

KOHIMA

Stage 2



KOHIMA MUNICIPAL
COUNCIL

30 JUNE 2016

ANNEXURES



KOHIMA

Stage 2



KOHIMA MUNICIPAL
COUNCIL

30 JUNE 2016

Annexure 01



ANNEXURE 1

S. No	Feature	Definition
1.	Citizen participation	A smart city constantly adapts its strategies incorporating views of its citizens to bring maximum benefit for all. (Guideline 3.1.6)
2.	Identity and culture	A Smart City has a unique identity, which distinguishes it from all other cities, based on some key aspect: its location or climate; its leading industry, its cultural heritage, its local culture or cuisine, or other factors. This identity allows an easy answer to the question "Why in this city and not somewhere else?" A Smart City celebrates and promotes its unique identity and culture. (Guideline 3.1.7)
3.	Economy and employment	A smart city has a robust and resilient economic base and growth strategy that creates large-scale employment and increases opportunities for the majority of its citizens. (Guideline 2.6 & 3.1.7 & 6.2)
4.	Health	A Smart City provides access to healthcare for all its citizens. (Guideline 2.5.10)
5.	Education	A Smart City offers schooling and educational opportunities for all children in the city (Guideline 2.5.10)
6.	Mixed use	A Smart City has different kinds of land uses in the same places; such as offices, housing, and shops, clustered together. (Guidelines 3.1.2 and 3.1.2)
7.	Compactness	A Smart City encourages development to be compact and dense, where buildings are ideally within a 10-minute walk of public transportation and are located close together to form concentrated neighborhoods and centers of activity around commerce and services. (Guidelines 2.3 and 5.2)
8.	Open spaces	A Smart City has sufficient and usable public open spaces, many of which are green, that promote exercise and outdoor recreation for all age groups. Public open spaces of a range of sizes are dispersed throughout the City so all citizens can have access. (Guidelines 3.1.4 & 6.2)
9.	Housing and inclusiveness	A Smart City has sufficient housing for all income groups and promotes integration among social groups. (Guidelines 3.1.2)
10.	Transportation & Mobility	A Smart City does not require an automobile to get around; distances are short, buildings are accessible from the sidewalk, and transit options are plentiful and attractive to people of all income levels. (Guidelines 3.1.5 & 6.2)
11.	Walkable	A Smart City's roads are designed equally for pedestrians, cyclists and vehicles; and road safety and sidewalks are paramount to street design. Traffic signals are sufficient and traffic rules are enforced. Shops, restaurants, building entrances and trees line the sidewalk to encourage walking and there is ample lighting so the pedestrian feels safe day and night. (Guidelines 3.1.3 & 6.2)
12.	IT connectivity	A Smart City has a robust internet network allowing high-speed connections to all offices and dwellings as desired. (Guideline 6.2)

13.	Intelligent 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)
14.	Energy supply	A Smart City has reliable, 24/7 electricity supply with no delays in requested hookups. (Guideline 2.4)
15.	Energy source	A Smart City has at least 10% of its electricity generated by renewables. (Guideline 6.2)
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)
17.	Waste water management	A Smart City has advanced water management programs, including wastewater recycling, smart meters, rainwater harvesting, and green infrastructure to manage storm water runoff. (Guideline 6.2)
18.	Water quality	A Smart City treats all of its sewage to prevent the polluting of water bodies and aquifers. (Guideline 2.4)
19.	Air quality	A Smart City has air quality that always meets international safety standards. (Guideline 2.4.8)
20.	Energy efficiency	A Smart City promotes state-of-the-art energy efficiency practices in buildings, street lights, and transit systems. (Guideline 6.2)
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)
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)
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)
24.	Safety	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)

KOHIMA

Stage 2



KOHIMA MUNICIPAL
COUNCIL

30 JUNE 2016

Annexure 02



Smart City Features	Definition	Scenario 1 (BASE)	Scenario 2	Scenario 3	Scenario 4	Self-assessment of the city (for Pan-City Solution) with regard to each feature	Basis for assessment and/or quantitative indicator (Optional - only if data exists)	Target Scenario	Input/Initiative that would move the city from its current status to advanced status
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 identifying priorities and projects to pursue without consulting citizens.	City undertakes citizen participation with some select stakeholders. The findings are compiled and incorporated in some projects or programs. Very few major decisions are shared with citizens until final projects are unveiled.	City conducts citizen engagement at city level and local area level with most stakeholders and in most areas. The findings are compiled and incorporated in projects or programs.	City constantly conducts citizen engagement with people at each Ward level to incorporate their views, and these shape priorities and development projects in the city. Multiple means of communication and getting feedback such, both face-to-face and online are utilised. The effectiveness of city governance and service delivery is constantly enhanced on the basis of feedback from citizens.	Scenario 2	1. KMC has conducted wards-wise consultation and one to one meeting with all key stakeholders. KMC has done 100% coverage at municipal area.	Scenario 4	1. IT penetration through app creation & generating awareness among the residents through regular meetings and consultations.
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 buildings and areas are created without much thought to how they reflect the identity and culture of the city.	Historic and cultural heritage resources are preserved and utilised and their surroundings are well-maintained. Public spaces, public buildings and amenities reflect the cultural identity of the city	Built, natural and intangible heritage are preserved and utilised as anchors of the city. Historical and cultural resources are enhanced through various mediums of expression. Public spaces, open spaces, amenities and public buildings reflect local identity and are widely used by the public through festivals, events and activities.	Scenario 4	1. Lack of regulation for conservation and preservation of the existing historic and cultural sites. 2. Absence of regulatory body for maintenance of historic and cultural sites.	Scenario 4	1. Formulation of a regulatory body

Smart City Features	Definition	Scenario 1 (BASE)	Scenario 2	Scenario 3	Scenario 4	Self-assessment of the city (for Pan-City Solution) with regard to each feature	Basis for assessment and/or quantitative indicator (Optional - only if data exists)	Target Scenario	Input/Initiative that would move the city from its current status to advanced status
Economy and employment	A smart city has a robust and resilient economic base and growth strategy that creates large-scale employment and increases opportunities for the majority of its citizens. (Guideline 2.6 & 3.1.7 & 6.2)	There are some job opportunities in the city, but they do not reach all sections of the population. There is high number of jobs in the informal sector without sufficient facilities.	There is a range of job opportunities in the city for many sections of the population. The city attempts to integrate informal economic activities with formal parts of the city and its economy.	There are adequate job opportunities for all sections of society. But skill availability among residents can sometimes be a challenge.	There are adequate opportunities for jobs for all sections of income groups and skill levels. Job-oriented skill training supported by the city and by industry. Economic activities are suited to and build on locational and other advantages of the city.	Scenario 1	1. Lack of organised commercial markets. 2. Lack of awareness 3. Poor economic status of citizens	Scenario 3	1. Designated spaces for informal sector activities. 2. Provisions for vocational training and skill development for urban poor. 3. Promotion of traditional and cultural products at national/international level 4. Introduction of new projects involving foreign investments.
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, and 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 multimedia enabled education. Education facilities are regularly assessed through database of schools including number of students, attendance, teacher-student ratio, facilities available and other factors.	Scenario 2	1. Lack of advanced educational technologies and infrastructure. 2. No other education board except State Education Board for schools.	Scenario 4	1. Extent of schooling facility is adequate as per the current requirement, infrastructure facilities needs to be improved. 2. Adequate specialised teaching in both technical and non-technical fields. 3. Establishment of a common portal having data base for all educational institutes.

Smart City Features	Definition	Scenario 1 (BASE)	Scenario 2	Scenario 3	Scenario 4	Self-assessment of the city (for Pan-City Solution) with regard to each feature	Basis for assessment and/or quantitative indicator (Optional - only if data exists)	Target Scenario	Input/Initiative that would move the city from its current status to advanced status
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 who are directly connected to hospitals to prevent emergency health risks and to acquire specialised health advice with maximum convenience. The city is able to foresee likely potential diseases and develop response systems and preventive care.	Scenario 2	1. Lack of modern medical technologies and adequate infrastructure facilities as per the current population.	Scenario 4	1. Upgradation of existing infrastructure and state of art medical technologies/ technical equipment. 2. Provision to smart ambulance for emergency cases
Mixed use	A Smart City has different kinds of land uses in the same places; such as offices, housing, and shops, clustered together. (Guidelines 3.1.2 and 3.1.2)	The city has mostly separated uses and areas are focused either on residential, commercial, or industrial, with little co-existence of uses. The average resident cannot walk to the closest market or shops near his or her home. For almost everyone, going to work or going shopping for basic needs requires a journey by automobile or bus of more than 15 minutes. Land use regulations prevent putting commercial or office locations in residential neighbourhoods and vice versa.	In some parts of the city, there is a mixture of land uses that would allow someone to live, work, and shop in close proximity. However, in most areas, there are only small retail stores with basic supplies near housing. Most residents must drive or use public transportation to access a shop for food and basic daily needs. Land use rules support segregating housing, retail, and office uses, but exceptions are made when requested.	Most parts of the city have housing, retail, and office buildings in close proximity. Some neighbourhoods have light industrial uses within them (e.g., auto repair, craft production). Land use rules allow for mixed uses.	Every part of the city has a mix of uses. Everyone lives within a 15-minute trip of office buildings, markets and shops, and even some industrial uses. Land use rules require or encourage developers to incorporate a mixture of uses in their projects.	Scenario 3 but there are no such land rules or Building bylaws in the city)	1. Majority of households utilise frontage for commercial purposes and the backyard for residential use.	Scenario 2	1. Enforcement of building bye laws and land use as per the specification of master plan.

Smart City Features	Definition	Scenario 1 (BASE)	Scenario 2	Scenario 3	Scenario 4	Self-assessment of the city (for Pan-City Solution) with regard to each feature	Basis for assessment and/or quantitative indicator (Optional - only if data exists)	Target Scenario	Input/Initiative that would move the city from its current status to advanced status
Compact	<p>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 neighbourhoods. (Guidelines 2.3 and 5.2)</p>	<p>The city is expanding rapidly at its periphery into undeveloped land, rural or natural areas, or along industrial corridors - both formally and informally. Formal new development is occurring in a way that is "sprawling," meaning that the buildings spread across a wide area and are far from one another. Residents or tenants find it easier or safer to travel by automobile because it takes a long time to walk between destinations and there are busy roads separating buildings. Large pockets of land in the inner-city are vacant. New developments at the periphery tend to be large-scale residential developments, often enclosed with a gate and oriented to the automobile.</p>	<p>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 favour buildings that are separated from one another, with lots of parking at the base and set-back from the streets. The city likely has some pockets of under-utilized land in the center. New formal developments at the periphery tend to be large-scale residential developments, often enclosed with a gate and oriented to the automobile.</p>	<p>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.</p>	<p>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 neighbourhoods. Regulations encourage or incentivize re-development of under-utilized land parcels in the city center. Buildings are oriented to the street - - and parking is kept to a minimum, located below ground or at the back of buildings. Public transport and walking connects residences to most jobs and amenities. Residential density is at an optimal with affordable housing available in most areas.</p>	Scenario 4	<p>1. Due to topography of the region, the city is expanding in linear manner along major transport corridor. 2. Major residential developments across the city's periphery due to shortage of land availability in the city.</p>	Scenario 4	<p>1. Enforcement of building bye laws and regulation. 2. 100% extent of walkways, footsteps along the approach roads.</p>

Smart City Features	Definition	Scenario 1 (BASE)	Scenario 2	Scenario 3	Scenario 4	Self-assessment of the city (for Pan-City Solution) with regard to each feature	Basis for assessment and/or quantitative indicator (Optional - only if data exists)	Target Scenario	Input/Initiative that would move the city from its current status to advanced status
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 neighbourhoods, but are not available in all the areas of the city or are located far away from residential areas. Many of the open spaces have access restrictions, or are not well-maintained. A variety of types of public open spaces may be lacking, such as natural areas, green areas, parks, plazas, or recreation areas.	Most areas of the city have some sort of public open space. There is some variety in the types of public spaces in the city. However, public spaces are sometimes not within easy reach or access of more vulnerable populations and are more restricted in poorer neighbourhoods.	Public open spaces are well dispersed throughout the city. Every residential area and work space has access to open space within 10 minutes walking distance. Open spaces are of various types - natural, green, plazas, parks, or recreation areas - which serve various sections of people. Public spaces tend to truly reflect the natural and cultural identity of the city.	Scenario 2	1. There only one local ground with in the city and is used for multipurpose activities. 2. Limited open space for recreational activities. 3. Less exposure for all the age group with respect to existing public open spaces.	Scenario 3	1. Provision of park and recreational facilities at places in close proximity to densely populated areas.
Housing and inclusiveness	A Smart City has sufficient housing for all income groups and promotes integration among social groups. (Guidelines 3.1.2)	Housing is very limited and highly segregated across income levels. Population growth far exceeds the creation of new housing. The poor live in informal settlements with limited to no access to basic services, and are concentrated in a few areas. The wealthy live in separate enclaves. Those in the middle have few, if any options.	Housing is available at most income levels but is highly segregated across income levels. Population growth slightly exceeds the creation of new housing. The wealthy and the middle class have housing that meets their needs at costs appropriate to their income. The poor live in informal settlements.	Housing is available at all income levels, but is segregated across income levels. The growth of supply of housing almost meets the rate of population growth. Increasingly, lower and middle-income people can find housing in areas that are conveniently located.	A wide range of housing is available at all cost levels. The supply of housing is growing at pace with population. Affordable, moderate, and luxury housing are found clustered together in many areas of the city	Scenario 2	1. Due to the increasing population and inability of government to acquire land for housing projects pockets city is unable to meet existing housing demand. 2. As the maximum land in city belongs to private sector, housing has become big change to government.	Scenario 3	1. Promoting new affordable housing projects in periphery area. 2. Establishment of market circle rate. 3. Development of housing policies targeting all income groups

Smart City Features	Definition	Scenario 1 (BASE)	Scenario 2	Scenario 3	Scenario 4	Self-assessment of the city (for Pan-City Solution) with regard to each feature	Basis for assessment and/or quantitative indicator (Optional - only if data exists)	Target Scenario	Input/Initiative that would move the city from its current status to advanced status
Transport	A Smart City does not require an automobile to get around; distances are short, buildings are accessible from the sidewalk, and transit options are plentiful and attractive to people of all income levels. (Guidelines 3.1.5 & 6.2)	Personal automobile centric city with very few modal options. Long trip lengths for daily commute to work and education. Accessing various areas by walking or cycling is difficult. Women and vulnerable sections find it very difficult to move independently in the city. There is limited public transport. Vehicles cause high air and noise pollution levels in the city. Vehicles dominate public spaces and affect their effective functioning.	The street network system is elaborate but public transport choices are restricted. Public transport can be too expensive or unaffordable for the poor. Pedestrian infrastructure is only available in select areas. The majority of investments focus on reducing traffic congestion through the creation of more roads.	Network of streets are fairly complete. Public transport covers most areas of the city. However last mile connectivity remains incomplete and affects transport options. Foot paths are accessible in most areas, whereas concerns of safe crossings and security throughout the day remain. Parking zones are demarcated but absence of pricing increases over utilization of parking lots.	Street network is complete and follows a clear structure. Public transportation network covers the entire city and intensity of connection relates with the demand. Plenty of options of public transport are available and affordable for all sections of the society. There is multi-modal integration at all mass transit stations and organized-priced on street and off street parking. Walking and cycling is prevalent.	Scenario 1	<ol style="list-style-type: none"> 1. City bus service exists. 2. Encroachment on existing roads. 3. Inadequate traffic infrastructure and signals. 4. Inadequate street lights in the city. 5. Limited corridors for walking 6. Only few option for public transport. 6. Few existing roads are not in good condition. 	Scenario 4	<ol style="list-style-type: none"> 1. Reducing the traffic congestion by introducing intelligent traffic lighting system 2. Signalising major congestion points 3. Provision of parking facilities 4. Upgrading the public transportation facilities. 5. Dedicated pathways from major city bus stands along approach roads.
Walkable	A Smart City's roads are designed equally for pedestrians, cyclists and vehicles; and road safety and sidewalks are paramount to street design. Traffic signals are sufficient and traffic rules are enforced. Shops, restaurants, building entrances and trees line the sidewalk to encourage walking and there is ample lighting so the pedestrian feels safe day and night. (Guidelines 3.1.3 & 6.2)	The city is designed mainly for the automobile. Daily life without a car requires long bus rides. Walking is difficult and often dangerous; there are few pavements, existing pavements need repair and lack trees to provide shade for pedestrians, and marked pedestrian crossings are rare. New buildings have their main entrances set-back from the street, sometimes with large driveways or parking lots separating them from the street, and sometimes are enclosed by gates. Traffic signals are often disobeyed	Older areas of the city see a mix of pedestrians, cyclists, and vehicles but newer areas are focused mainly on the automobile. In the new areas, there are few pavements and main entrances to new buildings are not accessible from the front of the street. Large driveways or parking lots often separating them from the street, and sometimes are enclosed by gates. In these areas, traffic signals are disobeyed.	The city has a good network of pavements and bike lanes. Buildings in most areas of the city are easily accessible from the pavement. However, traffic signals are sometimes disobeyed and it can feel difficult to cross the street.	The city is highly walkable. Pavements exist on every street and are maintained. Trees line many sidewalks to provide shade for pedestrians. Buildings in most areas of the city are easily accessible from the sidewalk. Traffic signals control the flow of automobiles and are enforced. A network of bike lanes exists to promote cycling as a means of transport. Traffic rules are followed and enforced with great seriousness.	Scenario 1	<ol style="list-style-type: none"> 1. Inadequate physical infrastructure for pedestrian. 	Scenario 4	<ol style="list-style-type: none"> 1. Development of pathway 2. Establishment physical infrastructure for pedestrian 3. Enforcement of traffic laws.

Smart City Features	Definition	Scenario 1 (BASE)	Scenario 2	Scenario 3	Scenario 4	Self-assessment of the city (for Pan-City Solution) with regard to each feature	Basis for assessment and/or quantitative indicator (Optional - only if data exists)	Target Scenario	Input/Initiative that would move the city from its current status to advanced status
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 Wi-Fi services to provide opportunity for all the citizens to connect with high speed internet across the city.	Scenario 2	1. 3g broadband connectivity is available in the city but the coverage is 47%	Scenario 4	1. Availability of 3g connectivity from 47% to 100%. 2. Upgradation of 3g to 4g 3. Availability of Wi-Fi hotspots catering to whole of the city.
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. Receiving 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. System 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 infrastructure system shares information and enhances internal governmental coordination.	Scenario 2	1. E-services for Birth Certificate, Death certificate, IT Empanelment, duplicate certificate, school registration has been launched but other essential services needs to be included.	Scenario 4	1. Provision of e-services is under progress for other sectors.
Energy supply	A Smart City has reliable, 24/7 electricity supply with no delays in requested hook-ups. (Guideline 2.4)	There is only intermittent electricity supply with regular power shedding. Many residents have to plan their days around when power is available.	Electricity supply and loads are managed as per demand and priority for various functions with clear scheduling, with electricity being available in many areas for most hours of the day.	Electricity is available in most parts of the city for most hours of the day but some areas are not so well-served. Smart metering exists in some parts of the city but not all.	Electricity is available 24 x 7 in all parts of the city with smart metering linked to online platforms for monitoring and transparency.	Scenario 2	1. There is regular power supply but there are some power cuts in a day. 2. Overhead transmission lines are present 3. Total coverage of electricity is 75% of the existing population 4. Energy losses reduced by 12% during last three years.		1. Implementation of smart metering system. 2. Conversion of OHT to underground cabling. 3. Increment of coverage to 100% of the households

Smart City Features	Definition	Scenario 1 (BASE)	Scenario 2	Scenario 3	Scenario 4	Self-assessment of the city (for Pan-City Solution) with regard to each feature	Basis for assessment and/or quantitative indicator (Optional - only if data exists)	Target Scenario	Input/Initiative that would move the city from its current status to advanced status
Energy source	A Smart City has at least 10% of its electricity generated by renewables. (Guideline 6.2)	The city does not have any renewable sources of energy and there is no commitment to promote this for the foreseeable future.	The city is preparing plans for ensuring that it gets more energy from renewable sources and is in the process of making commitments in this regard.	Some energy consumed in the city is produced through renewable sources. There are long term targets for higher renewable energy capacities and the city is making plans to achieve these.	At least 10% of the energy used in the city is generated through renewable sources. The city is undertaking long-term strategic projects to tap renewable sources of energy in its region/beyond to increase the percentage of renewable energy sources.	Scenario 2	<ol style="list-style-type: none"> 1. Kohima is among the identified cities for developing as Solar City in India. 2. City has access to solar energy through solar panels installed by the government but the maintenance is poor. 3. Solar panels exist in government buildings (70%) and HH level 	Scenario 3	<ol style="list-style-type: none"> 1. All institutional, residential and commercial units should be enforced to have proper rooftop solar power panels. 2. Provision of solar water heater.
Water supply	A Smart City has a reliable, 24/7 supply of water that meets national and global health standards. (Guidelines 2.4 & 6.2)	The city has a poor water supply system with limited water availability. There are no clear targets to achieve higher quality and optimal quantity standards. Unaccounted water loss is above 40%	The city has intermittent water supply and availability. However it is setting targets and processes in place to try to improve its water supply. Unaccounted water loss is less than 30%.	The city has 24 x 7 water supply in most areas but the quality of water does not meet international health standards. Unaccounted water loss is less than 20%.	The city has 24 x 7 treated water supply which follows national and global standards and also available in sufficient quantity and affordable rates across all sections of the society. Unaccounted loss less than 15%.	Scenario 1	<ol style="list-style-type: none"> 1. The existing water pipeline network is almost 30 year old, due to which unaccounted water loss is immeasurable. 2. Existing water supply is 305 L/HH 3. Only 34% of city is connected to the PHED water connection. 4. 70% HH practice rain water harvesting 5. Large number of unmetered connection 6. Private water pipelines along road surface 	Scenario 4	<ol style="list-style-type: none"> 1. Installation of new water pipeline network across the city 2. Installation of SCADA system. 3. Coverage should be increased to 100% 4. Connecting city to a new water source to meet the future water demand. 5. Installation of smart meter at city level 6. Installation new water storage tanks 7. Upgrading water treatment plant and if needed establishment of a new WTP. 8. Utility duct for laying of underground water pipelines

Smart City Features	Definition	Scenario 1 (BASE)	Scenario 2	Scenario 3	Scenario 4	Self-assessment of the city (for Pan-City Solution) with regard to each feature	Basis for assessment and/or quantitative indicator (Optional - only if data exists)	Target Scenario	Input/Initiative that would move the city from its current status to advanced status
Water management	A Smart City has advanced water management programs, including smart meters, rain water harvesting, and green infrastructure to manage storm water runoff. (Guideline 6.2)	The city does not measure all its supply. It does not recycle waste water to meet its requirements and rain water harvesting is not prevalent. Flooding often occurs due to storm water run-off.	The city has meters for all its water supply but lacks mechanisms to monitor. Water wastage is very high. Majority of the HHs practice rainwater harvesting	The city has meters for all its water supply with some smart mechanisms to monitor. Rainwater harvesting systems are installed and storm water is collected and stored in water bodies. However, recycling of waste water and reuse of storm water is limited.	The city has meters for all its water supply. It includes smart mechanisms to monitor remotely. Rainwater harvesting systems are installed and utilised through the city and storm water is collected and stored in water bodies and treated for usage. Recycled waste water is supplied for secondary uses.	Scenario 2	1. Only 34% of household are connected to PHED water supply rest avail water from private sources through 15mm pipelines. 2. 15mm pipelines create a mess on roadside and leakage does happen 3. 70% of HHs practice rainwater harvesting	Scenario 4	1. PHED is under process of getting alternate water sources located at Khonoma.
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 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 disposal. It is also treated to a high standard and some is recycled.	The city has zero waste water because all the waste water is collected, treated and recycled. It meets standards and reduces the need for fresh water.	Scenario 1	1. City is not equipped with waste water management system 2. All existing drains need repair. 3. Untreated waste water mix with ground water and makes it contaminated	Scenario 3	1. Decentralised septage networks 2. Installation of waste water recycling plant 3. Enhancing horticulture in the city through utilisation of non-potable water from WTP.
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 covering the entire city and air quality data are mapped.	Scenario 3	Air pollution indicators are under the permissible limits	Scenario 4	Regulatory framework should be in place for adherence to pollution control levels

Smart City Features	Definition	Scenario 1 (BASE)	Scenario 2	Scenario 3	Scenario 4	Self-assessment of the city (for Pan-City Solution) with regard to each feature	Basis for assessment and/or quantitative indicator (Optional - only if data exists)	Target Scenario	Input/Initiative that would move the city from its current status to advanced status
Energy efficiency	A Smart City government uses state-of-the-art energy efficiency practices in buildings, street lights, and transit systems. (Guideline 6.2)	City has no programs or controls or incentive mechanisms to promote or support energy efficiency in buildings	The city promotes energy efficiency and some new buildings install energy efficiency systems that track and monitor energy use and savings.	Most new public buildings install energy efficiency systems and some older buildings are also retrofitted to be more energy efficient. Local government conducts counselling and outreach with developer, businesses and residents to adopt energy efficiency strategies	All the existing old and new public buildings employ energy efficiency principles in development and operation and apply for energy rating by national and international forums. Many non-public buildings are also energy efficient because the government promotes energy efficiency through incentives and regulations.	Scenario 2	<ol style="list-style-type: none"> 70% government building are equipped with solar power panels Street lighting is provided by LED lights and 40 solar street lights have been installed so far. Lack of funds to promote solar lighting in the city 	Scenario 3	Enforcement of rooftop solar power panels for all residential, commercial and institutional buildings in the city
Underground electric wiring	A Smart City has an underground electric wiring system to reduce blackouts due to storms and eliminate unsightliness. (Guideline 6.2)	City does not have plans for underground electric wiring system.	More than 40% of the city has underground electric wiring system.	More than 75% of the city has underground electric wiring system.	More than 90% of the city has underground electric wiring system.	Scenario 1	<ol style="list-style-type: none"> At present there are no underground electric cabling in the city. 	Scenario 4	<ol style="list-style-type: none"> Installation of new underground electric cabling system
Sanitation	A Smart City has no open defecation, and a full supply of toilets based on the population. (Guidelines 2.4.3 & 6.2)	Many parts of the city do not have access to sanitation infrastructure and facilities.	Sanitation facilities are available to 70% of the city's population.	Sanitation facilities are available to 90% of the city's population.	Sanitation facilities are available to 100% of the city's population.	Scenario 1	<ol style="list-style-type: none"> 93% of households have toilet facility within premises Frequency of cleaning of septic tank is poor. 	Scenario 3	<ol style="list-style-type: none"> Coverage of sanitation will be extended to 100% Frequency of septic tank clearance should be regularised

Smart City Features	Definition	Scenario 1 (BASE)	Scenario 2	Scenario 3	Scenario 4	Self-assessment of the city (for Pan-City Solution) with regard to each feature	Basis for assessment and/or quantitative indicator (Optional - only if data exists)	Target Scenario	Input/Initiative that would move the city from its current status to advanced status
Waste management	A Smart City has a waste management system that removes household and commercial garbage, and disposes of it in an environmentally and economically sound manner. (Guidelines 2.4.3 & 6.2)	Waste collection systems do not pick up waste on a frequent basis and waste often enters into water bodies.	Waste generated is usually collected but not segregated. Recycling is attempted by difficult to implement.	Waste is segregated, collected, recycled and disposed in an environmentally sound manner.	The city reduces land fill caused by waste so that it is minimal. All the solid waste generated is segregated at source and sent for recycling. Organic waste is sent for composting to be used for gardening in the city. Energy creation through waste is considered.	Scenario 1	1.Waste collection efficiency is 91% of which 40% are through community participation 2.Waste segregation is limited at HH level	Scenario 4	1.100% collection efficiency 2.Promotion of waste segregation at source and disposed in an environmentally sound manner once the scientific Landfill Site & Recycling including compost plant unit at Lerie, under construction by SIPMIU is completed.
Safety and security	A Smart City has high levels of public safety, especially focused on women, children and the elderly; men and women of all ages feel safe on the streets at all hours. (Guideline 6.2)	The city has low levels of public safety - most groups of residents feel insecure during most parts of the day in many parts of the city.	The city has medium levels of public safety - some more vulnerable groups feel insecure during some points of the day and in some parts of the city	The city has high levels of public safety - all citizens including women, children and the elderly feel secure in most parts of the city during most time in the day.	The city has very high levels of public safety - all residents feel safe in all parts of the city during all hours of the day.	Scenario 3	Car thefts are very common	Scenario 4	1. CCTV coverage of the whole city 2. Accident Management Portal 3. Incident Reporting Portal for the whole city.

KOHIMA

Stage 2



KOHIMA MUNICIPAL
COUNCIL

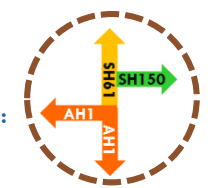
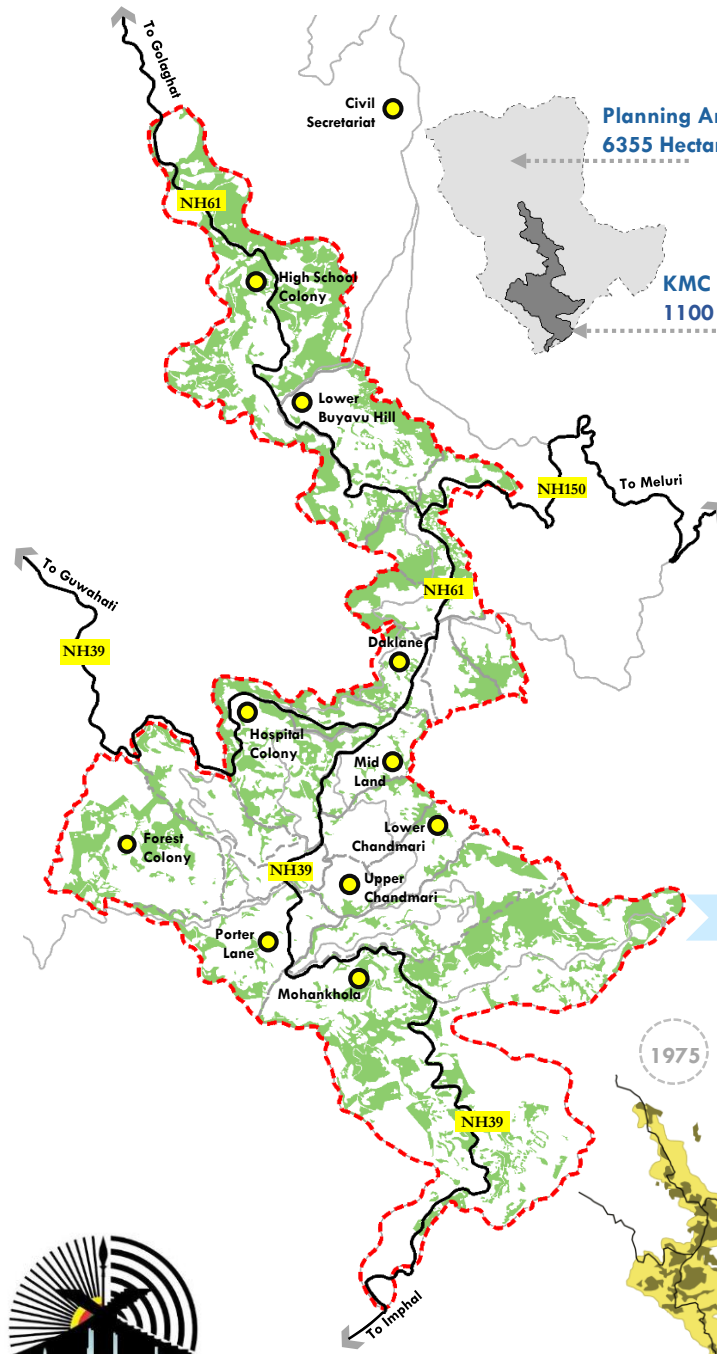
30 JUNE 2016

Annexure 03



TABLE OF CONTENT

3.1	City Profile
3.2	Kohima Key Features
3.3	Citizen Engagement
3.4	Strategic Focus and Blueprint
3.5	Strategic Plan
3.6	ABD Site Context
3.7	ABD Projects and Zoning
3.8	ABD Zoning
3.9	Old Secretarial Redevelopment
3.10	ABD Proposals
3.11	Core City ABD Proposals
3.12	Pan City Proposal
3.13	Pan City Proposal
3.14	Project Implementation
3.15	SPV Structure
3.16	Stakeholder Roles
3.17	Project Cost
3.18	Revenue Projection
3.19	Profit & Loss Statement
3.20	O&M Estimates



- 3 National Highways – NH39 (AH1), NH 61 & NH 150 converge within the city



- Kohima is a 'Compact City' with an extensive, interconnected pedestrian network connecting every ward to the city core.



Literacy Rate

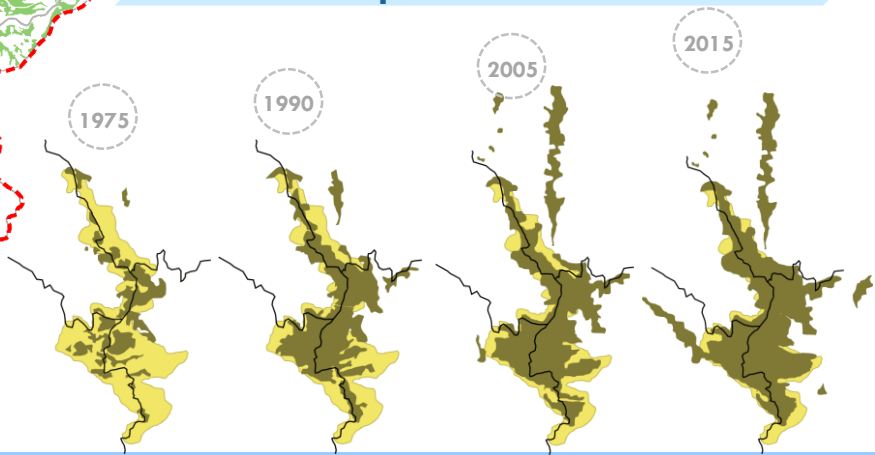


Administrative Headquarter



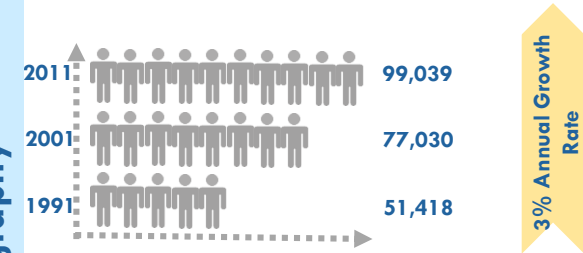
- Land of festivals. Kohima is home to 'Hornbill'
- 'Living Heritage' of Naga Tribes through its art, music & vibrant festivals.

Spatial Growth



Demography

Total Population : **99,039**



Household Size:

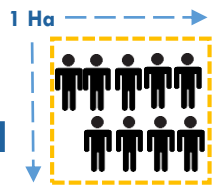
4.4



Slum Population:

36%

Population Density:
90 PPH



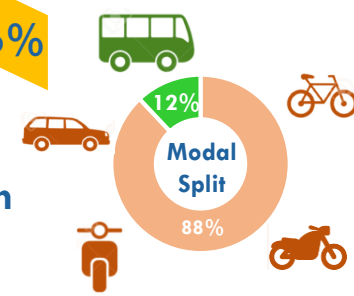
Similar to average densities for large cities in Hilly areas as per URDPFI

Transportation

Annual Vehicular Growth 2012-15



88.4 Km
Total Road Length



Regional Level



Geographical context

Nagaland could play a pivotal role in India's Act East policy



Cultural context

Nagaland has 17 unique tribes which needs promotion.



Historical context

War Cemetery in Kohima is World War 2 memorial of extreme significance



Geological context

Nagaland lies in Zone -V which is termed as highly earthquake prone



Agro context

Naga King Chilly is one of the hottest chilli pepper in the world

City Level



Transport

Transport realignment with pedestrian walkways is key priority of Kohima People



Heritage

Kohima's rich heritage needs preservation and conservancy



Infrastructure Upgrade

Existing Transport Infrastructure needs upgradation.



Tourism Development

Kohima has potential to be developed as a Tourism gateway.

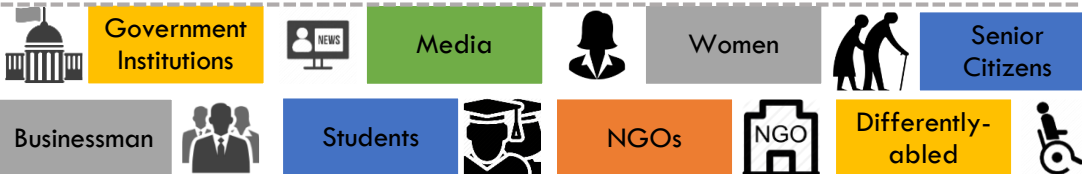


Pedestrian Space Creation

Pedestrian spaces and movement are in need of refurbishment.



Stakeholders



Consultation Outreach

The Naga Blog = 69,362

Public **1500** consultations

Modes of Citizen Engagement

Questionnaires **13800**



Internet Media **375**



Facebook **9246**



WhatsApp **3677**



Events **756**



Hornbill Festival **21113**

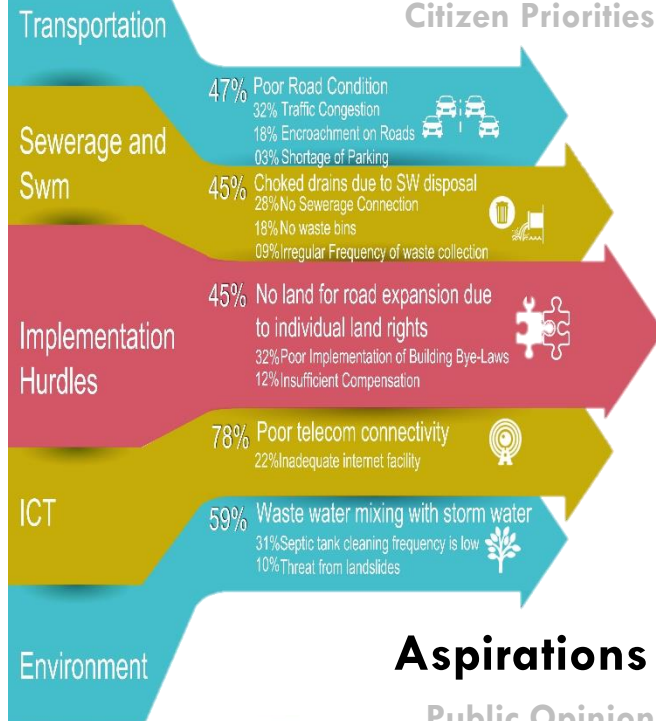


Key Priority Areas



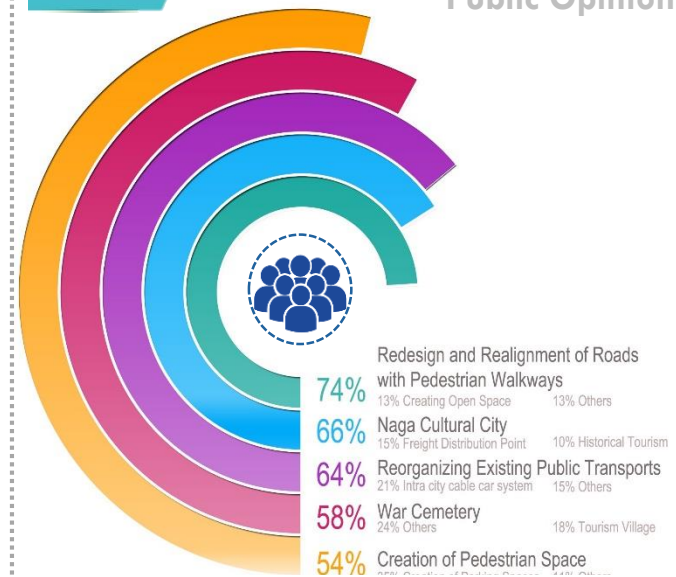
Baseline Scenario

Citizen Priorities



Aspirations

Public Opinion



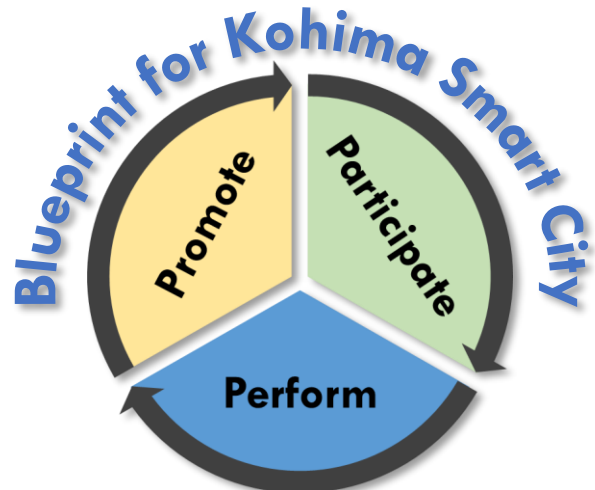
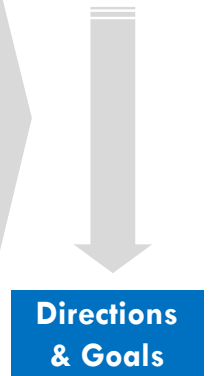
3.3 Citizen Engagement



Key Drivers



"To leverage Kohima's geo-strategic location to foster sustainable and resilient community-led development as a regional hub for tourism complemented by its significant natural and cultural assets"



"Community developed Tourism infrastructure"



"Enhanced quality of life by creating community led infrastructure management systems"



"Community supported cultural & environmental conservation"



Strategic Directions

Location, cultural & historic heritage and complex urban morphology



Susceptible to natural disasters such as earthquakes & landslides

Be representative of a high quality of living that the State intends to replicate



Lack of basic infrastructure and open spaces; haphazard urban growth

Destination tourism; showcasing heritage



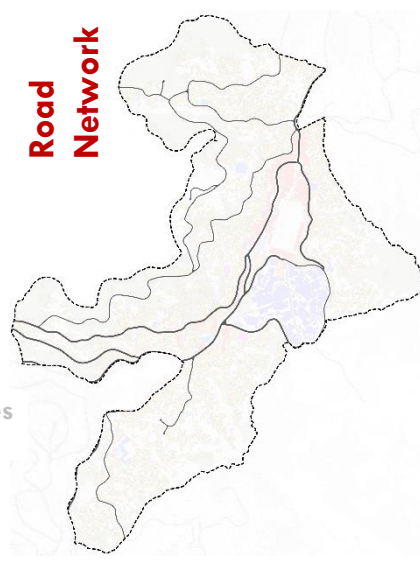
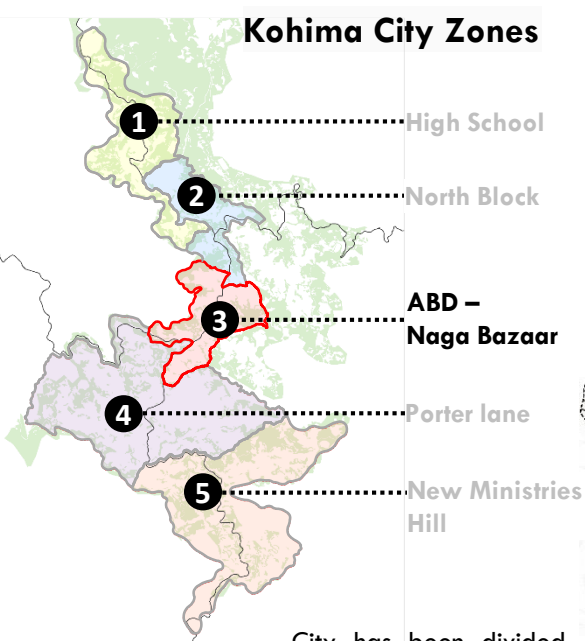
3.4 Strategic Focus and Blueprint

Strategic Direction	Interventions	Projects	Outcomes
Brand Kohima	Promotion of Naga heritage and culture	Discover Kohima Web/ Mobile Apps for comprehensive heritage and tourism promotion	App/ Web based promotion of heritage covering Commerce – Tourism – Mobility
	Urban Design Guidelines	For New Market, Naga Bazar, Dak Lane, Porterlane	Promote place making and civic art
	Designate Special Use Districts	At New Market and City Centre to promote retail and shopping	Modify regulatory frameworks for proactive zoning and land use to support local economy
Destination Kohima	360° Tourism Experience	Heritage walks, Guided city tours	Link tourist attractions and create new tourism experiences through technology
		Augmented reality tours	Museum with focus on audio-visual and virtual galleries and augmented reality tours
		Interpretation and resource centre	High speed wi-fi connectivity at smart hubs
		City wide Wi-fi Hubs	
	Safe City	CCTV surveillance	Video and sensor based surveillance
		Community based policing	Safe neighbourhoods through community engagement
		Smart street light poles	Poles to support Array of Things (AoT) and smart sensors
		City-sourced incident reporting system	Crowdsourced Incident reporting and management
		Wayfinder app for directions	App based turn by turn directions for tourists
Liveable Kohima	Resilient infrastructure	Piped networks and electricity distribution system	24*7 functional basic services to the households
	Green and Blue Corridors	Storm drainage and green infrastructure	SUDS project linked with Green Infrastructure
	Disaster Preparedness	Kohima to be Sendai Framework compliant city	Assessment, Governance, Resilience and Preparedness
	Inclusive public streets	Upgrade and connect the public street network	Retrofitting of streets for creating a walkable city
	Dynamic urban spaces project	Converting 'Leftovers Spaces to Vibrant Public Places'	Creation of 'Smart Hubs' based on Lighter, Cheaper, Quicker approach to deliver quality public places
	Roof Space Index project	Creation of roof gardens and renewable energy	Promote sustainable green spaces and renewable energy at household level
Community-led Kohima	Transparency, governance and collaboration	Open Data Kohima (G2C)	Promoting an open data regime for public agencies
		Kohima City Dashboard	Data analytics and visualization through smart displays
	Metrics and Benchmarking	City command and control centre	Performance management and accountability
		Optic Fibre network	Bandwidth provision and network architecture
	Community engagement	Smart By Design app for local planning	Community based planning and action for smarter neighbourhoods. Civic services performance reporting.
		Citizen reporting app for civic services	
	Area Redevelopment Strategy	Hospitality and Entertainment District at Old	Create vibrant new 'Smart Hubs'

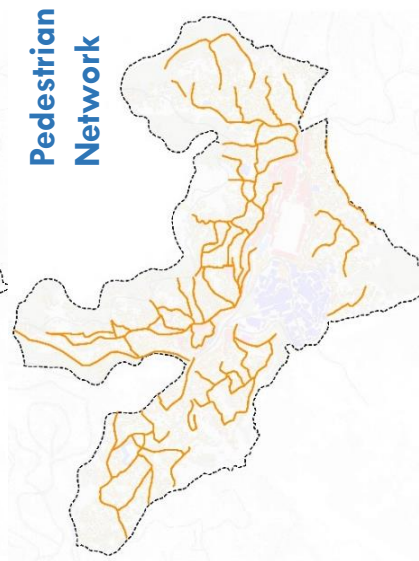


Kohima City Zones

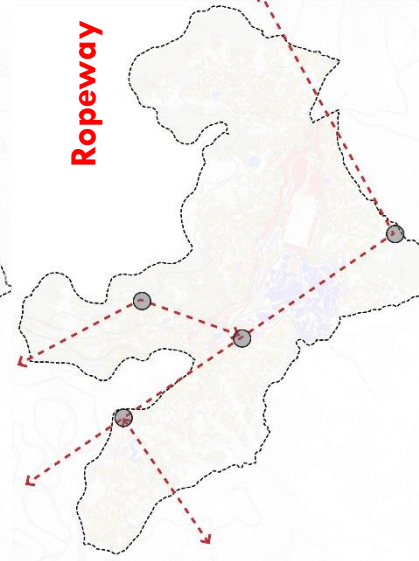
ABD Area 115 Hectares (10.45% of KMC Area)



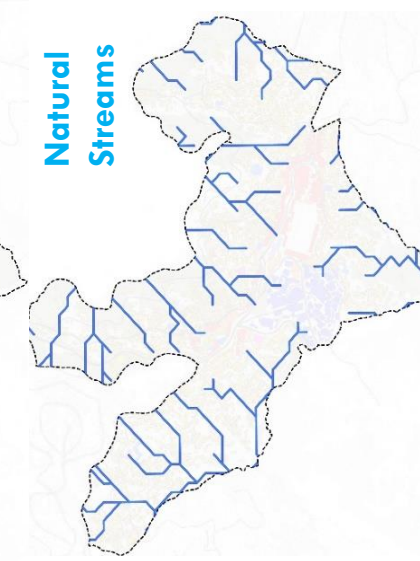
Total road length 9.4 Km



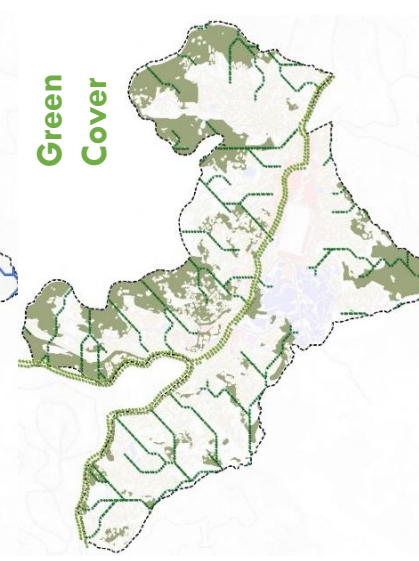
Total pedestrian network 12.4 km



Proposed ropeway network



Drainage Network



Total area under green cover 33.85 Hectares

ABD - Salient Features

Historic significance. Origin of Kohima Town.

10% of city area accommodating 27% of its population

Main commercial centre and market areas.

High concentration of mixed use, PSP and commercial activities

Presence of key landmarks and tourism infrastructure

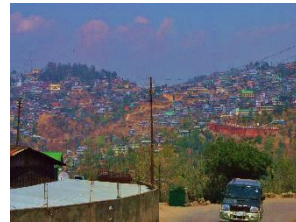
City has been divided into 5 zones. Each zone has its own characteristics and features. Development strategy For Zone 3- Naga bazaar has been demonstrated here. Similarly other zones will also be developed in lieu of the strategies described here.

Assets

Pedestrian Streets



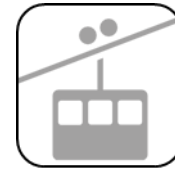
Green Cover



Road Mobility



Walkability



NMV Movement



Water Network



Green



Important road corridor projects have been identified and developed as core spine projects e.g. 'Heritage Spine Corridor Project' (HSCP)

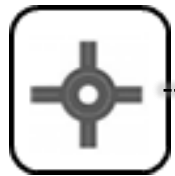
Existing pedestrian walkways have been recognized and connected to existing streams and green areas. Open areas have been acknowledged along the pedestrian networks and have been converted to public squares and dynamic urban spaces to create an experience.

Ropeway network has been proposed as non motorized vehicular network. This network has been then assimilated in the overall development strategy by connecting key area development with it.

Existing natural water movement network have been incorporated and reinforced in the proposed scheme. These blue corridors are intrinsic part of all area based development projects. e.g. ABD development project.

Existing green area of Kohima city have been linked with blue networks. The green area are hierarchically divided in city, area and local level.





Junction Improvement for SMART Urban Mobility



Slum housing development under SCTNP



Dynamic urban space



Heritage spine corridor project



WW-II Heritage memorial



Rope way station



Recreational Tourism Zone

Symbol Legend



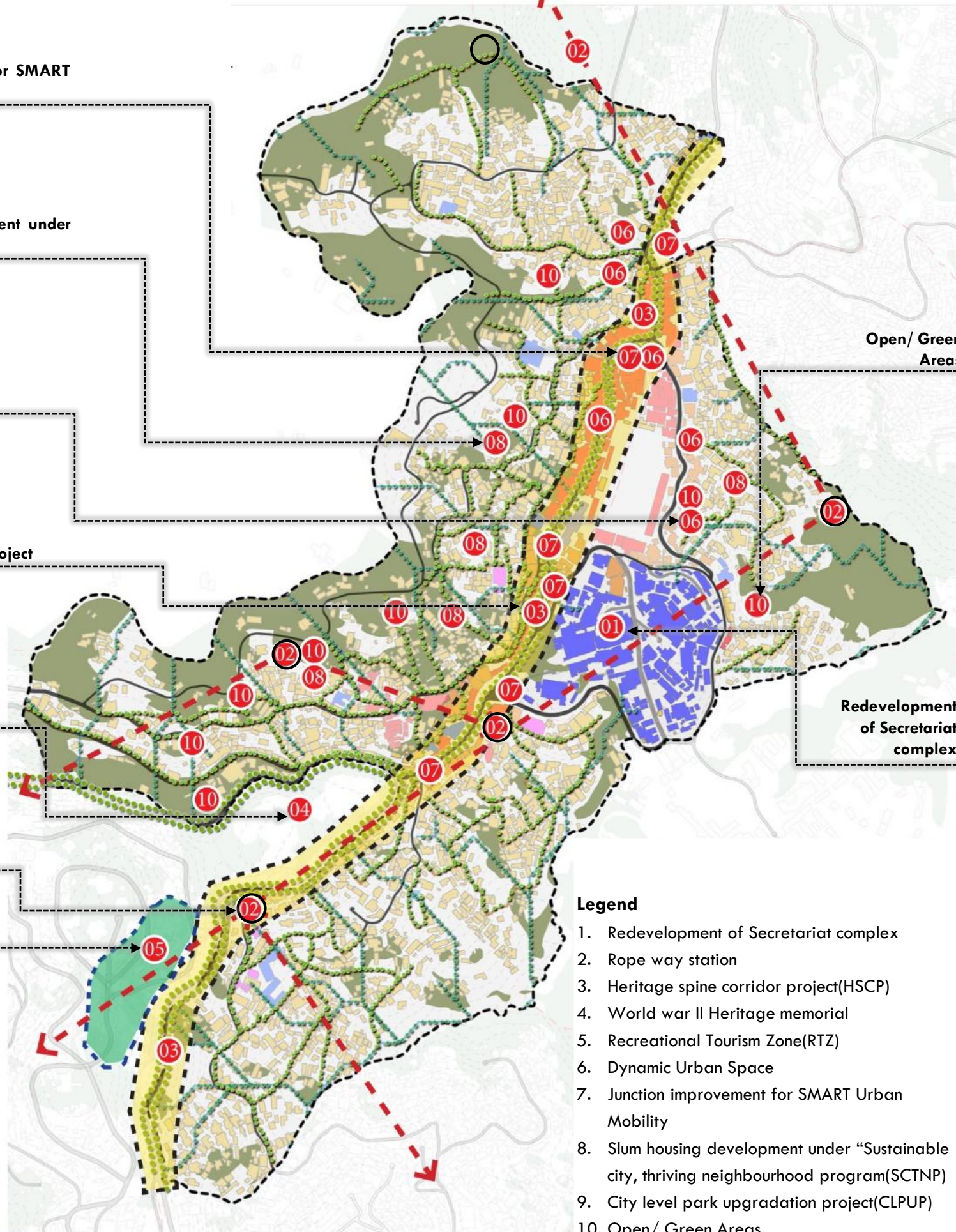
RTZ



HSCP



RTZ



Legend

1. Redevelopment of Secretariat complex
2. Rope way station
3. Heritage spine corridor project(HSCP)
4. World war II Heritage memorial
5. Recreational Tourism Zone(RTZ)
6. Dynamic Urban Space
7. Junction improvement for SMART Urban Mobility
8. Slum housing development under "Sustainable city, thriving neighbourhood program(SCTNP)
9. City level park upgradation project(CLPUP)
10. Open/ Green Areas



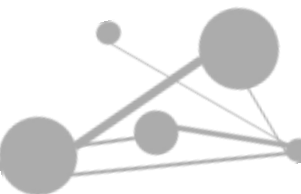
9.4 Km
Upgradation of road network



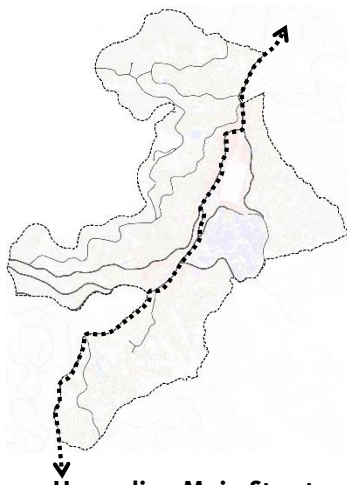
12.4 km
Increase in upgraded pedestrian network



Connecting Important city locations by rope way



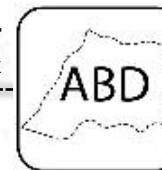
Connecting Existing green and natural drains



Upgrading Main Street as heritage spine

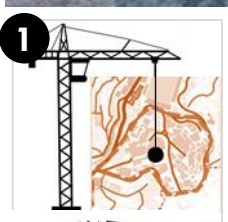
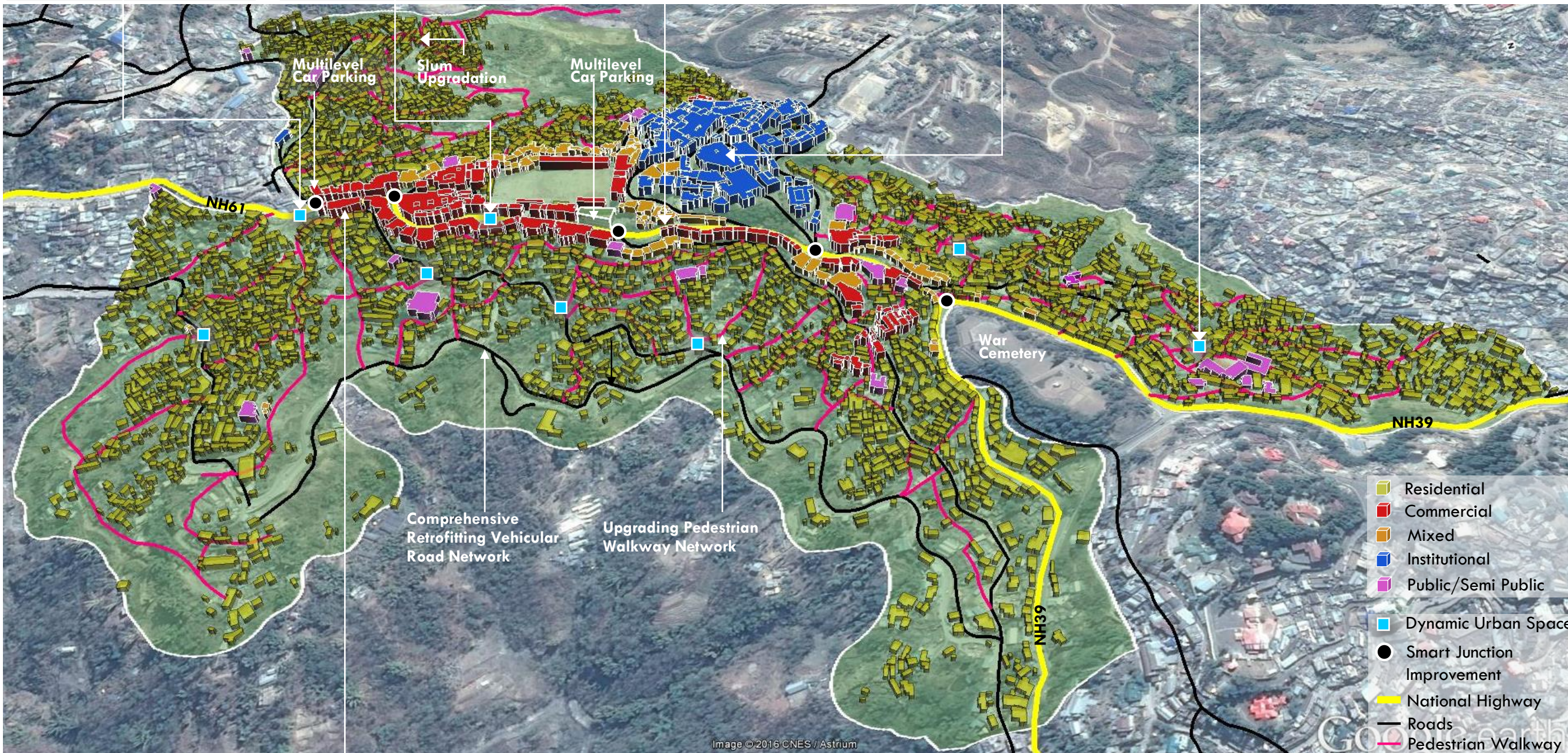
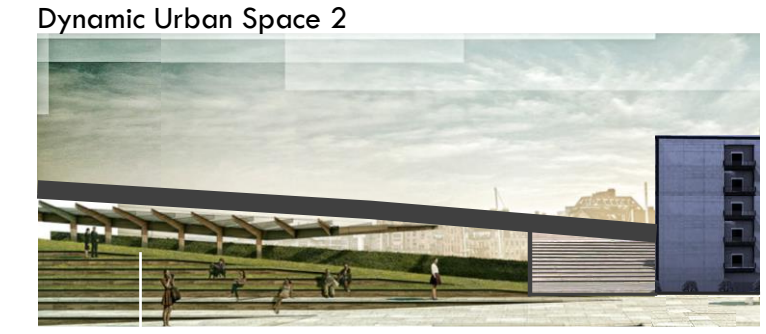
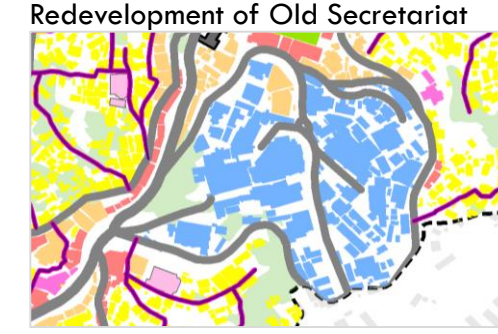
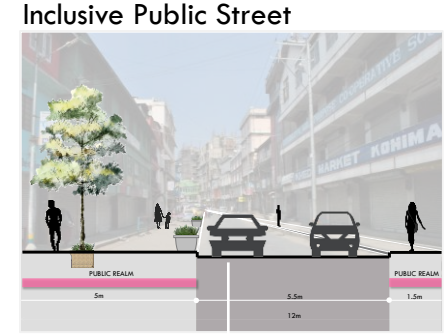
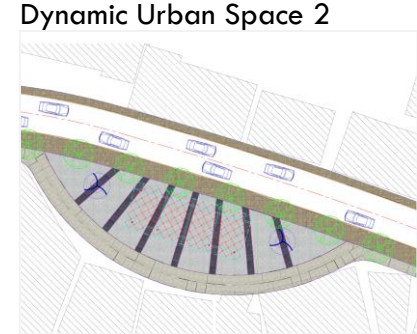


Open/ Green Areas



Redevelopment of Secretariat complex

3.7 ABD Projects and Zoning



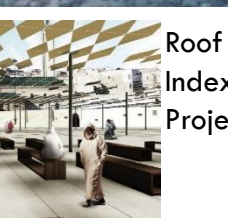
1 Redevelopment of Old Secretariat and Adjoining Areas



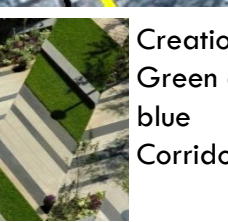
2 Upgrading Historic Commercial Centre



3 Dynamic Urban Space



4 Roof Space Index Project



5 Creation of Green and blue Corridors



6 Urban Resilience and Climate Change Adaptation



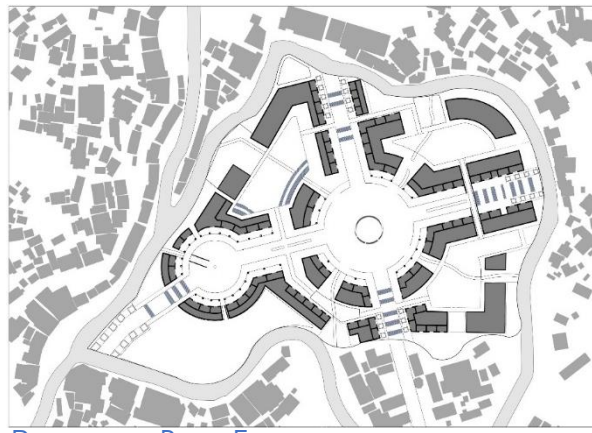
7 Inclusive Public Street



Key Project Components



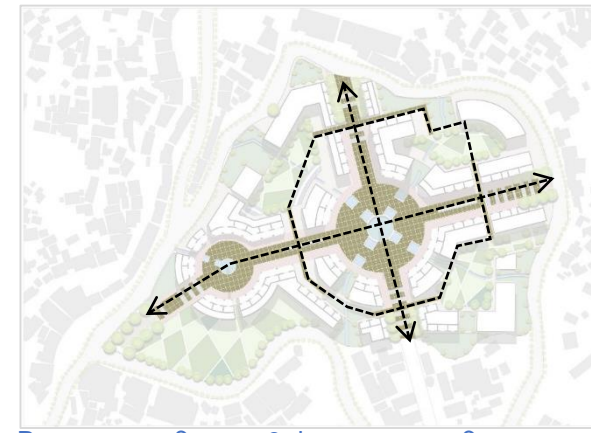
EXISTING BUILT FORM



PROPOSED BUILT FORM



GREEN SPACE

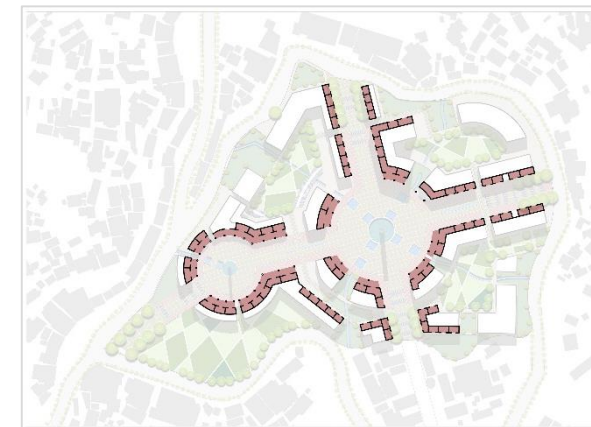


PEDESTRIAN STREET & INTERACTIVE SPACE

6.1 Hectare Redevelopment of secretariat complex area



CLUSTERS DEVELOPMENT



CONTINUOUS COMMERCIAL ARCADE





Revitalizing the core of the city into a vibrant **Central Business District** with **pedestrian walkways** intermingling **hard and soft plazas** and **lively environs**

	1250 ECS Underground Parking	45,069 Sq.mt. Hotel	17,725 Sq.mt. Multiplex	40,185 Sq.mt. Office Space	23,023 Employment	21,987 Sq.mt. Retail
--	------------------------------------	------------------------	----------------------------	-------------------------------	----------------------	-------------------------

3.9 Old Secretarial Redevelopment

Smart & Sustainable Components




0.94 MLD WATER DEMAND
➔
0.18 MLD RAIN WATER HARVESTING



0.75 MLD DEWAT
➔
0.60 MLD RECYCLE WATER



7 Wi-Fi HOT SPOT

100% GREEN BUILDING



3.24 MT SOLID WASTE GENERATED
➔
72 Nos. SMART BINS


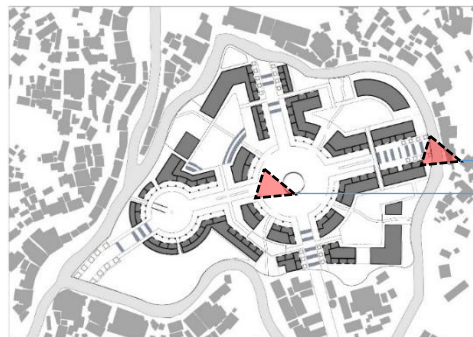

7.4 MW POWER DEMAND
➔
10.71 MW SOLAR ENERGY GENERATION



AUTOMATED SOLAR STREET LIGHTS

100% OPTICAL FIBER CONNECTION


Redevelopment of Secretariat Complex



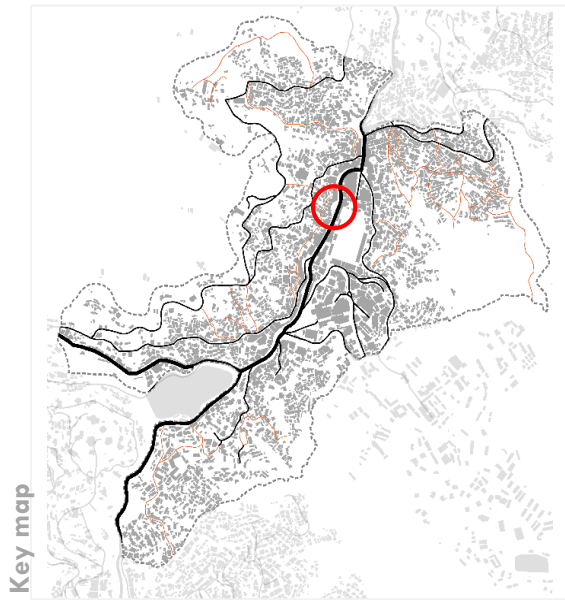
View 1
View 2

View 1



View 2

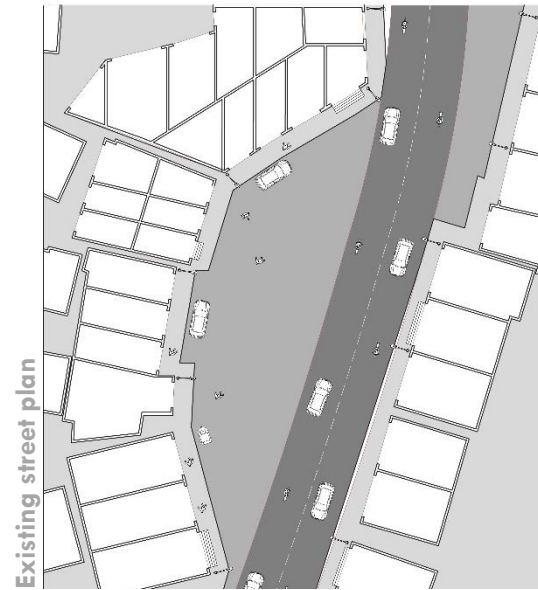




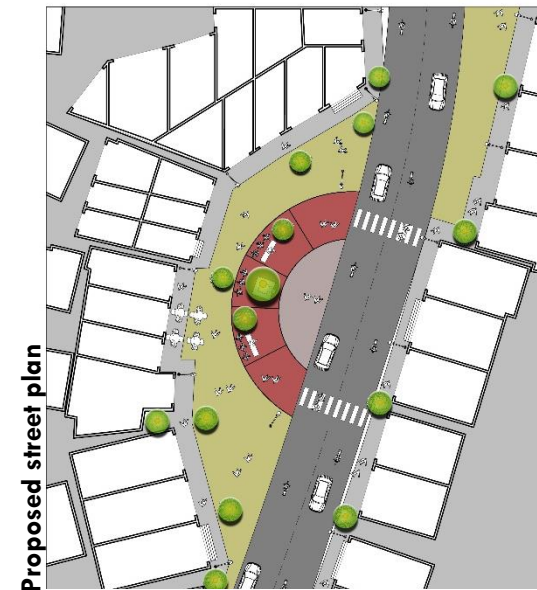
Key map



Existing street view



Existing street plan



Proposed street plan

“Dynamic Urban Spaces”



SIGNATURE FORECOURT AT ENTRY



OVERHEAD SOLAR PANELS



SUSTAINABLE DRAINAGE AND GREEN SPACES



CIVIC PLAZA AND WIFI HUB



SHADED SEATING SPACE / HANDICRAFTS MARKET



OUTDOOR RESTAURANTS

Restaurant



Office



Solar Panel



Shopping Arcade



Plaza



WiFi Hub



Parking



Proposed street view



Proposed Interventions



Comprehensive Urban Mobility Improvement Centre (CUMIC) facilitated by *Integrated Real Time Mobility Information System (IRTMIS)*

Central Command & Control Centre (C4) of cutting edge technology will be hosting CUMIC. It will provide integrated platform for all city's mobility services through IRTMIS.

01

Intelligent Traffic Management

- Sensor based traffic signals at 15 major junctions
- RFID/GPS installation in all public transport vehicles
- CCTV surveillance at junction and Pelican crossing

02

Multipurpose – Multilevel Smart Parking

- Sensor based parking system – 3 multi-storey and 2 on street
- Roof top solar cell installation
- Provision for public toilets, ATM and other possible public activities

03

Bus stops

- Universally designed 11 major bus stops powered by rooftop solar cells
- Electronic advertisement boards
- Electronic AV Bilingual information units equipped with IRTMIS

04

24x7 Electronic surveillance

- 360 surveillance by intermittent motion sensors & infrared CCTV
- Electronic Display for advertisements and information
- LED lights powered by solar cells

05

New-age neighbourhood trails

- Use of glow-in-the-dark material for aesthetics and energy saving
- Audio-Visual bilingual information units equipped with IRTMIS
- Compressed blocks of waste plastic can be used

06

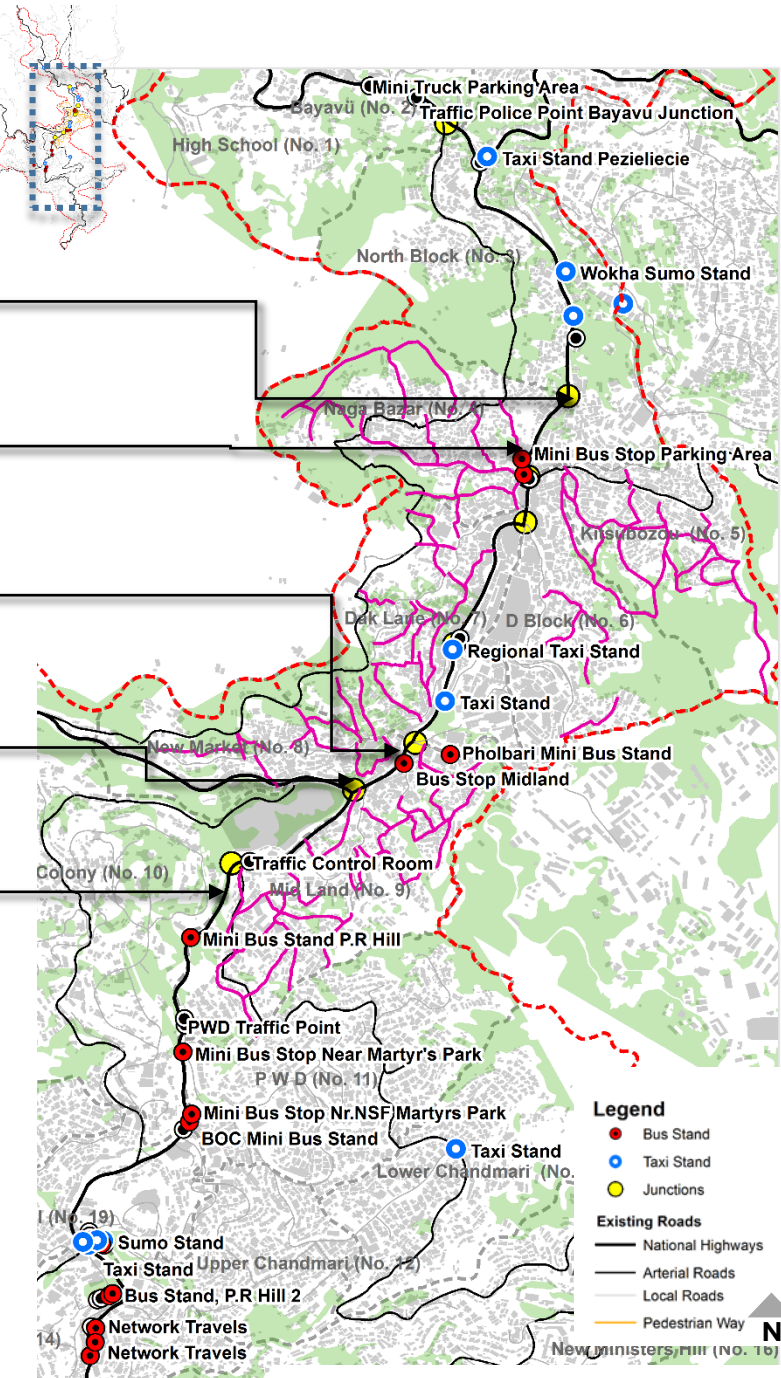
Cashless Payment Services

- Card for payments at all modes of transportation and its allied services
- Pre-paid and online recharge facilities available
- NPCI's Unified Payment Interface app can be integrated

07

Smart Transit Services

- Development of integrated mobility aggregator app/ portal
- Booking for taxi, ropeway and bus timings and parking availability information can be availed



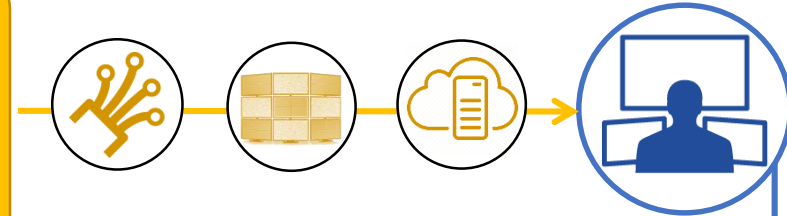
It intends to achieve **accessible, comfortable, safe, energy efficient** and **interactive mobility** within the city through array of **IT** and **frugal intervention**. **“Smart Destination Smart Mobility”**

CENTRAL COMMAND & CONTROL CENTRE



C4

1. State-of-the-art building equipped with high bandwidth fibre optic cable & Wi-Max
2. Operation Room – Dedicated video wall for KCeSC & CUMIC
3. Data Centre
4. SMART City Management Centre – Handling core utility operations, monitoring and incidence response



Kohima City e-Services Centre (KCeSC)

e-Services

1. Interdepartmental Digital Citizen Services Platform
2. Registration of household service providers
3. Services can be booked through App/portal
4. Online payment option
5. Advertisement on app/portal and uniforms



Portal & App

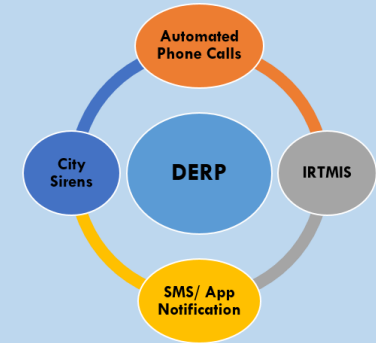
Naga Heritage Branding

1. Development of dedicated App/portal
2. Stored HD Audio/Video Guides and link to documentaries on city's heritage and history
3. Information on museums, tourist sites, hotels, homestays and restaurants
4. Online application and issuance of necessary permits and documents for tourists



Disaster Emergency Response Platform (DERP)

1. Instant alerts through automated calls, SMS & App notification
2. Integrated with IRTMIS to ensure 360 degree coverage of city
3. Trainings & awareness through webinars



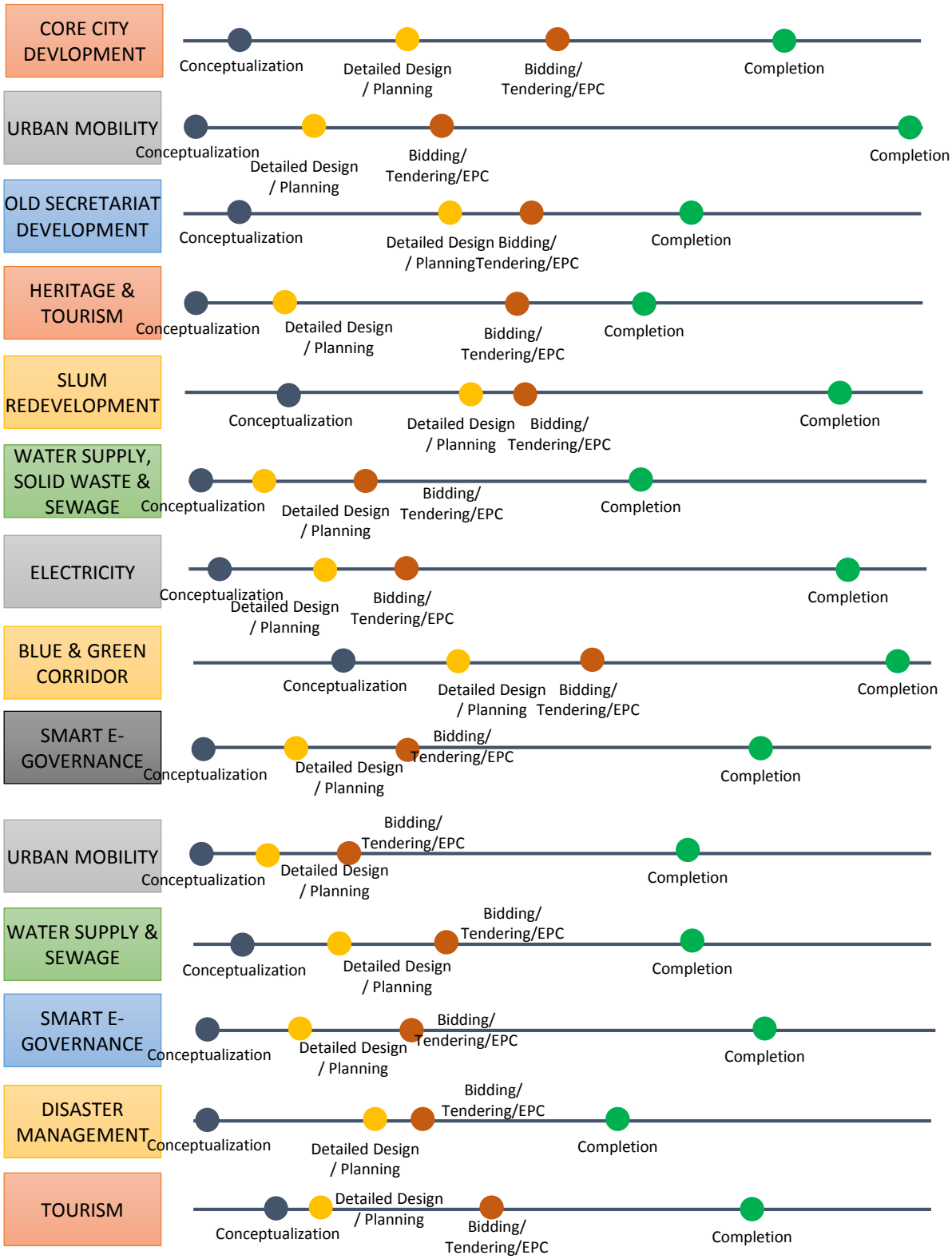
“Smart Destination Smart Citizens”



Area Based Development

PAN City

Year I	Year II	Year III	Year IV	Year V
--------	---------	----------	---------	--------



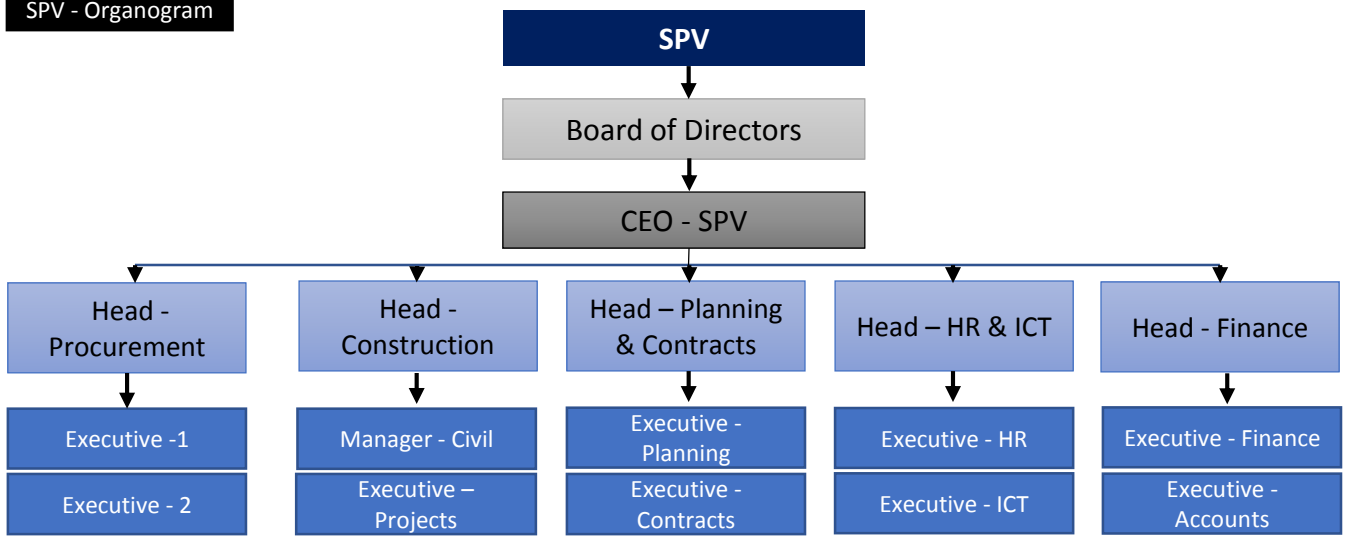
TOTAL CAPITAL COST PHASING (Rs.Crore)		2017	2018	2019	2020	2021
Govt Grant		88.30	94.39	72.69	32.05	9.28
State Equity		17.24	17.30	4.82	4.41	0.09
Convergence		68.48	79.51	55.34	28.71	6.55
Balance of Convergence		41.85	87.02	57.71	37.98	4.68
PPP		56.41	61.70	50.52	15.58	6.78
Debt		147.24	147.24	36.81	36.81	0.00
TOTAL		419.53	487.17	277.89	155.55	27.38
		30%	34%	21%	12%	3%

Timelines are based on average time required by consolidated projects under each major segment

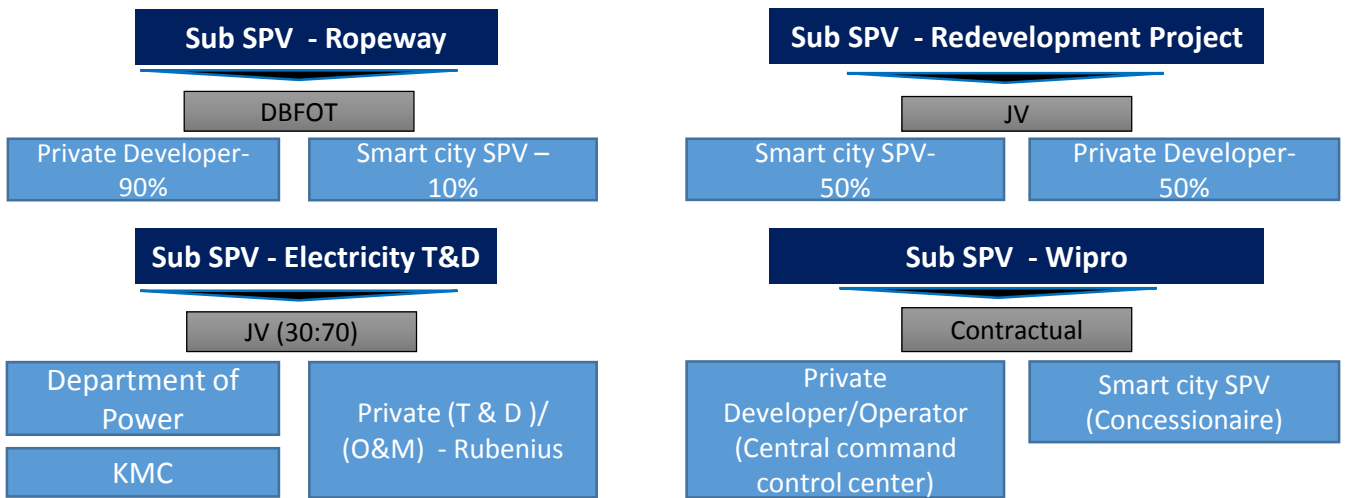


3.14 Project Implementation

SPV - Organogram



Project Specific SPVs



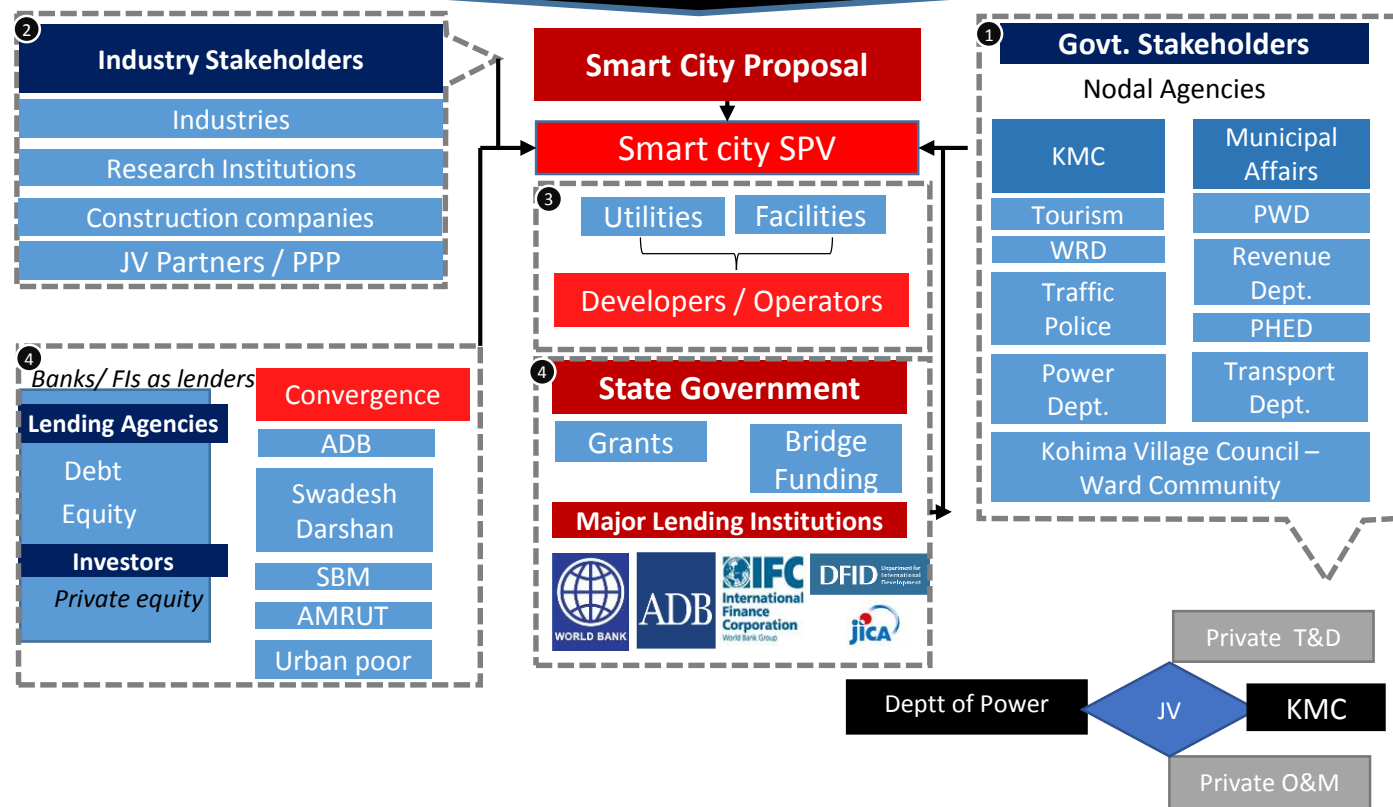
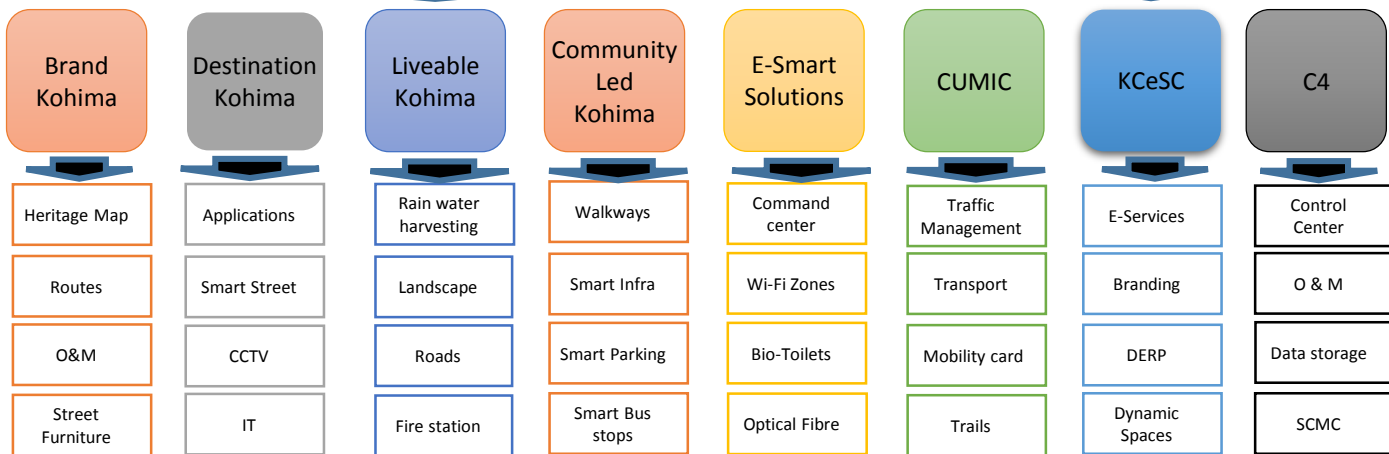
Board of Directors

Chairperson	Secretary, Department of Municipal Affairs
Executive Director	Administrator KMC
Director	Government of India Nominee
Director	Chief Engineer PWD
Director	Chief Engineer PHED
Director	Chief Engineer Dept. of Power
Director	Jt. Director & HoD, Dept. of IT
Director	Superintendent of Police, Kohima
Director	Transport Commissioner, Kohima
Director	Deputy Commissioner, Kohima
CEO	To be appointed by board with approval from GoI
Special Requirement 1	The Independent Directors will be selected from the data bank(s) maintained by the Ministry of Corporate Affairs
Special Requirement 2	At least 1 director to be a woman director



Area Based Development

PAN City



1 Line departments for coordination of works and permission/ facilitation in implementation especially for land, water, power, easements, transportation etc.

2 Execution of works during implementation phase

3 Operations and Maintenance of created assets

4 Financing Mechanisms, Existing schemes and Institutions for funding the complete Smart city Mission



DESCRIPTION	2017	2018	2019	2020	2021	TOTAL COST(lakh)	Convergence / PPP Amount
AREA BASED DEVELOPMENT							
CORE CITY - AREA BASED DEVELOPMENTS							
Urban Design - (Public plazas, Kiosks, Public amenities, Landscaping, Sculptures etc)	1050.00	4200.00	3150.00	2100.00	0.00	10500.00	1050.00
Multi services utility duct	2259.81	3389.72	3389.72	2259.81	0.00	11299.05	
Utility removal	769.50	769.50	513.00	256.50	256.50	2565.00	
Rejuvenation of bazaars - Cityscaping	600.00	600.00	400.00	200.00	200.00	2000.00	
Upgrading Central Commercial Area	450.00	450.00	300.00	150.00	150.00	1500.00	
Advertisements and Hoarding	440.00	330.00	330.00	0.00	0.00	1100.00	
URBAN MOBILITY							
Cycle Tracks	53.84	215.35	161.51	107.67	0.00	538.37	
Street furniture	69.00	103.50	103.50	69.00	0.00	345.00	
Road cleaning vehicles/equipments	66.00	49.50	49.50	0.00	0.00	165.00	
Pelican and Puffin pedestrian systems	7.50	7.50	5.00	2.50	2.50	25.00	
Traffic Bollards	7.98	5.98	5.98	0.00	0.00	19.94	
Internal road network development	66.47	265.86	199.40	132.93	0.00	664.65	
Smart Street lighting system(including CCTV & digital signage)	810.00	810.00	540.00	270.00	270.00	2700.00	810.00
Pedestrian Space / Footpath (disable friendly)	212.69	159.52	159.52	0.00	0.00	531.72	
Smart parking (including CCTV, Boom)	27.00	108.00	81.00	54.00	0.00	270.00	
Resurfacing of existing main paved roads	331.2	496.8	496.8	331.2	0	1656	
Smart Traffic Signal	84.00	84.00	56.00	28.00	28.00	280.00	
Multi-level car parking	840.00	840.00	560.00	280.00	280.00	2800.00	
OLD SECRETARIAT REDEVELOPMENT							
Hospital	2032.56	2032.56	1355.04	677.52	677.52	6775.20	6775.20
Hotel	2812.96	2109.72	2109.72	0.00	0.00	7032.41	7032.41
Commercial Block - Office and Shopping space	440.39	1761.55	1321.16	880.78	0.00	4403.88	4403.88
Transforming all Government buildings into Disable friendly	360	540	540	360	0	1800.00	
HERITAGE & TOURISM							
Building façade rejuvenation, site development works (including lighting and landscaping - New Market, Naga bazaar, Dak lane, Porter lane buildings)	105.00	105.00	70.00	35.00	35.00	350	
Naga Heritage Museum (Interpretation and resource center with augmented reality tours and heritage tours)	1250	1250	0	0	0	2500	
Redevelopment of Tourism Information and Facilitation Center	60.00	60.00	40.00	20.00	20.00	200	200.00
Recreational Tourism (Battle Tank Area & World war 2 sites)	1200.00	900.00	900.00	0.00	0.00	3000	
Heritage tourism (War Memorial & Allied sites)	90.00	360.00	270.00	180.00	0.00	900	
Artisan Village	270.00	270.00	180.00	90.00	90.00	900	
SLUM REDEVELOPMENT							
Area Redevelopment strategy - In situ slum upgradation - Slum rehabilitation and rejuvenation of the old houses	926.25	3705.00	2778.75	1852.50		9262.50	3705.00
WATER SUPPLY							
SCADA System for Water	135.00	135.00	90.00	45.00	45.00	450.00	
Water quality monitoring system and real time display	16.50	16.50	11.00	5.50	5.50	55.00	55.00
Smart metering with leakage control system and theft control	342.00	256.50	256.50	0.00	0.00	855.00	
SOLID WASTE							
3 Bin Segregation Dustbins	6.84	27.36	20.52	13.68	0.00	68.40	20.52
Reverse Vending Machines (Pilot project)	25.60	38.40	38.40	25.60	0.00	128.00	
GPS enabled vehicles for waste collection	57.60	43.20	43.20	0.00	0.00	144.00	
Community Waste Composting (Organic / kitchen waste)	22.50	22.50	15.00	7.50	7.50	75.00	
SEWAGE INFRASTRUCTURE							
Bio-Toilets (Public convenience)	462.00	462.00	462.00	154.00		1540.00	
Decentralized waste water treatment (DEWATS)	480.00	480.00	120.00	120.00		1200.00	
ELECTRICITY DISTRIBUTION							
Underground Electrical Network	1595.16	1595.16	1595.16	531.72	0.00	5317.20	
Electrical Sub-station	600.00	600.00	150.00	150.00	0.00	1500.00	
Smart meters	355.34	266.50	266.50	0.00	0.00	888.35	888.35
Roof top solar panels	1672.65	1672.65	1115.10	557.55	557.55	5575.50	2787.75
BLUE and GREEN CORRIDOR							
Sustainable urban drainage system (including Re-use)	1595.16	1595.16	398.79	398.79	0.00	3987.90	797.58
Rain water harvesting	798.00	598.50	598.50	0.00	0.00	1995.00	
Green Belt Development	897.60	897.60	598.40	299.20	299.20	2992.00	
SMART E-GOVERNANCE							
Optical fiber network	199.40	132.93	66.47	66.47	199.40	664.65	
GIS based asset management system	45.00	30.00	15.00	15.00	45.00	150.00	
RFID tagged vehicles	8.00	6.00	6.00	0.00	0.00	20.00	

DESCRIPTION	2017	2018	2019	2020	2021	TOTAL COST (lakh)	Convergence / PPP Amount
PAN CITY DEVELOPMENT							
URBAN MOBILITY							
Ropeway	16360.00	16360.00	4090.00	4090.00	0.00	40900.00	36,810
Bus stops: Detailed Information kiosks with real time status and Advertisements	765.60	574.20	574.20	0.00	0.00	1914.00	
Additional Buses for lease	480.00	480.00	320.00	160.00	160.00	1600.00	
DISASTER MANAGEMENT							
Fire Station & Automated Fire Response System	400.00	400.00	100.00	100.00	0.00	1000	
Emergency Response System (Early warning and evacuation system)	520.00	390.00	390.00	0.00	0.00	1300	
Smart Ambulance	132.00	132.00	88.00	44.00	44.00	440.00	
TOURISM							
Discover Kohima Web/ Mobile apps for comprehensive heritage and tourism promotion	45	45	30	30		150	150.00
WATER SUPPLY							
Water supply network (Kohima MC Area inclusive of ABD area)	968.31	968.31	645.54	645.54		3227.70	3227.70
SEWAGE							
Sewage / Septage Management	942.65	942.65	235.66	235.66		2356.63	2356.63
IT INFRASTRUCTURE							
Wi-Fi hotspot zones - City Wi-Fi Hotspot - Reception area, Wi-Fi Router, Civil works	540	810	540	540	270	2700	2700.00
E-GOVERNANCE							
Community engagement - Citizen reporting app for civic services	50.00	200.00	150.00	100.00	0.00	500	
Regulatory Framework and Urban design guidelines - Creating, operating & maintenance-portal for submission of building plans & approval	40.00	60.00	60.00	40.00	0.00	200	
Central Command Centre for controlling centralised facilities							
Creation of Dashboard and common portal for utilization of open data approach	2400.00	1800.00	1800.00	0.00	0.00	6000	6000.00
Common Mobility Card (City bus service, Parking, Cycle travel & ropeway)	44.55	44.55	29.70	14.85	14.85	148.50	

Financial Summary

Description	Total Cost (INR Cr.)
Grand Cost (PAN CITY)	624.36
Grand Cost (ABD)	1036.89
Project Cost	1661.26
PMC fees @4%	66.45
Contingency Cost @ 4%	66.45
Total Project Cost (including PMC and Escalation)	1794.16
Cost Through Convergence of Various Schemes	238.60
Cost reduction through PPP / JV and Soft Borrowing route	190.99
Financing through debt	368.10
Actual Project Cost	996.46

PROFIT & LOSS STATEMENT

PROFIT & LOSS STATEMENT - SPV

PROFIT & LOSS STATEMENT - SPV																					
Total Income																					
SPV Tax and Usage Charges	7.4	8.2	8.9	9.8	10.7	11.6	13.0	13.9	14.2	14.9	15.5	16.0	16.7	17.0	17.8	18.6	19.0	19.9	20.7	21.2	21.7
Revenue from Area Based Projects	6.1	6.1	6.4	6.4	6.7	6.7	7.0	7.0	7.4	7.4	7.8	7.8	8.1	8.2	8.6	8.6	9.0	9.0	9.5	9.5	9.9
Revenue from Pan City Soutions	4.4	4.6	4.7	4.8	4.9	5.0	5.2	5.3	5.4	5.6	5.7	5.9	6.0	6.2	6.3	6.5	6.6	6.8	7.0	7.2	7.4
Other Income	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	18	19	20	21	22	23	25	26	27	28	29	30	31	31	33	34	35	36	37	38	39
Total Expenses																					
Personnel Cost	1.0	1.2	1.5	1.8	2.3	2.5	2.7	3.1	3.3	3.7	3.9	4.1	4.6	4.9	5.1	5.7	6.1	6.4	7.2	7.6	8.1
Repair & Maint (including ropeway)	5.4	5.8	6.1	6.5	6.9	7.3	7.7	8.2	8.7	9.2	9.7	10.3	10.9	11.6	12.3	13.0	13.8	14.6	15.5	16.5	17.4
Admin Expenses	0.1	0.1	0.2	0.2	0.3	0.3	0.3	0.3	0.3	0.3	0.4	0.4	0.4	0.4	0.5	0.5	0.5	0.6	0.6	0.6	0.7
Electricity & Water	0.6	0.6	1.0	1.4	1.5	1.6	1.7	1.8	1.9	2.0	2.1	2.3	2.4	2.6	2.7	2.9	3.0	3.2	3.4	3.6	3.8
	7	8	9	10	11	12	12	13	14	15	16	17	18	19	21	22	23	25	27	28	30
EBITDA	11	11	11	11	11	12	13	13	13	13	13	13	12	12	12	11	11	11	10	9	9
Tax	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PAT	11	11	11	11	11	12	13	13	13	13	13	13	12	12	12	11	11	11	10	9	9

PROFIT & LOSS STATEMENT - KOHIMA MUNICIPAL COUNCIL

Total Income																					
Tax and Usage Charges	6	7	9	10	11	13	15	17	17	18	19	19	19	20	21	21	22	23	23	24	
Revenue from FAR charges	0.8	0.8	0.8	0.8	0.8	0.9	0.9	0.9	0.9	0.9	1.0	1.0	1.0	1.0	1.0	1.1	1.1	1.1	1.1	1.1	
Other Income	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
	7	8	9	10	12	14	16	18	18	19	20	20	20	21	22	22	23	24	25	25	
Total Expenses																					
Staff/ Wages/ Honorarium	2.6	2.7	2.9	3.0	3.2	3.4	3.6	3.8	4.1	4.3	4.6	4.9	5.2	5.5	5.8	6.1	6.5	6.9	7.3	7.7	
POL Ceiling Bill	0.2	0.3	0.3	0.3	0.3	0.3	0.3	0.4	0.4	0.4	0.4	0.5	0.5	0.5	0.5	0.6	0.6	0.7	0.7	0.7	
Repair & Replacement	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.3	0.3	0.3	0.3	
Stationary Head Account	0.3	0.3	0.3	0.4	0.4	0.4	0.4	0.5	0.5	0.5	0.5	0.6	0.6	0.7	0.7	0.7	0.8	0.8	0.9	0.9	
Development Head Account	0.3	0.3	0.3	0.3	0.3	0.4	0.4	0.4	0.4	0.5	0.5	0.5	0.5	0.6	0.6	0.7	0.7	0.7	0.8	0.8	
TA/DA Head Account	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	
Security Head Account	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Miscellaneous Head Account	0.1	0.1	0.1	0.1	0.1	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.3	0.3	0.3	0.3	0.3	0.3	0.4	
Loanies Head Account	0.8	0.8	0.8	0.9	1.0	1.0	1.1	1.1	1.2	1.3	1.3	1.4	1.5	1.6	1.7	1.8	1.9	2.0	2.1	2.3	
	4	5	5	5	6	6	6	7	7	7	8	8	9	9	10	11	11	12	13	13	
EBITDA	3	4	5	5	6	8	10	11	11	11	12	12	12	11	12	12	12	12	12	12	
Tax	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PAT	3	4	5	5	6	8	10	11	11	11	12	12	12	11	12	12	12	12	12	12	

ROPEWAY PROJECT

	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
Ropeway Revenue (Rs. Crore)	37.4	41.2	44.6	47.9	48.4	55.8	56.3	56.8	57.3	57.8	66.2	66.7	67.2	67.7	68.2
Maintenance Cost (Rs. Crore)	33.13	34.24	35.37	36.52	43.58	39.08	39.86	40.66	41.49	48.67	44.45	45.36	46.29	47.26	54.58
EBIDTA	4.24	6.97	9.18	11.37	4.82	16.70	16.42	16.12	15.79	9.11	21.75	21.34	20.91	20.44	13.62
PAT	-3.94	-1.21	1.00	3.19	-3.37	8.52	8.24	7.93	7.61	0.93	9.37	9.09	8.79	8.47	3.76

Ropeway project has been treated separately in the overall financial projection due to its unique nature. Based on the DPR prepared by KMC for the project the funding patter is still under discussion. Various alternatives may be explored for development including 90:10 Debt:Equity (support from State/KMC), PPP, Multilateral funding (World Bank/ADB)

KOHIMA

Stage 2



KOHIMA MUNICIPAL
COUNCIL

30 JUNE 2016

Annexure 04



TABLE OF CONTENTS

4.1	MUNICIPAL COUNCIL RESOLUTION FOR SCP
4.2	MUNICIPAL COUNCIL RESOLUTION FOR SPV
4.3	MoU WITH DEPARTMENT OF SCHOOL EDUCATION & SCERT
4.4	MoU WITH DEPARTMENT OF AGRICULTURE PRODUCTION
4.5	MoU WITH DEPARTMENT OF HORTICULTURE
4.6	MoU WITH IT&C
4.7	MoU WITH DEPARTMENT OF HEALTH AND FAMILY WELAFARE
4.8	MoU WITH DEPARTMENT OF ART AND CULTURE
4.9	MoU WITH DEPARTMENT OF NEW AND RENEWABLE ENERGY
4.1	MoU WOTH PWD
4.11	MoU WITH DEPARTMENT OF VETERINARY AND ANIMAL HUSBANDRY
4.12	MoU WITH DEPARTMENT OF POWER
4.13	MoU WITH DEPARTMENT OF PHE
4.14	MoU WITH DEPARTMENT OF TRANSPORT
4.15	MoU WITH DEPARTMENT YOUTHH RESOURCES AND SPORTS
4.16	MoU WITH DEPARTMENT OF URBAN DEVELOPMENT
4.17	MoU WITH DEPARTMENT SCIENCE AND TECHNOLOGY
4.18	MoU WITH DEPARTMENT TOURISM
4.19	MoU WITH DEPARTMENT FOREST, ENVIRONMENT AND CLIMATE CHANGE
4.2	MoU WITH DEPARTMENT OF LAND REVENUE
4.21	MoU WITH DEPARTMENT OF EXCISE
4.22	MoU WITH NAGALAND STATE DISASTER MANAGEMENT AUTHORITY
4.23	LETTER OF SUPPORT FROM KOHIMA VILLAGE COUNCIL
4.24	LETTER OF SUPPORT FROM PRIVATE INVESTORS
4.25	MoU WITH NAGALAND MOTHERS ASSOCIATION
4.26	LETTER OF SUPPORT FROM KOHIMA DISTRICT TRUCK ASSOCIATION
4.27	LETTER OF SUPPORT FROM CITY BUS OWNERS UNION
4.28	LETTER OF SUPPORT FROM PRIVATE CONTRACTORS
4.29	EXPRESSION OF INTEREST FROM PRIVATE FIRM FOR JV PARTNERSHIP
4.3	LETTER OF SUPPORT FROM CLGF, U.K.
4.31	LETTER OF SUPPORTFRO PRIVATE INVESTOR
4.32	MoU WITH POLICE DEPARTMENT
4.33	LETTER OF SUPPORT FROM PRIVATE INVESTORS
4.34	Eoi FROM WIPRO LTD
4.35	LETTER OF SUPPORT FROM CAPETOWN MUNICIPAL
4.36	Eoi FROM RAMKY INFRASTRUCTURES LTD
4.37	PRELIMINARY HUMAN RESOURCE PLAN FOR THE SMART CITY SPV
4.38	INSTITUTIONAL AND OPERATIONLISATION STRUCTURE FOR SPV
4.39	MoM STATE LEVEL CONSULTATIVE COMMITTEE MEETING
4.4	CREDIT ASSESSMENT REPORT
4.41	FINANCIAL PROJECTIONS FROM CABLE CAR DPR- KOHIMA
4.42	T. KHEL COUNCIL

OFFICE OF THE
KOHIMA MUNICIPAL COUNCIL

Kohima : Nagaland

NO.KMC/SCM-01/ 6290

Dated Kohima the 29th June 2016

Resolution

This resolution is for the approval of the Smart City Proposal prepared under the Smart City Mission for the Second Stage of the competition by the Municipal Affairs Department, Government of Nagaland and for the formulation of Special Purpose Vehicle (SPV) for the implementation of the Smart City Proposal.

As per the recommendation of the State level High Power Steering Committee (HPSC), Ministry of Urban Development, Government of India had short-listed Kohima City for the Smart City competition.

For the Second Stage Proposal of the competition, the Smart City proposal was presented to the State Level High Power Committee (HPSC) for the Approval and Adoption of the Financial Plan of the Smart City Proposal and Formulation of the Special Purpose Vehicle (SPV).

The guidelines as issued by the Government of India for Smart City Mission and formulation of Special Purpose Vehicle (SPV) were also presented to the Committee on 22nd June, 2016.

The Proposal was discussed in full depth and extent. After the detailed discussion, the financial Plan of the Smart City Proposal was approved and adopted to be submitted to the Government of India by Department of Municipal Affairs, Government of Nagaland and establishment of the Special Purpose Vehicle (SPV) for implementation of the Smart City Proposal as per the Guidelines and Directives of the Government of India.

Further to the Approval of Smart City Proposal by HPSC, we hereby accept and approve the Smart City Proposal including the Financial Plan as the final document for submission to MoUD.


(KOVI MEYASE)
Administrator
Kohima Municipal Council

OFFICE OF THE
KOHIMA MUNICIPAL COUNCIL

Kohima : Nagaland

NO.KMC/SCM-01/ 6291

Dated Kohima the 24th June 2016

Resolution

This is to propose the formation of the SPV as per the Smart City Mission Guidelines for the development, O&M of the Smart City Project.

The Constitution of the SPV is proposed in the Smart City – Second Stage Proposal and is approved by the State Level High Power Steering Committee (HPSC).

Further the shareholding pattern and the paid up capital is to be defined and the SPV will have to be registered under the Companies Act with formulation of MoA and AoA once the Smart City Proposal is selected in the Second Stage.


(KOVMEYASE)
Administrator
Kohima Municipal Council

MEMORANDUM OF UNDERSTANDING

This Agreement is made at Kohima City on this 9th Day of March 2016 between Kohima Municipal Council, having its office at Old Assembly Secretariat Kohima, Nagaland (herein after referred to as the "Authority") which expression shall where the context so admit include its heirs, Assigns, Executors, Successors, Legal Representatives, Administrators etc. of the first part of agreement.

AND
Commissioner & Secretary School Education & SCERT having its office at Kohima (herein after referred to as the "Agency") which expression shall where the context so admits 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 Kohima City under stage-1 of smart cities challenge as potential smart city and Kohima Municipal Council has prepared a Smart City Plan ("SCP") for Stage-2 – Fast Track of Smart Cities Challenge.

AND WHEREAS the Authority has passed council Resolution No. 6062 dated 23/11/2015 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, and after formation of SPV, all rights and obligations of the Authority related to SCP will be transferred to the SPV.

AND WHEREAS the Parties have had discussions on Kohima City 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 coordination and collaboration between the Authority and the Agency for planning, design, financing, implementation and operations and maintenance of upcoming smart city projects in Kohima City under Government of India's Smart City Mission.

2. AREAS OF COORDINATION AND COLLABORATION - The areas of coordination and collaboration between the Authority and the Agency will be as following:

- 2.1. Parties will coordinate in areas related to planning, design, implementation, operations and maintenance, monitoring and coordination for Strategic Area as per SCP.
- 2.2. The Agency will provide necessary support to the Authority for undertaking project implementation for strategic area proposals and pan-city proposals as per SCP.
- 2.3. The Agency will endeavour to prioritize its development projects in line with SCP and to converge resources to the Authority for implementation of smart city plan components which fall under various policies, schemes and budgets.
- 2.4. The Agency will fast track any applicable approvals, licenses, and permits for implementation of smart city projects.

2.5. Parties will consult each other and exchange necessary information for coordination and collaboration purpose.

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** - This MoU, unless extended by mutual written agreement of the parties, shall expire 5 (five) years after the effective date specified in the opening paragraph. This MoU may be amended, extended or terminated by mutual written agreement of the parties at any time. Either party shall have the right to unilaterally terminate this MoU upon 60 days prior written notice to the other party.

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.

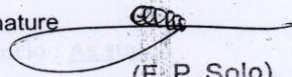
6. **ASSIGNMENT** - Neither Party shall transfer or assign this Agreement, or rights or obligations arising hereunder, either wholly or in part, to any third party, unless otherwise defined in this MOU or agreed in written by both Parties.

7. **COSTS OF THE MOU** - Each Party shall bear the respective costs of carrying out the obligations under this MOU.

8. **SIGNED IN DUPLICATE** - This MoU is executed in duplicate with each copy being an official version of the Agreement and having equal legal validity.

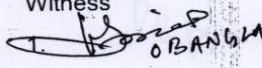
BY SIGNING BELOW, the parties, acting by their duly authorized officers, have caused this Memorandum of Understanding to be executed, effective as of the day and year first above written.

For and on behalf of First Part

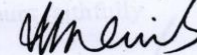
Signature 
(F. P. Solo)

Name Commissioner & Secretary
to the Govt. of Nagaland
Title School Education & SCERT
Date 9.03.16.

Witness

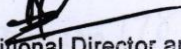
1. 
2. O BANGLA JS

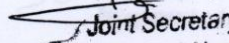
For and on behalf of Second Part

Signature 

Name Secretary to the Govt. Of Nagaland
Title Department of Municipal Affairs
Nagaland : Kohima
Date 03/03/16

Witness

1. 
2. Additional Director and HoD
Directorate of Municipal


Joint Secretary
to the Govt. of Nagaland
Municipal Department



MEMORANDUM OF UNDERSTANDING

This Agreement is made at Kohima City on this 9th Day of March 2016 between Kohima Municipal Council, having its office at Old Assembly Secretariat Kohima, Nagaland (herein after referred to as the "Authority") which expression shall where the context so admit include its heirs, Assigns, Executors, Successors, Legal Representatives, Administrators etc. of the first part of agreement.

AND

Agric Production Commission having its office at Kohima (herein after referred to as the "Agency") which expression shall where the context so admits 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 Kohima City under stage-1 of smart cities challenge as potential smart city and Kohima Municipal Council has prepared a Smart City Plan ("SCP") for Stage-2 – Fast Track of Smart Cities Challenge.

AND WHEREAS the Authority has passed council Resolution No. 6062 dated 23/11/2015 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, and after formation of SPV, all rights and obligations of the Authority related to SCP will be transferred to the SPV.

AND WHEREAS the Parties have had discussions on Kohima City 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 coordination and collaboration between the Authority and the Agency for planning, design, financing, implementation and operations and maintenance of upcoming smart city projects in Kohima City under Government of India's Smart City Mission.

2. AREAS OF COORDINATION AND COLLABORATION - The areas of coordination and collaboration between the Authority and the Agency will be as following:

- 2.1. Parties will coordinate in areas related to planning, design, implementation, operations and maintenance, monitoring and coordination for Strategic Area as per SCP.
- 2.2. The Agency will provide necessary support to the Authority for undertaking project implementation for strategic area proposals and pan-city proposals as per SCP.
- 2.3. The Agency will endeavour to prioritize its development projects in line with SCP and to converge resources to the Authority for implementation of smart city plan components which fall under various policies, schemes and budgets.
- 2.4. The Agency will fast track any applicable approvals, licenses, and permits for implementation of smart city projects.



2.5. Parties will consult each other and exchange necessary information for coordination and collaboration purpose.

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** - This MoU, unless extended by mutual written agreement of the parties, shall expire 5 (five) years after the effective date specified in the opening paragraph. This MoU may be amended, extended or terminated by mutual written agreement of the parties at any time. Either party shall have the right to unilaterally terminate this MoU upon 60 days prior written notice to the other party.

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. **COSTS OF THE MOU** - Each Party shall bear the respective costs of carrying out the obligations under this MOU.

8. **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

Signature

Name

Title

Date :-

Witness

1.

2.

[Signature]
09-3-16
Under Secretary
to the Govt. of Nagaland
Agriculture Department

For and on behalf of Second Part

Signature

Name

Title

Date

Witness

1.

2.

[Signature]
03/03/16
Joint Secretary
to the Govt. of Nagaland
Municipal Department

[Signature]
Agri Production Commissioner
Government of Nagaland

[Signature]
Secretary to the Govt. of Nagaland
Department of Municipal Affairs
Nagaland : Kohima

[Signature]
Additional Director and HoD
Directorate of Municipal Affairs



MEMORANDUM OF UNDERSTANDING

This Agreement is made at Kohima City on this 9th Day of March 2016 between Kohima Municipal Council, having its office at Old Assembly Secretariat Kohima, Nagaland (herein after referred to as the "Authority") which expression shall where the context so admit include its heirs, Assigns, Executors, Successors, Legal Representatives, Administrators etc. of the first part of agreement.

AND

HORTICULTURE DEPARTMENT having its office at NEW SECRETARIAT COMPLEX, KOHIMA (herein after referred to as the "Agency") which expression shall where the context so admits 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 Kohima City under stage-1 of smart cities challenge as potential smart city and Kohima Municipal Council has prepared a Smart City Plan ("SCP") for Stage-2 – Fast Track of Smart Cities Challenge.

AND WHEREAS the Authority has passed council Resolution No. 6062 dated 23/11/2015 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, and after formation of SPV, all rights and obligations of the Authority related to SCP will be transferred to the SPV.

AND WHEREAS the Parties have had discussions on Kohima City 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 coordination and collaboration between the Authority and the Agency for planning, design, financing, implementation and operations and maintenance of upcoming smart city projects in Kohima City under Government of India's Smart City Mission.

2. AREAS OF COORDINATION AND COLLABORATION - The areas of coordination and collaboration between the Authority and the Agency will be as following:

- 2.1. Parties will coordinate in areas related to planning, design, implementation, operations and maintenance, monitoring and coordination for Strategic Area as per SCP.
- 2.2. The Agency will provide necessary support to the Authority for undertaking project implementation for strategic area proposals and pan-city proposals as per SCP.
- 2.3. The Agency will endeavour to prioritize its development projects in line with SCP and to converge resources to the Authority for implementation of smart city plan components which fall under various policies, schemes and budgets.
- 2.4. The Agency will fast track any applicable approvals, licenses, and permits for implementation of smart city projects.

2.5. Parties will consult each other and exchange necessary information for coordination and collaboration purpose.

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** - This MoU, unless extended by mutual written agreement of the parties, shall expire 5 (five) years after the effective date specified in the opening paragraph. This MoU may be amended, extended or terminated by mutual written agreement of the parties at any time. Either party shall have the right to unilaterally terminate this MoU upon 60 days prior written notice to the other party.

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. **COSTS OF THE MOU** - Each Party shall bear the respective costs of carrying out the obligations under this MOU.

8. **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

Signature

Name

Title

Date

Witness

1.

2.

[Signature]
09/03/16
Secretary
to the Govt. of Nagaland
Horticulture Dept.

[Signature]
Additional Secretary
to the Govt. of Nagaland
Horticulture Department

[Signature]
Section Officer
Nagaland Civil Secretariat
Horticulture Department

For and on behalf of Second Part

Signature

Name

Title

Date

Witness

1.

2.

[Signature]
Secretary to the Govt. Of Nagaland
Department of Municipal Affairs
Nagaland : Kohima

03/03/16

[Signature]
Additional Director and
Director
03/03/16
Joint Secretary
to the Govt. of Nagaland
Municipal Department

MEMORANDUM OF UNDERSTANDING

This Agreement is made at Kohima on this 04th Day of April 2016 2016 between DEPTT. OF MUNICIPAL AFFAIRS, NAGALAND, having its office at Nagaland Civil Secretariat, Kohima (herein after referred to as the "Authority") which expression shall where the context so admit include its heirs, Assigns, Executors, Successors, Legal Representatives, Administrators etc. of the first part of agreement.

AND

DEPTT. OF ITRC having its office at _____ (herein after referred to as the "Agency") which expression shall where the context so admit 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 _____ city under stage-1 of smart cities challenge as potential smart city and _____ 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, and after formation of SPV, all rights and obligations of the Authority related to SCP will be transferred to the SPV.

AND WHEREAS the Parties have had discussions on _____ 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 coordination and collaboration between the Authority and the Agency for planning, design, financing, implementation and operations and maintenance of upcoming smart city projects in _____ under Government of India's Smart City Mission.
2. **AREAS OF COORDINATION AND COLLABORATION** - The areas of coordination and collaboration between the Authority and the Agency will be as following:
 - 2.1. Parties will coordinate in areas related to planning, design, implementation, operations and maintenance, monitoring and coordination for Strategic Area as per SCP.
 - 2.2. The Agency will provide necessary support to the Authority for undertaking project implementation for strategic area proposals and pan-city proposals as per SCP.
 - 2.3. The Agency will endeavour to prioritize its development projects in line with SCP and to converge resources to the Authority for implementation of smart city plan components which fall under various policies, schemes and budgets.
 - 2.4. The Agency will fast track any applicable approvals, licenses, and permits for implementation of smart city projects.
 - 2.5. Parties will consult each other and exchange necessary information for coordination and collaboration purpose.



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**- This MoU, unless extended by mutual written agreement of the parties, shall expire 1(one) year after the effective date specified in the opening paragraph. This MoU may be amended, extended or terminated by mutual written agreement of the parties at any time. Either party shall have the right to unilaterally terminate this MoU upon 60 days prior written notice to the other party.
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. **COSTS OF THE MOU** – Each party shall bear the respective costs of carrying out the obligations under this MoU.
8. **SIGNED IN DUPLICATE** – This MoU is executed in duplicate with each copy being an official version of the Agreement and having equal legal validity.

The said MoU is not a binding document and will not cover / include the equity infusion, manpower and infrastructure of the said department. It is simply an expression of interest and commitment of the City.

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

Signature

Name

Title

Date

[Signature]
 CDR. MAONGWATI AIBE) IAS.
 Secretary to the Govt. Of Nagaland
 Municipal Affairs Department
 Nagaland : Kohima

Witness

1.

[Signature]
 Administrator
 Kohima Municipal Council

2.

For and on behalf of Second Part

Signature

Name

Title

Date

[Signature]
 K. B. VIZI
 Commissioner & Secretary (IT)

Witness

1.

[Signature]
 04/04/2016
 (K. NABEN)
 Dy. Secretary (IT&C)

2.

Commissioner & Secretary
 Government of Nagaland
 Department of Information Technology
 & Communication
 Nagaland : Kohima



MEMORANDUM OF UNDERSTANDING

This Agreement is made at Kohima City on this 9th Day of March 2016 between Kohima Municipal Council, having its office at Old Assembly Secretariat Kohima, Nagaland (herein after referred to as the "Authority") which expression shall where the context so admit include its heirs, Assigns, Executors, Successors, Legal Representatives, Administrators etc. of the first part of agreement.

AND

Commissioner & Secretary Health & Family Welfare having its office at Kohima (herein after referred to as the "Agency") which expression shall where the context so admits 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 Kohima City under stage-1 of smart cities challenge as potential smart city and Kohima Municipal Council has prepared a Smart City Plan ("SCP") for Stage-2 - Fast Track of Smart Cities Challenge.

AND WHEREAS the Authority has passed council Resolution No. 6062 dated 23/11/2015 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, and after formation of SPV, all rights and obligations of the Authority related to SCP will be transferred to the SPV.

AND WHEREAS the Parties have had discussions on Kohima City 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 coordination and collaboration between the Authority and the Agency for planning, design, financing, implementation and operations and maintenance of upcoming smart city projects in Kohima City under Government of India's Smart City Mission.

2. AREAS OF COORDINATION AND COLLABORATION - The areas of coordination and collaboration between the Authority and the Agency will be as following:

- 2.1. Parties will coordinate in areas related to planning, design, implementation, operations and maintenance, monitoring and coordination for Strategic Area as per SCP.
- 2.2. The Agency will provide necessary support to the Authority for undertaking project implementation for strategic area proposals and pan-city proposals as per SCP.
- 2.3. The Agency will endeavour to prioritize its development projects in line with SCP and to converge resources to the Authority for implementation of smart city plan components which fall under various policies, schemes and budgets.
- 2.4. The Agency will fast track any applicable approvals, licenses, and permits for implementation of smart city projects.



2.5. Parties will consult each other and exchange necessary information for coordination and collaboration purpose.

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** - This MoU, unless extended by mutual written agreement of the parties, shall expire 5 (five) years after the effective date specified in the opening paragraph. This MoU may be amended, extended or terminated by mutual written agreement of the parties at any time. Either party shall have the right to unilaterally terminate this MoU upon 60 days prior written notice to the other party.

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. **COSTS OF THE MOU** - Each Party shall bear the respective costs of carrying out the obligations under this MOU.

8. **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

Signature

Name M. PATTON, IAS

Title

Date 03/03/16

Witness

1. *[Signature]*
Deputy Secretary
to the Govt. of Nagaland
H-2-FW Department
2. *[Signature]*
Secretary
to the Govt. of Nagaland
H-2-FW Department

11.03.16,
(SEVP. A)
Secretary

to the Govt. of Nagaland
H-2-FW Department

For and on behalf of Second Part

Signature

Name Secretary to the Govt. Of Nagaland

Title

Date 03/03/16

Witness

1. *[Signature]*
Additional Director and HOD
Directorate of Municipal Affairs
Nagaland: Kohima
2. *[Signature]*
03/03/16

Joint Secretary
to the Govt. of Nagaland
Municipal Department



MEMORANDUM OF UNDERSTANDING

This Agreement is made at Kohima City on this 9th Day of March 2016 between Kohima Municipal Council, having its office at Old Assembly Secretariat Kohima, Nagaland (herein after referred to as the "Authority") which expression shall where the context so admit include its heirs, Assigns, Executors, Successors, Legal Representatives, Administrators etc. of the first part of agreement.

AND

Art & Culture Department having its office at Kohima (herein after referred to as the "Agency") which expression shall where the context so admits 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 Kohima City under stage-1 of smart cities challenge as potential smart city and Kohima Municipal Council has prepared a Smart City Plan ("SCP") for Stage-2 – Fast Track of Smart Cities Challenge.

AND WHEREAS the Authority has passed council Resolution No. 6062 dated 23/11/2015 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, and after formation of SPV, all rights and obligations of the Authority related to SCP will be transferred to the SPV.

AND WHEREAS the Parties have had discussions on Kohima City 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 coordination and collaboration between the Authority and the Agency for planning, design, financing, implementation and operations and maintenance of upcoming smart city projects in Kohima City under Government of India's Smart City Mission.

2. AREAS OF COORDINATION AND COLLABORATION - The areas of coordination and collaboration between the Authority and the Agency will be as following:

- 2.1. Parties will coordinate in areas related to planning, design, implementation, operations and maintenance, monitoring and coordination for Strategic Area as per SCP.
- 2.2. The Agency will provide necessary support to the Authority for undertaking project implementation for strategic area proposals and pan-city proposals as per SCP.
- 2.3. The Agency will endeavour to prioritize its development projects in line with SCP and to converge resources to the Authority for implementation of smart city plan components which fall under various policies, schemes and budgets.
- 2.4. The Agency will fast track any applicable approvals, licenses, and permits for implementation of smart city projects.



GOVERNMENT OF NAGALAND
ART AND CULTURE DEPARTMENT

2.5. Parties will consult each other and exchange necessary information for coordination and collaboration purpose.

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 - This MoU, unless extended by mutual written agreement of the parties, shall expire 5 (five) years after the effective date specified in the opening paragraph. This MoU may be amended, extended or terminated by mutual written agreement of the parties at any time. Either party shall have the right to unilaterally terminate this MoU upon 60 days prior written notice to the other party.

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. COSTS OF THE MOU - Each Party shall bear the respective costs of carrying out the obligations under this MOU.

8. 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

Signature

Name

Title

Date

Witness

- 1.
- 2.

[Handwritten Signature]
9/3/16
Secretary
to the Govt. of Nagaland
Art & Culture Department

For and on behalf of Second Part

Signature

Name

Title

Date

Witness Additional Director and HoD

- 1.
- 2.

[Handwritten Signature]
03/03/16
Joint Secretary
to the Govt. of Nagaland
Municipal Department

[Handwritten Signature]

Secretary to the Govt. Of Nagaland
Department of Municipal Affairs
Nagaland : Kohima

03/03/16

Directorate of Municipal Affairs
Nagaland: Kohima



MEMORANDUM OF UNDERSTANDING

This Agreement is made at Kohima City on this 10th Day of March 2016 between Kohima Municipal Council, having its office at Old Assembly Secretariat Kohima, Nagaland (herein after referred to as the "Authority") which expression shall where the context so admit include its heirs, Assigns, Executors, Successors, Legal Representatives, Administrators etc. of the first part of agreement.

AND

Secretary New & Renewable Energy Deptt. having its office at Kohima (herein after referred to as the "Agency") which expression shall where the context so admits 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 Kohima City under stage-1 of smart cities challenge as potential smart city and Kohima Municipal Council has prepared a Smart City Plan ("SCP") for Stage-2 – Fast Track 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, and after formation of SPV, all rights and obligations of the Authority related to SCP will be transferred to the SPV.

AND WHEREAS the Parties have had discussions on Kohima City 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 coordination and collaboration between the Authority and the Agency for: planning, design, financing, implementation and operations and maintenance of upcoming smart city projects in Kohima City under Government of India's Smart City Mission.

2. AREAS OF COORDINATION AND COLLABORATION - The areas of coordination and collaboration between the Authority and the Agency will be as following:

- 2.1. Parties will coordinate in areas related to planning, design, implementation, operations and maintenance, monitoring and coordination for Strategic Area as per SCP.
- 2.2. The Agency will provide necessary support to the Authority for undertaking project implementation for strategic area proposals and pan-city proposals as per SCP.
- 2.3. The Agency will endeavour to prioritize its development projects in line with SCP and to converge resources to the Authority for implementation of smart city plan components which fall under various policies, schemes and budgets.
- 2.4. The Agency will fast track any applicable approvals, licenses, and permits for implementation of smart city projects.

2.5. Parties will consult each other and exchange necessary information for coordination and collaboration purpose.

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** - This MoU, unless extended by mutual written agreement of the parties, shall expire 5 (five) years after the effective date specified in the opening paragraph. This MoU may be amended, extended or terminated by mutual written agreement of the parties at any time. Either party shall have the right to unilaterally terminate this MoU upon 60 days prior written notice to the other party.

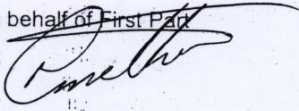
5. **RELATIONSHIP** - Nothing in this MoU shall be construed to make either party a partner, an agent or legal representative of the other for any purpose.

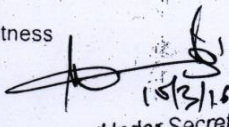
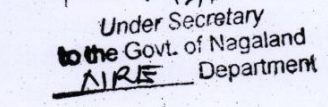
6. **ASSIGNMENT** - Neither Party shall transfer or assign this Agreement, or rights or obligations arising hereunder, either wholly or in part, to any third party, unless otherwise defined in this MOU or agreed in written by both Parties.

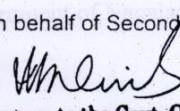
7. **COSTS OF THE MOU** - Each Party shall bear the respective costs of carrying out the obligations under this MOU.

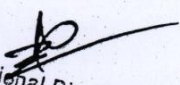
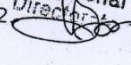
8. **SIGNED IN DUPLICATE** - This MoU is executed in duplicate with each copy being an official version of the Agreement and having equal legal validity.

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 Party
Signature 
Name **SECRETARY**
Title **New & Renewable Energy Deptt
Nagaland : Kohima.**
Date

Witness
1. 
2. 
**Under Secretary
to the Govt. of Nagaland
NRE Department**

For and on behalf of Second Party
Signature 
Name **Secretary to the Govt. Of Nagaland**
Title **Department of Municipal Affairs
Nagaland : Kohima**
Date **03/03/16**

Witness
1. 
2. 
**Additional Director
Director
03/03/16
Joint Secretary
to the Govt. of Nagaland
Municipal Department**



17

MEMORANDUM OF UNDERSTANDING

This Agreement is made at Kohima City on this 2nd Day of March 2016 between Kohima Municipal Council, having its office at Old Assembly Secretariat Kohima, Nagaland (herein after referred to as the "Authority") which expression shall where the context so admit include its heirs, Assigns, Executors, Successors, Legal Representatives, Administrators etc. of the first part of agreement.

AND

Commissioner & Secretary Work & Housing having its office at Kohima (herein after referred to as the "Agency") which expression shall where the context so admits 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 Kohima City under stage-1 of smart cities challenge as potential smart city and Kohima Municipal Council has prepared a Smart City Plan ("SCP") for Stage-2 – Fast Track of Smart Cities Challenge.

AND WHEREAS the Authority has passed council Resolution No. 6062 dated 23/11/2015 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, and after formation of SPV, all rights and obligations of the Authority related to SCP will be transferred to the SPV.

AND WHEREAS the Parties have had discussions on Kohima City 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 coordination and collaboration between the Authority and the Agency for planning, design, financing, implementation and operations and maintenance of upcoming smart city projects in Kohima City under Government of India's Smart City Mission.

2. AREAS OF COORDINATION AND COLLABORATION - The areas of coordination and collaboration between the Authority and the Agency will be as following:

- 2.1. Parties will coordinate in areas related to planning, design, implementation, operations and maintenance, monitoring and coordination for Strategic Area as per SCP.
- 2.2. The Agency will provide necessary support to the Authority for undertaking project implementation for strategic area proposals and pan-city proposals as per SCP.
- 2.3. The Agency will endeavour to prioritize its development projects in line with SCP and to converge resources to the Authority for implementation of smart city plan components which fall under various policies, schemes and budgets.
- 2.4. The Agency will fast track any applicable approvals, licenses, and permits for implementation of smart city projects.



(1)

2.5. Parties will consult each other and exchange necessary information for coordination and collaboration purpose.

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 - This MoU, unless extended by mutual written agreement of the parties, shall expire 5 (five) years after the effective date specified in the opening paragraph. This MoU may be amended, extended or terminated by mutual written agreement of the parties at any time. Either party shall have the right to unilaterally terminate this MoU upon 60 days prior written notice to the other party.

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. COSTS OF THE MOU - Each Party shall bear the respective costs of carrying out the obligations under this MOU.

8. 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

Signature

Name

Commissioner & Secretary
Works & Housing
Nagaland, Kohima.

Title

Date

Witness

- 1.
- 2.

For and on behalf of Second Part

Signature

Name

Secretary to the Govt. Of Nagaland
Department of Municipal Affairs
Nagaland : Kohima

Title

Date 03/02/16

Witness

- 1. Additional Director Municipal Affairs
- 2. Director Municipal Affairs

03/03/16
Joint Secretary
to the Govt. of Nagaland
Municipal Department



MEMORANDUM OF UNDERSTANDING

This Agreement is made at Kohima City on this 11th Day of March 2016 between Kohima Municipal Council, having its office at Old Assembly Secretariat Kohima, Nagaland (herein after referred to as the "Authority") which expression shall where the context so admit include its heirs, Assigns, Executors, Successors, Legal Representatives, Administrators etc. of the first part of agreement.

AND

THE DEPARTMENT OF VETERINARY & ANIMAL HUSBANDRY having its office at A.G COLONY, KOHIMA (herein after referred to as the "Agency") which expression shall where the context so admits 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 Kohima City under stage-1 of smart cities challenge as potential smart city and Kohima Municipal Council has prepared a Smart City Plan ("SCP") for Stage-2 – Fast Track of Smart Cities Challenge.

AND WHEREAS the Authority has passed council Resolution No. 6060 dated 23/11/2015 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, and after formation of SPV, all rights and obligations of the Authority related to SCP will be transferred to the SPV.

AND WHEREAS the Parties have had discussions on Kohima City 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 coordination and collaboration between the Authority and the Agency for planning, design, financing, implementation and operations and maintenance of upcoming smart city projects in Kohima City under Government of India's Smart City Mission.

2. AREAS OF COORDINATION AND COLLABORATION - The areas of coordination and collaboration between the Authority and the Agency will be as following:

- 2.1. Parties will coordinate in areas related to planning, design, implementation, operations and maintenance, monitoring and coordination for Strategic Area as per SCP.
- 2.2. The Agency will provide necessary support to the Authority for undertaking project implementation for strategic area proposals and pan-city proposals as per SCP.
- 2.3. The Agency will endeavour to prioritize its development projects in line with SCP and to converge resources to the Authority for implementation of smart city plan components which fall under various policies, schemes and budgets.
- 2.4. The Agency will fast track any applicable approvals, licenses, and permits for implementation of smart city projects.



2.5. Parties will consult each other and exchange necessary information for coordination and collaboration purpose.

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 - This MoU, unless extended by mutual written agreement of the parties, shall expire 5 (five) years after the effective date specified in the opening paragraph. This MoU may be amended, extended or terminated by mutual written agreement of the parties at any time. Either party shall have the right to unilaterally terminate this MoU upon 60 days prior written notice to the other party.

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. COSTS OF THE MOU - Each Party shall bear the respective costs of carrying out the obligations under this MOU.

8. 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

Signature

Name

Commissioner & Secretary
to the Govt. of Nagaland
Vet. & A.H. Department

Title

Date

3/3/16

Witness

1.

2.

Director
Veterinary & AH.
Nagaland, Kohima.

Joint Director
Veterinary & A. H.
Nagaland : Kohima

For and on behalf of Second Part

Signature

Name

Secretary to the Govt. Of Nagaland
Department of Municipal Affairs

Title

Nagaland : Kohima

Date

03/03/16

Witness

1.

2.

Additional Director and HoD
Directorate of Municipal Affairs
Nagaland: Kohima

Joint Secretary
to the Govt. of Nagaland
Municipal Department



MEMORANDUM OF UNDERSTANDING

This Agreement is made at Kohima on this 4th Day of April 2016 2016 between MUNICIPAL AFFAIRS DEPT. NAGALAND, Kohima, having its office at Nagaland Civil Secretariat, Kohima (herein after referred to as the "Authority") which expression shall where the context so admit include its heirs, Assigns, Executors, Successors, Legal Representatives, Administrators etc. of the first part of agreement.

AND

SECRETARY, POWER DEPT. having its office at _____ (herein after referred to as the "Agency") which expression shall where the context so admit 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 _____ city under stage-1 of smart cities challenge as potential smart city and _____ 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, and after formation of SPV, all rights and obligations of the Authority related to SCP will be transferred to the SPV.

AND WHEREAS the Parties have had discussions on _____ 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 coordination and collaboration between the Authority and the Agency for planning, design, financing, implementation and operations and maintenance of upcoming smart city projects in _____ under Government of India's Smart City Mission.

2. AREAS OF COORDINATION AND COLLABORATION - The areas of coordination and collaboration between the Authority and the Agency will be as following:

- 2.1. Parties will coordinate in areas related to planning, design, implementation, operations and maintenance, monitoring and coordination for Strategic Area as per SCP.
- 2.2. The Agency will provide necessary support to the Authority for undertaking project implementation for strategic area proposals and pan-city proposals as per SCP.
- 2.3. The Agency will endeavour to prioritize its development projects in line with SCP and to converge resources to the Authority for implementation of smart city plan components which fall under various policies, schemes and budgets.
- 2.4. The Agency will fast track any applicable approvals, licenses, and permits for implementation of smart city projects.
- 2.5. Parties will consult each other and exchange necessary information for coordination and collaboration purpose.

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**- This MoU, unless extended by mutual written agreement of the parties, shall expire 1(one) year after the effective date specified in the opening paragraph. This MoU may be amended, extended or terminated by mutual written agreement of the parties at any time. Either party shall have the right to unilaterally terminate this MoU upon 60 days prior written notice to the other party.

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.

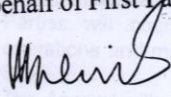
7. **COSTS OF THE MOU** – Each party shall bear the respective costs of carrying out the obligations under this MoU.

8. **SIGNED IN DUPLICATE** – This MoU is executed in duplicate with each copy being an official version of the Agreement and having equal legal validity.

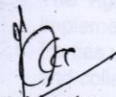
The said MoU is not a binding document and will not cover / include the equity infusion, manpower and infrastructure of the said department. It is simply an expression of interest and commitment of the City.

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.

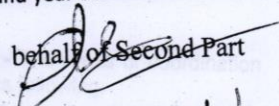
For and on behalf of First Part

Signature 
Name CDR. MAONGWATI ATER) IAS
Title
Date Secretary to the Govt. Of Nagaland
Municipal Affairs Department
Nagaland : Kohima

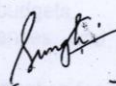
Witness

- 
Administrator
Kohima Municipal Council
-

For and on behalf of Second Part

Signature 
Name (K.I. Jangra)
Title Secretary
to the Govt. of Nagaland
Police Deptt.
Date

Witness

- 
(SUNGILLA
Deputy Secretary
to the Govt. of Nagaland
Police Department
-

MEMORANDUM OF UNDERSTANDING

This Agreement is made at Kohima on this 5th Day of APRIL 2016 2016 between MUNICIPAL AFFAIRS DEPT. NAGALAND, Kohima, having its office at Nagaland Civil Secretariat, Kohima (herein after referred to as the "Authority") which expression shall where the context so admit include its heirs, Assigns, Executors, Successors, Legal Representatives, Administrators etc. of the first part of agreement.

AND

P.H.E. DEPARTMENT having its office at Nagaland Civil Secretariat, Kohima (herein after referred to as the "Agency") which expression shall where the context so admit 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 shortlistedcity under stage-1 of smart cities challenge as potential smart city and 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, and after formation of SPV, all rights and obligations of the Authority related to SCP will be transferred to the SPV.

AND WHEREAS the Parties have had discussions onSCP 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 coordination and collaboration between the Authority and the Agency for planning, design, financing, implementation and operations and maintenance of upcoming smart city projects inunder Government of India's Smart City Mission.

2. **AREAS OF COORDINATION AND COLLABORATION** - The areas of coordination and collaboration between the Authority and the Agency will be as following:

- 2.1. Parties will coordinate in areas related to planning, design, implementation, operations and maintenance, monitoring and coordination for Strategic Area as per SCP.
- 2.2. The Agency will provide necessary support to the Authority for undertaking project implementation for strategic area proposals and pan-city proposals as per SCP.
- 2.3. The Agency will endeavour to prioritize its development projects in line with SCP and to converge resources to the Authority for implementation of smart city plan components which fall under various policies, schemes and budgets.
- 2.4. The Agency will fast track any applicable approvals, licenses, and permits for implementation of smart city projects.
- 2.5. Parties will consult each other and exchange necessary information for coordination and collaboration purpose.

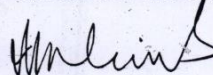


3. **NON-EXCLUSIVITY** – The relationship of the parties under this MoU shall be non-exclusive and both parties, including their affiliates, subsidiaries and divisions, are free to pursue other agreements or collaborations of any kind. However, when entering into a particular agreement related to Strategic Area, the participants may agree to limit each party's right to collaborate with others on that subject.
4. **TERMS AND TERMINATION**- This MoU, unless extended by mutual written agreement of the parties, shall expire 1(one) year after the effective date specified in the opening paragraph. This MoU may be amended, extended or terminated by mutual written agreement of the parties at any time. Either party shall have the right to unilaterally terminate this MoU upon 60 days prior written notice to the other party.
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. **COSTS OF THE MOU** – Each party shall bear the respective costs of carrying out the obligations under this MoU.
8. **SIGNED IN DUPLICATE** – This MoU is executed in duplicate with each copy being an official version of the Agreement and having equal legal validity.

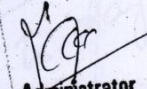
The said MoU is not a binding document and will not cover / include the equity infusion, manpower and infrastructure of the said department. It is simply an expression of interest and commitment of the City.

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.

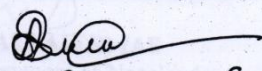
For and on behalf of First Part

Signature 
 Name CDR. MAONIGWATI AIEE) IAS
 Title Secretary to the Govt. Of Nagaland
 Date. Municipal Affairs Department
 Nagaland : Kohima

Witness

1. 
 Administrator
 Kohima Municipal Council
- 2.

For and on behalf of Second Part

Signature 
 Name SMT. ANENLA S. LONGCI
 Title Secretary
 Date. to the Govt. of Nagaland
 P.H.E. Department

Witness

- 1.
- 2.

MEMORANDUM OF UNDERSTANDING

This Agreement is made at Kohima on this _____ Day of _____ 2010 between MUNICIPAL AFFAIRS DEPT., NAGALAND, Kohima, having its office at Nagaland Civil Services, Kohima (herein after referred to as the "Authority") which expression shall where the context so admit include its heirs, Assigns, Executors, Successors, Legal Representatives, Administrators etc. of the first part of agreement.

AND

Transport Department having its office at _____ (herein after referred to as the "Agency") which expression shall where the context so admit 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 _____ city under stage-1 of smart cities challenge as potential smart city and _____ 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, and after formation of SPV, all rights and obligations of the Authority related to SCP will be transferred to the SPV.

AND WHEREAS the Parties have had discussions on _____ 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:

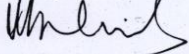
1. **OBJECTIVE OF MEMORANDUM OF UNDERSTANDING** - The objective of this Memorandum of Understanding (MOU) is to define areas of coordination and collaboration between the Authority and the Agency for planning, design, financing, implementation and operations and maintenance of upcoming smart city projects in _____ under Government of India's Smart City Mission.
2. **AREAS OF COORDINATION AND COLLABORATION** - The areas of coordination and collaboration between the Authority and the Agency will be as following:
 - 2.1. Parties will coordinate in areas related to planning, design, implementation, operations and maintenance, monitoring and coordination for Strategic Area as per SCP.
 - 2.2. The Agency will provide necessary support to the Authority for undertaking project implementation for strategic area proposals and pan-city proposals as per SCP.
 - 2.3. The Agency will endeavour to prioritize its development projects in line with SCP and to converge resources to the Authority for implementation of smart city plan components which fall under various policies, schemes and budgets.
 - 2.4. The Agency will fast track any applicable approvals, licenses, and permits for implementation of smart city projects.
 - 2.5. Parties will consult each other and exchange necessary information for coordination and collaboration purpose.

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**- This MoU, unless extended by mutual written agreement of the parties, shall expire 1(one) year after the effective date specified in the opening paragraph. This MoU may be amended, extended or terminated by mutual written agreement of the parties at any time. Either party shall have the right to unilaterally terminate this MoU upon 60 days prior written notice to the other party.
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. **COSTS OF THE MOU** – Each party shall bear the respective costs of carrying out the obligations under this MoU.
8. **SIGNED IN DUPLICATE** – This MoU is executed in duplicate with each copy being an official version of the Agreement and having equal legal validity.

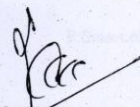
The said MoU is not a binding document and will not cover / include the equity infusion, manpower and infrastructure of the said department. It is simply an expression of interest and commitment of the City.

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.

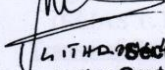
For and on behalf of First Part

Signature 
 Name (DR. MAONGWATI AHER) IAS
 Title Secretary to the Govt. Of Nagaland
 Date Municipal Affairs Department
 Nagaland : Kohima

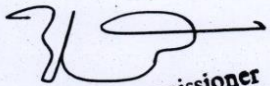
Witness

1. 
 Administrator
 Kohima Municipal Council
- 2.

For and on behalf of Second Part

Signature 
 Name (LITENDRO SECRETARY CMISA)
 Title to the Govt. of Nagaland
 Date Transport Department

Witness

1. 
 ELIAS J. J. Commissioner
 Transport Department
 Nagaland, Kohima,
- 2.

MEMORANDUM OF UNDERSTANDING

This Agreement is made at Kohima City on this ____ Day of March 2016 between Kohima Municipal Council, having its office at Old Assembly Secretariat Kohima, Nagaland (herein after referred to as the "Authority") which expression shall where the context so admit include its heirs, Assigns, Executors, Successors, Legal Representatives, Administrators etc. of the first part of agreement.

AND

Youth Resources & Sports Department having its office at Nagaland Civil Secretariat, Kohima (herein after referred to as the "Agency") which expression shall where the context so admits 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 Kohima City under stage-1 of smart cities challenge as potential smart city and Kohima Municipal Council has prepared a Smart City Plan ("SCP") for Stage-2 – Fast Track of Smart Cities Challenge.

AND WHEREAS the Authority has passed council Resolution No. 6062 dated 23/11/2015 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, and after formation of SPV, all rights and obligations of the Authority related to SCP will be transferred to the SPV.

AND WHEREAS the Parties have had discussions on Kohima City 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 coordination and collaboration between the Authority and the Agency for planning, design, financing, implementation and operations and maintenance of upcoming smart city projects in Kohima City under Government of India's Smart City Mission.

2. AREAS OF COORDINATION AND COLLABORATION - The areas of coordination and collaboration between the Authority and the Agency will be as following:

- 2.1. Parties will coordinate in areas related to planning, design, implementation, operations and maintenance, monitoring and coordination for Strategic Area as per SCP.
- 2.2. The Agency will provide necessary support to the Authority for undertaking project implementation for strategic area proposals and pan-city proposals as per SCP.
- 2.3. The Agency will endeavour to prioritize its development projects in line with SCP and to converge resources to the Authority for implementation of smart city plan components which fall under various policies, schemes and budgets.
- 2.4. The Agency will fast track any applicable approvals, licenses, and permits for implementation of smart city projects.



2.5. Parties will consult each other and exchange necessary information for coordination and collaboration purpose.

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** - This MoU, unless extended by mutual written agreement of the parties, shall expire 5 (five) years after the effective date specified in the opening paragraph. This MoU may be amended, extended or terminated by mutual written agreement of the parties at any time. Either party shall have the right to unilaterally terminate this MoU upon 60 days prior written notice to the other party.

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. **COSTS OF THE MOU** - Each Party shall bear the respective costs of carrying out the obligations under this MOU.

8. **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 ^{Second} ~~First~~ Part
Signature *abg*
23/3/16
Name VEKHOYS
Title CHAKHESANG
Date 23/3/16 Under Secretary
to the Govt. of Nagaland
YRS Department

Witness

- 1.
- 2.

For and on behalf of ^{First} ~~Second~~ Part
Signature *Amelin*
Name Secretary to the Govt. Of Nagaland
Department of Municipal Affairs
Title Nagaland : Kohima
Date 03/03/16

Witness

1. Additional Director and HoD
Directorate of Municipal Affairs
Nagaland: Kohima
2. *U*
03/03/16

Joint Secretary
to the Govt. of Nagaland
Municipal Department



MEMORANDUM OF UNDERSTANDING

This Agreement is made at KOHIMA on this 11 Day of April 2016 between MUNICIPAL AFFAIRS DEPT. NAGALAND, KOHIMA having its office at Old Assembly Secretariat (herein after referred to as the "Authority") which expression shall where the context so admit include its heirs, Assigns, Executors, Successors, Legal Representatives, Administrators etc. of the first part of agreement.

AND

Urban development department having its office at Kohima (herein after referred to as the "Agency") which expression shall where the context so admit 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 Kohima city under stage-1 of smart cities challenge as potential smart city and Kohima Municipal Council prepared a Smart City Plan ("SCP") for stage-2 of smart cities challenge.

AND WHEREAS the Authority has passed council resolution no. 6062 dated 23.11.15 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, and after formation of SPV, all rights and obligations of the Authority related to SCP will be transferred to the SPV.

AND WHEREAS the Parties have had discussions on Kohima city 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 coordination and collaboration between the Authority and the Agency for planning, design, financing, implementation and operations and maintenance of upcoming smart city projects in Kohima City under Government of India's Smart City Mission.

2. **AREAS OF COORDINATION AND COLLABORATION** - The areas of coordination and collaboration between the Authority and the Agency will be as following:

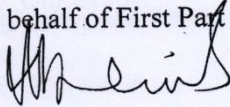
- 2.1. Parties will coordinate in areas related to planning, design, implementation, operations and maintenance, monitoring and coordination for Strategic Area as per SCP.
- 2.2. The Agency will provide necessary support to the Authority for undertaking project implementation for strategic area proposals and pan-city proposals as per SCP.
- 2.3. The Agency will endeavour to prioritize its development projects in line with SCP and to converge resources to the Authority for implementation of smart city plan components which fall under various policies, schemes and budgets.
- 2.4. The Agency will fast track any applicable approvals, licenses, and permits for implementation of smart city projects.
- 2.5. Parties will consult each other and exchange necessary information for coordination and collaboration purpose.

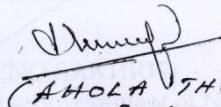
GOVERNMENT OF NAGALAND
URBAN DEVELOPMENT DEPARTMENT
NAGALAND / KOHIMA

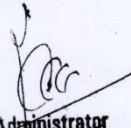
3. **NON-EXCLUSIVITY** – The relationship of the parties under this MoU shall be non-exclusive and both parties, including their affiliates, subsidiaries and divisions, are free to pursue other agreements or collaborations of any kind. However, when entering into a particular agreement related to Strategic Area, the participants may agree to limit each party's right to collaborate with others on that subject.
4. **TERMS AND TERMINATION**- This MoU, unless extended by mutual written agreement of the parties, shall expire 1(one) year after the effective date specified in the opening paragraph. This MoU may be amended, extended or terminated by mutual written agreement of the parties at any time. Either party shall have the right to unilaterally terminate this MoU upon 60 days prior written notice to the other party.
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. **COSTS OF THE MOU** – Each party shall bear the respective costs of carrying out the obligations under this MoU.
8. **SIGNED IN DUPLICATE** – This MoU is executed in duplicate with each copy being an official version of the Agreement and having equal legal validity.

The said MoU is not a binding document and will not cover / include the equity infusion, manpower and infrastructure of the said department. It is simply an expression of interest and commitment of the City.

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
Signature 
Name CDR. MADANWATI ATER)IAS.
Title Secretary to the Govt. Of Nagaland
Date. Municipal Affairs Department
Nagaland : Kohima

For and on behalf of Second Part
Signature 
Name (AHO LA THOUSE)
Title Secretary
Date. to the Government of Nagaland
Urban Development Department
Nagaland : Kohima

Witness
1. 
Administrator
Kohima Municipal Council
2.

Witness
1.
2.

MEMORANDUM OF UNDERSTANDING

This Agreement is made at Kohima on this 12 Day of April 2016 between Municipal Affairs Dept., Nagaland having its office at Nagaland Civil Sect., Kohima (herein after referred to as the "Authority") which expression shall where the context so admit include its heirs, Assigns, Executors, Successors, Legal Representatives, Administrators etc. of the first part of agreement.

AND

Science & Technology Dept., Kohima having its office at Kohima (herein after referred to as the "Agency") which expression shall where the context so admit 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 Kohima city under stage-1 of smart cities challenge as potential smart city and Kohima Municipal Council prepared a Smart City Plan ("SCP") for stage-2 of smart cities challenge.

AND WHEREAS the Authority has passed council resolution no. 502 dated 23.11.15 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, and after formation of SPV, all rights and obligations of the Authority related to SCP will be transferred to the SPV.

AND WHEREAS the Parties have had discussions on Kohima City 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 coordination and collaboration between the Authority and the Agency for planning, design, financing, implementation and operations and maintenance of upcoming smart city projects in Kohima City under Government of India's Smart City Mission.

2. AREAS OF COORDINATION AND COLLABORATION - The areas of coordination and collaboration between the Authority and the Agency will be as following:

- 2.1. Parties will coordinate in areas related to planning, design, implementation, operations and maintenance, monitoring and coordination for Strategic Area as per SCP.
- 2.2. The Agency will provide necessary support to the Authority for undertaking project implementation for strategic area proposals and pan-city proposals as per SCP.
- 2.3. The Agency will endeavour to prioritize its development projects in line with SCP and to converge resources to the Authority for implementation of smart city plan components which fall under various policies, schemes and budgets.
- 2.4. The Agency will fast track any applicable approvals, licenses, and permits for implementation of smart city projects.
- 2.5. Parties will consult each other and exchange necessary information for coordination and collaboration purpose.



GOVERNMENT OF NAGALAND
DEPARTMENT OF SCIENCE & TECHNOLOGY

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**- This MoU, unless extended by mutual written agreement of the parties, shall expire 1(one) year after the effective date specified in the opening paragraph. This MoU may be amended, extended or terminated by mutual written agreement of the parties at any time. Either party shall have the right to unilaterally terminate this MoU upon 60 days prior written notice to the other party.
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. **COSTS OF THE MOU** – Each party shall bear the respective costs of carrying out the obligations under this MoU.
8. **SIGNED IN DUPLICATE** – This MoU is executed in duplicate with each copy being an official version of the Agreement and having equal legal validity.

The said MoU is not a binding document and will not cover / include the equity infusion, manpower and infrastructure of the said department. It is simply an expression of interest and commitment of the City.

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.

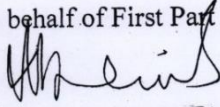
For and on behalf of First Part

Signature

Name

Title

Date.


CDR. MAONGWATI ALER)IAS.
Secretary to the Govt. Of Nagaland
Municipal Affairs Department
Nagaland - Kohima

Witness

1.


Administrator
Kohima Municipal Council

2.

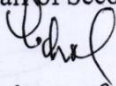
For and on behalf of Second Part

Signature

Name

Title

Date.


NIKHASHE SEMA
Secretary to the Govt. Of Nagaland

Witness

Secretary
to the Govt. of Nagaland
S&T Department

1.

2.

MEMORANDUM OF UNDERSTANDING

This Agreement is made at Kohima on this _____ Day of _____ 2016 between Municipal Affairs Dept., Nagaland having its office at Nagaland Civil Secretariat, Kohima (herein after referred to as the "Authority") which expression shall where the context so admit include its heirs, Assigns, Executors, Successors, Legal Representatives, Administrators etc. of the first part of agreement.

AND

Tourism Dept., Govt. of Nagaland having its office at Nagaland Civil Secretariat, Kohima (herein after referred to as the "Agency") which expression shall where the context so admit 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 Kohima city under stage-1 of smart cities challenge as potential smart city and VOYANTS SOLUTIONS PVT. LTD., GURGAON prepared a Smart City Plan ("SCP") for stage-2 of smart cities challenge.

AND WHEREAS the Authority has passed council resolution no. 6062 dated 23.4.15 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, and after formation of SPV, all rights and obligations of the Authority related to SCP will be transferred to the SPV.

AND WHEREAS the Parties have had discussions on Kohima City 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 coordination and collaboration between the Authority and the Agency for planning, design, financing, implementation and operations and maintenance of upcoming smart city projects in Kohima City under Government of India's Smart City Mission.

2. AREAS OF COORDINATION AND COLLABORATION - The areas of coordination and collaboration between the Authority and the Agency will be as following:

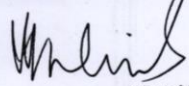
- 2.1. Parties will coordinate in areas related to planning, design, implementation, operations and maintenance, monitoring and coordination for Strategic Area as per SCP.
- 2.2. The Agency will provide necessary support to the Authority for undertaking project implementation for strategic area proposals and pan-city proposals as per SCP.
- 2.3. The Agency will endeavour to prioritize its development projects in line with SCP and to converge resources to the Authority for implementation of smart city plan components which fall under various policies, schemes and budgets.
- 2.4. The Agency will fast track any applicable approvals, licenses, and permits for implementation of smart city projects.
- 2.5. Parties will consult each other and exchange necessary information for coordination and collaboration purpose.

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**- This MoU, unless extended by mutual written agreement of the parties, shall expire 1(one) year after the effective date specified in the opening paragraph. This MoU may be amended, extended or terminated by mutual written agreement of the parties at any time. Either party shall have the right to unilaterally terminate this MoU upon 60 days prior written notice to the other party.
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. **COSTS OF THE MOU** – Each party shall bear the respective costs of carrying out the obligations under this MoU.
8. **SIGNED IN DUPLICATE** – This MoU is executed in duplicate with each copy being an official version of the Agreement and having equal legal validity.

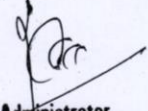
The said MoU is not a binding document and will not cover / include the equity infusion, manpower and infrastructure of the said department. It is simply an expression of interest and commitment of the City.

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.

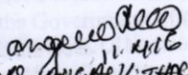
For and on behalf of First Part

Signature 
 Name CDR. MAMONGWATI ATER) IAS.
 Title Secretary to the Govt. Of Nagaland
 Date. Municipal Affairs Department
 Nagaland - Kohima

Witness

1. 
 Administrator
 Kohima Municipal Council
- 2.

For and on behalf of Second Part

Signature 
 Name Mrs. Swachet Thuy. IAS.
 Title Secretary
 Date. to the Govt. of Nagaland
 P+AR Department

Witness

- 1.
- 2.

MEMORANDUM OF UNDERSTANDING

This Agreement is made at Kohima on this 13th Day of April 2016 2016 between Kohima Municipal Council Nagaland, having its office at Nagaland civil self (herein after referred to as the "Authority") which expression shall where the context so admit include its heirs, Assigns, Executors, Successors, Legal Representatives, Administrators etc. of the first part of agreement.

ENVIRONMENT

AND

DEPT. OF FOREST AND CLIMATE CHANGE, NAGALAND having its office at Nagaland Civil Secretariat, Kohima (herein after referred to as the "Agency") which expression shall where the context so admit 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 Kohima city under stage-1 of smart cities challenge as potential smart city and V.D.I.A.M.T.S. SOLUTIONS PVT. LTD, GURGAON 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, and after formation of SPV, all rights and obligations of the Authority related to SCP will be transferred to the SPV.

AND WHEREAS the Parties have had discussions on _____ 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 coordination and collaboration between the Authority and the Agency for planning, design, financing, implementation and operations and maintenance of upcoming smart city projects in _____ under Government of India's Smart City Mission.

2. AREAS OF COORDINATION AND COLLABORATION - The areas of coordination and collaboration between the Authority and the Agency will be as following:

- 2.1. Parties will coordinate in areas related to planning, design, implementation, operations and maintenance, monitoring and coordination for Strategic Area as per SCP.
- 2.2. The Agency will provide necessary support to the Authority for undertaking project implementation for strategic area proposals and pan-city proposals as per SCP.
- 2.3. The Agency will endeavour to prioritize its development projects in line with SCP and to converge resources to the Authority for implementation of smart city plan components which fall under various policies, schemes and budgets.
- 2.4. The Agency will fast track any applicable approvals, licenses, and permits for implementation of smart city projects.
- 2.5. Parties will consult each other and exchange necessary information for coordination and collaboration purpose.

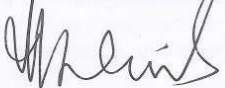


3. **NON-EXCLUSIVITY** – The relationship of the parties under this MoU shall be non-exclusive and both parties, including their affiliates, subsidiaries and divisions, are free to pursue other agreements or collaborations of any kind. However, when entering into a particular agreement related to Strategic Area, the participants may agree to limit each party's right to collaborate with others on that subject.
4. **TERMS AND TERMINATION**- This MoU, unless extended by mutual written agreement of the parties, shall expire 1(one) year after the effective date specified in the opening paragraph. This MoU may be amended, extended or terminated by mutual written agreement of the parties at any time. Either party shall have the right to unilaterally terminate this MoU upon 60 days prior written notice to the other party.
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. **COSTS OF THE MOU** – Each party shall bear the respective costs of carrying out the obligations under this MoU.
8. **SIGNED IN DUPLICATE** – This MoU is executed in duplicate with each copy being an official version of the Agreement and having equal legal validity.


The said MoU is not a binding document and will not cover / include the equity infusion, manpower and infrastructure of the said department. It is simply an expression of interest and commitment of the City.

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

Signature 
 Name
 Title **CDR. MAONGWATI AHER) IAS.**
 Date **Secretary to the Govt. Of Nagaland**
Municipal Affairs Department
Nagaland : Kohima

Witness

1. 
Administrator
Kohima Municipal Council
- 2.

For and on behalf of Second Part

Signature 
 Name
 Title **SECRETARY**
 Date **13-4-16**
to the Government of Nagaland
Department of Environment,
Forest & Climate Change

Witness

- 1.
- 2.

MEMORANDUM OF UNDERSTANDING

This Agreement is made at Kohima on this 13th Day of April 2016 2016 between K.M.C. having its office at Nagalad Civil Sect (herein after referred to as the "Authority") which expression shall where the context so admit include its heirs, Assigns, Executors, Successors, Legal Representatives, Administrators etc. of the first part of agreement.

AND

Land Revenue Dept., Nagaland having its office at Nagalad Civil Secretariat (herein after referred to as the "Agency") which expression shall where the context so admit 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 Kohima city under stage-1 of smart cities challenge as potential smart city and Voyants Solutions Pvt. Ltd. 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, and after formation of SPV, all rights and obligations of the Authority related to SCP will be transferred to the SPV.

AND WHEREAS the Parties have had discussions on _____ 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 coordination and collaboration between the Authority and the Agency for planning, design, financing, implementation and operations and maintenance of upcoming smart city projects in _____ under Government of India's Smart City Mission.

2. AREAS OF COORDINATION AND COLLABORATION - The areas of coordination and collaboration between the Authority and the Agency will be as following:

- 2.1. Parties will coordinate in areas related to planning, design, implementation, operations and maintenance, monitoring and coordination for Strategic Area as per SCP.
- 2.2. The Agency will provide necessary support to the Authority for undertaking project implementation for strategic area proposals and pan-city proposals as per SCP.
- 2.3. The Agency will endeavour to prioritize its development projects in line with SCP and to converge resources to the Authority for implementation of smart city plan components which fall under various policies, schemes and budgets.
- 2.4. The Agency will fast track any applicable approvals, licenses, and permits for implementation of smart city projects.
- 2.5. Parties will consult each other and exchange necessary information for coordination and collaboration purpose.



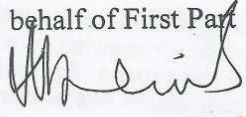
MEMORANDUM OF UNDERSTANDING

- 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**- This MoU, unless extended by mutual written agreement of the parties, shall expire 1(one) year after the effective date specified in the opening paragraph. This MoU may be amended, extended or terminated by mutual written agreement of the parties at any time. Either party shall have the right to unilaterally terminate this MoU upon 60 days prior written notice to the other party.
- 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. **COSTS OF THE MOU** – Each party shall bear the respective costs of carrying out the obligations under this MoU.
- 8. **SIGNED IN DUPLICATE** – This MoU is executed in duplicate with each copy being an official version of the Agreement and having equal legal validity.

The said MoU is not a binding document and will not cover / include the equity infusion, manpower and infrastructure of the said department. It is simply an expression of interest and commitment of the City.

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

Signature 

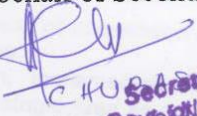
Name (CDR. MAONGNATI AIER) IAS.

Title Secretary to the Govt. Of Nagaland

Date Municipal Affairs Department

Nagaland : Kohima

For and on behalf of Second Part

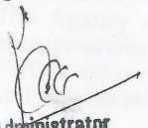
Signature 

Name C. H. U. Awar

Title Secretary

Date Land Revenue Department

Witness

1. 

Administrator

Kohima Municipal Council

2.

Witness

1.

2.



MEMORANDUM OF UNDERSTANDING

This Agreement is made at Kohima on this 13th Day of April 2016 2016 between MUNICIPAL AFFAIRS DEPTT. NAGALAND, having its office at Nagaland Civil Secretariat, Kohima (herein after referred to as the "Authority") which expression shall where the context so admit include its heirs, Assigns, Executors, Successors, Legal Representatives, Administrators etc. of the first part of agreement.

AND

EXCISE DEPTT. NAGALAND having its office at Nagaland Civil Secretariat (herein after referred to as the "Agency") which expression shall where the context so admit 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 Kohima city under stage-1 of smart cities challenge as potential smart city and VOYANTS SOLUTIONS PVT. LTD. 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, and after formation of SPV, all rights and obligations of the Authority related to SCP will be transferred to the SPV.

AND WHEREAS the Parties have had discussions on _____ 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 coordination and collaboration between the Authority and the Agency for planning, design, financing, implementation and operations and maintenance of upcoming smart city projects in _____ under Government of India's Smart City Mission.

2. AREAS OF COORDINATION AND COLLABORATION - The areas of coordination and collaboration between the Authority and the Agency will be as following:

- 2.1. Parties will coordinate in areas related to planning, design, implementation, operations and maintenance, monitoring and coordination for Strategic Area as per SCP.
- 2.2. The Agency will provide necessary support to the Authority for undertaking project implementation for strategic area proposals and pan-city proposals as per SCP.
- 2.3. The Agency will endeavour to prioritize its development projects in line with SCP and to converge resources to the Authority for implementation of smart city plan components which fall under various policies, schemes and budgets.
- 2.4. The Agency will fast track any applicable approvals, licenses, and permits for implementation of smart city projects.
- 2.5. Parties will consult each other and exchange necessary information for coordination and collaboration purpose.



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**- This MoU, unless extended by mutual written agreement of the parties, shall expire 1(one) year after the effective date specified in the opening paragraph. This MoU may be amended, extended or terminated by mutual written agreement of the parties at any time. Either party shall have the right to unilaterally terminate this MoU upon 60 days prior written notice to the other party.
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. **COSTS OF THE MOU** – Each party shall bear the respective costs of carrying out the obligations under this MoU.
8. **SIGNED IN DUPLICATE** – This MoU is executed in duplicate with each copy being an official version of the Agreement and having equal legal validity.

The said MoU is not a binding document and will not cover / include the equity infusion, manpower and infrastructure of the said department. It is simply an expression of interest and commitment of the City.

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

Signature
Name

Title *(DR. MADHGWATI AHER) DAS.*
Date. *Secretary to the Govt. Of Nagaland*
Municipal Affairs Department
Nagaland : Kohima

Witness

1.

Administrator
Kohima Municipal Council

2.

For and on behalf of Second Part

Signature
Name

Title *NIKHASHE SEMA*
SECRETARY EXCISE DEPT.
Date. *NAGALAND*
13-04-16.

Witness

1.

2.

MEMORANDUM OF UNDERSTANDING

This Agreement is made at Kohima City on this 3rd Day of March 2016 between Kohima Municipal Council, having its office at Old Assembly Secretariat Kohima, Nagaland (herein after referred to as the "Authority") which expression shall where the context so admit include its heirs, Assigns, Executors, Successors, Legal Representatives, Administrators etc. of the first part of agreement.

AND

Secretary PR & DM, NSDMA Nagaland having its office at Kohima (herein after referred to as the "Agency") which expression shall where the context so admits 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 Kohima City under stage-1 of smart cities challenge as potential smart city and Kohima Municipal Council has prepared a Smart City Plan ("SCP") for Stage-2 – Fast Track of Smart Cities Challenge.

AND WHEREAS the Authority has passed council Resolution No. 6062 dated 23/11/2015 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, and after formation of SPV, all rights and obligations of the Authority related to SCP will be transferred to the SPV.

AND WHEREAS the Parties have had discussions on Kohima City 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 coordination and collaboration between the Authority and the Agency for planning, design, financing, implementation and operations and maintenance of upcoming smart city projects in Kohima City under Government of India's Smart City Mission.

2. AREAS OF COORDINATION AND COLLABORATION - The areas of coordination and collaboration between the Authority and the Agency will be as following:

- 2.1. Parties will coordinate in areas related to planning, design, implementation, operations and maintenance, monitoring and coordination for Strategic Area as per SCP.
- 2.2. The Agency will provide necessary support to the Authority for undertaking project implementation for strategic area proposals and pan-city proposals as per SCP.
- 2.3. The Agency will endeavour to prioritize its development projects in line with SCP and to converge resources to the Authority for implementation of smart city plan components which fall under various policies, schemes and budgets.
- 2.4. The Agency will fast track any applicable approvals, licenses, and permits for implementation of smart city projects.



2.5. Parties will consult each other and exchange necessary information for coordination and collaboration purpose.

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** - This MoU, unless extended by mutual written agreement of the parties, shall expire 5 (five) years after the effective date specified in the opening paragraph. This MoU may be amended, extended or terminated by mutual written agreement of the parties at any time. Either party shall have the right to unilaterally terminate this MoU upon 60 days prior written notice to the other party.

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. **COSTS OF THE MOU** - Each Party shall bear the respective costs of carrying out the obligations under this MOU.

8. **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
Signature *[Handwritten Signature]*

Name SECRETARY,
Title RR & DM - NSDMA
Government of Nagaland
Date

Witness *[Handwritten Signature]*
1.
2.

OSD to Government of Nagaland
Nagaland State Disaster Management Authority
Home Department, Govt. of Nagaland

For and on behalf of Second Part
Signature *[Handwritten Signature]*

Name Secretary to the Govt. Of Nagaland
Title Department of Municipal Affairs
Nagaland : Kohima
Date 03/03/16

Witness
1. Additional Director and HoD
Directorate of Municipal Affairs
2. *[Handwritten Signature]*

03/03/16
Joint Secretary
to the Govt. of Nagaland
Municipal Department



**OFFICE OF THE
KOHIMA VILAGE COUNCIL**

KVC/SMART-CT/2015-16 Dated kohima the 9th December 2015

To
The Secretary to the Govt. of Nagaland
Deptt. Of Urban Development

Sub: Suggestions of KVC relating to Kohima Smart City

Sir,

This is in continuation of our Representation relating to Kohima SMART City Dated 03-11-2015 and to re-submit herewith a few points of suggestion of Kohima Village Council to facilitate effective implementation of the Scheme to make Kohima SMART City a reality.

The Kohima Village being the sole land owners of Kohima town had a consultative meeting on the 8th December 2015 and resolved the following points in the form of suggestions to assist the State Govt. and the concerned authority for the smooth and effective implementation of Kohima SMART City.

1. Kohima Village will extend full support to all proposals under SMART City.
2. The Council request the Government to approach and involve the Village Council in the planning and implementation of the scheme and avoid dealing with individuals in order to avoid unnecessary complications.
3. The Village Council propose that the Master Plan of Kohima SMART City should cover beyond the existing town jurisdiction in order to ease the existing crisis of congestion.
4. The Council propose that the concerned authority should prepare a Master Plan of Kohima SMART City by creating satellite townships in the four regions of Kohima town such as : Secii/ Zubza in the West, Kigwema/ Jakhama in the South, Chakhabama / Dziiii river in the East and Tsiese/Merie/ Nerhe/Chiechama in the North.
5. The Council will extend full support to the State Govt. for construction of any new roads including circular roads in order to ease the traffic congestion.

9/12



The above mentioned suggestions are expected to be taken into consideration by the State Government favorably.

Yours faithfully

(Neivor Rutsa)
Chairman
Kohima Village Council

Copy to:

1. Sr. PS to Hon'ble Chief Minister, Nagaland for favor of information and necessary action.
2. Sr P.S to Parliamentary Sccretary, Municipal Affairs
3. The Addl. Director & HoD, Dte. Of Municipal Affairs, for information and necessary action
4. Voyants Pvt. Ltd. for inf. and necessary action
- ✓ 5. Administrator, Kohima Municipal Council for inf. and necessary action
6. Asstt. Director, Municipal Council for inf. and necessary action
7. office copy

Neivor Rutsa 9/12/15
(Neivor Rutsa)
Chairman
Kohima Village Council



NYEKHA ELECTRICAL

(Kohima) Nagaland
Govt. Regd. Electrical Contractor & Supplier
No. CEL/CON/054
NCSU Regd. No. 1484
☎ 2804507, 📠 9436607886/9856441440
Email - vizovolienyekha@gmail.com

Ref.No.....

Date.....

To,

The Secretary,
Municipal Affairs Department.
Government of Nagaland.

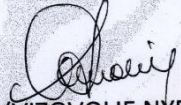
Sub:- **Letter of support for partnering the Kohima Smart City SPV for the planning, promotion & Implementation of Smart City Mission.**

Sir,

We are pleased to offer our support to the Kohima Municipal Council and the Smart City SPV for the implementation of the Smart City Mission Programme in Kohima.

All requisite assistance and committed participation shall be provided from our side to make the Smart City Proposal Successful. Together we may realize the dream of a better tomorrow for Kohima.

Yours faithfully,


(VIZOVOLIE NYEKHA)

Specialist in:- Internal wiring, Industrial wiring, L. T. Extn., Turnkey Contract Works, etc.

MEMORANDUM OF UNDERSTANDING

This Agreement is made at Kohima City on this 8th Day of March 2016 between Kohima Municipal Council, having its office at Old Assembly Secretariat Kohima, Nagaland (herein after referred to as the "Authority") which expression shall where the context so admit include its heirs, Assigns, Executors, Successors, Legal Representatives, Administrators etc. of the first part of agreement.

President All Nagaland Towns Association AND
at Kohima (herein after referred to as the "Agency") which expression shall where the context so admits 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 Kohima City under stage-1 of smart cities challenge as potential smart city and Kohima Municipal Council has prepared a Smart City Plan ("SCP") for Stage-2 – Fast Track of Smart Cities Challenge.

AND WHEREAS the Authority has passed council Resolution No 6062 dated 23/11/15 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, and after formation of SPV, all rights and obligations of the Authority related to SCP will be transferred to the SPV.

AND WHEREAS the Parties have had discussions on Kohima City 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 coordination and collaboration between the Authority and the Agency for planning, design, financing, implementation and operations and maintenance of upcoming smart city projects in Kohima City under Government of India's Smart City Mission.

2. AREAS OF COORDINATION AND COLLABORATION - The areas of coordination and collaboration between the Authority and the Agency will be as following:

- 2.1. Parties will coordinate in areas related to planning, design, implementation, operations and maintenance, monitoring and coordination for Strategic Area as per SCP.
- 2.2. The Agency will provide necessary support to the Authority for undertaking project implementation for strategic area proposals and pan-city proposals as per SCP.
- 2.3. The Agency will endeavour to prioritize its development projects in line with SCP and to converge resources to the Authority for implementation of smart city plan components which fall under various policies, schemes and budgets.
- 2.4. The Agency will fast track any applicable approvals, licenses, and permits for implementation of smart city projects.

2.5. Parties will consult each other and exchange necessary information for coordination and collaboration purpose.

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 - This MoU, unless extended by mutual written agreement of the parties, shall expire 5 (five) years after the effective date specified in the opening paragraph. This MoU may be amended, extended or terminated by mutual written agreement of the parties at any time. Either party shall have the right to unilaterally terminate this MoU upon 60 days prior written notice to the other party.

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. COSTS OF THE MOU - Each Party shall bear the respective costs of carrying out the obligations under this MOU.

8. 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

Signature

[Handwritten Signature]

Name VIBASE TUO

Title SO20

Date 8/3/2016

For and on behalf of Second Part

Signature

[Handwritten Signature]

Name Secretary to the Govt. Of Nagaland
Department of Municipal Affairs
Nagaland : Kohima

Date 03/03/16

Witness

1.

[Handwritten Signature] CKEVILETUO KUROA

2.

[Handwritten Signature] (Ketsuhie Khoramo)

Witness Additional Director and MO

1.

[Handwritten Signature]
03/03/16

Joint Secretary
to the Govt. of Nagaland
Municipal..... Department

MEMORANDUM OF UNDERSTANDING

This Agreement is made at Kohima City on this 3rd Day of March 2016 between Kohima Municipal Council, having its office at Old Assembly Secretariat Kohima, Nagaland (herein after referred to as the "Authority") which expression shall where the context so admit include its heirs, Assigns, Executors, Successors, Legal Representatives, Administrators etc. of the first part of agreement.

AND

Naga Mothers Association having its office at Kohima (herein after referred to as the "Agency") which expression shall where the context so admits 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 Kohima City under stage-1 of smart cities challenge as potential smart city and Kohima Municipal Council has prepared a Smart City Plan ("SCP") for Stage-2 – Fast Track of Smart Cities Challenge.

AND WHEREAS the Authority has passed council Resolution No. 606 dated 23/11/15 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, and after formation of SPV, all rights and obligations of the Authority related to SCP will be transferred to the SPV.

AND WHEREAS the Parties have had discussions on Kohima City 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 coordination and collaboration between the Authority and the Agency for planning, design, financing, implementation and operations and maintenance of upcoming smart city projects in Kohima City under Government of India's Smart City Mission.

2. AREAS OF COORDINATION AND COLLABORATION - The areas of coordination and collaboration between the Authority and the Agency will be as following:

- 2.1. Parties will coordinate in areas related to planning, design, implementation, operations and maintenance, monitoring and coordination for Strategic Area as per SCP.
- 2.2. The Agency will provide necessary support to the Authority for undertaking project implementation for strategic area proposals and pan-city proposals as per SCP.
- 2.3. The Agency will endeavour to prioritize its development projects in line with SCP and to converge resources to the Authority for implementation of smart city plan components which fall under various policies, schemes and budgets.
- 2.4. The Agency will fast track any applicable approvals, licenses, and permits for implementation of smart city projects.



2.5. Parties will consult each other and exchange necessary information for coordination and collaboration purpose.

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** - This MoU, unless extended by mutual written agreement of the parties, shall expire 5 (five) years after the effective date specified in the opening paragraph. This MoU may be amended, extended or terminated by mutual written agreement of the parties at any time. Either party shall have the right to unilaterally terminate this MoU upon 60 days prior written notice to the other party.

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. **COSTS OF THE MOU** - Each Party shall bear the respective costs of carrying out the obligations under this MOU.

8. **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
Signature

Name: *President*
MRS. A. BENU MERU
Title: *Nagaland : Kohima*
Date: *03/03/16*

Witness

- 1.
- 2.

For and on behalf of Second Part
Signature

Name: *Secretary to the Govt. Of Nagaland*
Department of Municipal Affairs
Title: *Nagaland : Kohima*
Date: *03/03/16*

Witness: *Additional Director and Head*
Directorate of Municipal Affairs

1. *[Signature]*
2. *[Signature]*
03/03/16
Joint Secretary
to the Govt. of Nagaland
Municipal Department



**OFFICE OF THE
KOHIMA DISTRICT TRUCK OWNER'S AND DRIVERS' UNION
KOHIMA : NAGALAND
Regd. H/RS 1050**

Ref. No.....

Date. 21/02/06

To,
The Administrator
Kohima Municipal Council
Kohima, Nagaland.

Sub: **Letter of support for Smart City in Kohima.**

Sir,

In reference to the above mentioned subject the undersigned below on behalf of the Kohima District Truck Owner's and Drivers' Union (KDTODO) declare to support and give its fullest cooperation for enhancement of Kohima as 'Smart City'.

The union would also like to submit the following suggestion.

- 1) Creation of numerous approach link road.
- 2) Proper parking lot for commercial vehicle.
- 3) Proper street light.
- 4) Water and suppl.

Yours faithfully,

President
Kohima District Truck Owner's and Driver's Union

(Khriesalie Üdou)
President
KDTODU

Secretary
Kohima District Truck Owner's and Driver's Union

(Kevithi Puro)
President
KDTODU





OFFICE OF THE
CITY BUS OWNERS UNION

Kohima Town

Regd. No. H/RS- 2985 Dated 6/02/2003

Ref. No.....

Date...19/03/2016

To

The Secretary,
Municipal Affairs Department,
Government of Nagaland.

SUB: LETTER OF SUPPORT FOR PARTNERING THE KOHIMA SMART CITY SPV FOR THE PLANNING, PROMOTION & IMPLEMENTATION OF SMART CITY MISSION.

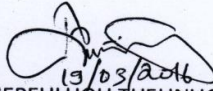
Sir,

We are pleased to offer our support to the Kohima Municipal Council and the Smart City SPV for the implementation of the Smart City Mission Programme in Kohima.

All requisite assistance and committed participation shall be provided from our side to make the SCP successful. Together we may realize the dream of a better tomorrow for Kohima.

Yours sincerely,

SD/-
(VIKEYIELIE MIACHIEO)
President, CBOUK
Mob : 9856534211


(THEPFULHOU THEUNUO)
General Secretary, CBOUK
Mob : 9615690414





URA ACADEMY

KOHIMA - 797001 : NAGALAND
(Regd. No. RS 14 dated 18-5-1972)

NO. UA/REF-5/2016

April 2, 2016

To

✓
The Administrator,
Kohima Municipal Council
Kohima, Nagaland

Sub: Letter of Support

Ref: Participation in Public-Private Partnership (PPP) for Smart City Proposal (SCP) for Kohima Fast Tract Stage

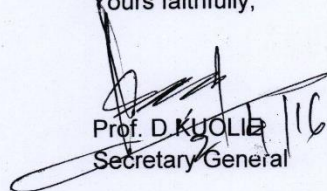
Sir,

Referring to your letter No.KMC/SCM-01/2015-16 dated 31-3-2016 the undersigned, on behalf of Ura Academy, Kohima appreciate and extend Ura Academy's full support in this endeavour.

Kohima as a nominee for selection as Smart City in the Fast Track Stage, we understand that the city has vast possibility of revenue generation in public-private development projects which will greatly improve the chances of Kohima as future smart city.

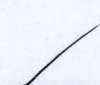
In this regard, the development projects which will increase the chances of Kohima as Future Smart City, we therefore, extend our support and interest towards investing in the viable development projects through PPP for the development of Kohima City as part of the Smart City Implementation.

Yours faithfully,


Prof. D. KUOLIE
Secretary General

Copy to :

1. The President, Ura Academy, Kohima for favour of information.


Prof. D. KUOLIE
Secretary General



M/S PELE KHEZHIE



**ADD :- EAST CIRCULAR ROAD
D.KHEL, KOHIMA VILLAGE**

GOVT. CONTRACTOR & SUPPLIERS
Regd. No. Class-1/144/npwd/93-94
NCSU - 1449

KOHIMA, NAGALAND
E-mail : pelekhezhe@yahoo.com
Phone : 2222744 (Office), 9436000027 (M)

NST-No. Kma-B/ST/89
CST-No. Kma-B/CST/45

Ref. No. PK/KMC/2016-17/

Date 1st April 2016

To,

The Administrator,
Kohima Municipal Council,
Kohima Municipal Council,
Nagaland.

Sub: Letter of Support

Ref: Participation in Public-Private Partnership (PPP) for Smart City Proposal (SCP) for Kohima, Fast Track Stage.

Sir,

Kohima as a nominee for selection as a Smart City in the Fast Track Stage, we understand that the city has vast possibilities of revenue generation in public-private development projects which will greatly improve the chances of Kohima as future smart city.

In this regard, the development projects which increase the chance of Kohima as Future Smart City, we therefore extend our support and interest towards investing in the viable development projects through PPP and/or joint venture for the development of Kohima City as part of the Smart City implementation.

Yours Faithfully,

Pele Khezhe





Vilelie Khamo
Government Registered Contractor & Supplier
No: NPW/Class-1/96
Nagaland, Kohima.

DMR/D/N.S.T-948
DMR/D/C.S.T-687

Address: A.G. Colony, Kohima. Phone Res.: 0370-2225416/0370-210044;
Office Fax: 0370-2242468 (M) 943600080

No.VK/KMC/2016-17/01-02

Dated Kohima the 1st April'2016

To,

The Administrator,
Kohima Municipal Council
Nagaland.

Sub: **Letter of support.**

Ref: Participation in Public-Private Partnership (PPP) for Smart City Proposal (SCP) for Kohima, Fast Track Stage.

Sir,

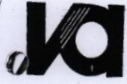
Kohima as a nominee for selection as a Smart City in the Fast Track Stage, we understand that the city has vast possibility of revenue generation in public-private development projects which will greatly improve the chances of Kohima as future smart city.

In this regards, the development projects which will increase the chances of Kohima as Future Smart City, we therefore extend our support and interest towards investing in the viable development projects through PPP and/ or joint venture for the development of Kohima City as part of the Smart City Implementation.

Yours faithfully,

(VILELIE KHAMO)





M/s. VI-U ANGAMI & SONS

Engineers & Contractors
Regd. No. NPWD/Class 1 - 60
T. Khel Kohima Village, Nagaland

① 2280517
Mobile 9436000624

REF.....

DATED.....

To,

The Administrator,
Kohima Municipal Council,
Nagaland.

Sub: Letter of Support

Ref: Participation in Public-Private Partnership (PPP) for Smart City Proposal (SCP) for Kohima, Fast Track Stage.

Sir,

Kohima as a nominee for selection as a Smart City in the Fast Track Stage, we understand that the city has vast possibilities of revenue generation in public-private development projects which will greatly improve the chances of Kohima as future smart city.

In this regard, the development projects which increase the chance of Kohima as Future Smart City, we therefore extend our support and interest towards investing in the viable development projects through PPP and/or joint venture for the development of Kohima City as part of the Smart City implementation.

Yours Faithfully,

Vi-u Angami



NST No. KMA-A/St-136, Dt. 01-03-90
CST No. KMA-A/102, Dt. 09-11-98
TIN. No. 013 060045038
Dt. 01.04.2005

UNITED TRADERS

Ph. No.: 0370-2290742 (O)

ENGINEERS, BUILDERS & CONTRACTOR

Govt. Regd. No. N.P.W./Class-1/85
Electrical Regd. No. CEL/CON/102
Kohima : Nagaland.

Ref. No.....

Date.....

To,

The Administrator,
Kohima Municipal Council,
Nagaland.

Sub: Letter of Support

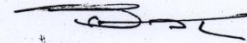
Ref: Participation in Public-Private Partnership (PPP) for Smart City Proposal (SCP) for Kohima, Fast Track Stage.

Sir,

Kohima as a nominee for selection as a Smart City in the Fast Track Stage, we understand that the city has vast possibilities of revenue generation in public-private development projects which will greatly improve the chances of Kohima as future smart city.

In this regard, the development projects which increase the chance of Kohima as Future Smart City, we therefore extend our support and interest towards investing in the viable development projects through PPP and/or joint venture for the development of Kohima City as part of the Smart City implementation.

Yours Faithfully,



Seyiekuolie Kesiezie





M/s K.C. Angami & Sons Cons
Government Registered Contractor & Sup
NPW/Class-1/103
Kohima- 797001, Nagaland

Tel: +91-961584814
+91-961205598

Ref. No.

Date :

DATED: 03/04/2016

To,
The Administrator,
Kohima Municipal Council,
Nagaland.


Sub: Letter of Support

Ref: Participation in Public- Private Partnership (PPP) for Smart City Proposal (SCP) for Kohima, Fast Track Stage.

Kohima as a nominee for selection as a Smart City in the Fast Track Stage, we understand that the city has vast possibility of revenue generation in the public- private development projects which will greatly improve the chances of Kohima as future Smart City.

In this regard, the development projects which will increase the chances of Kohima as Future Smart City, we therefore extend our support and interest towards investing in the viable development projects through PPP and/or joint venture for the development of Kohima City as part of the Smart City Implementation.

Yours faithfully,


(K.C ANGAMI)

Address:- Rüleizou Colony, Kohima

Email: angamik@gmail.com



Our Ref: Smart City/IND/Kohima/16/04/01**Date:** 06th April 2016

To,
The Secretary
Municipal Affairs
Government of Nagaland
Kohima. Nagaland

Sub: Expression of Interest to Participate in Smart City Initiatives for Kohima District.**Dear Sir,**

Further to my last meeting with the Kohima Municipal Council and the Consultant for Smart city Kohima and understanding the requirement of private investments and technologies for Kohima city. Rubenius and its associates in Denmark and India which includes the following companies: Amplex Denmark, Niras Denmark, Renlys Denmark, SVI Thailand, Wehrle Germany is interested to participate in the Smart City initiative for the City of Kohima. Collectively over 4,000Cr in turnover with a network over 2600cr and 4,500 employees as on FY2015, the software solutions and the product materials are completely designed and manufactured with-in the Associated Companies.

Technologies proposed:

- 1) LED Renewable Energy smart street lighting, Pubic Wi-Fi & surveillance using Renlys smart Pole.
- 2) Smart Energy Metering - Advanced Metering Infrastructure and Substation Automation.
- 3) Investment model on Wind and Solar energy generation upto 30MW energy for bringing Kohima City to 100% Green City with Energy back-up.
- 4) Holistic water distribution network including smart metering in existing water distribution network and Gas connection.

Mode of Investment:**Public Private Partnership Model (PPP Model)****Proposed Financial Model: 30% Government & 70% Rubenius & Associates.****Summary on Technologies proposed:**

With experiences in Street lighting and controlling implementations over 30 plus advanced countries world wide including successful completion of the World's first single largest smart mass street lighting project of 175,000 in UAE, (Over 8KW energy consumed Poles) Amplex DK is one of the pioneers in automations of street lighting technology. We are interested to provide complete street lighting solutions for the City of Kohima.

RUBENIUS INDIA PVT. LTD. CIN: U31900DL2011PTC229124
 Regd. Off.: 6/41, Sunder Kiran Building, 209 Wea, Karolbagh, New Delhi - 05
 HQ: Rubenius Group, Denmark Email: info@rubeniusindia.com
www.amplex.dk | www.niras.com | www.rubenius.com | www.wehrle.de | www.svi.co.th



*OSD/Zanie.
To include it as a part of the project.
6/4/16*



RUBENIUS

The road network in Kohima including Main, Sub and Bye lanes covering approx. 25Sq.Km Residential, Commercial and Industrial areas are over 100KM in length. This requires 40, 60 & 90 Wattage of LED lighting to provide an average Lux of '30' with different pole sizes totaling approximately 3,000 Streetlights. Rubenly poles are completely build in India and has integrated with LED lighting, Anti Theft design with in-build lithium Ion batteries providing autonomy of 20 hours plus, integrated with Solar and Wind energy source with Public assistance technologies with a guaranteed life over 10 years. The poles is build with 365 degree surveillance cameras providing solutions like Street and Traffic monitoring, Face recognition, Fire detection, Automated Number Plate Recognition, vehicle Speed monitoring, Wi-fi, and has open platform to add required analytics for a Safe and Secure Kohima.

Amplex Denmark has completed in 2007 the world's first Smart Grid project covering 200,000 consumers along with energy storage for the Capital of United Arab Emirates. Since then after several project portfolio in hand Rubenius entered into the Indian market and successfully contributed technologies and solutions for the vision of Indian Smart Grid by 2025. Smart Grid and Smart Metering is part of the Advanced Metering infrastructure, which reduces the energy loss, and provide accurate energy requirement and thus reduce expenses and increase Asset life to the Department.

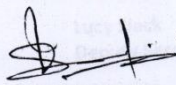
Very efficiently Smart Metering helps the dept. to distribute the energy generated from solar panels by individual consumers and reduce energy cost for the individual house holds and other consumers. The photovoltaic solutions with Net metering can be offered through monthly payment schemes and such the savings shall be considered as a repayment model for the consumer and thus promote Green energy to the City of Kohima.

Assuming over 50,000 consumers in Kohima, which requires power, water and Gas, Rubenius and team is showing interest for investment of 70% on each sector which collectively improves the Water and Power distribution network of Kohima and helps the people with un-interrupted drinking Water Energy and Gas which shall bring economic developments, comfort, Safety and savings for each and every citizens living in Kohima city.

We attach here with our solutions offered and express our happiness to be part of the Smart city initiatives for the Kohima City.

We look forward to discuss in detail and prove our technology strength, experience and investment interest with you and your team.

Thanking you,
Yours Faithfully


INATO SEMA
General Manager
Email: inatosema@rubeniusindia.com
Mob: +91 8794665947, 9856983134



RUBENIUS INDIA PVT. LTD. CIN: U31900DL2011PTC229124
Regd. Off.: 6/41, Sunder Kiran Building, 209 Wea, Karolbagh, New Delhi - 05
HQ: Rubenius Group, Denmark Email: info@rubeniusindia.com
www.amplex.dk | www.niras.com | www.rubenius.com | www.wehrle.de | www.svi.co.th





6 April 2016

To,
The Secretary,
Municipal Affairs Department,
Government of Nagaland,
India.

Dear Sir,

Kohima: A Smart City

I am writing in support of the City of Kohima as they bid for support under the Smart City Mission.

The Commonwealth Local Government Forum worked closely with the council in Kohima from 2011 in support of their efforts to improve waste management. It was a pleasure to work with them as part of our Commonwealth Local Government Good Practice Scheme, and to facilitate through that programme a technical exchange with the City of Cape Town in South Africa.

It is important for cities to be outward looking, and to draw on the experiences of others, which they can then adapt to meet the needs of their own citizens. Clearly the City of Kohima is working to be a global city and its active involvement in the Commonwealth network underlines this.

CLGF has developed the Commonwealth Sustainable Cities Network to continue to promote active learning and exchange among its city members and we look forward to continuing to support the development of smart cities, such as Kohima, as part of this process.

We wish Kohima well in their efforts to secure support under the Smart City Mission.

Yours faithfully

A handwritten signature in black ink, appearing to read 'LS', is placed above the typed name of the signatory.

Lucy Slack
Deputy Secretary General

Commonwealth Local Government Forum

Registered in England and Wales Co. No. 2962250

Patrons: ■ HE President Yoweri Museveni, Uganda; ■ Rt Hon Helen Clark, UNDP Administrator;
■ Rt Hon Enele Sosefo Sopoaga, Tuvalu; ■ HE President John Dramani Mahama, Ghana





To

**The Secretary,
Govt. of Nagaland,
Municipal Affairs Department,
Nagaland, Kohima.**

Sub: LETTER OF SUPPORT FOR PARTNERING THE KOHIMA SMART CITY SPV FOR
THE PLANNING, PROMOTION & IMPLEMENTATION OF SMART CITY MISSION.

Sir,


With respect, we are pleased to offer our support to the Kohima Municipal Council and the Smart City SPV for the implementation of the smart city mission programme in Kohima.

All requisite assistance and committed participation shall be provided from our side to make the SCP successful.

If the Authority desires we can provide consultations in the following fields:-

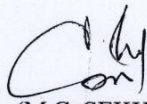
1. Local Consultations in Architectural designing, engineering & Surveying etc.
2. Consultations in City Mobility Plan.
3. Work as a PRO with the landowners and NGOs'.
4. Support the consultants from outside the state, with local logistic support and assistance available with our firm..

Yours Faithfully,


(M.C. SEKHOSE)

Copy to:

- ✓ 1. The Administrator, KMC for necessary information
2. Office Copy.


(M.C. SEKHOSE)

GOVERNMENT OF NAGALAND
OFFICE OF THE DIRECTOR GENERAL OF POLICE
NAGALAND: KOHIMA.

No. PHQ (CON-1)8/SMART –POL/2016/568 Dated Kohima the 19th March' 2016

To,

Dr. Maongwati Aier, IAS
Secretary to the Government of Nagaland,
Municipal Affairs Department
Nagaland, Kohima.

Sub: - **Memorandum of Understanding Towards Commitment For Kohima
Smart City Implementation.**

Sir,

I am to refer to your letter No. MA-8/2015(Pt-III) dated 04/03/2016 with respect to the above mentioned subject and to inform that in principle the Police department is in agreement t the proposed Memorandum of Understanding (MoU). However, in order to have more clarity on the areas in which the cooperation of the Police department is sought, it is requested to inform us about the details of the project that are relevant to the department.

Yours faithfully,

(P.F. ZELIANG)
(P.F. ZELIANG) IPS,
Inspector General of Police (Hqr)
Nagaland, Kohima.





AIR SYSTEMS LIMITED

61/32, T.T.K. Road, Alwarpet, Chennai – 600 018, India
Tel: +91 44 2466 0888, Fax: +91 44 2498 8499
E-mail: nka@asplparts.com, Website: www.asplparts.com

The Chief Executive Officer
Municipal Affairs Cell, Urban Development,
Old urban Development
Directorate Building,
Kohima-797001, Nagaland

REF: ASL/KN/2015-16/1115
DATE: 22.03.2016

Dear Sir,

SUB: SMART CITY FOOD VENDING CART – SEEKING AN APPOINTMENT FOR PRESENTATION

We are glad to know that your Town has been selected by the Government of India for developing it into “A Smart City”.

In this regard, it is our privilege to introduce ourselves as one of the manufacturers of Street Vending Carts, which are ideally suited for Smart City Project

We have introduced a Modern, Hygienic, Compact & Elegant “Smart City Food Vending Carts” which would uplift the aesthetics of all the cities and towns & also provide hygienic food environment to the public.

We would like to introduce the key features and the advantages of our Smart City Food Vending Carts for your reference:

- 1) Uniform Size & Design
- 2) Protection from Rain and Heat with Roof & Canopy Windows
- 3) Pleasant Colours
- 4) Hygiene maintenance due to Stainless Steel Construction
- 5) In Built Kitchen
- 6) Full Locking Facility
- 7) Mobile with large storage Facility
- 8) Fire Safety compliant

In order to alleviate the livelihood and beautify the ambience of Smart city, we have following suggestions to the Municipal Corporation which may be considered on merits:

- a) The Corporation may facilitate and organise an event for Street Vendors at a convenient place and date where we can display this Smart City Food Vending Cart.
- b) Guidelines be made specifying the types, size, colour code, safety measures, necessary accessories of the Smart City Vending Carts, so that the uniformity is maintained.

..2..

An ISO 9001 Certified Company

Works: F44 & 45, SIPCOT Industrial Complex, Gummidipoondi-601 201, India, Telefax: +91 44 27924943



AIR SYSTEMS

AIR SYSTEMS LIMITED

61/32, T.T.K. Road, Alwarpet, Chennai - 600 018, India
Tel: +91 44 24660888, Fax: +91 44 24988499
E Mail: nka@asplparts.com, Website: www.asplparts.com

Page-2

- c) The prominent Food Zones in the city may be offered to those Street Vendors who are willing to adapt to the Smart City vending Carts as an incentive.
- d) The Corporation may create separate Food Zones or Hawkers Corner at different locations , where such Carts may be used exclusively, as part of Smart City project and maintain and elevate the look or feel of the city.

We list below the benefits available to the hawkers if such carts are used by them:


- You would be pleased to note that these Food Vending Carts could be purchased by the Street Hawkers through financial assistance from Banks under "Pradhan Mantri Mudra Yojana" (PMMY) and hence, it is very much affordable.
- To be specific, to own these Carts, the Street vendors are required to pay just Rs 10,000 as down payment and the balance to be paid as EMIs of Rs 4500 per month (or Rs 150 per day) for 3 years.

It will be a milestone step forward by your Municipal Corporation in rehabilitation of Street Hawkers by introduction of these hygienic Food Carts in Uniform Colour, Size & Design and taking a small step towards "SMART CITY" without any additional financial outlay.

We are enclosing "Smart City Food Vending Carts for Hawkers" – an album for your kind perusal. We look forward of hearing favourable from your end.

Thank you.

Yours faithfully,
for AIR SYSTEMS LIMITED


D.K.AGARWAL
Managing Director



Encl : An Album





The Secretary
Municipal Affairs
Government of Nagaland
Kohima, Nagaland

Date: 16.04.2016

Sub: Expression of Interest to participate in Smart city initiatives for Kohima

Dear Sir,

Further to our meeting with the consultants appointed for preparing the smart city proposal for Kohima and our understanding of project requirements regarding the proposed smart solutions and technologies for Kohima city, Wipro Ltd is interested to participate in the Smart City initiative for Kohima, based on the mutually agreeable term and conditions.

Technologies Proposed

- 1) Central command and control center to store, manage and act as per the real time data and control all the basic and smart utilities in the Kohima city. The proposed C4 will integrate different Citizen centric Services to a single platform empowering the Citizen and enabling the City leadership.
- 2) To establish a comprehensive urban mobility system for Kohima using real time information of the public transport system including information system on the proposed smart bus stops by app-based controls.
- 3) Wired / Wireless connectivity to establish the basic layer for information transport and other Smart city specific tracks as envisaged by the Kohima City vision.

Mode of Investment

Contractual – Detailed Design, Implementation and O&M support

We hereby look forward to discuss in detail and prove our technology strength, experience and investment interest with you and your team.

Thanking you,

Yours faithfully

Prashant Sharma

Email: prashant.sharma5@wipro.com

Mob: +91-8886566680

Wipro Infotech (A division of Wipro Limited) : Plot No.480-481 Udyog Vihar, Phase - III, Gurgaon - 122016,
Tel : + 91-0124-3084000 Fax: + 91-0124-3084700
Regd. Office: **Wipro Limited**, Doddakannelli, Sarjapur Road, Bangalore – 560035, India. Tel: +91-80-2844 0011,
Fax: +91-80-2844-0054, Website: www.wipro.com, Email: info@wipro.com, CIN: L32102KA1945PLC020800





CITY OF CAPE TOWN
ISIXEKO SASEKAPA
STAD KAAPSTAD

Making progress possible. Together.

Civic Centre
12 Hertzog Boulevard
P O Box 298, Cape Town, 8000
Ask for: **MR BARRY COETZEE**

Tel: 021 400 2992
Fax: 086 576 1355

E-mail: barry.coetzee@capetown.gov.za
Webmail: <http://www.capetown.gov.za>

Iziko loLuntu
12 Hertzog Boulevard
P O Box 298, Cape Town 8000
Cela: **MR BARRY COETZEE**

Umnxeba: 021 400 2992
Ifeksi: 086 576 1355

Burgersentrum
Hertzog-boulevard 12
Posbus 298, Kaapstad 8000
Vra vir: **MNR BARRY COETZEE**

Tel: 021 400 2992
Faks: 086 576 1355

MANAGER TECHNICAL STRATEGIC SUPPORT: BARRY COETZEE

Date: 12 April 2016

To: The Secretary

Municipal Affairs Department

Government of Nagaland

India

Dear Sir

SUPPORT FOR KOHIMA MUNICIPAL COUNCIL'S BID IN THE SMART CITY MISSION

I am writing in support of the Kohima Municipal Council's bid to compete in the Smart City Mission. The City of Cape Town partnered with the Kohima Municipal Council in 2011 under the Good Practice Scheme of the Commonwealth Local Government Federation.

The City has been recognised as a leader in the provision of municipal services in South Africa, and was requested by the CLGF to partner with Kohima to improve their service delivery to its constituents. We were honoured to host a delegation from Kohima via a technical exchange to showcase and impart the lessons learnt related to good municipal waste management practice.

It is our understanding that Kohima has subsequently implemented various initiatives that were adapted to suit local conditions and needs.

We believe the resulting improvements now place the Kohima Municipal Council in a competitive position in the Smart City Mission, and as such, we would like to fully support Kohima in their further quest to gain recognition as a winning Smart City.

Yours faithfully

Barry Coetzee

Manager Technical Strategic Support (Utility Services)



Ref : RIL/GON/2016-17/EoI-01
Date: 15.04.2016



To
The Secretary
Municipal Affairs
Government of Nagaland
Kohima, Nagaland

Ramky Infrastructure Ltd.
Ramky Grandiose, 15th Floor
Sy.No. 136/2 & 4, Gachibowli
Hyderabad - 500 032
T: +91 40 2301 5000
F: +91 40 2301 5100
E: proposal@ramky.com
www.ramkyinfrastructure.com
CIN: L74210TG1994PLC017356

Sub: Expression of Interest for participating in Implementation of Smart city initiatives for Kohima

Ref: Smart City proposal – Kohima City

Dear Sir,

We understand that Kohima, one of the ninety-eight cities shortlisted in the smart city mission is now working towards its goals in the Fast track stage. We look forward to being a partner to Kohima's future development and enhanced smartness. To that end we show our interest in taking on the project of redevelopment of land within the Area-based Development Zone of Kohima City for construction of 'New City Center Kohima'.

The earmarked land parcel is envisaged to be a multiuse complex – its components being hospitality (hotel), recreation (multiplex theatre, open plaza), commercial (retail & offices) as well as G2C service centres. It will be designed as a WIMAX Hub – a congregation space for the citizens of Kohima and a wholesome entertainment and public use zone. The area demarcated is approximately 5 ha. and under the ownership of Government of Nagaland.

Further to our meeting with the Consultants appointed for preparing the smart city proposal for Kohima and our understanding of project requirements, **Ramky Infrastructure Limited** is interested in taking up the project on PPP mode, subject to definition of mutual considerations (all relevant details to be mutually agreed upon at the time of project structuring).

We hereby look forward to discussing in detail our technological strength, experience and investment interest with the designated project team.

Thanking you and looking forward to be assistance to you in developing the Kohima Smart City.

Yours faithfully
For **RAMKY INFRASTRUCTURE LTD**

A handwritten signature in blue ink, appearing to read "Y.R. Nagaraja", is written over the typed name.

Y.R. NAGARAJA
Managing Director



**OFFICE OF THE
KOHIMA MUNICIPAL COUNCIL
KOHIMA NAGALAND.**

NO.KMC/SCM-01/2016-17/6288

Dated Kohima the 24th June, 2016

Resolution

The Human Resource Plan for the SPV is as follows:

1. Head Procurement

Should have minimum 15 years' experience in handling the procurement, supply chain management of civil and mechanical machinery and items involved in construction activities

i. Executive -1

Should have a minimum of 5 years' experience in handling the BOQ and sub-tendering activities

ii. Executive – 2

Should have a minimum of 5 years' experience in handling the supply chain activities following the lead from the procurement department

2. Head Construction

Should have a minimum of 15 years' experience in handling the overall site construction activities. He should also possess the knowledge of Project Management for better site co-ordination

i. Manager – Civil

Should have a minimum of 7 years' experience in site construction with knowledge of coordination and planning

ii. Executive – Project Management

Should have a minimum of 5 Years' experience in co-ordination among the different departments involved in the development of the project

3. Head Planning & Contracts

Should have minimum 15 years' experience in handling the planning, costing, project management pertaining to the site construction.

i. Executive Planning

Should have minimum 5 years' experience in planning and project management

ii. Executive Contracts



Should have minimum 5 years' experience to develop, implement and review contracts.

4. Head HR & ICT

Should have minimum 15 years' experience in Human resource Management and experience in handling the networking.

i. Executive HR

Should have minimum 5 years' experience in HR

ii. Executive ICT

Should have minimum 5 years' experience in handling the networking and application development of IT enabled services to the users.

5. Head Finance

Should have minimum 15 years' experience in handling the finances of an organization involving maintaining the fund flow, handling the lending agencies, enforcing the tax collection, assess the financial risks and returns, Liaise with accountants, lawyers, and regulatory bodies

iii. Executive Finance

Should have minimum 7 years' experience in financial modeling, assist in preparing the financial risks and returns

iv. Executive Accounts

Should have minimum 5 years' experience in planning, budgeting and accounting

(KOVI MEYASE)

Administrator

Kohima Municipal Council

**OFFICE OF THE
KOHIMA MUNICIPAL COUNCIL
KOHIMA NAGALAND.**

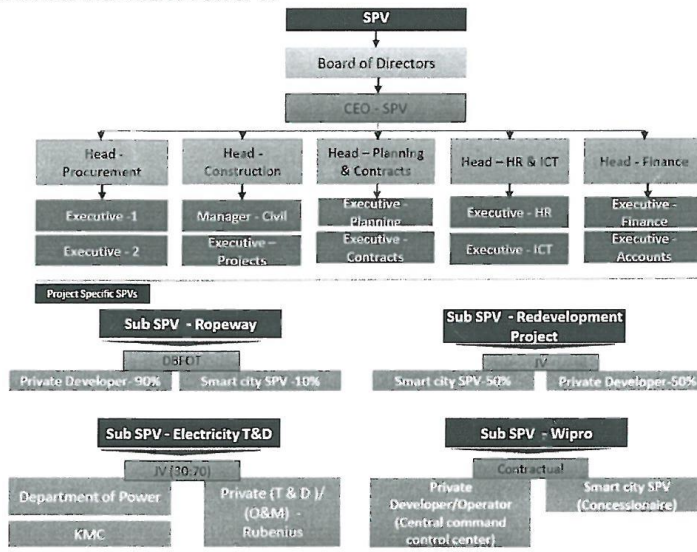
NO.KMC/SCM-01/2016-17/6292

Dated Kohima the 24th June, 2016

Resolution

This is to approve the proposed institutional structure for the SPV formulated for the smart city project developed as per the Smart city mission guidelines.

INSTITUTIONAL ARRANGEMENT FOR SPV:



BOARD OF DIRECTORS

Chairperson	Secretary, Department of Municipal Affairs
Executive Director	Administrator KMC
Director	Government of India Nominee
Director	Chief Engineer PWD
Director	Chief Engineer PHED
Director	Chief Engineer Dept. of Power
Director	Jt. Director & HoD, Dept. of IT
Director	Superintendent of Police, Kohima
Director	Transport Commissioner, Kohima
Director	Deputy Commissioner, Kohima
CEO	To be appointed by board with approval from GoI
Special Requirement 1	The Independent Directors will be selected from the data bank(s) maintained by the Ministry of Corporate Affairs
Special Requirement 2	At least 1 director to be a woman director.


(KOVI MEYASE)
 Administrator
 Kohima Municipal Council



BOARD OF DIRECTORS

Chairperson	Secretary, Department of Municipal Affairs
Executive Director	Administrator KMC
Director	Government of India Nominee
Director	Chief Engineer PWD
Director	Chief Engineer PHED
Director	Chief Engineer Dept. of Power
Director	Jt. Director & HoD, Dept. of IT
Director	Superintendent of Police, Kohima
Director	Transport Commissioner, Kohima
Director	Deputy Commissioner, Kohima
CEO	To be appointed by board with approval from GoI
Special Requirement 1	The Independent Directors will be selected from the data bank(s) maintained by the Ministry of Corporate Affairs
Special Requirement 2	At least 1 director to be a woman director

(KOHIMEYASE)

Administrator

Kohima Municipal Council

Kohima Municipal Council

GOVERNMENT OF NAGALAND
MUNICIPAL AFFAIRS DEPARTMENT
NAGALAND : KOHIMA

NO: MA-8/2015/

Dated 21st June 2016

MEETING MINUTES

A State Level Consultative Meeting was held on 21st June 2016 at 1:00 Pm in the conference hall of the Nagaland Civil Secretariat, Kohima. Shri Kiyaniile Peseyie, Hon'ble Minister, Social Security and Welfare & Parliamentary Affairs, Nagaland has graced the occasion as the Chief Speaker. Shri R. Tohanba, Hon'ble Parliamentary Secretary, Municipal Affairs, Economics & Statistics gave the welcome address and participated in interaction session. The meeting was attended by various Ministers, Parliamentary Secretaries, AHODs and HODs. The meeting was chaired by Dr. Maongwati Aier, IAS, Secretary, Municipal Affairs Department, Govt. of Nagaland and he also gave the key note address on Kohima Smart City Mission. The following is the meeting minutes.

1. The detail plan of the Kohima Smart City Mission was explained through power point presentation by the consultants of M/s Voyants Solutions Pvt. Ltd., Gurgaon where the total budget outlay for Kohima Smart City Mission for various components was put to Rs 1794 Crores.
2. Participating in the open discussion, one member raised the issue of control of land and strict implementation of building byelaws, so that the actual vision of Kohima Smart City Mission can be accomplished. It was decided and noted to incorporate the same.
3. Soil stability measures to be undertaken through some scientific measures and also local practices of planting special tree in the landslide and unstable patches of land to meet the real vision of Kohima Smart City. It was noted to incorporate.
4. Some member urged for thorough and proper study on PPP Mode in re-development component of the Kohima Smart City Plan as most of the PPP Mode may be failure. So special emphasis and discussion with the private partners to be undertaken to achieve the goal. The meeting decided to do the needful as suggested in the Kohima Smart City Plan.
5. Alternative road or circular road in Kohima town was also suggested to easy the traffic and make Kohima a real Smart City. It was also noted.

--Continued on Page No. 2--



6. Alternate mode of transport i.e cable car proposed by State Government (Minister hill to New Secretariat) to be taken up with the help of French Development Agency through soft loan was informed by the Secretary Municipal affairs with a budget provision of Rs 409 crores. This project will beautify Kohima and make Kohima a real Smart City.

The house approved the Kohima Smart City Plan as proposed and recommended to put-up to the High Powered Steering Committee (HPSC) for examination and forward to Ministry of Urban Development, Govt. of India, New Delhi for round 2 competition.

Sd/-
(Dr. Maongwati Aier), IAS
Secretary to the Govt. of Nagaland.

NO: MA-8/2015/

Dated 21st June 2016

Copy to:

1. The OSD to the Hon'ble Chief Minister, Nagaland, Kohima.
2. The Sr. PS to Hon'ble Minister, Social Security and Welfare & Parliamentary Affairs, Nagaland.
3. The Sr. P.S. to the Hon'ble Parliamentary Secretary, Municipal Affairs , and Economics & Statics Department, Nagaland, Kohima.
4. The Chief Secretary, Nagaland, Kohima.
5. The Joint Director & HOD, Directorate of Municipal Affairs, Nagaland, Kohima.
6. The Administrator, Kohima Municipal Council, Kohima, Nagaland.
7. Office copy.


(Dr. Maongwati Aier), IAS
Secretary to the Govt. of Nagaland.

India
Full Rating Report

Kohima Municipal Council

Ratings

National Long Term Rating	B(ind)
---------------------------	--------

Outlook

National Long-Term Rating	Stable
---------------------------	--------

Financial Data

Kohima Municipal Council			
	31 Mar 09	31 Mar 08	
Tax revenue/total income (%)	60	62	
Total income (INRm)	22.26	20.60	
Establishment expenses/total expenditure (%)	54	60	
Total expenditure (INRm)	21.34	21.24	
Surplus (INRm)	0.93	-0.65	

KMC does not distinguish between capital and revenue items in the accounts

Analysts

Siva Subramanian
+91 44 4340 1704
siva.subramanian@fitchratings.com

Devendra Kumar Pant
+91 11 4356 7251
devendra.pant@fitchratings.com

Related Research

Applicable Criteria

- *International Local and Regional Governments Rating Criteria (March 2010)*
- *Ratings of Non-US Public Sector Entities (September 2009)*
- *Tax-Supported Rating Criteria (December 2009)*
- *Interpreting the Financial Ratios in International Public Finance Reports (July 2010)*

Rating Rationale

- On 14 June 2010 Fitch Ratings assigned a National Long-Term Rating of 'B(ind)' to Kohima Municipal Council (KMC). The rating is constrained by a very low income base and an inability to generate resources by levying taxes; there is no property tax system. KMC's income level is the lowest among Fitch-rated urban local bodies (ULBs) in north-east India. The rating is also constrained by very poor civic services delivery.
- The council's fragile institutional state, coupled with the multiplicity of agencies involved in the delivery of civic services, negatively affects the rating. The administration's mandate expired in January 2010. The government of the State of Nagaland's (GoN) advisory committee – yet to be formed at financial year-end 31 March 2010 (FYE10) – will oversee the ULB's functions until a new elected body is in place (expected by end-September 2010). At FYE10 KMC managed only solid waste; the other civic services are handled by GoN agencies, including its Urban Development Department (UDD), Public Health Engineering Department (PHED) and Public Works Department (PWD).
- The city's financial profile is very weak. The KMC has gone into deficit every third year and at FYE09 it generated a paltry surplus of INR0.93m.
- KMC uses the cash system of accounting. Its laxness in migrating to double-entry accounting obscures the true financial position. The council is very slow in implementing the mandated ULB reforms under the Jawaharlal Nehru National Urban Renewal Mission (JNNURM) and will need concrete efforts to roll out reforms, as the JNNURM period will end in FY12.
- As Nagaland is a special-category state, Kohima's capital investments under the JNNURM will be shared between the federal and state governments in the ratio 90:10. KMC's capacity to implement projects is as yet untested. The council is likely to remain debt free, but Fitch believes that it may incur additional operating expenses on projects executed by it and by other agencies, if it takes over operating all projects, which is unlikely. KMC will in any case incur operating expenses on projects worth INR389.59m implementable by it subject to approval from federal and state governments.

Key Rating Drivers

- An ability to increase the council's income base, and the rapid introduction of user charges across civic services during the implementation of projects, in conjunction with strengthening the institutional framework, would be positive ratings triggers.
- Any measure that would require the council to raise debt due to the creation of unsustainable infrastructure would eliminate the potential upside for the rating.

Profile

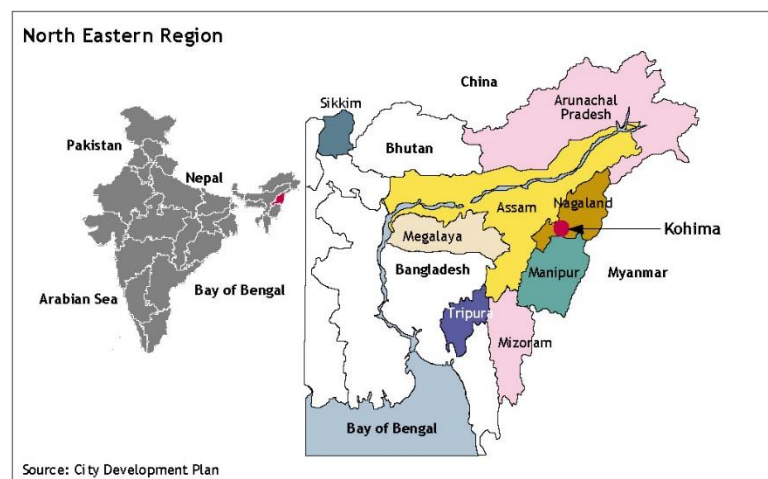
Kohima is the capital city of Nagaland. With about 77,030 inhabitants (2001 Census) it accounts for 3.8% of the state's total population. KMC is implementing JNNURM with the state's UDD. Kohima has a capital investment plan of INR18.69bn under the JNNURM programme.

Principal Rating Factors

Political Context and Administration

The KMC is a new ULB formed under the Nagaland Municipal Act, 2001 (NMA, 2001). The most recent municipal elections were held in January 2005. The GoN dissolved the KMC administration in January 2010 as the tenure of the elected representatives had expired. The next elections are likely to be conducted during June 2010-September 2010. Ward committees, which are a mandatory part of the political wing, have so far not been constituted. KMC officials claim that they may be established after the elections. The GoN is forming an advisory committee to oversee the functioning of the KMC until elected members can take over the functions. These advisory committee members are public figures and experts in urban administration.

Under normal circumstances KMC is managed by its political and executive/administrative wings. The political wing of the KMC consists of 19 elected representatives and four ex-officio members. It is headed by a chairperson supported by vice-chairperson; both are elected by the members.



Apart from the elected members, the KMC has representatives from the traditional form of governance prevalent in most of India's north-eastern states. These members are nominated by the population of the respective wards. The presence of elected and nominated members from the same municipal ward may sometimes create synergy, although it may also act as a cause for friction between members.

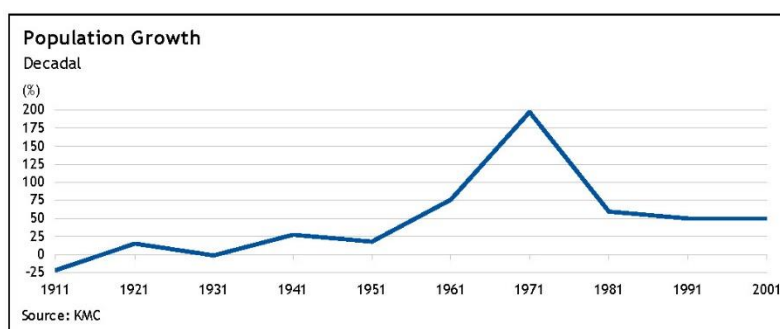
KMC does not have a full-time administrative head. The additional deputy commissioner acts as administrator of KMC alongside his official role. The administrator supports the chairperson and leads the administrative wing. There is a pressing need to appoint a full-time CEO. With assistance from the departmental secretaries, the administrator manages the departments of the council. The six sections under the administrator's direct supervision included general administration, accounts, revenue/taxation, sanitation/sewerage and solid waste management.

Until 2007 the KMC was under the administrative control of a local self-government cell created under the GoN's home department. The GoN then brought all ULBs in the state of Nagaland under the administrative control of the state UDD.

- Remarkable literacy rate
- Strong growth in population

Socio-Economic Profile

Population Growth



Kohima's municipal area covers 10.98 square kilometres, with 77,030 inhabitants according to the 2001 Census. The population has grown consistently since 1951, with strong growth of 19.73% during 1961-1971. Projections indicate that the population will be 246,797 by 2041.

The KMC area has been accredited with a 100% literacy rate (source: City Development Plan (CDP), Kohima), higher than the state and national averages.

Weak Economic Profile and Prospects

The local economy is dominated by services, with 54.5% of the population working in the government sector and 17.5% having shops and businesses. There are 80 small-scale industries, focused on sectors such as baking, automobile workshops and printing presses. Each employs fewer than 10 people.

Occupational Summary

Sector	(%)
Agriculture	5.7
Traditional crafts	1.2
Hired labour	2.5
Own shops/business	17.5
Government/private sector	54.5
Others	18.6

Source: CDP

Fitch highlights that the economy has a shallow industrial base. The development of the city's economy is constrained by the low availability of land for industrial use. However, the city has potential to boost its economic profile by harnessing its strengths in tourism and traditional crafts.

Accounts

The KMC uses cash accounting and plans to migrate to accrual accounting, as envisaged under the JNNURM, by FY12. Account auditing is undertaken annually by the accountant general of India. KMC uses a single bank and does not maintain a separate account for JNNURM funds, although this is a prerequisite stipulated in the mission document. Laxity in following the accounts procedure and non-maintenance of the list of the ULB's assets are key concerns, and will hamper the rapid preparation of financial statements in the future.

Budget Process

The budget is prepared by the councillors and presented in the councillors' meeting. Upon presentation the budget is provided to the secretary of the UDD.

- Fledgling finances with very low revenue base

Financial Analysis

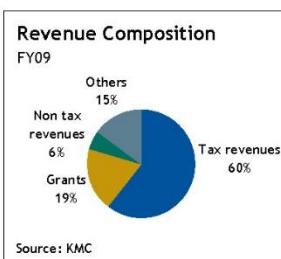
Fitch's analysis of KMC's finances is constrained by the mixing of capital with revenue items. Unlike for most ULBs, therefore, the agency analysed KMC's figures in total rather than separately for revenue and capital.

The KMC's finances suffer from the absence of user charges. The Public Health Engineering Department (PHED), a line department of the GoN, provides water supply and collects user charges. In Nagaland, KMC does not charge property/house tax on the properties in its area.

Income

Tax income comes from toll tax, trade tax, daily market tax, cess tax on sewerage and a parking tax. It is a buoyant revenue source for the KMC, making an average contribution to income of more than 70% during FY03-FY09; income grew at a compound annual growth rate (CAGR) of 10.38% during the same period. Total tax income at FYE09 was INR13.46m. Non-tax income (rental income, charges on water supplied to citizens through tankers, fees and penalties) contributes much less to income, but expanded by a CAGR of 5.4% during FY03-FY09. A positive sign in KMC's financials is its lower dependence on state government for revenue than its peers; this indicates financial independence, but also suggests that the corporation needs to build up strong financials to cope with the future challenging environment. Grants from upper-tier governments totalled INR4.2m in FY09.

Although grants and assigned revenue from the state to the ULBs in Nagaland were comparatively small, the GoN procures machinery and transfers it to them. However, these sources are not reflected in KMC or other ULBs' books of accounts. Consequently, the accounts do not reflect a true picture of the grants/assistance from the GoN to the ULBs.



Income Indicators – Comparison (North-Eastern ULBs)

ULBs	Financial year	Income (INRm)	Assigned revenue and grants/income (%)
Guwahati	2006-2007	383.3	40
Shillong	2006-2007	55.63	17
Agartala	2007-2008	310.5	76
Kohima	2008-2009	22.3	19

Source: CDPs, Fitch

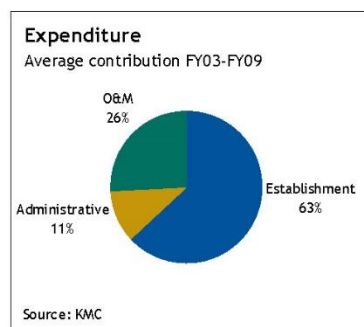
The KMC's income base is much smaller than that of other Fitch-rated ULBs in the North-Eastern Region.

- No major capital expenditure so far

Expenditure

Establishment expenditure is a major component of total expenditure (average proportion of total during FY03-FY09: 62.5%). Establishment expenses encompass only salaries and wages, which totalled INR12.09m in FY09 after growing at a CAGR of 7.05% during FY03-FY09.

Operations and maintenance expenditure was the second-highest contributor to total expenditure. It is likely to increase sharply in future, primarily due to the investments envisaged under JNNURM.



Surplus/Deficit

KMC reported a surplus of INR0.93m at FYE09. However, KMC has had a deficit every third year since FY03. The receipt of grants in FY08 limited losses to INR0.65m and helped the council generate a surplus in FY09. Average surplus/income was a meagre 1% during FY03-FY09.

Debt

The KMC's zero debt status is a credit positive, and the council is not expected to borrow any funds to implement JNNURM projects. Capital requirements for projects will be sourced from the federal and state governments in the ratio of 90:10, as Nagaland is a special-category state. However, it will be challenging for KMC to finance operations and maintenance expenditure resulting from projects funded by grants from federal and state governments.

Delivery of Civic Services

Water Supply

The city sources water from rivers, community springs and wells. PHED manages water supply and caters to 32,280 people. The rest of the population's water needs are met from community springs, wells and private suppliers. The private supply of water benefits a section of society, but the supply pipes are haphazard, affecting the overall quality of the infrastructure. The cost of water in the city is INR20.1/kilolitre, one of the highest among its peers. Water supply is intermittent and supply is restricted to a few hours per week.

PHED supplies only 7.6 million litres per day (mld) out of a water requirement of 11.2mld. Private suppliers provide 2.4mld, and the rest comes from individual bore wells. The situation worsens during the dry season, when the supplies dwindle to a meagre 2.5mld. Despite reasonable storage of 6.94ml (62% of the daily water requirement) PHED's mismanagement of the supply and storage network impairs quality and interrupts continuous water supply. Population coverage is a low 51%. Of PHED's 5,500 registered connections only 8.6% (475) are metered. As the population grows the city expects water demand to rise to 36.65mld by 2041.

Despite the absence of water treatment the cost of water is very high. In addition, distribution losses are exorbitant at 50%. PHED has not developed a cost recovery mechanism, resulting in huge revenue losses. Fitch also believes that steps to prevent water loss would aid effective management of supply infrastructure.

Sewage and Sanitation

There is no sewerage system in the city. Improper methods of discharging sewage are practised, including discharge of wastewater into septic tanks, storm water drains, open drains and natural streams. This indiscriminate disposal not only impairs the quality of natural streams but also damages the environment, as these drains eventually merge with the city's main river.

Sanitation provision in the city is dismal: although 81% of households have independent septic tanks, these are mostly unlined and lack soak pits. Construction of a sewage treatment plant, a proper effluent disposal system and public toilets are proposed as part of JNNURM programme.

Solid Waste Management

The city generates about 54 tonnes of solid waste per day. Of this, residential waste represents more than 50%. The collection system is poor and handles only 35%-40% of total waste generated. Manual handling of waste collection and infrequent collection are the causes of poor collection rates by the municipal authorities. There is no door-to-door collection, and most waste is collected from street bins. The problem of manual collection, and loading and unloading from refuse vehicles consumes time and reduces the efficiency of the collection.

- Exorbitant water production cost
- Huge loss of water in distribution system
- Water supply managed by PHED

- Non-existent sewerage system
- Lack of adequate sanitation facility

- No doorstep collection of solid waste
- Pilot solid waste management project in place

Solid Waste Composition (July 2006)

	(%)
Residential	57.0
Commercial	19.0
Institutional	15.5
Industrial	3.0
Medical	0.5
Construction	5.0

Source: CDP

Proposed Monthly Tariff Structure for Solid Waste

	(INR)
Household – door-to-door collection	30
Slums	10-15
Green line	50
Commercial	40
Hospital	100

Source: CDP

- Below-par service delivery in slums

- All JNNURM projects in conceptualisation stage

Collected waste is dumped without treatment, leading to unhygienic conditions in the vicinity of dumping site.

KMC is the principal agency responsible for solid waste management and has determined a future tariff structure for this function as part of the JNNURM scheme (see the table “Proposed Monthly Tariff Structure for Solid Waste”). A pilot project, jointly managed by the KMC and Nagaland Pollution Control Board, and sponsored by the Central Pollution Control Board, is under way. In Fitch’s view a sound cost recovery mechanism is required to cover at least the operations and maintenance cost of the upcoming infrastructure planned under the scheme.

Storm Water Drains

The state UDD is responsible for construction and maintenance of a drainage system. Although there are 75 kilometres of storm water drains in the city, most of them are open, and the lines have been severely damaged. Uncollected solid waste is thrown into these open drains, and frequent landslides fill them with sand, blocking the flow of water. Non-clearance of the blockages also burdens the drainage, leading to continuous choking.

Effective designing and structuring of storm drains, in order to avoid the damage and blockage due to landslides, would solve the current problems. Drainage construction, protection of natural streams and landslide protection are contemplated under the JNNURM at a cost of INR1,890m. Fitch considers damage due to landslides to be unavoidable, but efficient planning and strategising would minimise the damage to the infrastructure.

Transportation

Two national highways form the city’s principal roads. They connect it to other parts of the state and neighbouring states. Although most roads are equipped with pavements, poor maintenance by the state PWD has made them unsuitable for use. Narrow roads are also burdened by authorised vehicle parking along the side tracks, which impedes traffic flow. Due to the council’s limited area, widening roads or developing a new peripheral road will be challenging. With vehicle ownership likely to increase, peak hour traffic is likely to grow, and vehicle movement is expected to slow. The city ordered 25 new buses in March 2010.

Slums

There are six notified slums. Twenty-six percent of the city’s population resides in slums and civic services delivery is poor. Although a few slum dwellers own land, the condition of the houses built on it has severely deteriorated. Fitch considers that slum infrastructure improvement could revive the city’s development, although the agency considers this unlikely during the JNNURM mission period. UDD is constructing 1,872 houses, of which 150 had been completed and 1,000 50% completed at end-March 2010, Construction of 240 houses has yet to begin, and the rest are less than 50% complete. The city aims to complete the project by March2011.

JNNURM Projects

The JNNURM programme aims to build a sound infrastructure for the city. To achieve this, the city has planned projects across sectors. They include the creation of a sustainable water supply scheme, the building of a new sewerage network and effluent disposal plant, development of a proper solid waste management system, development of an efficient transport system and upgrading the slums.

Although the JNNURM programme was initiated in 2007 the implementation of the projects has been crippled by issues including considerable delay in starting the projects and in sanctioning of funds from upper tiers of government. The status of the infrastructure in the city is poor and concrete effort is needed to rejuvenate civic services. Fitch highlights that levying user charges in conjunction with an effective collection mechanism would stabilise the ULB’s financial position.

The CDP set out the projects planned under JNNURM banner and the ways in which the city aims to achieve these goals. Fitch's doubts about the authorities' ability to implement projects before the end of the JNNURM endure due to the city's capacity constraints.

Summary of Capital Investments

Sector	Implementing agency	(INRm)
Urban infrastructure and governance		
Water supply	PHED	855.19
Sewerage and sanitation	PHED	643.30
Solid waste management	KMC	62.19
Drainage	UDD	4,750.00
Traffic, transportation and lighting	PWD	7,276.22
Park development	KMC	327.40
Other development projects	UDD	1,770.22
Tourism	Tourism department	683.57
Heritage and conservation	Tourism department	200.00
Urban governance	UDD	1,200.00
Land cost		670.00
Sub total		18,438.08
Slum improvement	UDD	258.32
Total investments		18,696.40

Source: KMC

- Some ULB reforms yet to start
- Potential for KMC to slip beyond the stipulated mission period

ULB Reforms

Accrual Accounting

KMC uses cash-based accounting; migration to accrual accounting has not yet taken place. KMC has appointed a consultant (M/s LEA Associates) to support a smooth transition to the double-entry system. This initiative is also listed as a mandated reform under its Asian Development Bank-assisted programme. A draft municipal accounting manual is in place and KMC expects to fully migrate to double-entry accounting by FY12. KMC claims that the process may take off in FY11.

E-Governance Initiative

KMC uses paper and traditional forms of governance, which are time consuming and complicate the retrieval of data. KMC states that its e-governance process has yet to begin; timelines suggest that it will begin electronic forms of governance by FY12. Due to the limited time left to complete the reforms, KMC may miss the deadlines.

Property Tax Reforms

Property tax is not yet levied, although the CDP assumes that the house tax would have been introduced by FY08. The council's finances would be different if the property tax formed part of the revenue. KMC has determined FY12 as the target year to implement property tax reforms. This target is likely to be missed because the city's property registration process was halted by the GoN.

Recovery of User Charges

User charges would strengthen the council's finances and help it create sustainable infrastructure. KMC's authorities claim that the user charge will need strong backing from the state and the support of citizens to introduce it. Kohima is the only ULB in the North-East Region with no user charges on any of its services (it only provides solid waste management). Fitch believes that user charges would be beneficial for KMC's financial profile. KMC aims to levy user charges by FY12.

Basic Services for Urban Poor

The JNNURM programme has a budget of INR258.32m for services to the urban poor and construction of 1,872 houses at four different locations in the city. The UDD is responsible for this and expects to complete the work by December 2011.

State-Level Reforms

74th Constitutional Amendment

Transfer of 12th-schedule functions (such as the transfer of civic services to ULBs) will be complete by FY11 at the latest, according to the KMC's December 2009 quarterly progress report. Constitution of the district planning committee may also be completed by FYE11.

Transfer of Water Supply and Sanitation

A division of the PHED has been renamed the Urban Division, but remains under the direct control of the PHED and not annexed to the KMC. The transfer will be complete by FYE11.

Stamp Duty Rationalisation

Rationalisation of stamp duty is complete. The present rate is 5%.

Repeal of Urban Land Ceiling Regulation Act (ULCRA)

As the state never adopted an ULCRA the question of its repeal does not arise.

Enactment of Community Participation and Public Disclosure Law

An ordinance for the enactment of the community participation and public disclosure law was approved by GoN on 23 July 2009.

Annex 1: Financial Analysis

Kohima Financials

S.no (INRm)	Actuals (audited)						FY09 (Revised estimates)
	FY03	FY04	FY05	FY06	FY07	FY08	
A Income							
A-1 Tax revenue	7.44	10.35	10.13	14.16	13.10	12.81	13.46
A-2 Non-tax revenue	0.91	0.56	0.45	0.92	0.88	1.02	1.25
Charges:- Water, conservancy, waste collection, development, etc.	0.00	0.00	0.00	0.19	0.16	0.27	0.55
Fees:- Water inspection, license, certificate, entry fee, etc.	0.00	0.01	0.00	0.10	0.00	0.14	0.16
Rental income from municipal properties:- Office buildings, lease of land, etc.	0.91	0.56	0.45	0.63	0.72	0.61	0.54
A-3 Assigned revenue and compensations	0.00	0.00	0.00	0.00	0.00	0.00	0.00
A-4 Grants, contributions and subsidies	0.00	0.00	0.00	0.00	0.00	4.40	4.20
A-5 Other income	2.26	1.57	2.65	4.01	2.12	2.37	3.35
TA Total	10.61	12.49	13.22	19.10	16.10	20.60	22.26
B Expenditure							
B-1 Establishment expenditure	8.03	6.96	10.01	11.66	10.38	12.40	12.09
Salaries, wages and bonus	8.03	6.96	10.01	11.66	10.38	12.40	12.09
Benefits and allowances	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Pension	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Other terminal and retirement benefits	0.00	0.00	0.00	0.00	0.00	0.00	0.00
B-2 Administrative expenditure	0.41	0.71	0.83	1.25	1.57	5.96	1.60
Rent, rates and taxes	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Office-maintenance	0.41	0.71	0.83	1.25	1.57	5.96	1.60
B-3 O & M expenditure	1.67	4.80	5.49	5.55	2.53	2.88	6.42
Power and fuel	1.40	3.58	4.49	3.07	1.78	2.17	2.87
Bulk purchases (electricity and water)	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Consumption of stores	0.28	1.23	1.00	2.49	0.76	0.71	3.55
B-4 Interest and finance charges/debt servicing (only interest)	0.00	0.00	0.00	0.00	0.00	0.00	0.00
B-5 Other expenses	0.00	0.00	0.00	0.00	0.00	0.00	1.23
B-6 Total	10.12	12.47	16.32	18.47	14.49	21.24	21.34
X Surplus (TA-TB)	0.49	0.02	-3.11	0.63	1.62	-0.65	0.93

Source: KMC

Annex 2: Ratio Analysis

Key Ratios

S.no	Particulars	Actuals (%) (audited)					Actuals (%)	
		FY03	FY04	FY05	FY06	FY07	FY08	FY09 (Revised estimates)
Income ratios								
1	Tax revenue to total income ratio	70	83	77	74	81	62	60
2	Non tax revenue to total income ratio	9	5	3	5	5	5	6
3	Assigned revenue and grants to total income ratio	0	0	0	0	0	21	19
4	Own income to total income	79	87	80	79	87	67	66
Expense ratios								
5	Establishment expenses to total income ratio	76	56	76	61	64	60	54
6	Operations and maintenance to total income ratio	16	38	42	29	16	14	29
7	Establishment expenditure to total expenditure ratio	79	56	61	63	72	58	60
Operating ratio								
9	Ratio of expenditure to income	95	100	124	97	90	103	90
Net income profitability ratios								
10	Cash surplus/deficit to total income ratio	5	0	-24	3	10	-3	10

Source: KMC, Fitch

ALL FITCH CREDIT RATINGS ARE SUBJECT TO CERTAIN LIMITATIONS AND DISCLAIMERS. PLEASE READ THESE LIMITATIONS AND DISCLAIMERS BY FOLLOWING THIS LINK: <http://fitchratings.com/understandingcreditratings>. IN ADDITION, RATING DEFINITIONS AND THE TERMS OF USE OF SUCH RATINGS ARE AVAILABLE ON THE AGENCY'S PUBLIC WEB SITE AT WWW.FITCHRATINGS.COM. PUBLISHED RATINGS, CRITERIA, AND METHODOLOGIES ARE AVAILABLE FROM THIS SITE AT ALL TIMES. FITCH'S CODE OF CONDUCT, CONFIDENTIALITY, CONFLICTS OF INTEREST, AFFILIATE FIREWALL, COMPLIANCE, AND OTHER RELEVANT POLICIES AND PROCEDURES ARE ALSO AVAILABLE FROM THE CODE OF CONDUCT SECTION OF THIS SITE.

Copyright © 2010 by Fitch, Inc., Fitch Ratings Ltd. and its subsidiaries. One State Street Plaza, NY, NY 10004. Telephone: 1-800-753-4824, (212) 908-0500. Fax: (212) 480-4435. Reproduction or retransmission in whole or in part is prohibited except by permission. All rights reserved. In issuing and maintaining its ratings, Fitch relies on factual information it receives from issuers and underwriters and from other sources Fitch believes to be credible. Fitch conducts a reasonable investigation of the factual information relied upon by it in accordance with its ratings methodology, and obtains reasonable verification of that information from independent sources, to the extent such sources are available for a given security or in a given jurisdiction. Users of Fitch's ratings should understand that neither an enhanced factual investigation nor any third-party verification can ensure that all of the information Fitch relies on in connection with a rating will be accurate and complete. Further, ratings are inherently forward-looking and embody assumptions and predictions about future events that by their nature cannot be verified as facts. As a result, despite any verification of current facts, ratings can be affected by future events or conditions that were not anticipated at the time a rating was issued or affirmed. The information in this report is provided "as is" without any representation or warranty of any kind. A Fitch rating is an opinion as to the creditworthiness of a security. The rating does not address the risk of loss due to risks other than credit risk, unless such risk is specifically mentioned. Fitch is not engaged in the offer or sale of any security. A report providing a Fitch rating is neither a prospectus nor a substitute for the information assembled, verified and presented to investors by the issuer and its agents in connection with the sale of the securities. Ratings may be changed, suspended, or withdrawn at anytime for any reason in the sole discretion of Fitch. Fitch does not provide investment advice of any sort. Ratings are not a recommendation to buy, sell, or hold any security. Ratings do not comment on the adequacy of market price, the suitability of any security for a particular investor, or the tax-exempt nature or taxability of payments made in respect to any security. Fitch receives fees from issuers, insurers, guarantors, other obligors, and underwriters for rating securities. Such fees generally vary from US\$1,000 to US\$750,000 (or the applicable currency equivalent) per issue. In certain cases, Fitch will rate all or a number of issues issued by a particular issuer, or insured or guaranteed by a particular insurer or guarantor, for a single annual fee. Such fees are expected to vary from US\$10,000 to US\$1,500,000 (or the applicable currency equivalent). The assignment, publication, or dissemination of a rating by Fitch shall not constitute a consent by Fitch to use its name as an expert in connection with any registration statement filed under the United States securities laws, the Financial Services and Markets Act of 2000 of Great Britain, or the securities laws of any particular jurisdiction. Due to the relative efficiency of electronic publishing and distribution, Fitch research may be available to electronic subscribers up to three days earlier than to print subscribers.

8. Financial Plan & Cost Estimates

The objective of financial feasibility analysis is to ascertain whether the proposed project will be financially viable in the sense of being able to meet the burden of servicing debt and whether the proposed project will satisfy the return expectations of those who provide the capital. The analysis attempts to ascertain the extent which the investment can be recovered by revenue from Metro Cable Car (a quick, safe and comfortable transportation system), Rental rights, advertisement rights and other sources, to the developer. This covers aspects like financing through debt and equity, loan repayment, debt servicing, taxation, depreciation, etc.

The viability of the project is evaluated on the basis of project Internal Rate of Return (IRR) on total investment, Equity IRR on equity investments, Debt Service Coverage Ratio (DSCR), Cost of Project, Means of Financing, Projected Profitability and Projected Financing Position.

Assumptions

In order to assess the overall financial viability of the project, certain logical assumptions have been made. These are:

1. The gestation period of the project has been assumed to be 2 years from the date of availability of funds.
2. Contingencies for the project have been assumed at the rate of 3%.
3. Operational hours of the Metro Cable post operation have been assumed to be 14 hours per day.
4. It is assumed that the cable car would be running 365 days a year.
5. The initial fare has been fixed at the rate of Rs. 6.50 per Km and has been escalated at the rate of 15% every five years.
6. Power expenses have been assumed to be 15% of the Revenue.
7. Operating expenses have been assumed @ 5% of the initial project cost, increasing at the rate of 2% every year.

8. Maintenance expenses have been assumed to be 1% of the initial project cost escalating at the rate of 5% every year.
9. Depreciation has been provided based on SLV method assuming the project life to be 50 years.
10. It is assumed that there would be income tax liability for the first 10 years on account of tax holiday.

Project Costs

The overall rounded project cost is approximately Rs. 409 Crores. Break-up of the costs is given as follows:

Table 27: Project Cost Estimates

S. No.	Cost Head	Amount (INR)
1	System components	18288,57,455
2	Rotatable spares (1 year)	1956,87,748
3	Demolition / Compensation	450,00,000
4	Civil Work	3403,83,765
5	Stations	10795,15,155
6	Project development/Supervision	2536,68,750
7	Project Consultancy-5%	1871,55,644
8	Preoperative Expenses	180,00,000
9	Insurance	250,00,000
10	Contingency -3%	1191,98,055
	Total	40924,66,571

The detailed estimates of the costs are provided in Finance Annexure Number 1 – Schedule of Costs.

Project O&M Costs

Based on the assumptions made for various components of the Operations and Maintenance Costs, an estimate of total O&M Cost has been calculated. For the initial and fifteenth year, it is as follows:

Table 28: Operations and Maintenance Costs

S. No.	O&M Cost Head	Initial Year (INR Crores)	Fifteenth Year (INR Crores)
1	Power Expenses	5.61	9.10
2	Operating Expenses	20.46	27.00
3	Maintenance	4.09	8.10
4	Major Maintenance	0.00	6.14
5	Insurance	2.00	2.64
6	Contingencies	0.96	1.59
	Total	33.13	54.58

Detailed annualized O&M Cost estimates are provided in Financial Annexure Number 1 – Schedule of Costs.

Project Revenue

Revenue has been estimated on the basis of ridership and existing fare structure that has been considered for the proposed Metro Cable.

It is assumed that the fare shall increase every five years at the rate of 15%. The fare has been fixed for the base year at the rate of Rs. 6.50 per Km.



OFFICE OF THE
T. KHEL COUNCIL
Kohima Village

Ref. No. NO:TKC/P-GOVT/2015-18

20th April'16
Date.....

To,
✓ The Secretary to the Govt. of Nagaland
Municipal Affairs Department

Sub : Letter of Support

Sir,

The Tsiituonuomia Khel Council, Kohima Village shall extend all possible support and extend help to accomplish the task of the Kohima Smart City concept and give its fullest cooperation in all development fronts as Kohima been a strong contender in selection as a Smart City in the Fast Track Stage.

The Council is also keen on development of the Sokhriezie Lake (Natural Lake) near Kohima Fire Service Station, having an area of approximate of 3 acre in the heart of the city for beautification of Kohima Town.

We therefore show our interesting joint venture Partnership with the implementing agency of Kohima Smart City to develop this Lake for the dynamic development of the Kohima Smart City as part of the Smart City implementation.

For favour of your kind consideration and necessary action please.



Yours faithfully

(THEPFUVILIE SUOHU)

Chairman

T.Khel Council, Kohima Village