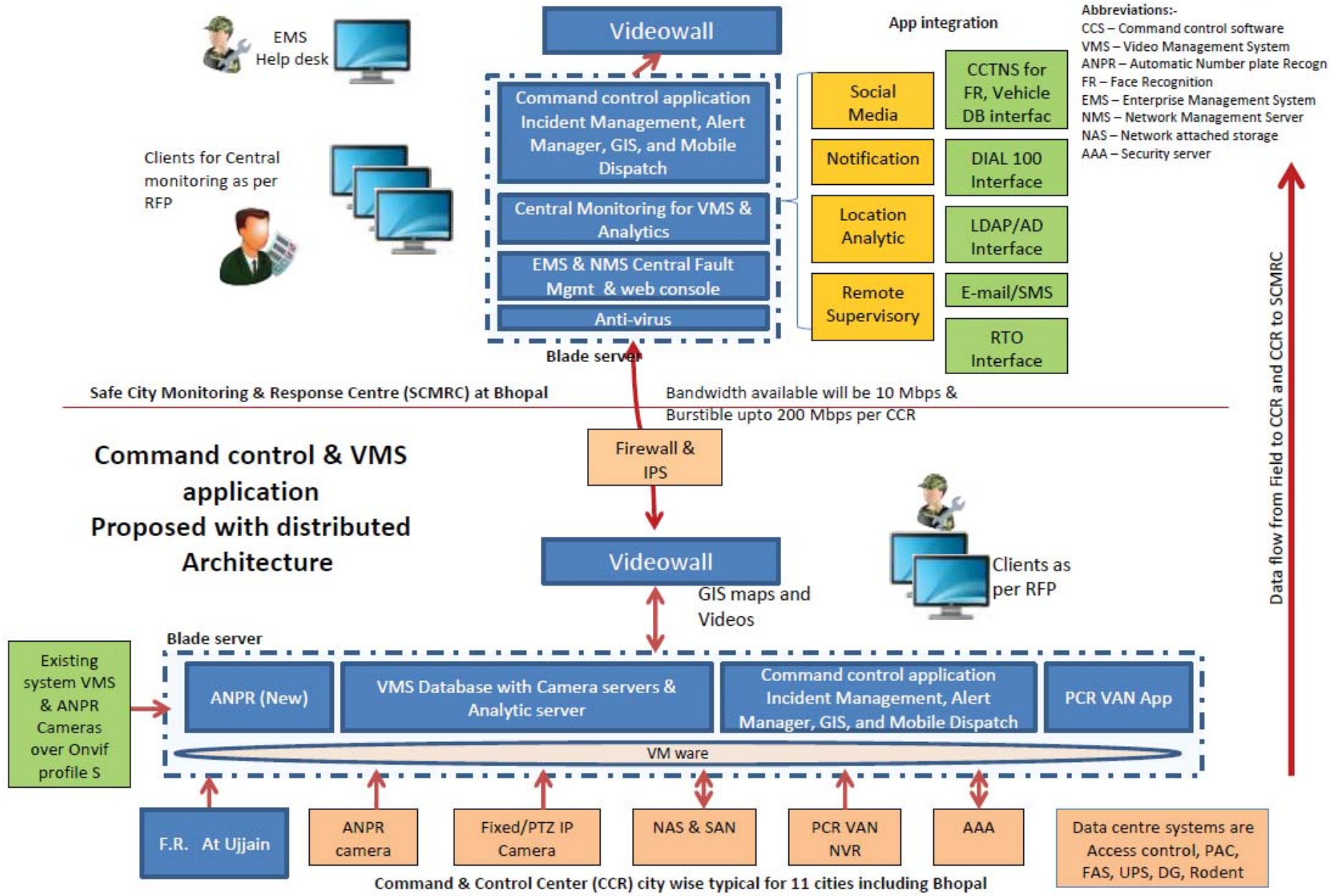
High level Solution Arch..

Honeywell



Proposed Solution Architecture for M.P.

Honeywell



DIAL 100

State Government subscribes to the view that development and security are two faces of same coin. Perception of safety and security is very important to attract large scale investment. People feel secure only when they believe that government agencies would be readily available at their service in case of emergency. State has statutory responsibility to establish the State control room under section 41-C of code of Criminal Procedure.

In emergency, people are generally made to contact local police station or police officers to get police services. But contacting appropriate police station or right police officer is always a challenge in the present police station centric system. Hence state government has approved setting up of a state level dial 100 based police control room cum command and coordination centre at Bhopal to empower, people to connect to police and get police assistance any time, anywhere at very short "response time". This service will be comparable to legendary 9-1-1 service of United State of America.

Madhya Pradesh police is soon going to set up state level centralized dial 100 control room cum command centre in Bhopal for police related emergencies and other services to help people in distress. The proposed centre will be equipped with latest technological tools like GIS MAP for whole state, CAD (Computer aided dispatch) and GPS enabled 1000 first response vehicles to attend to handle public distress calls for services. First response vehicles will be deployed across the State. Around 6000 to 8000 police personnels will be dedicated for the service equipped with wireless Radios, CUG GSM connectivity and other model gadgets and weaponery.

As soon as a person makes a call on " 100" number, it will be received at the centre by well trained staff who will take necessary person details, incident details, and location details. Besides computer systems will also valide at the same on the basis of CLI database, GIS MAP, Vehicle database, and other information available in public domain.

The trained dispatcher would immediately dispatch nearest available one or more well equipped first response vehicle. Each vehicle will be monitored and tracked through the GPS based AVLS equipment fitted in the vehicle. Calls by women will be attended by lady staff.

Each call and each activity would be recorded on centre's voice logger and web portal of activities.

Once the first response staff reached the destination, it will take necessary action including taking down FIR on the spot as per "standard operating procedure" of the centre. After the action is taken, state PCR's dedicated feedback team will contact the call maker and victim about the quality and satisfaction of the service provided by the police teams. Voice logger would ensure post incidence appraisal and third party audit of all call related information. There is also provision to facilitate the caller to be able to talk to senior officer of concerned District using three party conferencing and video conferencing.

It will also be integrated with other existing emergency number like Ambulance, Fire, Women help line and Child help line etc. This software based system would also be used for preparing daily patrolling plan, picket duty, point duty, traffic management and better management of recourses in general.

When the project becomes fully operational, no complainant would be required to visit police station. Police would itself reach the person calling on "100" number. This dream project of M.P. Government would be a "Game Changer" in true sense and path maker for others.

In the next phase video feed of CCTV surveillance cameras, being installed at 2000 locations across the State will be available in control room. The proposed "command and central" room would have CCTV surveillance data feed for 30 days. It will help in identifying the culprits and nab the offenders. The electronic data would be trustworthy evidence to get conviction and protect the innocent in the Court of law.

Creditworthiness Assessment of Urban Local Bodies - Indore

Draft Assessment of Smart Cities – Key Outputs

Procedure & Key Assumptions for Creditworthiness Assessment

- Assessing past 5 financial year (FY) income and expenditure of ULB
- Projecting cash-flows for next 10 years based on growth rate during the past 5 financial year
    - Cash-flow projections accounted for
        - pay commission revisions
        - repayment of outstanding debt & non-debt liabilities in a phased manner
        - debt servicing of new loans
        - ongoing infrastructure projects
        - contingencies and cost escalation on new investments in infrastructure
        - O&M cost of new projects
        - regular capital expenditure of ULBs
        - New Investments
            - Rs 1000 crores considered under SMART cities programme
            - Investments proposed under AMRUT programme by cities
        - grants under SMART Cities (considering 50% grants from GOI, 25% from State Government) and AMRUT programme (considering 33% grant each by GoI and GoM)
- To assess the creditworthiness (investment/ borrowing capacity) of a ULB, investments in infrastructure were increased to the extent
    - Debt Service Coverage Ratio (DSCR) remain above 1.2
    - Revenue and overall surplus remains positive on a year-on-year basis
- Creditworthiness was assessed under the following scenarios
    - Base case – Under this scenario, the ULB invests in infrastructure with grant support under schemes and through its own sources of revenues.
    - Base case (with loan) – Under this scenario, the ULB invests in infrastructure with grant support under schemes and takes loans to fund its contribution under schemes
    - Improved scenario

      Under this scenario, the ULB invests in infrastructure with grant support under schemes and takes loans to fund its contribution under schemes.

      The ULB improves its revenues by collection of outstanding amount from property tax, water tax/ charge, market revenues to the extent of 80% in next 2-3 years and through land monetization.

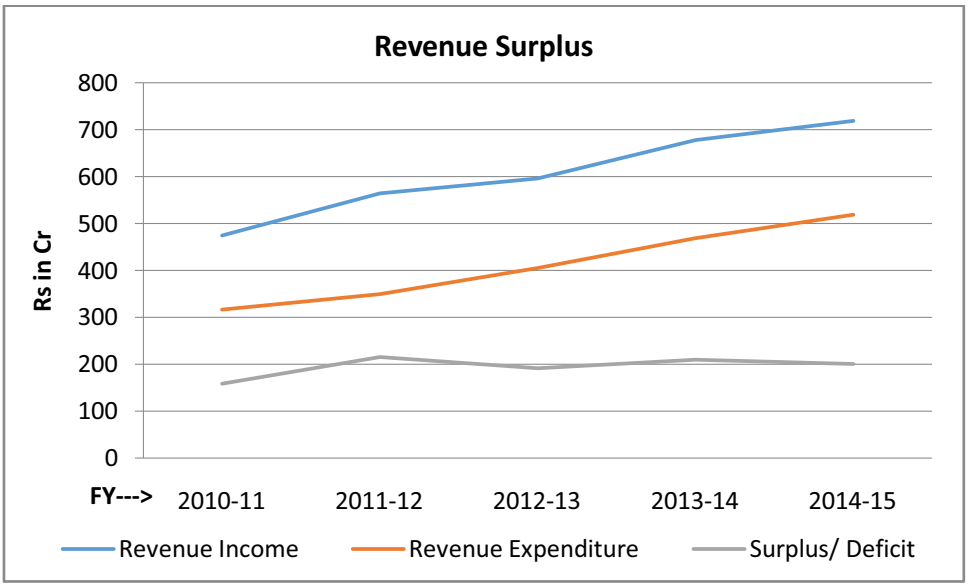
Indore Municipal Corporation

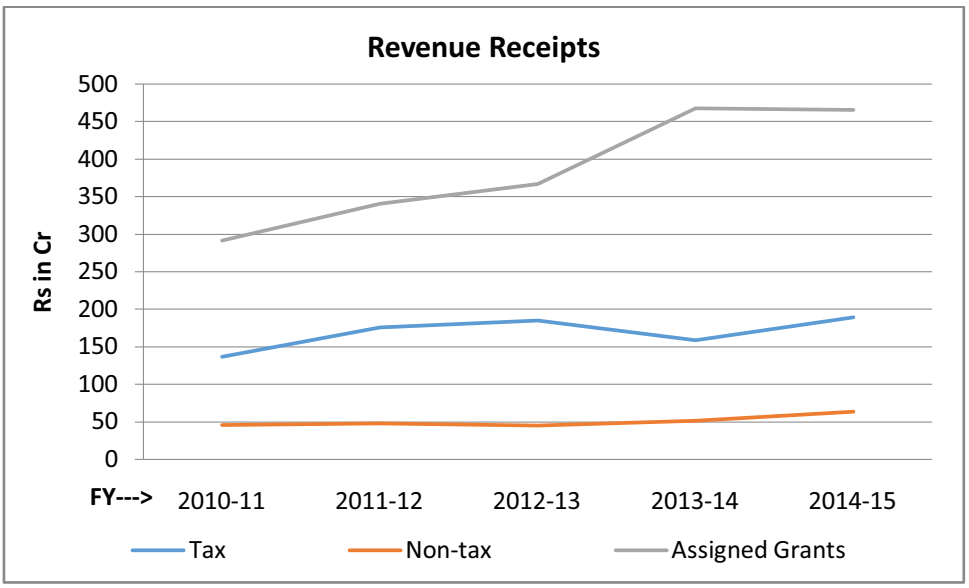
Financial Ratios

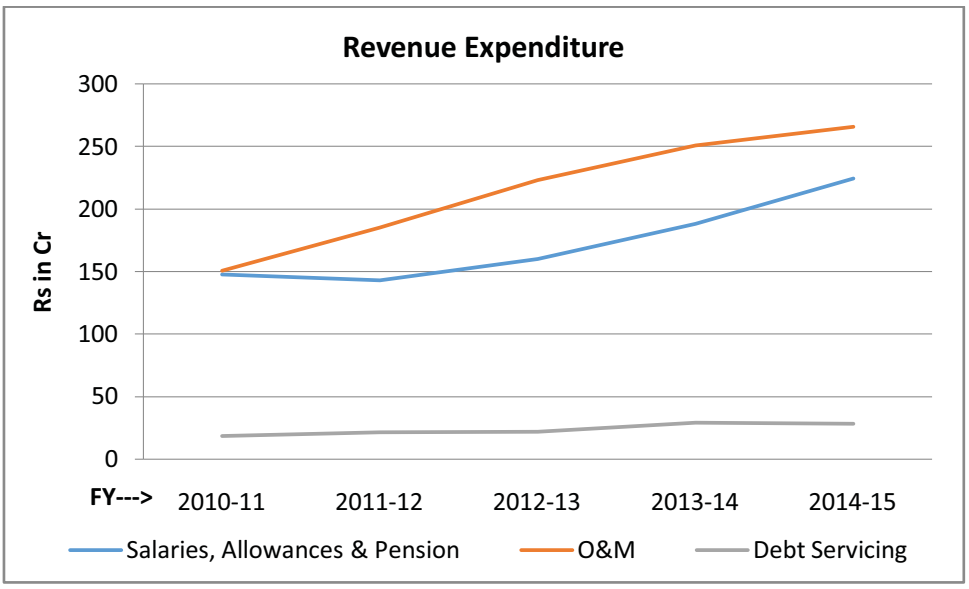
S. No	Financial Performance	Value		
		Minimum	Maximum	Average OR as on Last FY
A	**Resource Mobilisation**			
1	Per Capita Income (Rs)			**2910**
2	Source of Funds			
	Share of Taxes	23%	31%	28%
	Share of Non Taxes	7%	10%	8%
	Share of Assigned Revenues, Grants & Contributions	60%	69%	63%
3	Growth in Income Sources - CAGR			
	Growth in Taxes	-14%	28%	8%
	Growth in Non Taxes	-6%	25%	9%
	Growth in Assigned Revenues, Grants & Contributions	0%	28%	12%
	Growth in Own Sources' Receipts	-9%	23%	8%
	Growth in Total Revenue Receipts	6%	19%	11%
B	**Expenditure Management**			
1	Per Capita Expenditure (Rs)			**2099**
2	Functional Allocation			
	Share of Salaries & Wages	39%	47%	42%
	Share of O & M Expenditure	48%	55%	52%
	Share of Debt Servicing Expenditure	5%	6%	6%
	Share of Salaries' Expenditure to Revenue Income	25%	31%	28%
3	Growth in Items of Expenses - CAGR			
	Growth in Establishment Expenditure	-3%	19%	11%
	Growth in O & M Expenditure	6%	23%	15%
	Growth in Total Revenue Expenditure	10%	16%	13%
C	**Performance**			
1	Operating Ratio	0.62	0.72	**0.68**
2	Per-capita performance Assessment			
	Per Capita Own Income (Rs. p.a.)	831	1023	940
	Per Capita Assigned Revenues, Grants & Contributions (Rs. p.a.)	1330	1951	1650
	Per Capita Salaries Expenditure (Rs. p.a.)	632	909	737
	Per Capita O&M Expenditure (Rs. p.a.)	686	1076	917
D	**Property tax**			
	No. of PT Assessments			**4,02,967**
	Tax Per Assessment (Rs)	4739	5357	5070
	Population per PT Assessment (Bldgs)			6.13
	No. of properties per tax collector			4741
	Growth in Assessments (% p.a.)	2.27	4.80	3.62
	Estimated Coverage - Residential Properties			87%
	PT Arrears as % of Total Demand	73	76	74
E	**Tax/ Charges - Collection Efficiency**			
a	**Property Tax**			
	Collection Efficiency-Arrears	5%	13%	8%
	Collection Efficiency-Current	23%	42%	36%
	Collection Efficiency-Total	11%	21%	15%
b	**Water Tax/ Charge**			

		Collection Efficiency-Arrears	2%	8%	5%
		Collection Efficiency-Current	29%	109%	53%
		Collection Efficiency-Total	6%	19%	12%
	c	**Municipal Properties**			
		Collection Efficiency-Arrears	15%	30%	23%
		Collection Efficiency-Current	55%	62%	60%
		Collection Efficiency-Total	30%	44%	38%
F	**Receivables (Rs in crores)**				
	1	**Property Tax**			**749**
		Arrears			624
		Current			125
	2	**Water Tax/ Charge**			**183**
		Arrears			178
		Current			4
	3	**Municipal Properties**			**5**
		Arrears			4
		Current			1
G	**Debt and Liability Management**				
	1	Debt Liability against Revenues			
		Outstanding Debt against Own revenue sources			33%
		Outstanding Debt against revenue income			11%
	2	Debt servicing coverage ratio (DSCR)	7.50	10.87	7.50
		Debt Servicing Ratio (DSR)	3.69%	4.32%	4.01%

Performance over the past FY







Creditworthiness

	INR Crores
Amrut Projects	950
Smart City Projects	1000
Other Projects	
Investment Need (Constant Prices)	1950
Sustainable Investment (Current)	**2456**
Grant Funding	1377
Loan	**1079**
	100%

Scenario	Projects (INR crores; 2015-2021)				Loan	Grants	Own Sources
	Total	New Current	New Constant	Regular			
			Rs in Crores				
Base	**788**	315	250	473	0	188	600
Base	**2929**	2456	1950	473	1079	1377	473
Improved	**5447**	4974	3950	473	3135	1839	473

Madhya Pradesh
Ambient Media Policy - 2014

Urban Administration & Development Department
Government of Madhya Pradesh

7 ADVERTISEMENT POLICY GUIDING PRINCIPLES

The guiding principles of the Outdoor Advertising Policy are as follows:

Compatibility with City	The policy will not be revenue imperative but based on city development needs.
Road Safety	Road user safety shall be of paramount importance.
Non Hazardous	The policy should ensure that outdoor media sites are not hazardous to road users.
Aesthetics	The policy should clearly discourage/limit the damage to city aesthetics and character.
Land Use	The policy should promote outdoor advertising in commercial areas of the city.
Clear Rules for shop	Establish clear guidelines between active commercial advertising and shop signageadvertising

i.) The policy shall strive to fulfill the aims and objectives of the National Urban Transport Policy, 2006.

ii.) One single nodal agency to work in an integrated manner for outdoor media management (S-UMTC at state level and C-UMTC at city level)

iii.) The policy for outdoor advertising is driven, not by revenue imperatives, but by city development imperatives. Therefore, in its implementation, it will be clear that outdoor hoardings are permitted only if they are not a road safety hazard or if they support the city's public service development and enhance its aesthetics.

iv.) The policy will explicitly work to discourage visual clutter. This will be done by increasing the space between the billboards and in restricting large billboards to select areas of the city, like its commercial hubs.

v.) The policy is designed to ensure that outdoor advertising is not hazardous to traffic. It will assume that there is a significant correlation between road safety and distraction because of roadside billboards, visible to the drivers. This will be done by allowing large size billboards only after significant distance from the traffic junctions and intersections, by providing significant space between the two billboards on roads, by completely banning billboards on pedestrian walkways and in placing billboards at significant distance from the right of way of any road.

vi.) The policy will actively promote the large size billboards in commercial areas (defined as metropolitan city centre, district centre/sub central business district, community centre/local shopping centre/convenience shopping centre in the master plan) of the city. In this case, the agency will work to maximize the revenue gains, which can be used for city development.

vii.) The policy will promote the use of advertising in what is commonly known as street furniture. These are devices placed on public service amenities of the city like railway carriages, buses, metro trains, commercial passenger vehicles, bus shelters, metro shelters, public toilets and public garbage facilities, to name a few. This is done to improve the revenue viability of these public provisions. But it will be noted that the use of advertising space is not the primary function of the utility, it is its supporting function. Therefore, the city agency will ensure that the placement of the public utility is done keeping in mind its public purpose, not its advertising viability. In addition, the agency will ensure that the primary function of the “street furniture” is being maintained and if not then suitable punitive action must be taken against the advertising concessionaire.

viii.) The policy is judicious in ensuring that there is a differentiation between the use of commercial advertising and private advertising, where signage is used to identify the location of the owner of the building or the space within the building. The policy will do this by laying down clear lists of what is allowed and what is completely disallowed to guide members of the public.

ix.) Use of latest technology for a transparent application process and effective and efficient monitoring.

x.) The policy will be put in the public domain so that it provides citizens an opportunity to intervene in cases of misuse.

8 COMPONENTS OF THE POLICY

1. Formation of Advertisement Byelaws/Rules.
2. Formation of a consolidated nodal agency for managing urban advertisement.
3. Making of a consolidated action plan for advertisement through the nodal agency.
4. Classification of Advertisements.
5. Equal opportunities to be given to all for displaying advertisements.
6. Implementation and Management of advertisement policy.
7. Renewal of Advertisement and Advertising agencies.
8. Effective Advertisement management.
9. Determination of Advertisement fee.
10. Management of funds received through the outdoor media.

9 STRATEGY FOR REALIZING POLICY OBJECTIVES

GoMP would like to achieve the following objectives through this Outdoor Media Policy for Madhya Pradesh, in compliance with NUTP:

a. Planning Objectives

b. Implementation Objectives

c. Regulatory and Management Objectives

9.1 Strategy for Planning Objectives

The key components of planning are:

a. To provide a fair and transparent policy framework to help facilitate development and management of outdoor media in the state

b. To deliver value-for-money to general public by emphasizing the need for streamlining development of street furniture in sync with the outdoor media

c. To improve road safety and security features with the help of better designed and better placed outdoor media spaces

d. To improve traffic situation by ensuring smoother unhindered traffic flow with non-obstructing outdoor media spaces

e. To remove hazardous outdoor media spaces to ensure public safety

f. To use public land and buildings as a resource for delivering enhanced revenue potential

g. To promote display of Government advertisements on public transport infrastructure and revenue generated from the same to be accrued to C-DUTF.

h. To generate higher employment opportunities in the outdoor media sector

To meet aforesaid Planning Objectives, it is important to identify the outdoor media spaces which are preferred over the other types of media spaces. It is proposed to adopt the following hierarchy of outdoor media spaces, wherein it would be expected that the Typology A will be the most preferred Typology. Typology C, D and E would be next preferred Typology as compared to Typology A. Typology B and Typology F is independent typologies

Sr. No.	Typology	Description
1	Typology A	Outdoor Media Devices on Public Transport services / Street Furniture
2	Typology B	Advertising-Outdoor Media Devices on Vehicles
3	Typology C	Outdoor Media Deices on Commercial Advertising Structures
4	Typology D	Outdoor Media Devices on Public Infrastructure Services
5	Typology E	Landscape Outdoor Media Devices
6	Typology F	Self –Advertising

9.2 Strategy for Implementation Objectives

The key components of implementation are:

a. To deliver to the public better designed street furniture without tapping into government funds
b. To standardize outdoor media spaces to ensure better aesthetics, public safety, road users safety and better regulation by the municipal bodies
c. Zoning of the city for improving the safety and security of road users, city aesthetics, enhancing revenue and city infrastructure.

d. To ensure an aesthetical balance between city's natural beauty, artificial (manmade) structures and revenue benefits from outdoor media spaces
e. To use outdoor media to provide sustenance to public transport systems
f. Pilot projects: relevant agencies shall be asked to carry out pilot projects in the field of outdoor media, on successful implementation the same shall be used as benchmarks in cities across the state.
g. To save costs by promoting innovative designs and timely project implementation
h. To enable public funds to be earmarked for other commercially non-viable but socially justifiable projects by bringing in investment in the street furniture through outdoor media spaces development
i. Preparation of advertisement master plan for cities.

Outdoor media could be installed on public land or private land.

This policy proposes differential rates and methodology for development of outdoor media spaces including related street furniture as follows:

9.2.1 Private Land/ Vehicles

a. An important concern of municipal bodies and outdoor media agencies has been the valuation of revenue share. If it is set too high, it is detrimental to the growth of the industry and too low a rate leads to low revenue collection by the municipal body, leaving them with unsustainable budget as well as non-allocation of funds for regulation of outdoor media spaces.

b. The solution needs to provide inflationary hedge to collections of the municipal body from outdoor media spaces rates. Since the valuation of the land increases over a period in time, circle rates for collection of stamp duty are regularly revised. Therefore, it is decided to link the outdoor media rates with circle rates of the area. The second advantage of such situation is that this formula will also be able to capture the change in character of a particular part of the city.

c. Municipal bodies shall charge a percentage of value of land (defined in terms of circle rate) for outdoor media devices. The guideline is as follows :

Revenue Share of Municipal Body	=	% of area circle rate per year per square meter of the outdoor media space

d. Typology B would require a payment equal to 30% of non-depreciated purchase price of such vehicle.

9.2.2 Public Land / Vehicles

a. Bidding process would be normally adopted for allotment of media spaces and street furniture by the municipal body on land belonging to the municipal body. Hence, entire (100%) of the revenue would accrue to the municipal body.
b. For development of outdoor media spaces on land (including roads) belonging to any other government body, government agency, or government corporate entity, the municipal body shall entitled to 25% of the revenue accruing to such government entity. The government entity shall make the selection of the procurer of the outdoor media space as per procedures and process of the government entity.

The revenue share indicated in Para 2.9.3 is all inclusive and includes all relevant taxes imposed by a municipal entity such as property tax, advertisement tax etc.

As far as possible, for all new investments in outdoor media, the option of implementing the project through PPPs would be considered first. GoMP/ Municipal body would directly invest in a project only after satisfying itself that the same cannot be implemented through a PPP. GoMP / Municipal Body may seek recommendations from experts/ professional agencies on the matter. Wherever necessary, municipal body may also seek assistance of C-UMTA and or S-UMTA.

GoMP recognizes that for specific street furniture projects it may be necessary for Government of India or GoMP to extend financial support by way of equity participation, Viability Gap Fund, or other mechanisms in order to leverage the desired levels of private finance.

As far as possible international guidelines related to differently enable person shall be met or exceeded.

9.3 Strategy for Regulatory and Management Objectives

The key components of regulation and management are:

a. To increase advertisement revenue accruing to the municipal bodies from the present levels
b. To create awareness among public regarding advertisement rules and regulations and ensure their compliance by the public as well by the outdoor media industry
c. To undertake necessary capacity building measures for better regulation of outdoor media spaces and the industry

d. To develop an organized structure for management of outdoor media spaces within the municipal body

List of Negative Advertisements

The display of advertisement depicting/containing the following is prohibited:

I. Nudity
II. Racial Advertisements or Advertisements propagating caste community or ethnic differences;
III. Advertisement promoting drugs, alcohol, cigarette or tobacco items;
IV. Advertisements propagating exploitation of women or child;
V. Advertisement having sexual overtones;
VI. Advertisement depicting cruelty to animals;
VII. Advertisement depicting any nation or institution in poor light;
VIII. Advertisement casting aspersion on any brand or person;
IX. Advertisement banned by any law;
X. Advertisement glorifying violence;
XI. Destructive devices and explosives depicting items;
XII. Any psychedelic, laser or moving Displays;
XIII. Advertisement of weapons and related items (such as firearms, firearm parts and magazines, ammunition etc.);
XIV. Advertisement which may be defamatory, trade libelous, unlawfully threatening or unlawfully harassing;
XV. Advertisements which may be obscene or contain pornography or contain an “indecent representation of women” within the meaning of the Indecent Representation of Women (Prohibition) Act, 1986;
XVI. Advertisement linked directly or indirectly to or include description of items, goods or services that are prohibited under any applicable law for the time being in force, including but not limited to the Drugs and Cosmetics Act, 1940, the Drugs and Magic Remedies (Objectionable Advertisements) Act, 1954, the Indian Penal Code 1860; and
XVII. Any other items considered inappropriate by the Competent Authority

The State Government also proposes to set up State level Urban Mass Transit Authority (S-UMTA”) as well as city level C-UMTA. These entities are expected to play an increasingly key role in the management of cities. This role would need to

include the management of outdoor media, as well. However, at this point of time, the role envisaged for S-UMTA and C-UMTA could be advisory, since no such relevant act has come into force, which would take away the powers of municipal bodies towards regulating the Outdoor Media and transfer such powers to S-UMTA and/ or C-UMTA.

For this purpose model Bye-laws shall be prepared which shall define advertisement, outdoor media devices, relevant approvals, general requirements related to outdoor media devices, monitoring and regulation mechanism, selection of advertisement agency, terminations, offences, penalties, and jurisdiction excluded media.

The aforesaid model Bye Laws shall be expected to be adopted by various municipal bodies in the state after making suitable modification related to city aesthetics, heritage without compromising on the policy objectives set out in this Policy.

GoMP and each municipal body shall endeavor to develop a database of all outdoor media spaces in the city. The database shall be used for management of existing outdoor media spaces as well as development of new media spaces. The database will be expected to record, measure and regulate media spaces in terms of their design, shape size, location (GPS based), underlying agreements, and revenue collection status.

10 DURATION AND REVIEW OF POLICY

1. This policy would come into force with effect from the date of issue of Government Order and would be effective till the formulation of a new Outdoor Media Policy.
2. There would be a periodic review of this Policy based on a critical assessment of feedback from stakeholders, and changes in scope that are deemed necessary and desirable, would be incorporated at that stage. Such periodic review would happen every five years.

11 CITY STRATEGIES

All municipal bodies and municipal entities are required to finalize the byelaws and apply them in their city within three (3) months of the day this Policy comes into force.

16 EXCLUDED MEDIA

Following media devices and Advertisements are exempted from compliance by this policy:

(a) Media Device on an Outdoor Media Device on a Property where a building, swimming pool, tennis court, paving, fencing or garden landscaping or any other structure is in the course of being constructed, erected, carried out or altered and on which the activity concerned is described and the name of any architect, contractor or consultant concerned in such activity is Displayed and the branch of the industry or the profession involved is specified.
(b) Posters
(c) Media Device for hawkers

MEMORANDUM OF UNDERSTANDING

Between Indore Municipal Corporation, Indore and MP Pollution Control Board, Indore

This Agreement is made at Indore on this 9th Day of December 2015 between **Indore Municipal Corporation** having its office at MG Road, Indore-452007(herein after referred to as the "Authority") which expression shall where the context so admit shall include its heirs, Assigns, Executors, Successors, Legal Representatives, Administrators etc. of the first part of agreement.

AND

MP Pollution Control Board, Indore having its office at Scheme No. 78, Indore (herein after referred to as the "Agency") which expression shall where the context so admit shall include its heirs, Assigns, Executors, Successors, Legal Representatives, Administrators etc. of the second part of agreement.

Hereafter referred to collectively as "Parties"

WHEREAS Ministry of Urban Development ("MoUD") has launched Smart Cities Mission ("Mission") and shortlisted Indore city under stage-1 of smart cities challenge as potential smart city and Indore Municipal Corporation has prepared a Smart City Plan ("SCP") for stage-2 of smart cities challenge.

AND WHEREAS the Authority has accepted to incorporate a Special Purpose Vehicle ("SPV") for planning, designing, financing, implementation and operations and maintenance of smart city projects.

AND WHEREAS the Authority will act as nodal organization for coordination on all matters relating to SCP and its implementation till formation of SPV. After formation of SPV, all rights and obligations of the Authority will be transferred to the SPV.

AND WHEREAS the Parties have had discussions on Indore SCP including proposals for Area Based Development for Strategic Area and pan-city solutions and have reached an understanding on the following roles and responsibilities pertaining to smart city plan implementation:

1. OBJECTIVE OF MEMORANDUM OF UNDERSTANDING

The objective of this Memorandum of Understanding (MOU) is to define areas of collaboration between the Authority and the Agency for planning, design, financing, implementation and operations and maintenance of upcoming smart city projects in Indore under Government of India's Smart City Mission.

2. AREAS OF COLLABORATION

The areas of collaboration between the Authority and the Agency will be for achieving necessary convergence in Pollution Control measures for providing ICT enable Air quality monitoring facilities, Decentralised treatment of Organic waste along with the necessary Infrastructure and coordination in planning, designing, financing, implementation operations and maintenance of such facilities and shall exchange necessary information required for it.

3. NON-EXCLUSIVITY

The relationship of the parties under this MOU shall be non-exclusive and both parties, including their affiliates, subsidiaries and divisions, are free to pursue other agreements or collaborations of any kind. However, when entering into a particular agreement related to Strategic Area, the participants may agree to limit each party's right to collaborate with others on that subject.

Regional Officer
M.P. Pollution Control Board
Scheme No. 78-C, Part-II, Aranya
Vijay Nagar INDORE-452010

4. TERMS AND TERMINATION

This MOU shall remain in force for the Smart City Mission period and any such duration thereafter as mutually decided by both the parties.

5. RELATIONSHIP

Nothing in this MOU shall be construed to make either party, a partner, an agent or legal representative of the other for any purpose.

6. ASSIGNMENT

Neither Party shall transfer or assign this Agreement, or rights or obligations arising hereunder, either wholly or in part, to any third party, unless otherwise defined in this MOU or agreed in written by both Parties.

7. SIGNED IN DUPLICATE

This MOU is executed in duplicate with each copy being an official version of the Agreement and having equal legal validity.

BY SIGNING BELOW, the parties, acting by their duly authorized officers, have caused this Memorandum of Understanding to be executed, effective as of the day and year first above written.

For and on behalf of First Part	For and on behalf of Second Part
Signature	Signature
Name	Name
Title	Title
Date	Date
Witness 1.	Witness 1.
2.	2.

Commissioner,
Municipal Corporation Indore

Regional Officer
M.P. Pollution Control Board
Scheme No. 78-C, Part-II, Aranya
Vijay Nagar INDORE-452010

A Concept Virtual Visualization of Indore Smart City Proposal