



MADURAI - CITY PROFILE

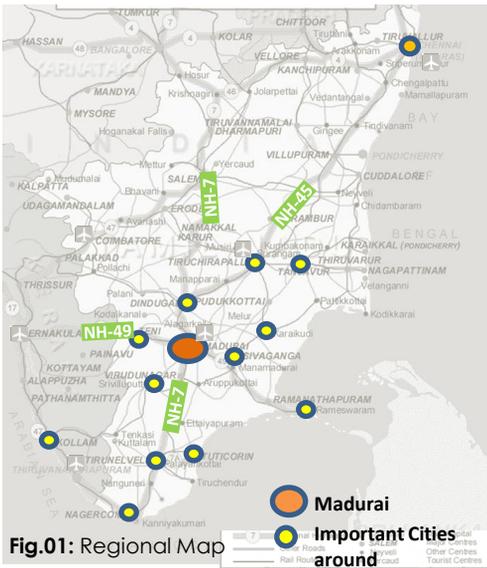


Fig.01: Regional Map

History and Culture

- Madurai is one of the oldest and continuously inhabited cities in the world : since 3rd century B.C. (Sangam dynasty)
- Madurai temple city was built in the 6th Century A.D. during the Pandiyan rule which continued to rule till the 14th century A.D.
- Evolved over the centuries as epicenter of Dravidian as well as Tamil culture and religion
- Considered as the state cultural capital and finds an important place among the heritage towns in the country

Regional Linkages:

- Madurai is well-connected by railways, roadways and airways to all major cities in the state and in the country. NH7, NH45B, NH 49 connect the city by road.

Madurai Municipal Corporation:

- Third largest Municipal Corporation in the State.
- Total Area is 148 sq. km. divided into Erstwhile Corporation (52 km²) & newly added areas (96 km²)

Economic Indicator:

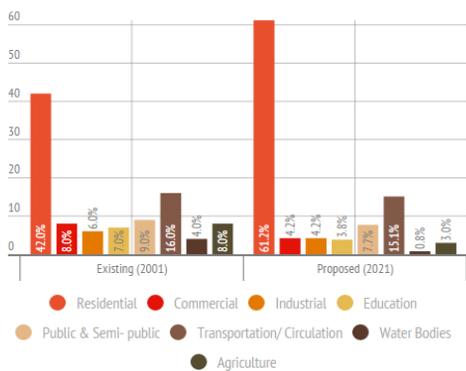
- 94% of the working population engaged in tertiary sector indicating major role of tourism and service sector

Demographic Features (2011)

Total Population (MMC)	14,70,821
Population (Erstwhile Corp)	10,17,865
Population (newly added)	4,52,956
Area (km ²)	148.0 km ²
Av. Density (persons/km ²)	9,938
Total Households	2,70,405
Av. Household size	5.4
Sex Ratio (per 1000 males)	1,003
Literacy Rate (%)	82

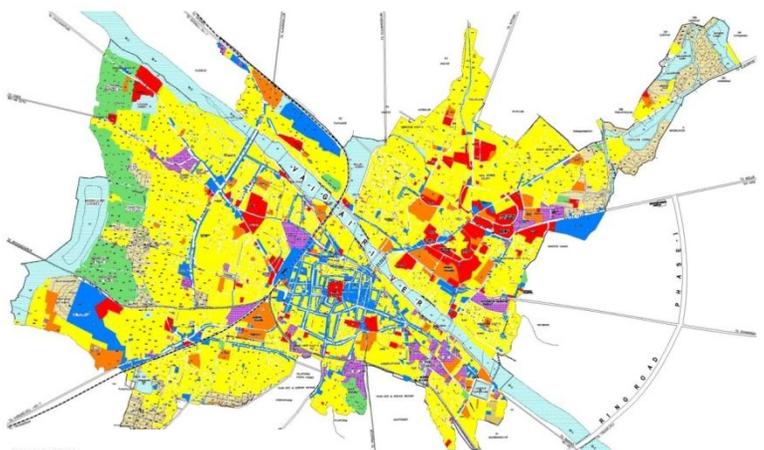
Source : Census 2011

Land Use Pattern (in sq. km) Fig.02



LAND USE MAP 2011

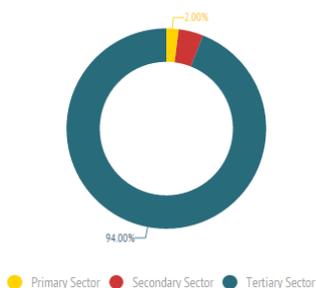
Fig. 04



LEGEND:

CORPORATION BOUNDARY	RESIDENTIAL	[Yellow Box]
VILLAGE BOUNDARY	COMMERCIAL	[Blue Box]
REVENUE WARD BOUNDARY	INDUSTRIAL [GENERAL]	[Purple Box]
REVENUE BLOCK BOUNDARY	INDUSTRIAL [SPL. & HAZARDOUS]	[Pink Box]
NATIONAL HIGHWAY	EDUCATIONAL	[Orange Box]
STATE HIGHWAY	PUBLIC & SEMI PUBLIC	[Red Box]
MAJOR DIST. ROADS	AGRICULTURAL	[Green Box]
OTHER ROADS		
RAILWAY LINE METRE GAUGE		
BROAD GAUGE		
WATER BODIES		
HILLOCKS		

Workforce classification Fig.03



ANSWER to Q.NO. 7 & 8 - ANNEXURE - 2							SELF ASSESSMENT			
A	B	C	D	E	F	G	H	I	J	K
Sl.No.	Smart City Feature	Definition	Scenario 1 (BASE)	Scenario 2	Scenario 3	Scenario 4 (ADVANCED)	Self-assessment for the full city with regard to each feature	Basis for assessment and/or quantitative indicator (Optional - only if data exists)	Projection of 'where the city wants to be' with regard to the feature/indicator based on the city vision and strategic blueprint	Input/Initiative that would move the city from its current status to Advanced status (Scenario 4: Column G)
5	Health	A Smart City provides access to healthcare for all its citizens. (Guideline 2.5.10)	Healthcare is difficult for citizens to access - demand for healthcare often exceeds hospitals' ability to meet citizen needs.	The city provides some access to healthcare for its residents but healthcare facilities are overburdened and far from many residents. Access to preventive health care is only easily available for some residents.	City provides adequate health facilities within easily reachable distance for all the residential areas and job centers of the city. It has an emergency response system that connects with ambulance services.	City provides adequate health facilities at easily accessible distance and individual health monitoring systems for elderly and vulnerable citizens which are directly connected to hospitals to prevent emergency health risks and to acquire specialised health advice with maximum convenience. The city is able to foresee likely potential diseases and develop response systems and preventive care.		1)Madurai has adequate number of Hospitals in both Government and Private sector.2) The city provided adequate primary secondary and Tertiary health care within reachable distance.3) Limited specialized centers for Mental health care and for Aged 4) Emergency response infrastructure is in place	To have more Multi speciality hospitals in city and prevent the outbreak of any epidemic - Scenario 4	1)Integrated asset management solutions, 2) Database management of all healthcare facilities available in the city, 3) Smart mobile applications to detect the nearest medical facility, emergency services.
6	Mixed use	A Smart City has different kinds of land uses in the same places; such as offices, housing, and shops, clustered together. (Guidelines 3.1.2 and 3.1.2)	The city has mostly separated uses and areas are focused either on residential, commercial, or industrial, with little co-existence of uses. The average resident cannot walk to the closest market or shops near his or her home. For almost everyone, going to work or going shopping for basic needs requires a journey by automobile or bus of more than 15 minutes. Land use regulations prevent putting commercial or office locations in residential neighborhoods and vice versa.	In some parts of the city, there is a mixture of land uses that would allow someone to live, work, and shop in close proximity. However, in most areas, there are only small retail stores with basic supplies near housing. Most residents must drive or use public transportation to access a shop for food and basic daily needs. Land use rules support segregating housing, retail, and office uses, but exceptions are made when requested.	Most parts of the city have housing, retail, and office buildings in close proximity. Some neighborhoods have light industrial uses within them (e.g., auto repair, craft production). Land use rules allow for mixed uses.	Every part of the city has a mix of uses. Everyone lives within a 15-minute trip of office buildings, markets and shops, and even some industrial uses. Land use rules require or encourage developers to incorporate a mixture of uses in their projects.	Scenario 3	1) Land use plan of Madurai 2) city is promoting Mixed use adequately but however the new software parks and industries are developing outside the city thereby increasing the commute time	The city shall have a mix of land uses that include office spaces, social infrastructure and commercial spaces distributed all over the city. The industrial areas shall have social infrastructure, residential and commercial activities in closer proximity. - Scenario 4	1) Develop Residential areas and other infrastructure near the Software Parks and Industrial corridors. 2)GIS mapping for integrated land based data management which can be used across all the sectors to use for the service provision. These maps linked with the use to which the building is put could be an important tool to assess the landuse patterns in order to improve the mix in the city.
7	Compact	A Smart City encourages development to be compact and dense, where buildings are located close to one another and are ideally within a 10-minute walk of public transportation, forming concentrated neighborhoods. (Guidelines 2.3 and 5.2)	The city is expanding rapidly at its periphery into undeveloped land, rural or natural areas, or along industrial corridors - both formally and informally. Formal new development is occurring in a way that is "sprawling," meaning that the buildings spread across a wide area and are far from one another. Residents or tenants find it easier or safer to travel by automobile because it takes a long time to walk between destinations and there are busy roads separating buildings. Large pockets of land in the inner-city are vacant. New developments at the periphery tend to be large-scale residential developments, often enclosed with a gate and oriented to the automobile.	The city has one or two high density areas - such as the city center, or historic areas, where buildings are concentrated together and where people can walk easily from building to building and feel as though they are in center of activity. Most of the city consists of areas where buildings are spread out and difficult to walk between, sometimes with low-density per hectare. Regulations tend to favor buildings that are separated from one another, with lots of parking at the base and set-back from the streets. The city likely has some pockets of under-utilized land in the center. New formal developments at the periphery tend to be large-scale residential developments, often enclosed with a gate and oriented to the automobile.	The city has multiple high density clusters that are easy to walk around where buildings are close together. However, the city actively encourages development to occur on under-utilized parcels of land into high-density, walkable areas. When new formal large-scale development projects happen at the periphery, they are encouraged to be dense and compact, with buildings that are close together and line the streets. The city actively encourages or incentivizes re-development of under-utilized parcels in the inner-city, especially those located close to public transportation.	The city is highly compact and dense, making the most of land within the city. Buildings are clustered together, forming walkable and inviting activity centers and neighborhoods. Regulations encourage or incentivize re-development of under-utilized land parcels in the city center. Buildings are oriented to the street — and parking is kept to a minimum, located below ground or at the back of buildings. Public transport and walking connects residences to most jobs and amenities. Residential density is at an optimal with affordable housing available in most areas.	Scenario 3	Density of Madurai City is 100 pph and the core areas is above 200 pph (56 wards of a total of 72 wards have density above 200 pph). Area under water bodies has reduced from 5% around 2%.	The city shall opt for compact development along with proper measures for decongestion. To maintain compact neighbourhoods shall be a main agenda while planning for the newly added areas in the city. More residential, commercial and office space to be made available within the city with all the infrastructure facilities. - Scenario 4	1) Transit Oriented development in the city 2) GIS mapping for integrated land based data management. Integrated transportation system with focus on public transport, parking, pedestrian facilities Regulations to encourage/control development around rejuvenated lakes and waterbodies.
8	Public open spaces	A Smart City has sufficient and usable public open spaces, many of which are green, that promote exercise and outdoor recreation for all age groups. Public open spaces of a range of sizes are dispersed throughout the City so all citizens can have access. (Guidelines 3.1.4 & 6.2)	The city has very few usable public open spaces and very few usable green spaces. Available recreational spaces are located far away and are dispersed at long distances around the city. The few available public open spaces offer a limited variety of experiences for all sections of population and age groups such as places for sport, places for rest, and places for play.	A variety of public open spaces are available in some neighborhoods, but are not available in all the areas of the city or are located far away from residential areas -Many of the open spaces have access restrictions, or are not well-maintained. A variety of types of public open spaces may be lacking, such as natural areas, green areas, parks, plazas, or recreation areas.	Most areas of the city have some sort of public open space. There is some variety in the types of public spaces in the city. However, public spaces are sometimes not within easy reach or access of more vulnerable populations and are more restricted in poorer neighbourhoods.	Public open spaces are well dispersed throughout the city. Every residential area and work space has access to open space within 10 minutes walking distance. Open spaces are of various types - natural, green, plazas, parks, or recreation areas - which serve various sections of people. Public spaces tend to truly reflect the natural and cultural identity of the city.	Scenario 2	URDPFI suggests 10- 12 sqm per person, where as Madurai has 1.21 sqm	The city shall harness the potential of its natural water bodies, rejuvenate the lakes and develop public spaces to cater to all the sections of the society. This would in turn improve the quality of life of the citizens and improve the environment and micro-climate of the city. - Scenario 4	1) Vaigai River Restoration and Rejuvenation 2)River Front Development 3) Ecological restoration of natural water bodies and creation of public spaces for passive recreation parks, plazas, jogging/walking/cycling tracks, spaces for events/festivals/fairs etc

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9	Housing and inclusiveness	A Smart City has sufficient housing for all income groups and promotes integration among social groups. (Guidelines 3.1.2)	Housing is very limited and highly segregated across income levels. Population growth far exceeds the creation of new housing. The poor live in informal settlements with limited to no access to basic services, and are concentrated in a few areas. The wealthy live in separate enclaves. Those in the middle have few, if any options.	Housing is available at most income levels but is highly segregated across income levels. Population growth slightly exceeds the creation of new housing. The wealthy and the middle class have housing that meets their needs at costs appropriate to their income. The poor live in informal settlements.	Housing is available at all income levels, but is segregated across income levels. The growth of supply of housing almost meets the rate of population growth. Increasingly, lower and middle-income people can find housing in areas that are conveniently located.	A wide range of a housing is available at all cost levels. The supply of housing is growing at pace with population. Affordable, moderate, and luxury housing are found clustered together in many areas of the city	Scenario 2	30% of the population resides in slums. Only 84% of the available housing stock is in a good condition. Other houses have poor infrastructure and in a dilapidated condition.	A wide range of a housing to be made available at all cost levels. The newly added areas should contain a mix of all affordable, moderate and luxury housing distributed all over the area, with adequate infrastructure facilities. - Scenario 4	Take up housing for slum dwellers under the Housing for All scheme of the Government of India
10	Transport	A Smart City does not require an automobile to get around; distances are short, buildings are accessible from the sidewalk, and transit options are plentiful and attractive to people of all income levels. (Guidelines 3.1.5 & 6.2)	Personal automobile centric city with very few modal options. Long trip lengths for daily commute to work and education. Accessing various areas by walking or cycling is difficult. Women and vulnerable sections find it very difficult to move independently in the city. There is limited public transport. Vehicles cause high air and noise pollution levels in the city. Vehicles dominate public spaces and affect their effective functioning.	The street network system is elaborate but public transport choices are restricted. Public transport can be too expensive or unaffordable for the poor. Pedestrian infrastructure is only available in select areas. The majority of investments focus on reducing traffic congestion through the creation of more roads.	Network of streets are fairly complete. Public transport covers most areas of the city. However last mile connectivity remains incomplete -and affects transport options- Foot paths are accessible in most areas, whereas-concerns of safe crossings and security throughout the day remain. Parking zones are demarcated but absence of pricing increases over utilization of parking lots.	Street network is complete and follows a clear structure. Public transportation network covers the entire city and intensity of connection relates with the demand. Plenty of options of public transport are available and affordable for all sections of the society. There is multi-modal integration at all mass transit stations and organized-priced on street and off street parking. Walking and cycling is prevalent.	Scenario 3	1) Low share of NMT and absence of bicycle tracks 2) Heavily congested core area with traffic Jams - Peak Hour Speed is around 15kmph. 3) No Multi Modal Transport network and linkage.	The public transport networks of the city shall cater not only to the resident population, but also to the large floating population. The street networks shall be complete and cater equally to public, private and nonmotorised transport. The transport policy of shall encourage use of NMT.	1) Promoting NMT 2) Increase share of Public transport through more number of Buses 3) Passenger information system with real time tracking of vehicles in addition to increased fleet, proper management of IPT, developing dynamic platforms to encourage car pooling, bike sharing etc, policy decisions to discourage the use of private transport.
11	Walkable	A Smart City's roads are designed equally for pedestrians, cyclists and vehicles; and road safety and sidewalks are paramount to street design. Traffic signals are sufficient and traffic rules are enforced. Shops, restaurants, building entrances and trees line the sidewalk to encourage walking and there is ample lighting so the pedestrian feels safe day and night. (Guidelines 3.1.3 & 6.2)	The city is designed mainly for the automobile. Daily life without a car requires long bus rides. Walking is difficult and often dangerous; there are few pavements, existing pavements need repair and lack trees to provide shade for pedestrians, and marked pedestrian crossings are rare. New buildings have their main entrances set-back from the street, sometimes with large driveways or parking lots separating them from the street, and sometimes are enclosed by gates. Traffic signals are often disobeyed	Older areas of the city see a mix of pedestrians, cyclists, and vehicles but newer areas are focused mainly on the automobile. In the new areas, there are few pavements and main entrances to new buildings are not accessible from the front of the street. Large driveways or parking lots often separating them from the street, and sometimes are enclosed by gates. In these areas, traffic signals are disobeyed.	The city has a good network of pavements and bike lanes. Buildings in most areas of the city are easily accessible from the pavement. However, traffic signals are sometimes disobeyed and it can feel difficult to cross the street.	The city is highly walkable. Pavements exist on every street and are maintained. Trees line many sidewalks to provide shade for pedestrians. Buildings in most areas of the city are easily accessible from the sidewalk. Traffic signals control the flow of automobiles and are enforced. A network of bike lanes exists to promote cycling as a means of transport. Traffic rules are followed and enforced with great seriousness.	Scenario 2	Only 4% of network covered with Nonmotorised transport facilities. The limited NMT roads, including the narrow road widths of the core city area are consumed by unregulated parking. 2) 40 % of the length of foot paths are used for parking and vending reducing the space for walking	The city shall prioritise walking as a sustainable mode of transport and apply accommodate the needs of its pedestrians. It shall provide pavements and safe pedestrian access paths to all the buildings. All the walkways shall be well lit andvshaded, if possible, with trees that suit the climate of the city. - Scenario 4	1) Redesign of streets to include pedestrian friendly footpaths 2) Street furniture. 3) Signages to indicate the pedestrian paths, 4) Intelligent traffic signals to control the automobile flow and enforcement of traffic rules in the interest of pedestrian and cyclist safety.
12	IT connectivity	A Smart City has a robust internet network allowing high-speed connections to all offices and dwellings as desired. (Guideline 6.2)	City has no major plans to bring increased high speed internet connectivity to the public.	The city has made plans to provide high speed internet connectivity through the existing framework.	The city makes has high speed internet connectivity available in most parts of the city.	The city offers free wifi services to provide opportunity for all the citizens to connect with high speed internet across the city.	Scenario 3		The city shall explore the ways of providing high speed internet access to all its citizens. 2) The city will identify Potential spots for Wifi connectivity. - Scenario 4	Citywide public wifi

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17	Water management	A Smart City has advanced water management programs, including smart meters, rain water harvesting, and green infrastructure to manage stormwater runoff. (Guideline 6.2)	The city does not measure all its supply. It does not recycle waste water to meet its requirements and rain water harvesting is not prevalent. Flooding often occurs due to storm water run-off.	The city has meters for all its water supply but lacks mechanisms to monitor. Water wastage is very high. Some, but not much, rainwater harvesting exists.	The city has meters for all its water supply with some smart mechanisms to monitor. Rainwater harvesting systems are installed and storm water is collected and stored in water bodies. However, recycling of waste water and reuse of storm water is limited.	The city has meters for all its water supply. It includes smart mechanisms to monitor remotely. Rainwater harvesting systems are installed and utilised through the city and storm water is collected and stored in water bodies and treated for usage. Recycled waste water is supplied for secondary uses.	Scenario 1	1) Bulk Meters - 10% and absence of SCADA - Resulting in high NRW 2) HH Metering - 0% 3) Recovery of services is 74% as opposed to 100% and 4) collection efficiency of charges is 70% as opposed to 90% suggested by MoUD.	Intelligent water monitoring systems like SCADA and Smart Bulk Meters shall be installed to reduce the water losses in supply and distribution networks. Practices like rain water harvesting shall be enforced strictly for all the buildings in the city and the use of recycled water shall be encouraged. - Scenario 4	1) Smart AMR Bulk Meters 2) Smart Leak Detectors 3) Smart Meters for all customers to understand and control their water usage, 4) Water Quality and Pressure sensors and data analytics to assess the demand-supply and equitable water distribution. 5) GIS Mapping of the water supply assets and detecting ghost pipes.
18	Waste water management	A Smart City treats all of its sewage to prevent the polluting of water bodies and aquifers. (Guideline 2.4)	The city is unable to treat all its sewage. Many local sewer lines open on to water bodies and open ground and pollute the environment.	Most waste water is collected and treated before before disposal. However the treated water does not meet standards and is not recycled for secondary uses.	All the waste water is collected and treated before before disposal. It is also treated to a high standard and some is recycled.	The city has zero waste water because all the waste water is collected, treated and recycled. It meets standards and reduces the need for fresh water.	Scenario 2	1) Coverage of sewerage network is 48% of the street length while the bench mark is 100%. 2) Only 82% of the sewage produced is treated. 3) Adequate sewerage Treatment Capacity - 150 MLD 4) Recycling of Waste Water - 15% for agriculture	City shall ensure treatment of all the waste water produced in the city to the standards of CPCB and TNSPCB. It shall explore ways of using the treated water to meet daily water demand. Any violation of the standards by any of the citizens/institutions shall be met with legal consequences. Implement UGSS in added areas at the earliest. - Scenario 4	1) Mapping of the water supply assets and detecting ghost pipes, illegal discharges leakage sensors, sensors to detect choke points to provide information for maintenance and repairs etc. 2) 5MLD STP in the city for reuse of treated water for Landscaping, public toilets, cleaning sewers, etc. 3) Automation of all Pumping Stations 4) SCADA
19	Air quality	A Smart City has air quality that always meets international safety standards. (Guideline 2.4.8)	City does not have plans, policies or programs to improve the air quality. Systems to monitor air quality are absent.	City has programs and projects to monitor air quality and spatialising the data to ascertain reasons for degrees of pollution in the air. A few strategies to decrease air pollution have been implemented.	City has programs and projects to monitor air quality and spatialising the data to ascertain reasons for degrees of pollution in the air. Pollution levels are acceptable.	The city has clean air by international standards. Live Air quality monitoring cover the entire city and data of air quality are mapped.	Scenario 2	The air quality monitoring is done by TNSPCB in the city and the sample quality is compared against the CPCB norms. TSPM, RSPM, SOx and Nox are within the permissible limits in the city.	Air quality should meet international standards and the city should take steps to reduce vehicular emissions by exploring options like mandating silencer gaurds that control vehicular emissions to all the vehicles. - Scenario 4	1) Promoting NMT 2) E-Vehicles and E- Buses in CHD 3) More Green spaces and parks 4) Stringent Regulation and Monitoring 5) Installation of Air Quality Monitors
20	Energy efficiency	A Smart City government uses state-of-the-art energy efficiency practices in buildings, street lights, and transit systems. (Guideline 6.2)	City has no programs or controls or incentive mechanisms to promote or support energy efficiency in buildings	The city promotes energy efficiency and some new buildings install energy efficiency systems that track and monitor energy use and savings.	Most new public buildings install energy efficiency systems and some older buildings are also retrofitted to be more energy efficient. Local government conducts counselling and outreach with developer, businesses and residents to adopt energy efficiency strategies	All the existing old and new public buildings employ energy efficiency principles in development and operation and apply for energy rating by national and international forums. Many non-public buildings are also energy efficient because the government promotes energy efficiency through incentives and regulations.	Scenario 2	1) 40 % of Street Lights - 20,000 converted in to LED 2) Few Private Green Buildings in the city	Madurai aspires to be a 'green city' with use of state-of-the-art energy efficiency practices in buildings, street lights, and transport systems. - Scenario 4	1) Amendments to building byelaws to include energy efficiency practices in buildings 2) 100 % Led street Lights 3) Installation of SMART Street Light Management system 4) Installation of Voltage controllers and Smart Switches

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21	Underground electric wiring	A Smart City has an underground electric wiring system to reduce blackouts due to storms and eliminate unsightliness. (Guideline 6.2)	City does not have plans for underground electric wiring system.	More than 40% of the city has underground electric wiring system.	More than 75% of the city has underground electric wiring system.	More than 90% of the city has underground electric wiring system.	Scenario 1	City has 0% Underground Cabling	Underground cabling to be taken up as a smart infrastructure initiative in the area development as a demonstration. The city shall make elaborate plans for the entire area to have underground ducting for all the services including electricity, communication, storm water etc. -Scenario 4	1) Implement 100 % Underground cabling in a phased manner 2) Included in ABD proposal covering 100 % area 3) TANGEDCO has already got DPR approved for Underground cabling
22	Sanitation	A Smart City has no open defecation, and a full supply of toilets based on the population. (Guidelines 2.4.3 & 6.2)	Many parts of the city do not have access to sanitation infrastructure and facilities.	Sanitation facilities are available to 70% of the city's population.	Sanitation facilities are available to 90% of the city's population.	Sanitation facilities are available to 100% of the city's population.	Scenario 3	1) 90 % of population have access to toilets 2) City requires 8000 IHHL 3) Madurai ranks 20th in Swachh Bharat rankings, top in the state of Tamilnadu.	Sanitation for all shall be a top priority of the city and the city shall take up large scale awareness programs about sanitation and its linkage with public health to all sections of the society starting from the schools. The city shall be free of open defecation and insanitary toilets.	1) Constructing IHHLs for all remaining 8000 households 2) constructing and upgrading Community Toilets 3) Providing Urinals and toilets in Public places 4) 100 % ODF status by 2018
23	Waste management	A Smart City has a waste management system that removes household and commercial garbage, and disposes of it in an environmentally and economically sound manner. (Guidelines 2.4.3 & 6.2)	Waste collection systems do not pick up waste on a frequent basis and waste often enters into water bodies.	Waste generated is usually collected but not segregated. Recycling is attempted by difficult to implement.	Waste is segregated, collected, recycled and disposed in an environmentally sound manner.	The city reduces land fill caused by waste so that it is minimal. All the solid waste generated is segregated at source and sent for recycling. Organic waste is sent for composting to be used for gardening in the city. Energy creation through waste is considered.	Scenario 2	1) 80 % Door to Door Collection 2) 97 % of Waste Generated is Collected 3) 100 % Scientific Treatment and Disposal in Waste Recycling Facility 4) 0% waste Segregation at Source 5) 0% WTE	The city shall ensure 100% collection of all the waste produced in the city and design an efficient management system towards ensuring recycling to the maximum possible extent and minimum waste reaches the landfill. The collection system shall be timely to avoid any piling of garbage in the city. MMC will construct WTE plant and promote source segregation. - Scenario 4	1) 100 % Source Segregation over the next 5 years 2) 150 TPD WTE Bio- Methanation Plant 2) 100 % treatment of segregated waste
24	Safety and security	A Smart City has high levels of public safety, especially focused on women, children and the elderly; men and women of all ages feel safe on the streets at all hours. (Guideline 6.2)	The city has low levels of public safety - most groups of residents feel insecure during most parts of the day in many parts of the city.	The city has medium levels of public safety - some more vulnerable groups feel insecure during some points of the day and in some parts of the city	The city has high levels of public safety - all citizens including women, children and the elderly feel secure in most parts of the city during most time in the day.	The city has very high levels of public safety - all residents feel safe in all parts of the city during all hours of the day.	Scenario 3	1) Reduction in crime rate by 12 % over the last 3 years. 2) Increase in flow of Tourists 3) All Women Police stations	High level of safety to be ensured for all the citizens and the tourists. Well lit streets, crime patrol, surveillance and help centres/booths/tool free numbers to be installed all over the city to ensure safety during all times of the day, particularly during the peak tourist seasons in the city - Scenario 4	1) 100 % CCTV surveillance in the city 2) Increasing Bike Patrol Vehicles 3) setting up AWPS in vulnerable spots 4) Online Registration of Complaints 5) Panic buttons at important places



AREA BASED DEVELOPMENT:

RETROFITTING CORE CITY AREA : Temple Precinct & River Vaigai

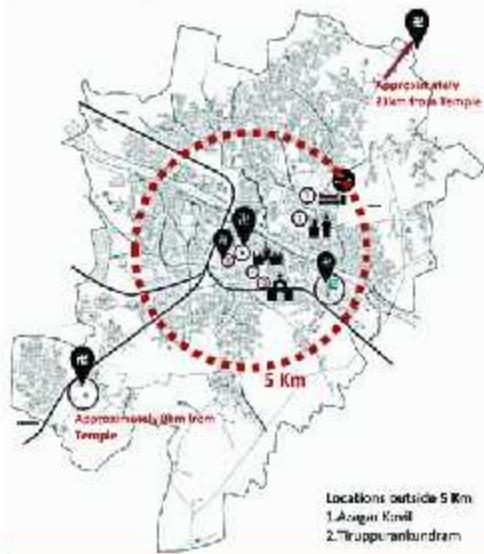


Fig.09 City Map of Madurai indicating area

Introducing the Area...

The Heritage Zone with the Meenakshi temple in Loci is the area delineated for retrofit as per Citizen participation as well as city's identity area. The core city area also displays a vibrant mix of various landuse facilities, such as commercial, residential and markets

Fig.12 Area Map

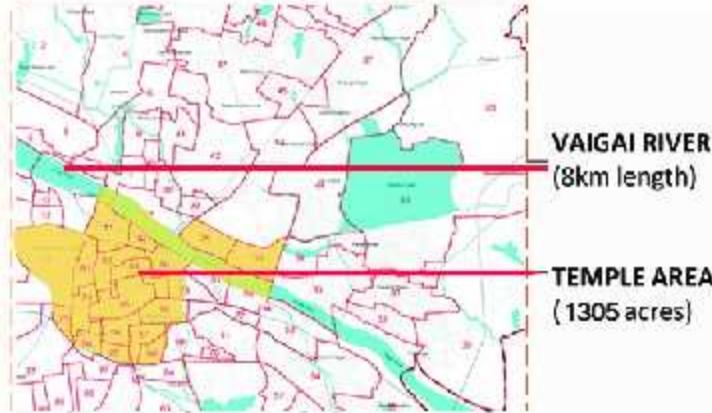


Fig.10 Ward Map of the area

TOTAL AREA FOR PROPOSAL : 1,305 acres + 8km
River Length

WARD NUMBERS: 16,35,36,50,65,66,67,74,78,79,80
81,82,83,84,85,86

POPULATION (CORE CITY AREA)

RESIDENTS : 2,60,877 (2011 CENSUS DATA)

FLOATING POPULATION / TOURISTS 202 lakhs
(STATISTICAL HANDBOOK 2012-13)

Fig.13 Land Use Map

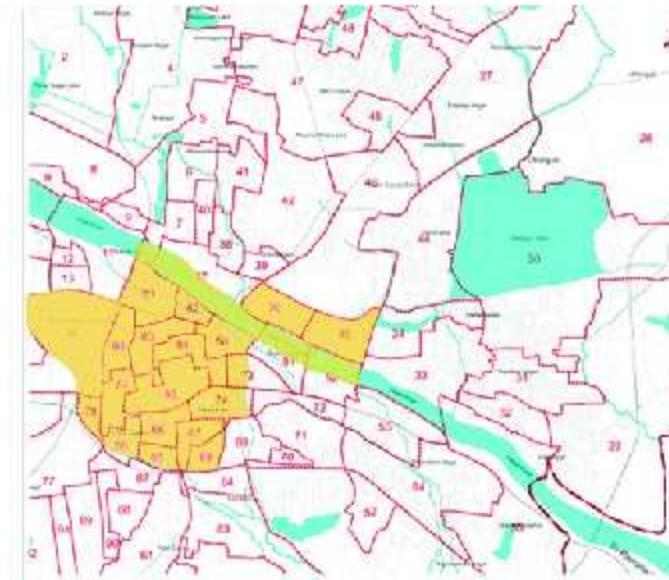
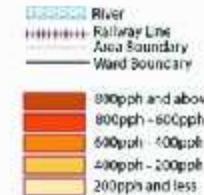


Fig.11 Density Map of the temple area



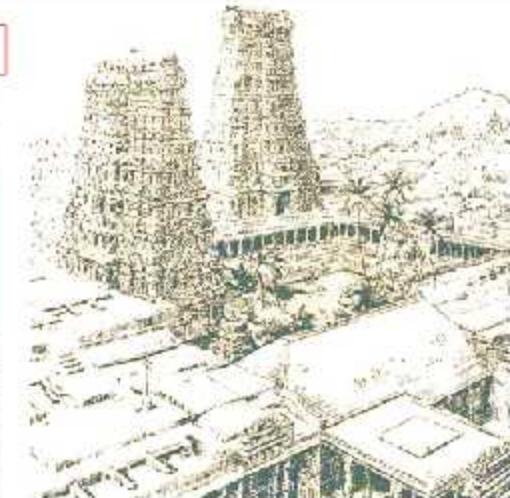
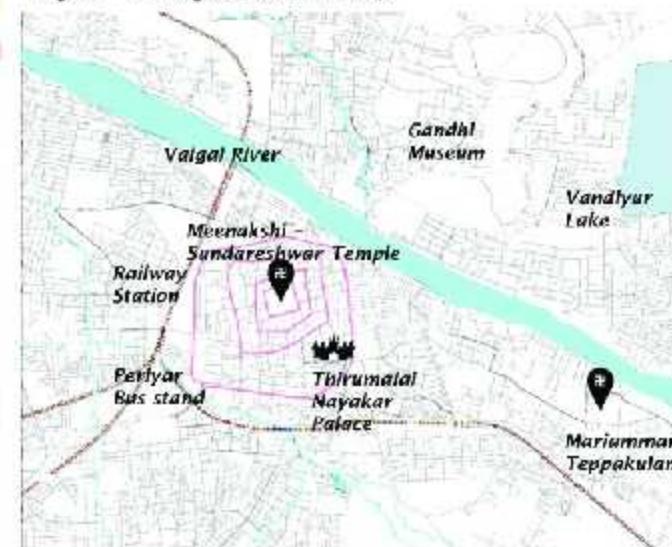
Density of Madurai City is 100 pph and the density of core areas is above 200 pph (56 wards of a total of 72 wards have density above 200 pph).

Density of the study area



Historic Core Temple City...

Fig.14 Heritage Landmarks Map



The area under study has high associational value with the residents as well as the Madurai city due to its long heritage culture. This area also acts as an Identity to the city's future growth.

Understanding the Heritage Zone...

- Temple Town area with distinct urban character with history of over 2500 years
- The temple area is defined by 4 concentric ring streets – Chitrai St, Avani St, Masi St, Veli St.
- Chitrai Street is currently transformed as a Pedestrian Only street
- The core city area experiences high mixed land use mix, facilitating high interactions
- Advantage of the proximity of existing transit nodes – railway and bus stand.
- The procession routes during the important festival days connect the Meenakshi amman temple and the other temples in the city, and attracts lakhs of tourists..

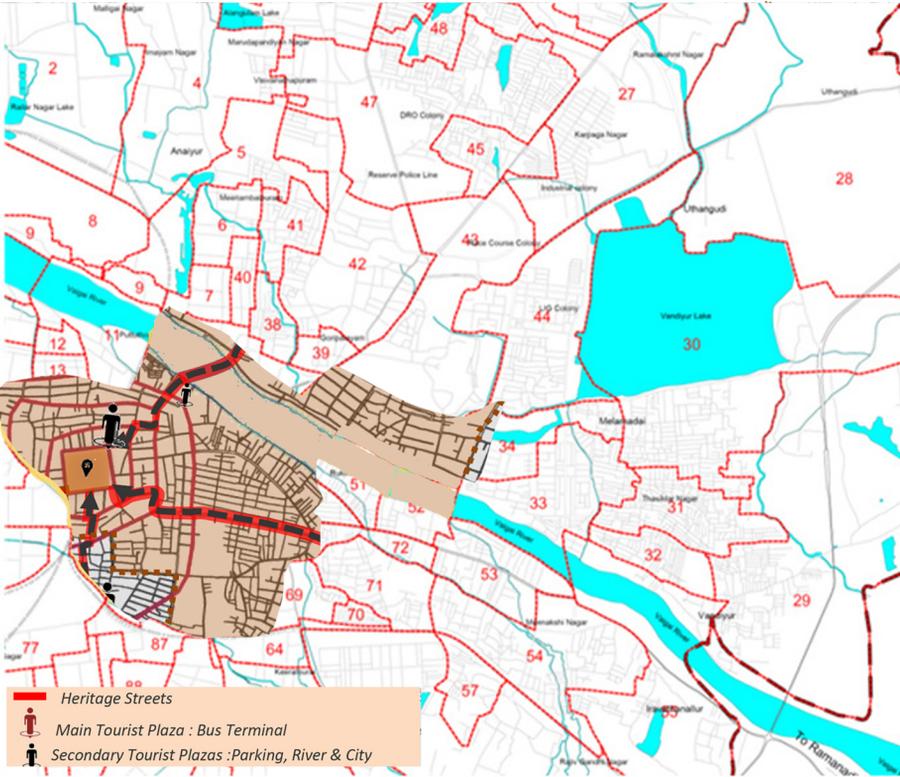
- Residential
- Commercial
- Public
- Educational



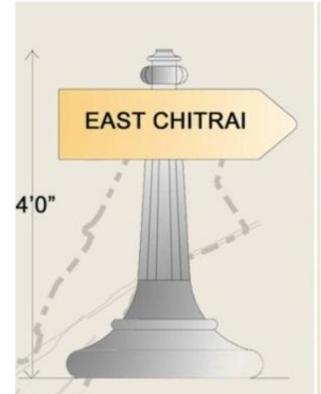


KEY INTERVENTION: HERITAGE IMPROVEMENT – TOURISM ENHANCEMENT

Fig.19 : Map showing Tourist Plaza & Heritage Streets



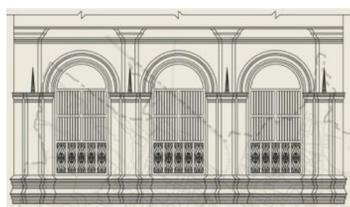
SIGNAGE



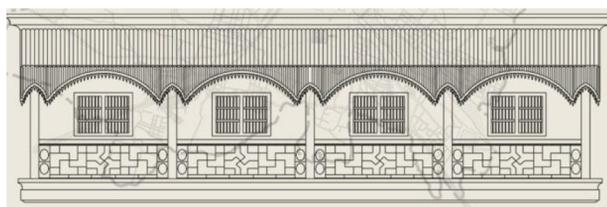
CULTURAL MOTIFS



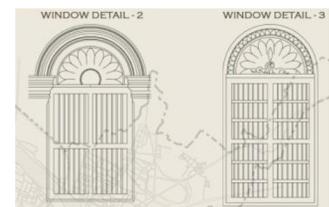
FAÇADE GUIDELINES



Façade Details



Balcony Details



Window Details

HERITAGE BYE-LAWS & DEVELOPMENT REGULATIONS

Existing Structures

Future Development

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- Street Façade Regulation
- Material Application Control
- Building Signage Control
- Vernacular Architectural Elements to be retained
- Colour Theme Regulation
- Approval for renovation, addition.

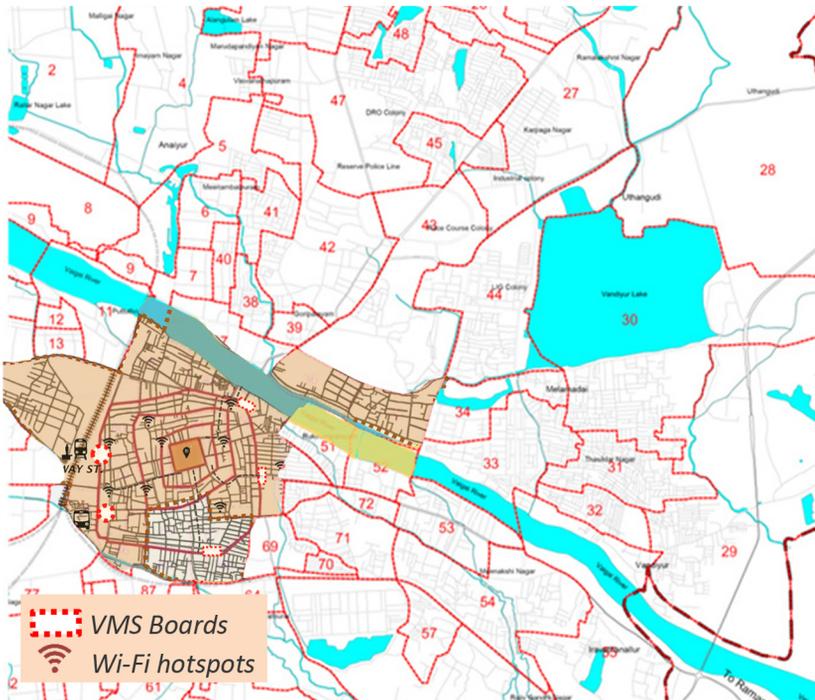
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- Information panels for Tourist / Pedestrian
- Dedicated procession streets to follow specific regulations



KEY INTERVENTION: I.T INTEGRATION

Fig.26 : Map showing I.T integration



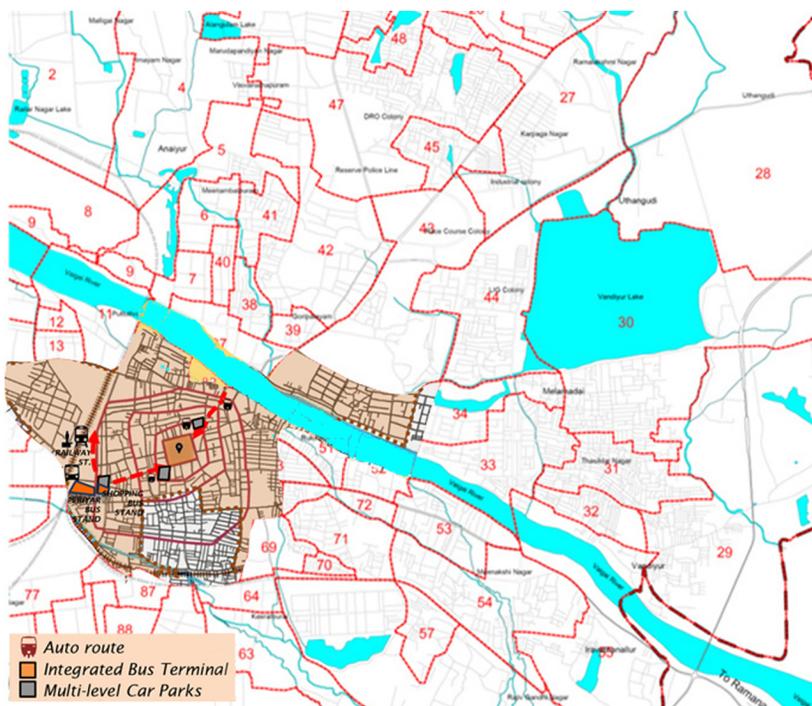
Information Broadcast

- PIS Boards (English, Hindi, Tamil)
- Mobile Application
 - Temple Precinct Related
 - Street view with route options
 - Parking information (location, availability, booking)
 - Temple timings & Sewa details
 - Smart Card day pass
 - General
 - Madurai history
 - Train & Bus timings
 - Dining, Shopping facilities
 - Hotel information
 - Taxi/auto fare and booking

Surveillance and Crowd Control

- PTZ-CCTV camera for monitoring entire zone and Emergency response teams
- Central Control Room

Fig.27 : Map showing proposed Built Infrastructure



Integrated Bus Terminal

Infrastructure Facilities

- Bus Bays & Parking
- Entry and Exit Monitoring
- Waiting Areas, Restrooms
- F&B Counters, Business Centre

Citizen Facilities

- Dedicated Ticketing counter
- Live Feed Display of Arrivals and Departures
- Waiting Bay for Autos
- Short & Long term Parking Facilities for riders

Tourist Facilities

- Dedicated Ticketing Counter
- Signage to Tourist Plaza and Temple
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- MLCPs at designated locations, Demarcate on-street parking zone
- IT enabled parking management
 - real-time parking information through hand-held based ticketing
 - VMS based information dissemination of parking availability at key entry points
 - Mobile app for real-time parking information



IMPLEMENTATION FRAMEWORK :

FIGURE 42 QUESTION 34. CONVERGENCE

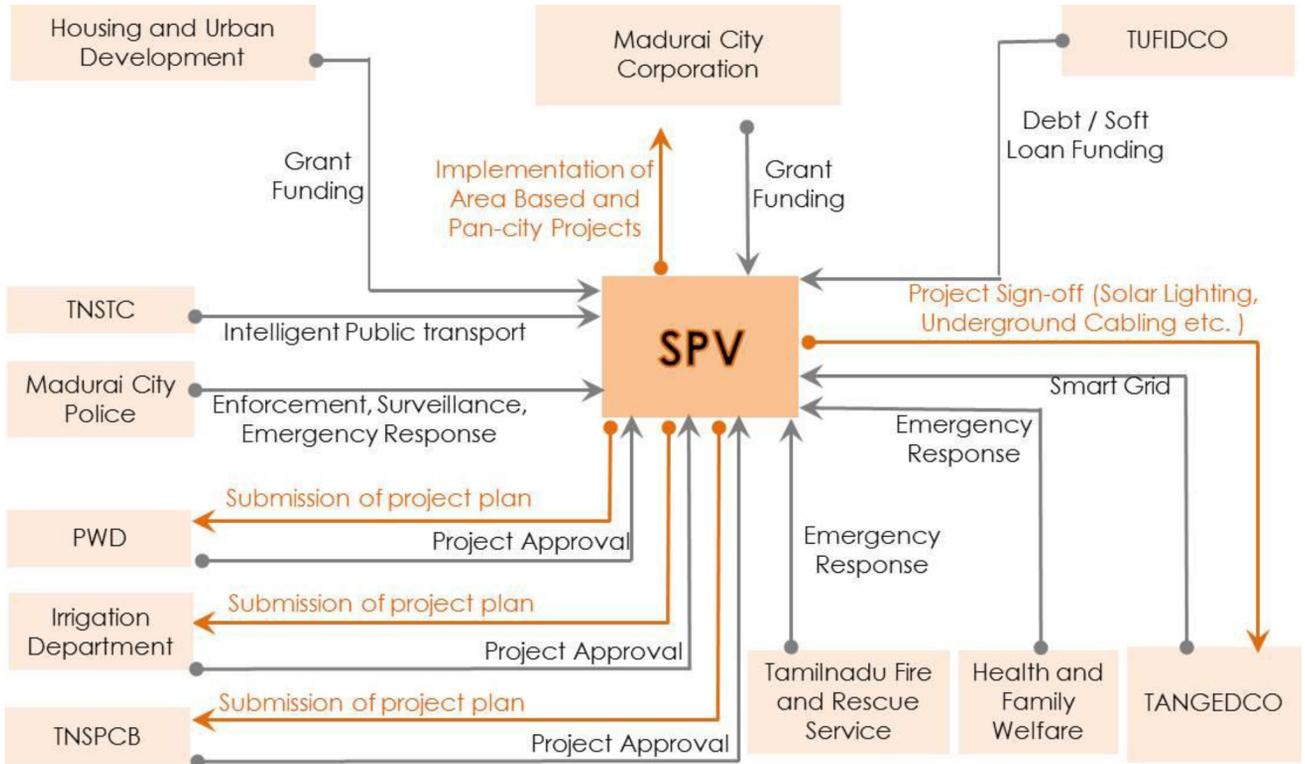
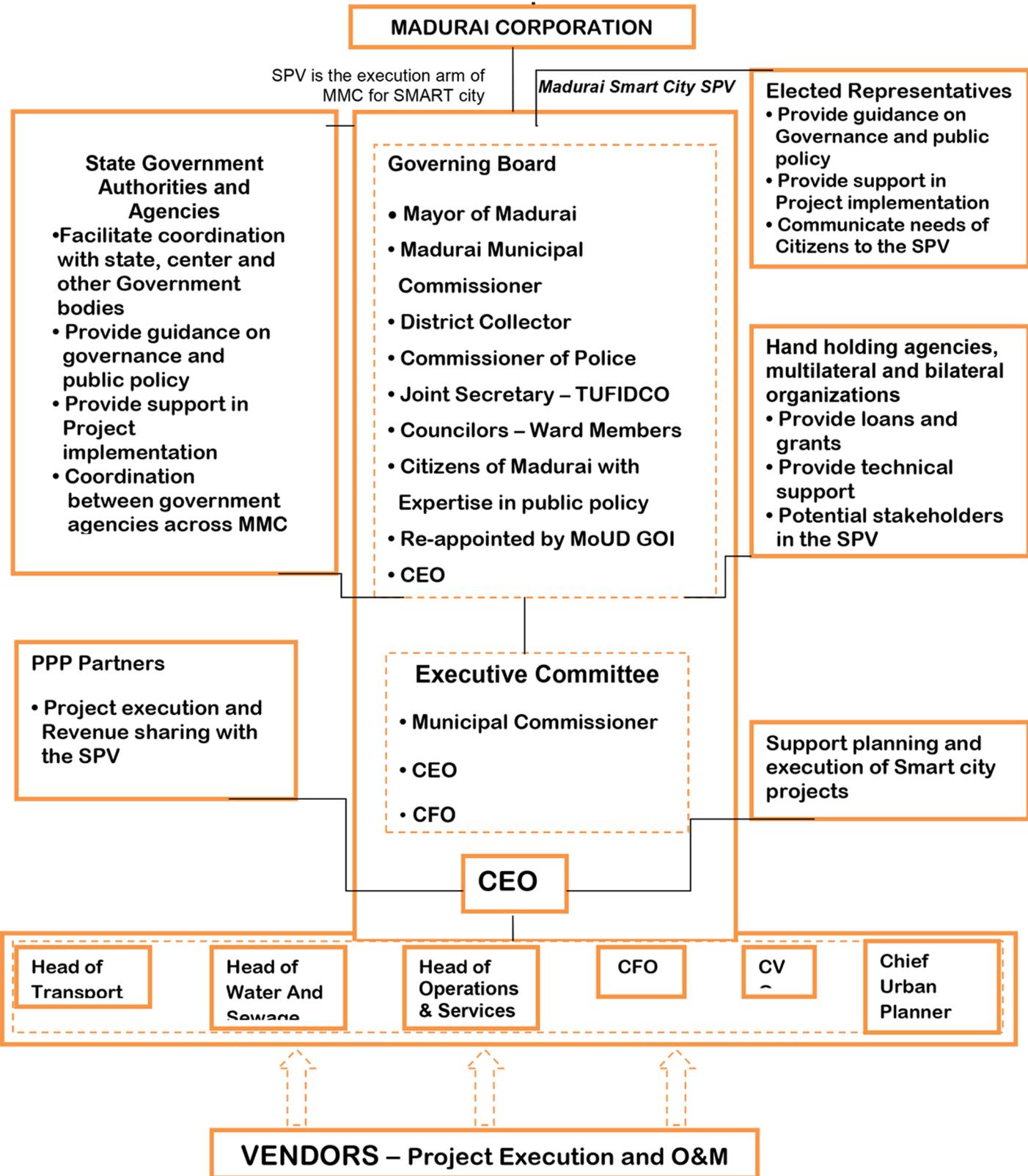




FIG 43:Q-36 Organogram with linkages of SPV with ULB & parastatal



FINANCIAL PLAN **COST ESTIMATE**

(Amount in Rs. Crores)

Particulars	Estimated Cost
AREA BASED DEVELOPMENT	
Heritage Conservation and Open space Enhancement	425
Heritage Precinct Improvement – Cultural centres (Temple park, Puthumandapam), Kunnathur chatram	148
Main Heritage Routes – Pedestrian connectivity, Façade improvement, Paving, Signage, Audio & Video guide system etc	40
Lighting Improvements (Pudhumandapam, Rayagopuram, Thermuti and other monuments)	19
Heritage Structures: Restoration and Surrounds improvement	32
Streetscape redesign – pedestrian pathways, underground ducting: power & comm, incl.cabling cost, Landscaping, street furniture etc.	186
Visitor amenities and Tourism Infrastructure	323
Bus Terminal Redevelopment – with MLCP and passenger/tourist facilities	110
Tourist Amenities – Tourist plaza, PIS info system, web app, Wi-Fi, surveillance & crowd control and other IT facilities	130
Smart Parking- IT enabled Multi-level parking system	60
Junction Improvement- major junctions, street intersections and traffic islands	14
Battery operated vehicles & E-Buses for tourists	9
Basic Infrastructure Improvements	477
Water Supply System – 24/7 Water Supply	150
Strengthening of underground sewerage system	60
Rain Water Management	15
Solid Waste Management- Efficient collection & transportation from households, commercial establishments and streets, Biomethane Energy Plant	50
Storm Water Drains	66
Solar Energy- Solar Rooftop (5.8 MW)	80
Sewage Treatment Plant	10
Street Lighting- 100% LED replacement	15
Social Infrastructure - Smart classes, Upgradation of Hospitals, Toilets, New E-Toilets, & Skill Development Center, Night Shelters	20
Housing for all	11
Heritage Corridor (Vaigai River)	20
TOTAL COST – ABD	1245
PAN CITY: Integrated City Management & Control Centre	
TOTAL COST – PAN CITY	97
TOTAL COST OF PROPOSAL	1342

Column1	Sources Of Fund	Column2	Column3
Smart City Grants	Convergence	ILB Own Source	PPP
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40	-	-	-
15	-	4	-
32	-	-	-
186	-	-	-
257	0	0	66
60	-	0	50
130	-	-	-
53	-	-	7
14	-	-	-
0	-	-	9
231	108	34	104
80	70	-	-
50	0	10	-
11	0	4	0
10	15	0	25
46	0	20	0
14	6	-	60
10	0	-	-
0	2	-	13
10	4	-	6
-	11	-	-
20	0	0	0
929	108	38	170
71	26	-	-
1000	134	38	170



FINANCIAL PLAN

FIGURE 47: ULB FINANCIAL PROJECTIONS (IN RS. CRORES)

YEAR	FY 12	FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	
INCOME															
MMC	293.2	493.5	590.9	556.6	609.0	672.9	744.8	825.9	917.5	1,021.2	1,138.7	1,272.3	1,424.2	1,597.4	
Own Income	117.6	140.0	139.8	154.8	169.8	186.5	204.8	225.1	247.5	272.2	299.5	329.6	362.9	399.7	
Assigned Revenue	92.4	123.9	119.6	136.8	155.7	183.1	215.4	253.5	298.4	351.4	413.8	487.4	574.1	676.4	
Capital Income	83.2	229.6	331.5	265.0	283.5	303.4	324.6	347.3	371.6	397.7	425.5	455.3	487.2	521.3	
Smart City - SPV					-	344.5	639.9	206.7	49.0	46.8	52.8	59.7	67.5	76.5	
Direct Income					-	22.3	23.7	26.7	31.9	36.7	42.3	48.6	55.9	64.3	
Property Tax - Addl. Revenue					-	0.9	3.6	9.1	9.6	10.0	10.5	11.1	11.6	12.2	
Capital Income					-	321.3	612.5	170.8	7.5	-	-	-	-	-	
TOTAL INCOME	293.2	493.5	590.9	556.6	609.0	1,017.5	1,384.8	1,032.6	966.6	1,068.0	1,191.5	1,331.9	1,491.7	1,673.9	
EXPENDITURE															
MMC	291.6	398.7	535.0	568.3	625.2	687.7	756.5	832.1	915.3	1,006.9	1,107.5	1,218.3	1,340.1	1,474.1	
Revenue Expenditure	157.3	220.4	284.1	294.3	323.7	356.1	391.7	430.8	473.9	521.3	573.4	630.8	693.9	763.2	
Capital Expenditure	134.3	178.3	250.9	274.1	301.5	331.6	364.8	401.3	441.4	485.5	534.1	587.5	646.3	710.9	
Smart City - SPV					-	346.6	647.7	207.9	47.7	41.9	43.7	45.7	48.3	51.0	
Revenue Expenditure					-	25.3	35.2	37.0	40.2	41.9	43.7	45.7	48.3	51.0	
Capital Expenditure					-	321.3	612.5	170.8	7.5	-	-	-	-	-	
TOTAL EXPENDITURE	291.6	398.7	535.0	568.3	625.2	1,034.3	1,404.2	1,040.0	963.0	1,048.8	1,151.3	1,264.0	1,388.4	1,525.1	
BUDGET SURPLUS/(DEFICIT)	1.6	94.8	55.9	-11.8	-16.1	-16.9	-19.4	-7.4	3.6	19.2	40.3	67.9	103.3	148.8	

FIGURE 49: SOURCES OF FUNDS

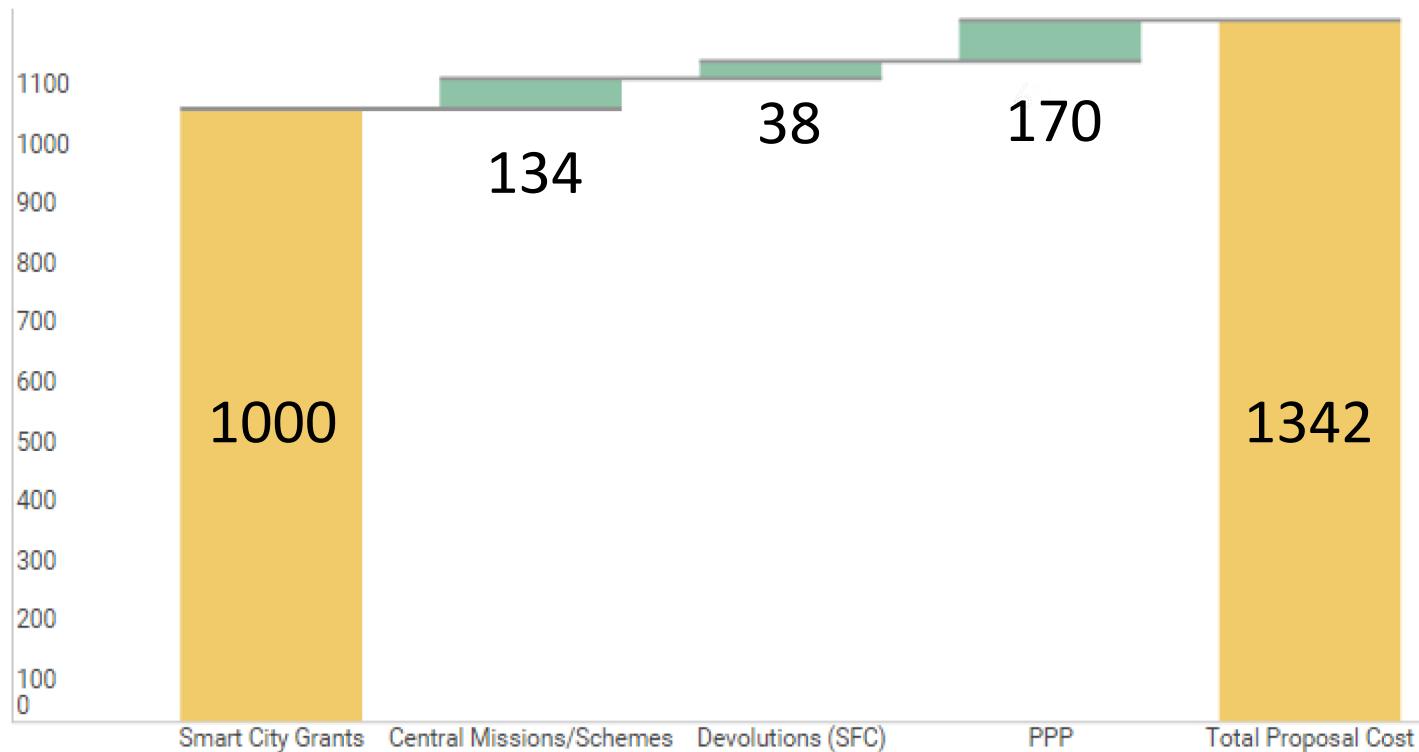


FIGURE 50: ULB REVENUE SHARE (PROJECTED)

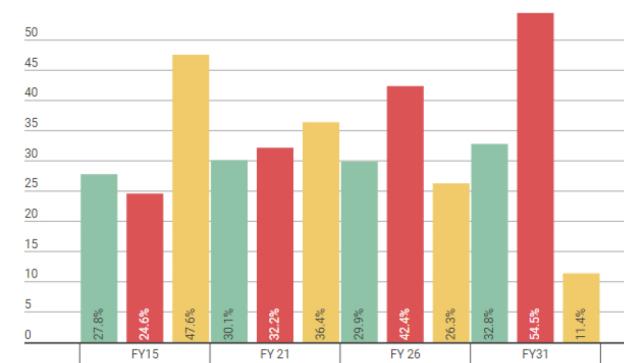


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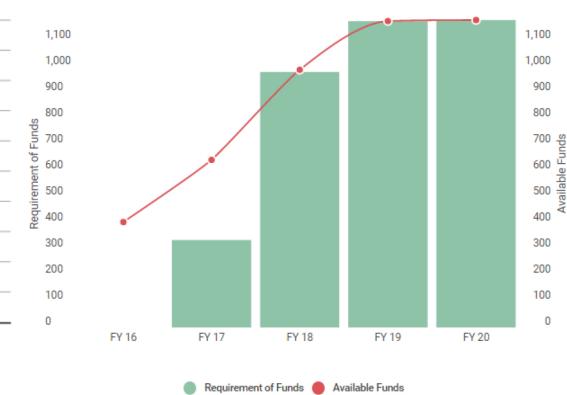
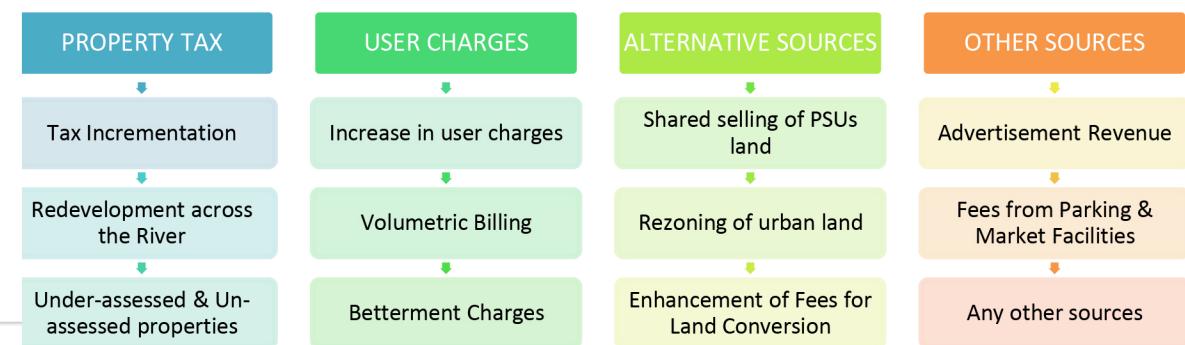


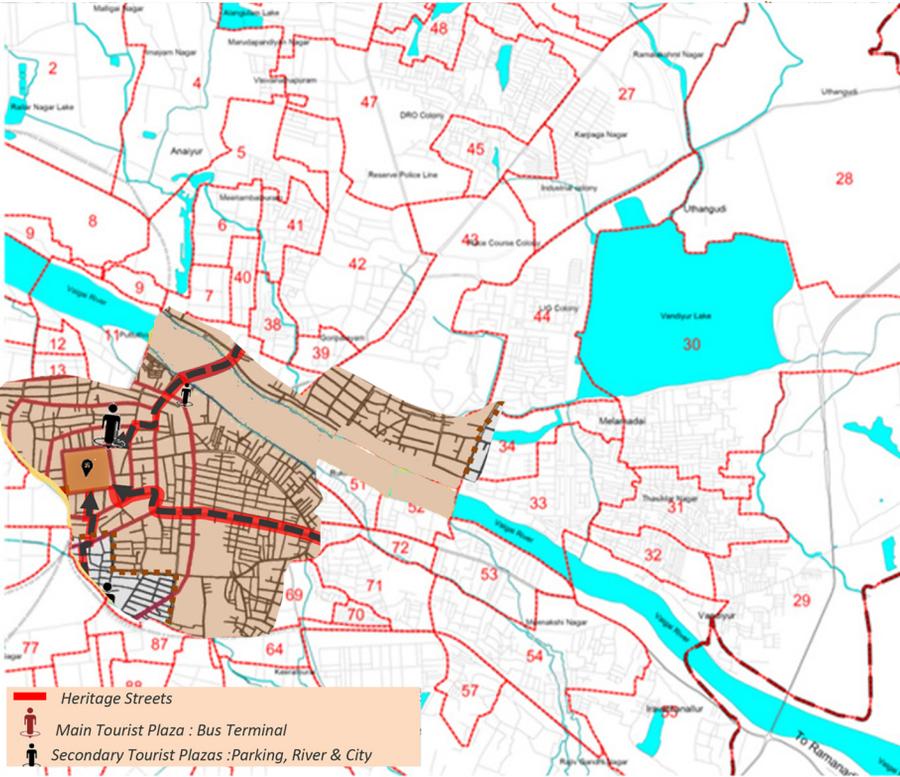
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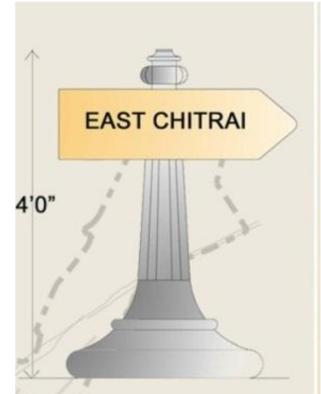


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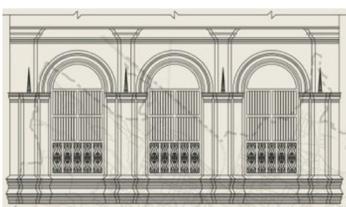
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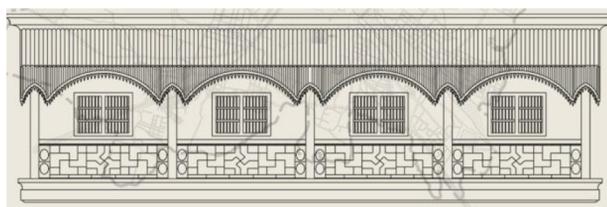
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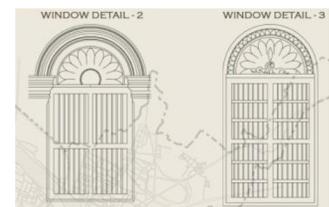
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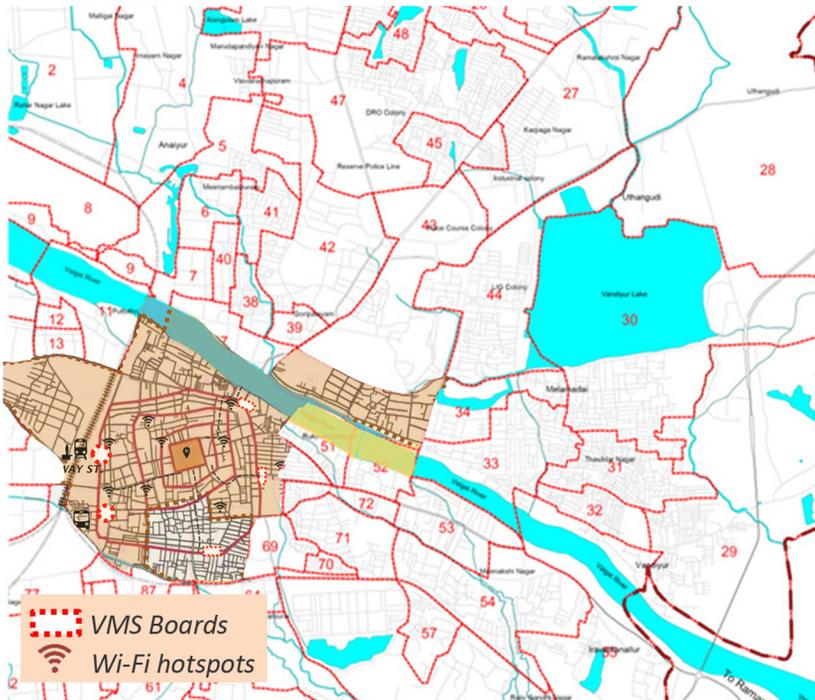
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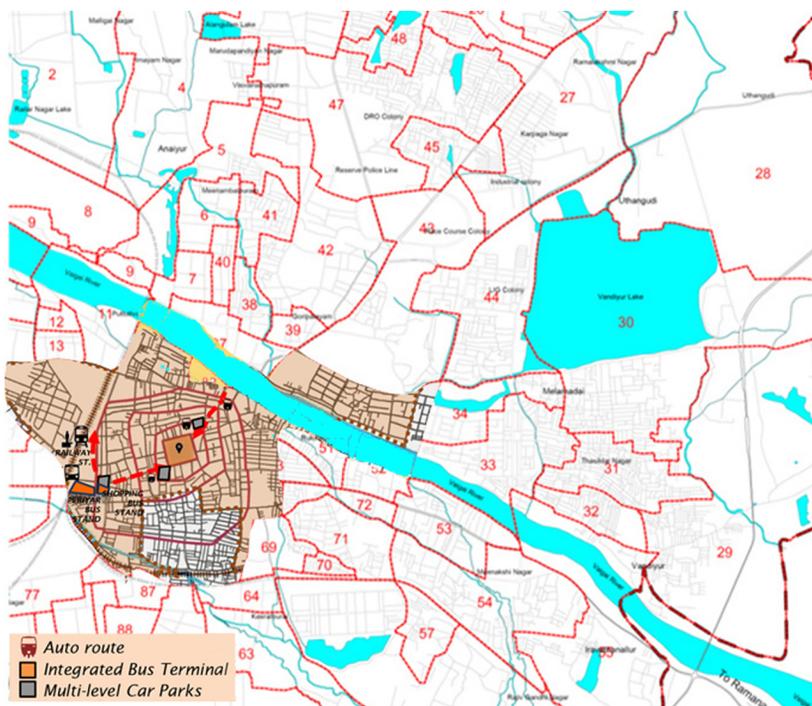
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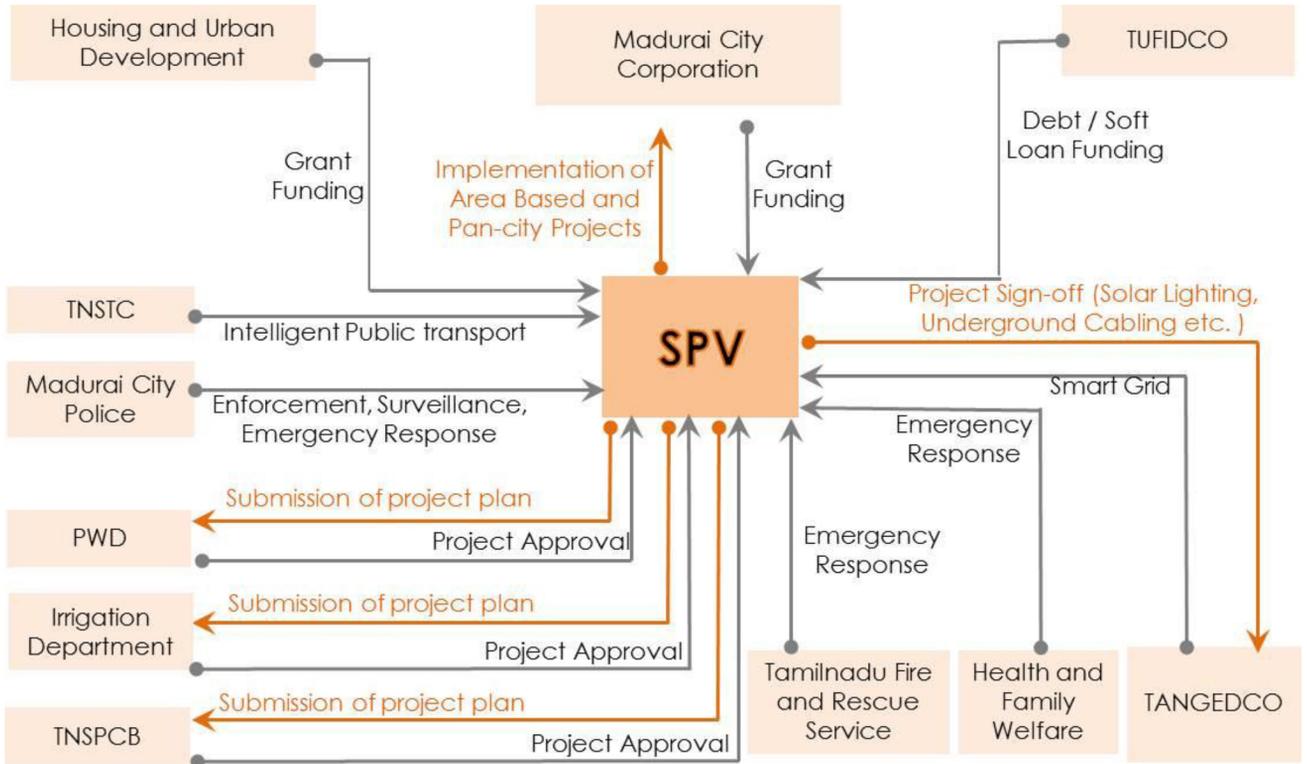
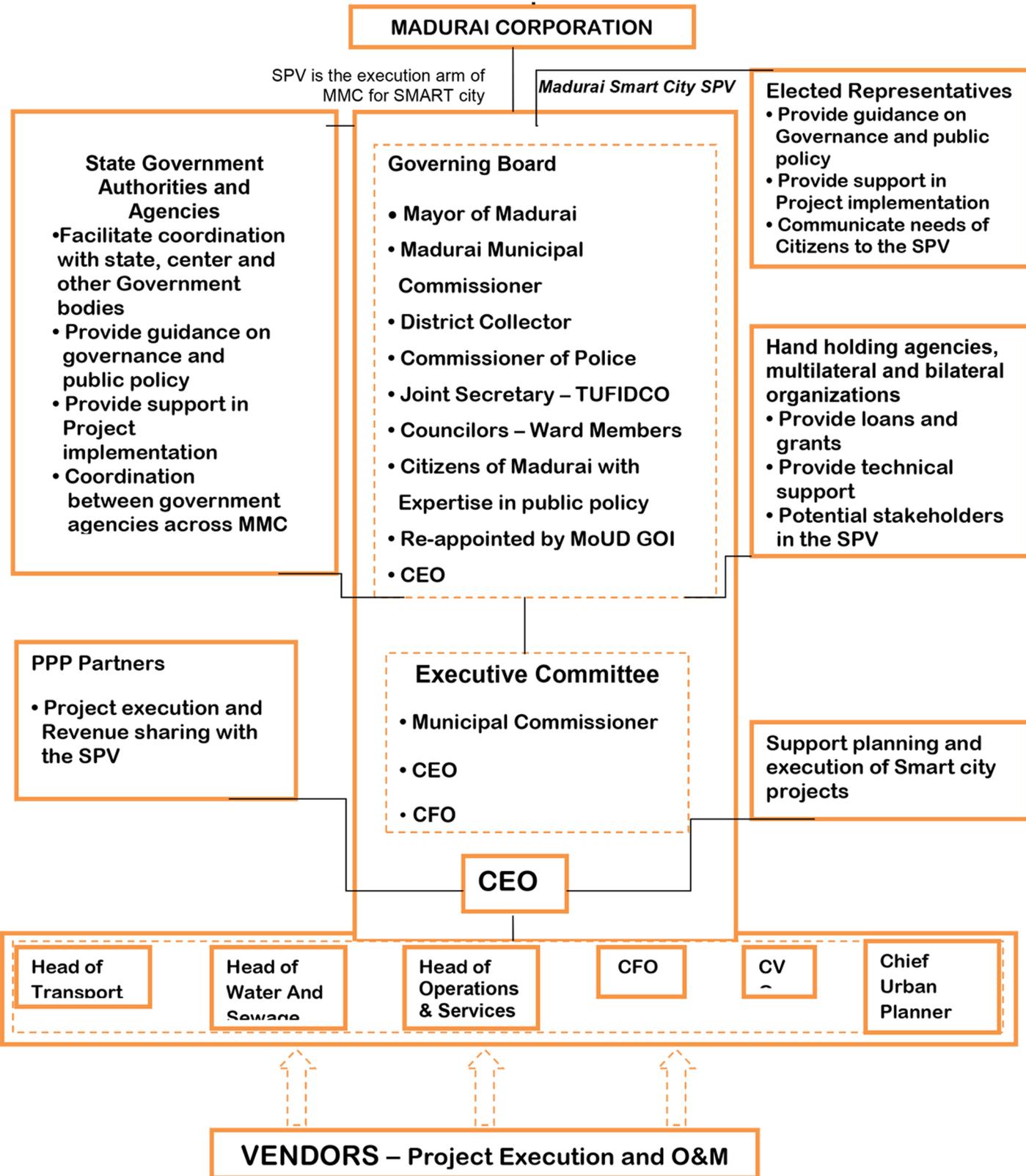




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FINANCIAL PLAN

FIGURE 47: ULB FINANCIAL PROJECTIONS (IN RS. CRORES)

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FIGURE 49: SOURCES OF FUNDS

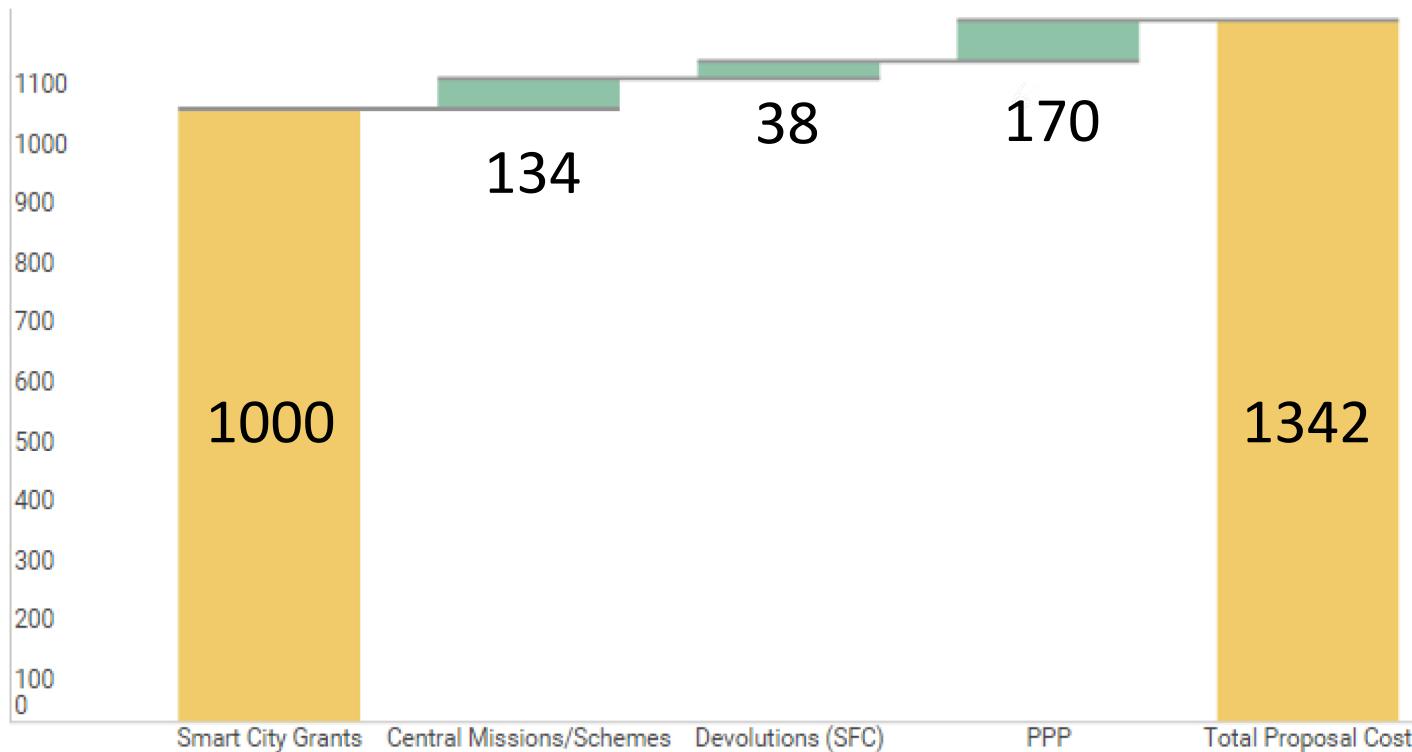


FIGURE 50: ULB REVENUE SHARE (PROJECTED)

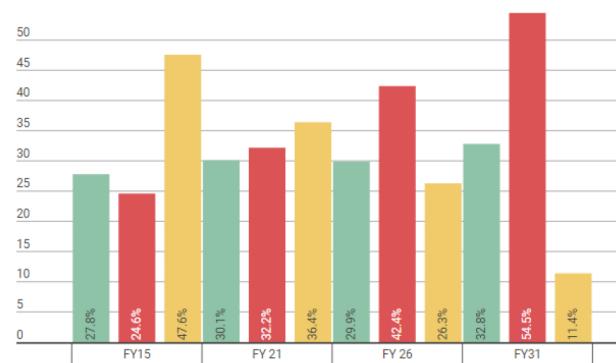


FIGURE 53: FUNDS – REQUIREMENT VS. AVAILABILITY

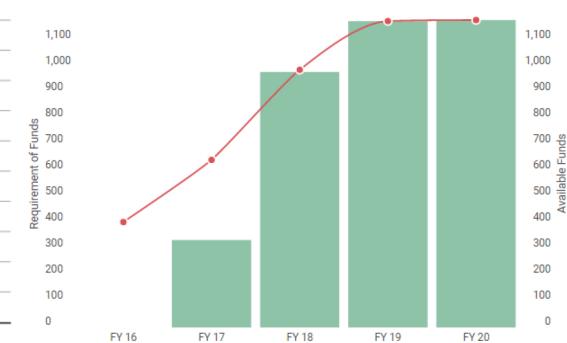
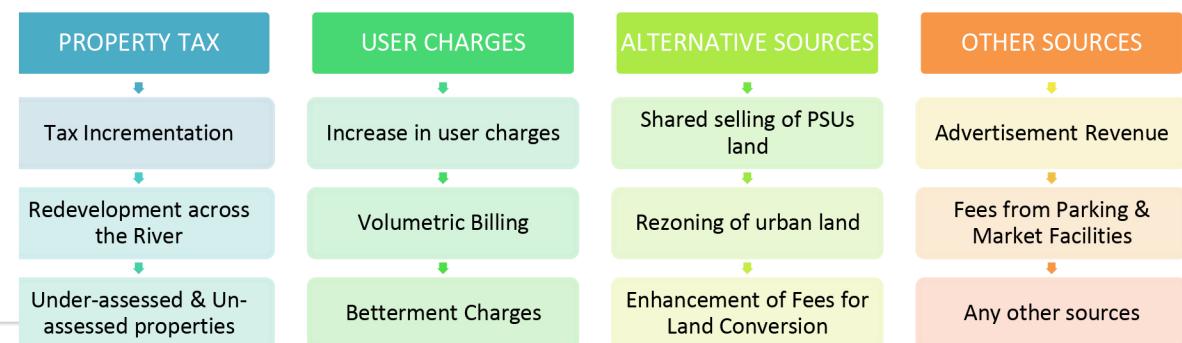


FIGURE 48: REVENUE SOURCES



ANNEXURE 4

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

S. No	Particulars	<input checked="" type="checkbox"/>
1	Madurai Corporation Council Resolution No. 1191 & 1192, Dated. 17.06.2016	<input checked="" type="checkbox"/>
2	N.O.C - Tamil Nadu Water Supply & Drainage Board (TWAD)	<input checked="" type="checkbox"/>
3	N.O.C - Tamil Nadu Slum Clearance Board (TNSCB)	<input checked="" type="checkbox"/>
4	N.O.C - TANGEDCO	<input checked="" type="checkbox"/>
5	G.O. (MS) No. 112 issued by MA & WS department (GoTN) dated 31.07.2015 for SPV formation for Madurai city	<input checked="" type="checkbox"/>
6	Letter No. 29870/MA.II/2015-4, Dated 23.12.2015 Forwarding proposals	<input checked="" type="checkbox"/>
7	Minutes of the Second State Level High Powered Steering Committee Meeting Held on 21.12.2015 for Smart City Mission	<input checked="" type="checkbox"/>
8	Ministry of Power, Government of India, R-APDRP (convergence document)	<input checked="" type="checkbox"/>
9	Housing for Urban Poor (convergence document)	<input checked="" type="checkbox"/>
10	61 MLD Dedicated Water Supply Scheme to Madurai Corporation (TUFIDCO/AMRUT/Madurai/638/AM(B)/2015, Dated. 18.02.2016) - Rs. 320.00 crore	<input checked="" type="checkbox"/>
11		<input type="checkbox"/>
12		<input type="checkbox"/>
13		<input type="checkbox"/>
14		<input type="checkbox"/>
15		<input type="checkbox"/>
16		<input type="checkbox"/>
17		<input type="checkbox"/>
18		<input type="checkbox"/>
19		<input type="checkbox"/>
20		<input type="checkbox"/>

21		<input type="checkbox"/>
22		<input type="checkbox"/>
23		<input type="checkbox"/>
24		<input type="checkbox"/>
25		<input type="checkbox"/>
26		<input type="checkbox"/>
27		<input type="checkbox"/>
28		<input type="checkbox"/>
29		<input type="checkbox"/>
30		<input type="checkbox"/>
31		<input type="checkbox"/>
32		<input type="checkbox"/>
33		<input type="checkbox"/>
34		<input type="checkbox"/>
35		<input type="checkbox"/>
36		<input type="checkbox"/>
37		<input type="checkbox"/>
38		<input type="checkbox"/>
39		<input type="checkbox"/>
40		<input type="checkbox"/>

ம.பொ. 2/21705/2015

மாமன்றக் கூட்டக் குறிப்பு

பொருள்

மத்திய அரசால் அறிவிக்கப்பட்டுள்ள "பொலிவான நகரம்" (Smart City) திட்டத்தில் 100 நகரங்கள் தேர்வு செய்யப்பட உள்ளது. இத்திட்டத்தின் கீழ் இம்மாநகரை பொலிவான மாநகரமாக உருவாக்குவதற்கு தேவையான பணிகள் 5 ஆண்டுகளில் (F.Y 2015-2016 முதல் F.Y 2019-2020) செய்து முடிக்கப்படவுள்ளது. இத்திட்டத்திற்கு மத்திய அரசின் வழிகாட்டுதலின் படி திட்ட அறிக்கை தயாரித்து மாநில அரசின் உயர்நிலை வழிநடத்தும் குழுவின் ஒப்புதலுடன் மத்திய அரசுக்கு அனுப்பி வைக்கப்படவுள்ளது. அதன் அடிப்படையில் மதுரை மாநகரை பொலிவான மாநகரமாக மாற்றுவதற்கு தேவையான கீழ்க்கண்ட திட்டங்கள் முன்மொழிவு செய்யப்பட்டுள்ளது.

வ.எண்.	விபரம்	தொகை (ரூ. கோடியில்)
I.	பகுதிக்கான அடிப்படை வளர்ச்சி	
அ)	பராம்பரிய பாதுகாப்பு மற்றும் மேம்பாடு	
ஆ)	பார்வையாளர்களுக்கான வசதிகள் மற்றும் சுற்றுலா உட்கட்டமைப்பு	425.00
இ)	அடிப்படை உட்கட்டமைப்பு மேம்பாடு	323.00
ஈ)	பராம்பரிய நடைபாதை (வைகை கரையோரம்)	477.00
II.	முழுமையான நகர மேம்பாடு	20.00
அ)	ஒருங்கிணைந்த நகர மேலாண்மை மற்றும் கட்டுப்பாட்டு மையம்	97.00
	மொத்த திட்ட செலவினம் (I + II)	1342.00

மேற்கண்டவாறு பகுதி சார்ந்த மேம்பாட்டு பணிகள் செய்வதற்கு (Retro Fitting) மீனாட்சியம்மன் திருக்கோவிலின் சுற்றுப் பகுதிகளும் வைகையாற்றின் கரையோர பகுதிகளும் தேர்வு செய்யப்பட்டுள்ளது. மேலும் முழுமையான நகரத் திட்டத்தின் கீழ் (PAN City) இம்மாநகரில் உள்ள அனைத்து அடிப்படை வசதிகளுக்குண்டான உட்கட்டமைப்புகளை கணினி மூலம் கண்காணிக்கவும் கட்டுப்பாடு செய்யவும் முன்மொழிவு செய்யப்படுகின்றது.

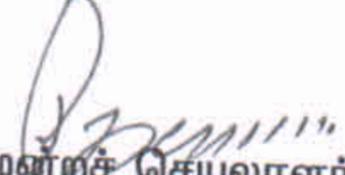
மேற்கண்ட பணிகளை பொலிவான நகரத் திட்டத்தின் கீழ் மேற்கொள்வதற்கும் மத்திய அரசின் ஒப்புதலுக்கு அனுப்பி வைக்கவும் மாமன்றத்தின் ஒப்புதலைக் கோரும் ஆணையாளர் அவர்களின் குறிப்பு.

(ஒப்பம்..) சந்தீப் நந்துாரி
ஆணையாளர்

உண்மை நகல் / உத்தரவுப் படி

(ஒப்பம்..) கு. திரவியம்
மேயர்

"குறிப்பு ஒப்புக் கொள்ளப்பட்டது".


மாமன்றச் செயலாளர்
மதுரை மாநகராட்சி

ம.பொ. 2/21705/2015

மாமன்றக் கூட்டக் குறிப்பு

பொருள்

மத்திய அரசால் அறிவிக்கப்பட்டுள்ள "பொலிவான நகரம்" (Smart City) திட்டத்தில் 100 நகரங்கள் தேர்வு செய்யப்பட உள்ளது. இத்திட்டத்தின் கீழ் இம்மாநகரை பொலிவான மாநகரமாக உருவாக்குவதற்கு தேவையான பணிகள் 5 ஆண்டுகளில் (F.Y 2015-2016 முதல் F.Y 2019-2020) செய்து முடிக்கப்படவுள்ளது. இத்திட்டத்திற்கு மத்திய அரசின் வழிகாட்டுதலின் படி திட்ட அறிக்கை தயாரித்து மாநில அரசின் உயர்நிலை வழிநடத்தும் குழுவின் ஒப்புதலுடன் மத்திய அரசுக்கு அனுப்பி வைக்கப்படவுள்ளது. அதன் அடிப்படையில் மதுரை மாநகரை பொலிவான மாநகரமாக மாற்றுவதற்கு தேவையான கீழ்க்கண்ட திட்டங்கள் முன்மொழிவு செய்யப்பட்டுள்ளது.

வ.எண்.	விபரம்	தொகை (ரூ. கோடியில்)
I.	பகுதிக்கான அடிப்படை வளர்ச்சி	
அ)	பராம்பரிய பாதுகாப்பு மற்றும் மேம்பாடு	425.00
ஆ)	பார்வையாளர்களுக்கான வசதிகள் மற்றும் சுற்றுலா உட்கட்டமைப்பு	323.00
இ)	அடிப்படை உட்கட்டமைப்பு மேம்பாடு	477.00
ஈ)	பராம்பரிய நடைபாதை (வைகை கரையோரம்)	20.00
II.	முழுமையான நகர மேம்பாடு	
அ)	ஒருங்கிணைந்த நகர மேலாண்மை மற்றும் கட்டுப்பாட்டு மையம்	97.00
	மொத்த திட்ட செலவினம் (I + II)	1342.00

மேற்கண்டவாறு பகுதி சார்ந்த மேம்பாட்டு பணிகள் செய்வதற்கு (Retro Fitting) மீனாட்சியம்மன் திருக்கோவிலின் சுற்றுப் பகுதிகளும் வைகையாற்றின் கரையோர பகுதிகளும் தேர்வு செய்யப்பட்டுள்ளது. மேலும் முழுமையான நகரத் திட்டத்தின் கீழ் (PAN City) இம்மாநகரில் உள்ள அனைத்து அடிப்படை வசதிகளுக்குண்டான உட்கட்டமைப்புகளை கணினி மூலம் கண்காணிக்கவும் கட்டுப்பாடு செய்யவும் முன்மொழிவு செய்யப்படுகின்றது.

இந்நிலையில் அரசாணை எண். 112, நகராட்சி நிர்வாகம் மற்றும் குடிநீர் வழங்கல் துறை (மாந 2), நாள். 31.07.2015 உத்தரவில் பொலிவான திட்டத்தின் கீழ் மேற்கொள்ளப்படும் பணிகளுக்கு கீழ்க்கண்டவாறு குழுக்கள் அமைத்து திட்டங்கள் மேற்கொள்ளப்பட வேண்டுமென உத்திரவிடப்பட்டுள்ளது. அதன் அடிப்படையில் சிறப்புத் தேவைக்கான குழுமம் (Special Purpose Vehicle) என்ற அமைப்பில் கீழ்க்கண்ட உறுப்பினர்கள் அடங்கிய குழு ஒன்று அமைக்கவும் இக்குழுவின் மூலம் பரிந்துரை செய்யப்படும் பணிகள் அடுத்த கட்ட ஒப்புதலுக்கு அனுப்பி

வைக்கப்பட வேண்டுமென உத்திரவிடப்பட்டுள்ளது. அதன் அடிப்படையில் இக்குழு உறுப்பினர்கள் விபரம் கீழ்க்கண்ட அட்டவணையில் கொடுக்கப்பட்டுள்ளது.

வ. எண்.	குழு உறுப்பினர்கள் விபரம்	குழு பதவி
1.	நகராட்சி நிர்வாக இயக்குநர்	தலைவர்
2.	பிரதிநிதி, நகர்ப்புற வளர்ச்சி அமைச்சகம்	இயக்குநர்
3.	பிரதிநிதி, நிதித்துறை, தமிழ்நாடு அரசு	இயக்குநர்
4.	ஆணையாளர், மதுரை மாநகராட்சி	இயக்குநர்
5.	தலைமை நிர்வாக அலுவலர், சிறப்புத் தேவை குழுமம்	இயக்குநர்
6.	தன்னிலையான இயக்குநர் - 2 நபர்கள்	இயக்குநர்

பொலிவான நகரத் திட்டத்தினை அமுல்படுத்துவதன் முதற்கட்டமாக அனைத்து அரசு துறைகளும் அடங்கிய அலுவலர்கள் குழு (Inter-Departmental Task Force) கீழ்க்கண்டவாறு அரசு துறை அலுவலர்களும் உள்ளாட்சி அமைப்பின் அலுவலர்களும் மற்றும் நகர அபிவிருத்தி குழு அலுவலர்களும் அடங்கிய குழு ஒன்று அமைக்கப்பட வேண்டும். இக்குழு உறுப்பினர்களின் விபரம் கீழ்க்கண்ட அட்டவணையில் கொடுக்கப்பட்டுள்ளது.

வ. எண்.	குழு உறுப்பினர்கள் விபரம்	குழு பதவி
1.	மாவட்ட ஆட்சித் தலைவர்	தலைவர்
2.	ஆணையாளர், மதுரை மாநகராட்சி	உறுப்பினர் ஒருங்கிணைப்பாளர்
3.	தலைமை நிர்வாக அலுவலர், சிறப்புத் தேவை குழுமம்	உறுப்பினர்
4.	கண்காணிப்பு பொறியாளர் / நிர்வாகப் பொறியாளர், தமிழ்நாடு குடிநீர் மற்றும் வடிகால் வாரியம்	உறுப்பினர்
5.	கண்காணிப்பு பொறியாளர், தமிழ்நாடு மின் உற்பத்தி மற்றும் பகிர்மான கழகம்	உறுப்பினர்
6.	கண்காணிப்பு பொறியாளர் / கோட்டப் பொறியாளர், நெடுஞ்சாலைத் துறை	உறுப்பினர்
7.	உதவி இயக்குநர், நகர் மற்றும் ஊரகமைப்புத் திட்டம்	உறுப்பினர்
8.	நிர்வாகப் பொறியாளர், தமிழ்நாடு வீட்டு வசதி வாரியம்	உறுப்பினர்
9.	நிர்வாகப் பொறியாளர், தமிழ்நாடு குடிசை மாற்று வாரியம்	உறுப்பினர்
10.	மாவட்ட தகவல் அலுவலர், தேசிய தகவலியல் மையம்	உறுப்பினர்

பயனாளிகளின் கருத்துகளையும் பிற அரசு துறைகளின் கருத்துகளையும் பெறுவதற்காக பொலிவான நகரத் திட்ட ஆலோசனைக் குழு (City Level Smart City Advisory Forum) கீழ்க்கண்ட உறுப்பினர்கள் அடங்கிய குழு ஒன்று அமைக்கப்பட வேண்டும். இக்குழு உறுப்பினர்களின் விபரம் அட்டவணையில் கொடுக்கப்பட்டுள்ளது.

வ. எண்.	குழு உறுப்பினர்கள் விபரம்	குழு பதவி
1.	மாவட்ட ஆட்சித் தலைவர்	தலைவர்
2.	மாண்புமிகு பாராளுமன்ற உறுப்பினர்	துணை தலைவர்
3.	மாண்புமிகு சட்டமன்ற உறுப்பினர்	உறுப்பினர்
4.	மாண்புமிகு மேயர்	உறுப்பினர்
5.	ஆணையாளர், மதுரை மாநகராட்சி	உறுப்பினர்
6.	தலைமை நிர்வாக அலுவலர், சிறப்புத் தேவை குழுமம்	உறுப்பினர்
7.	உள்ளூர் இளைஞன்	உறுப்பினர்
8.	தொழில்நுட்ப வல்லுநர்	உறுப்பினர்
9.	அரசு சாரா அமைப்பாளர்	உறுப்பினர்

மாநில அளவிலான உயர்நிலை வழிகாட்டுதல் குழு (State Level High Powered Steering Committee) கீழ்க்கண்ட உறுப்பினர்கள் அடங்கியவாறு அமைக்கப்பட வேண்டும். இக்குழு உறுப்பினர்களின் விபரம் அட்டவணையில் கொடுக்கப்பட்டுள்ளது.

வ. எண்.	குழு உறுப்பினர்கள் விபரம்	குழு பதவி
1.	அரசு தலைமைச் செயலர்	தலைவர்
2.	அரசு முதன்மை செயலர், நகராட்சி நிர்வாகம் மற்றும் குடிநீர் வழங்கல் துறை	உறுப்பினர்
3.	அரசு முதன்மை செயலர், நிதி துறை	உறுப்பினர்
4.	அரசு முதன்மை செயலர், திட்டமிடல், வளர்ச்சி மற்றும் சிறப்பு முயற்சிகள் துறை	உறுப்பினர்
5.	அரசு செயலர், வீட்டு வசதி மற்றும் நகர்ப்புற வளர்ச்சித் துறை	உறுப்பினர்
6.	பிரதிநிதி, நகர்ப்புற வளர்ச்சி அமைச்சகம்	உறுப்பினர்
7.	மாண்புமிகு மேயர்	உறுப்பினர்

வ. எண்.	குழு உறுப்பினர்கள் விபரம்	குழு பதவி
8.	ஆணையாளர், மதுரை மாநகராட்சி	உறுப்பினர்
9.	தலைமை நிர்வாக அலுவலர், சிறப்புத் தேவை குழுமம்	உறுப்பினர்
10.	நகராட்சி நிர்வாக இயக்குநர்	உறுப்பினர்
11.	மேலாண்மை இயக்குநர், தமிழ்நாடு குடிநீர் மற்றும் வடிகால் வாரியம்	உறுப்பினர்
12.	மேலாண்மை இயக்குநர், சென்னை பெருநகர குடிநீர் மற்றும் கழிவுநீரகற்றல் வாரியம்	உறுப்பினர்
13.	தலைவர் மற்றும் மேலாண்மை இயக்குநர், தமிழ்நாடு நகர்ப்புற நிதி மற்றும் உட்கட்டமைப்பு மேம்பாட்டு கழகம்	உறுப்பினர் - செயலர்

பொலிவான நகரத் திட்டத்திற்கு செயலர் மற்றும் மேலாண்மை இயக்குநர், தமிழ்நாடு நகர்ப்புற நிதி மற்றும் உட்கட்டமைப்பு மேம்பாட்டு கழகம் அவர்கள் மாநில திட்ட இயக்குநராக செயல்படுவார்.

பொலிவான நகரத் திட்டத்தினை அமுல்படுத்த சிறப்புத் தேவைக்கான குழுமம் (Special Purpose Vehicle) ஒன்று 2013ம் ஆண்டின் கம்பெனி விதிகளின் அடிப்படையில் உருவாக்கப்பட வேண்டுமென்றும் இதில் 50:50 என்கின்ற சரிவிகித பங்குதாரர்களாக மாநில மற்றும் உள்ளாட்சி அமைப்புகள் இருக்கப்பட வேண்டுமென்றும் இதில் நகராட்சி நிர்வாக இயக்குநர் அல்லது செயலர் பதவியில் உள்ள அலுவலர்கள் இக்கம்பெனியின் தலைவராக செயல்படுவார் என்றும் நகர அளவிலான அனைத்து துறை அலுவலர்கள் அடங்கிய குழு ஒன்றும் நகர அளவிலான பொலிவான நகர திட்ட ஆலோசனை குழு ஒன்றும் அமைக்கப்பட வேண்டுமென்றும் உத்திரவிடப்பட்டுள்ளது.

மேற்குறிப்பிட்ட குழுக்களை அமைத்தும் சிறப்புத் தேவைக்கான குழுமம் அமைத்தும் மிடுக்கான நகரத் திட்டத்தை மத்திய மற்றும் மாநில அரசுகளின் மானியத்தோடு மதுரை மாநகரில் பொலிவான நகர திட்டத்தினை அமுல்படுத்த மாமன்றத்தின் ஒப்புதலைக் கோரும் ஆணையாளர் அவர்களின் குறிப்பு.

(ஒப்பம்..) சந்தீப் நந்தூரி
ஆணையாளர்

உண்மை நகல் / உத்தரவுப் படி

(ஒப்பம்..) கு. திரவியம்
மேயர்

"குறிப்பு ஒப்புக் கொள்ளப்பட்டது"


மாமன்றச் செயலாளர்
மதுரை மாநகராட்சி



**TAMILNADU GENERATION AND DISTRIBUTION CORPORATION LIMITED
(A B S T R A C T)**

TANGEDCO – R-APDRP (Part-B) – Implementation of Part-B schemes in 87 towns sanctioned in I to V slots by R-APDRP Steering Committee – Part-B Sanction cancelled in 24 towns having baseline AT&C losses less than 15% and re-appeal made to MoP/GoI for 9 towns – Preparation of revised DPRs due to cost escalation for 78 towns (63+15) – Approved – Orders – Issued.

(Technical Branch)

(Per.) CMD TANGEDCO Proceedings No. 434

Dated. 29.09.2014

Sri Jaya, Purattasi - 13,
Thiruvalluvar Aandu, 2045.

Read:-

- i) (Per.) FB TANGEDCO Proceedings No. 74 (TB) Dated 12.06.2012
- ii) CMD's note approval dated. 08.09.2014

PROCEEDINGS:

Part-B Schemes of 87 towns of TANGEDCO have been sanctioned for a total value of Rs. 3279.56 Crores in I to V slots, by Ministry of Power / Government of India (MoP/GoI). 25% of sanctioned cost is issued as GoI loan and 75% of the cost is to be arranged from own resources / as counterpart funding from funding agencies.

2. In this regard, counterpart funding arrangement for 75% of sanctioned cost of DPRs for 87 towns of TANGEDCO has been posed as under.

16 towns of Chennai North, South & Vellore Regions to M/s PFC for Rs. 1266.99 Cr.

71 towns of Remaining Regions to M/s REC for Rs. 1192.68 Cr.

3. However, sanction of Part-B schemes in 24 towns, initially verified by the Third Party Independent Evaluation Agency – Energy Audit (TPIEA-EA) as having AT&C losses below 15%, has been cancelled by MoP/GoI.

4. In the Proceedings cited (i), Board has accorded in-principle approval for implementation of sanctioned Part-B works in project towns with AT&C losses less than or equal to 15%, by availing financial assistance (90%) from funding agencies and with TANGEDCO's funds to the tune of 10% of the project cost.

5. Accordingly, arranging financial assistance from funding agencies for implementation of Part-B schemes cancelled by MoP/GoI in 24 towns is necessary.

6. Meanwhile, 9 out of the 24 Nos. cancelled towns have been re-appealed to MoP/GoI for re-inclusion into Part-B schemes based on the rechecking of baseline AT&C Losses by TPIEA-EA with subsequent billing cycle data.

7. At this juncture, MoP/GoI have sanctioned Part-B DPRs of Coimbatore, Madurai, Tiruchirappalli, Salem & Tirupur towns for Rs. 177.24 Cr., under the category for provision of SCADA enabling components in SCADA towns with AT&C losses less than 15%.

8. Due to cancellation of Part-B schemes in 24 towns by MoP/GoI, Counterpart funding under R-APDRP for 75% cost of sanctioned DPRs are tied up with PFC for 14 towns and with REC for 49 towns only as of now.

9. Nevertheless, cost of execution of Part-B schemes has increased / changed due to following factors.

i) Turnkey execution of most of the Part-B schemes, as preferred in the Part-B guidelines issued by MoP/PFC, attribute to enhancement of cost of execution.

ii) Network changes attribute to changes in quantity of works.

iii) Since Part-B DPRs were sanctioned in 2009-10 based on departmental execution, cost of execution has escalated with time.

10. Hence, obtaining sanction for updated cost for implementation of Part-B schemes as under in 87 towns sanctioned in I to V slots has become necessary.

i) 13 towns, cancelled by MoP/GoI, to REC under regular loan

ii) 2 towns, cancelled by MoP/GoI, to PFC under regular loan

iii) 63 towns eligible under Part-B schemes to MoP/GoI under R-APDRP funding

iv) 9 towns, re-appealed to MoP/PFC, under R-APDRP funding / regular loan from

PFC/REC, based on outcome of decision by MoP/GoI.

(details at Annexure-I)

While getting regular loan / R-APDRP funding for updated cost of implementation for 87 towns, the works / cost sanctioned in respect of Part-B DPRs for SCADA enablers in Coimbatore, Madurai, Tiruchirappalli, Salem & Tirupur towns are to be excluded from loan from funding agency / R-APDRP funding as the case may be.

11. In view of the above, approval was sought by CE/R-APDRP for submission of revised Part-B DPRs to the respective funding agencies.

Annexure- I - R-APDRP Part-B Schemes - R-APDRP Funding / Regular Loan Arrangement Details

R-APDRP Part-B Schemes - List of towns for 25% GoI Loan & 75% Counterpart Funding posed to M/s PFC under R-APDRP funding after cancellation of schemes by MoP/GoI

S.No	Name of Region	Name of Circle	Name of Town	Sanctioned Project cost (Rs.Crores)	75% Counterpart funding (Rs.Crores)
1	Chennai North & South	Chennai North, Central, West, South	Chennai U.A.	1473.74	1105.31
2	Chennai South	Chengalpattu	Chengalapattu	8.53	6.40
3	Vellore	Vellore	Melvisharam	3.78	2.84
4			Arakkonam	7.43	5.57
5			Vellore U.A.	64.09	48.07
6	Chennai South	Kanchipuram	Kanchipuram U.A.	27.70	20.78
7			Thiruvallur	9.34	7.01
8	Vellore	Thirupathur	Ambur	18.75	14.06
9			Vaniyambadi U.A.	11.69	8.77
10			Gudiyatham U.A.	15.40	11.55
11			Thirupattur	6.38	4.79
12		Dharmapuri	Dharmapuri	12.87	9.65
13		Krishnagiri	Hosur	10.79	8.09
14			Krishnagiri	10.21	7.66
Total				1680.70	1260.53

R-APDRP Part-B Schemes - List of towns for 25% GoI Loan & 75% Counterpart Funding posed to M/s REC under R-APDRP funding after cancellation of schemes by MoP/GoI

1	Coimbatore	Coimbatore North	Mettupalayam	9.30	6.98
2		Nilgris	Udagamandalam	14.49	10.87
3			Guddalur	5.23	3.92
4			Cconoor U.A.	8.01	6.01

5			Dharapuram	4.12	3.09	
6		Salem	Attur	10.38	7.79	
7		Mettur	Mettur	4.35	3.26	
8			Edappady	7.58	5.69	
9	Erode	Namakkal	Namakkal	7.50	5.63	
10				Rasipuram	6.91	5.18
11				Thiruchengode	17.93	13.45
12				Mallasaniudram U.A	8.85	6.64
13			Madurai	Theni	Theni Allinagaram	10.28
14		Gudalur(Theni EDC)			2.52	1.89
15		Periakulam			2.23	1.67
16		Bodinayakkanur			3.20	2.40
17		Kambam			4.56	3.42
18		Ramanathapuram		Ramanathapuram	9.58	7.19
19				Rameswaram	4.98	3.74
20		Sivagangai		Sivagangai	4.87	3.65
21				Devakottai	5.64	4.23
22		Dindigul		Palani	9.40	7.05
23	Tirunelveli	Tirunelveli	Tirunelveli U.A	65.78	49.34	
24				Ambasamudram U.A.	6.31	4.73
25				Kadayanallur	5.18	3.89
26				Shankarakoil	7.72	5.79
27			Virudhunagar	Aruppukkottai	8.44	6.33
28				Srivilliputhur	3.96	2.97
29			Tuticorin	Tiruchendur U.A	6.47	4.85
30			Kanyakumari	Kollencode	1.56	1.17
31	Trichy	Perambalur	Perambalur	5.23	3.92	
32				Jayankondam	6.27	4.70
33		Thanjavur	Thanjavur	20.79	15.59	
34				Kumbakonam U.A.	22.14	16.61
35				Pattukottai	10.56	7.92
36			Karur	Karur U.A.	20.02	15.02
37			Thiruvarur	Mannargudi	9.87	7.40
38			Nagapattinam	Nagapattinam	8.31	6.23
39				Sirkali	5.57	4.18
40				Mayiladuthurai	11.73	8.80
41			Pudukkottai	Pudukkottai	17.48	13.11
42				Aranthangi	6.99	5.24
43			Kallakurichi	Kallakurichi	8.90	6.68
44			Cuddalore U.A.	42.44	31.83	
45			Nellikuppam	3.09	2.32	

46	Villupuram	Cuddalore	Chidambaram	6.19	4.64
47			U.A.	13.51	10.13
48			Virudhachalam	11.44	8.58
49		Thiruvannamalai	Arni	7.95	5.96
Total				505.81	379.36

R-APDRP Part-B Schemes - List of towns for 25% GoI Loan & 75% Counterpart Funding posed to M/s PFC under R-APDRP funding but cancelled by MoP/GoI

1	Vellore	Vellore	Arcot U.A.	4.07	3.05
2		Thirupathur	Pernampet	4.55	3.41
Total				8.62	6.47

R-APDRP Part-B Schemes - List of towns for 25% GoI Loan & 75% Counterpart Funding posed to M/s REC under R-APDRP funding but cancelled by MoP/GoI

1	Coimbatore	Coimbatore	Coimbatore	319.39	239.5425	
2		Tirupur	Palladam	11.12	8.34	
3	Coimbatore	Udumalpet	Pollachi	7.68	5.76	
4			Udumalpet	9.35	7.0125	
5			Valparai	6.95	5.2125	
6	Erode	Gobi	Bhavani	4.37	3.2775	
7			Salem	Salem	296.29	222.2175
8	Madurai	Dindigul	Dindigul	18.28	13.71	
9			Madurai	Melur	5.82	4.365
10				Thirumangalam	3.49	2.6175
11			Madurai	Madurai	174.47	130.8525
12				Ramnad	Keelakarai	5.56
13			Tirunelveli	Tirunelveli	Tenkasi	5.31
14	Tuticorin	Vikramsingapuram			4.24	3.18
15		Kovilpatti			15.84	11.88
16	Trichy	Nagapattinam	Thoothukkudi	19.92	14.94	
17			Thiruvarur	Vedharniyam	3.31	2.4825
18				Tiruvarur	5.83	4.3725
19			Trichy Metro	Thuraiyur	5.98	4.485
20	Tiruchirappalli	136.07		102.0525		
21	Tindivanam	11.63		8.7225		
22	Villupuram	Villupuram	Villupuram	13.53	10.1475	
Total				1084.43	813.32	
Grand Total				3279.56	2459.67	

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 R-III/R-APDRP
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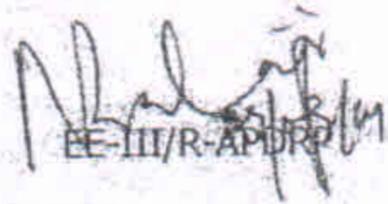
Annexure-II

R-APDRP Part-B Schemes - List of towns to be posed to M/s PFC under Regular Loan

S.No	Name of Region	Name of Circle	Name of Town	Sanctioned Project cost (Rs.Crores)	75% Counterpart funding (Rs.Crores)
1	Vellore	Vellore	Arcot U.A.	4.07	3.05
2		Thirupathur	Pernampet	4.55	3.41
Total				8.62	6.47

R-APDRP Part-B Schemes - List of towns to be posed to M/s REC under Regular Loan

1	Coimbatore	Coimbatore	Coimbatore	319.39	239.5425
2		Tirupur	Palladam	11.12	8.34
3		Udumalpet	Pollachi	7.68	5.76
4			Udumalpet	9.35	7.0125
5	Erode	Gobi	Bhavani	4.37	3.2775
6	Madurai	Madurai	Madurai	174.47	130.8525
7		Ramnad	Keelakarai	5.56	4.17
8	Tirunelveli	Tuticorin	Kovilpatti	15.84	11.88
9	Trichy	Thiruvarur	Tiruvarur	5.83	4.3725
10		Trichy Metro	Thuraiyur	5.98	4.485
11			Tiruchirappalli	136.07	102.0525
12	Villupuram	Villupuram	Tindivanam	11.63	8.7225
13			Villupuram	13.53	10.1475
Total				720.82	540.62


 EE-III/R-APDRP

Annexure-III
R-APDRP Part-B Schemes - List of towns for 25% GoI Loan & 75% Counterpart Funding posed to M/s PFC under R-APDRP funding after cancellation of schemes by MoP/GoI

S.No	Name of Region	Name of Circle	Name of Town	Sanctioned Project cost (Rs.Crores)	75% Counterpart funding (Rs Crores)		
1	Chennai North & South	Chennai North, Central, West, South	Chennai U.A.	1473.74	1105.31		
2	Chennai South	Chengalpattu	Chengalapattu	8.53	6.40		
3	Vellore	Vellore	Melvisharam	3.78	2.84		
4			Arakkonam	7.43	5.57		
5			Vellore U.A.	64.09	48.07		
6	Chennai South	Kanchipuram	Kanchipuram U.A.	27.70	20.78		
7	Vellore	Thirupathur	Thiruvallur	9.34	7.01		
8			Ambur	18.75	14.06		
9			Vaniyambadi U.A.	11.69	8.77		
10			Gudiyatham U.A.	15.40	11.55		
11			Thirupattur	6.38	4.79		
12			Dharmapuri	Dharmapuri	12.87	9.65	
13			Krishnagiri	Krishnagiri	Hosur	10.79	8.09
14					Krishnagiri	10.21	7.66
Total				1680.70	1260.53		

R-APDRP Part-B Schemes - List of towns for 25% GoI Loan & 75% Counterpart Funding posed to M/s REC under R-APDRP funding after cancellation of schemes by MoP/GoI

1	Coimbatore	Coimbatore North	Mettupalayam	9.30	6.98	
2		Nilgris	Udagamandalam	14.49	10.87	
3			Guddalur	5.23	3.92	
4			Coonoor U.A.	8.01	6.01	
5			Dharapuram	4.12	3.09	
6	Erode	Salem	Attur	10.38	7.79	
7		Mettur	Mettur	4.35	3.26	
8			Edappady	7.58	5.69	
9		Namakkal	Namakkal	Namakkal	7.50	5.63
10				Rasipuram	6.91	5.18
11				Thiruchengode	17.93	13.45
12				Mallasamudram U.A	8.85	6.64

13	Madurai	Theni	Theni Allinagaram	10.28	7.71
14			Gudalur(Theni EDC)	2.52	1.89
15			Periakulam	2.23	1.67
16			Bodinayakkanur	3.20	2.40
17			Kambam	4.56	3.42
18		Ramanathapuram	Ramanathapuram	9.58	7.19
19			Rameswaram	4.98	3.74
20		Sivagangai	Sivagangai	4.87	3.65
21			Devakottai	5.64	4.23
22		Dindiquil	Palani	9.40	7.05
23	Tirunelveli	Tirunelveli	Tirunelveli U.A	65.78	49.34
24			Ambasamudram U.A.	6.31	4.73
25			Kadayanallur	5.18	3.89
26		Virudhunagar	Shankarakoil	7.72	5.79
27			Aruppukkottai	8.44	6.33
28		Tuticorin	Srivilliputhur	3.96	2.97
29			Tiruchendur U.A	6.47	4.85
30	Kanyakumari	Kollencode	1.56	1.17	
31	Trichy	Perambalur	Perambalur	5.23	3.92
32			Jayankondam	6.27	4.70
33		Thanjavur	Thanjavur	20.79	15.59
34			Kumbakonam U.A.	22.14	16.61
35			Pattukottai	10.56	7.92
36		Karur	Karur U.A.	20.02	15.02
37		Thiruvarur	Mannargudi	9.87	7.40
38		Nagapattinam	Nagapattinam	8.31	6.23
39			Sirkali	5.57	4.18
40		Pudukkottai	Mayiladuthurai	11.73	8.80
41	Pudukkottai		17.48	13.11	
42	Aranthangi		6.99	5.24	
43	Villupuram	Kallakurichi	Kallakurichi	8.90	6.68
44			Cuddalore U.A.	42.44	31.83
45		Cuddalore	Nellikuppam	3.09	2.32
46			Chidambaram U.A.	6.19	4.64
47			Virudhachalam	13.51	10.13
48			Panruti	11.44	8.58
49		Thiruvannamalai	Arni	7.95	5.96
Total				505.81	379.36


 EE-III/R-APDRP

Annexure-IV
R-APDRP Part-B Schemes - List of towns for 25% GoI Loan & 75% Counterpart Funding posed to M/s REC under R-APDRP funding and cancelled by MoP/GoI but appealed for re-inclusion

S.No	Name of Region	Name of Circle	Name of Town	Sanctioned Project cost (Rs.Crores)	75% Counterpart funding
1	Coimbatore	Udumalpet	Valparai	6.95	5.21
2	Erode	Salem	Salem	296.29	222.22
3	Madurai	Dindigul	Dindigul	18.28	13.71
4		Madurai	Melur	5.82	4.37
5			Thirumangalam	3.49	2.62
6	Tirunelveli	Tirunelveli	Tenkasi	5.31	3.98
7			Vikramsingapura	4.24	3.18
8		Tuticorin	Thoothukkudi	19.92	14.94
9	Trichy	Nagapattinam	Vedharniyam	3.31	2.48
Total amount				363.61	272.71

[Signature]
 EE-III/R-APDRP

%

SE/Maharashtra

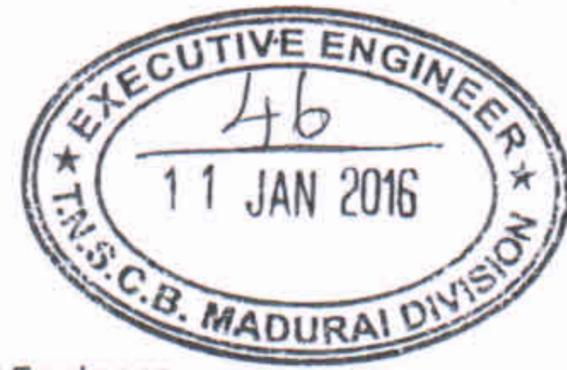
Encl no. SE/Maharashtra / EE/W AER / R-APDRP / F. Part(B) / D / 14
 dt. 9.14.

Copy to all EEs / Maharashtra }
 Copy to DFC / Maharashtra. } for information.

[Signature]
 for SE/Maharashtra

off 4/10/14

AECOD/Don
11.1.16.



O/o. The Chief Engineer,
Tamil Nadu Slum Clearance Board,
No.5, Kamarajar Salai,
Chennai - 600 005.

MEMO

Memo. No. SCB/HFA/13662/2015

Date: 03.01.2016

Sub: TNSCB - HFA - Beneficiary led individual house construction -
Vertical - IV - Construction of 7513 individual houses in 61 slums
in 9 cities - Project cost Rs. 157.77 cr - approved in 1st SLSMC
meeting on 03.11.2015 - reg:

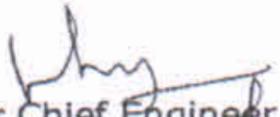
- Ref : 1. 1st SLSMC meeting, dated: 03.11.2015.
2. BR. No. 4.05/472, dated: 20.11.2015

The Board in its resolution No. 4.05/472 Dated: 20.11.2015 has taken note of the proposal of construction of 7513 individual houses in 9 cities covering 61 slums at a project cost of Rs. 157.77 Cr approved by SLSMC in its 1st meeting held on 03.11.2015. Also the approval for the construction of 6272 individual houses at a cost of Rs. 250.88 Cr in 6 cities / towns is under the consideration of SLSMC.

In this regard, the EEs are directed to enumerate the beneficiaries as per format 4B of HFA guidelines for submission to GoI.

The Implementation guidelines for BLC will be issued separately.

Encl: B.R. No. 4.05/472, dated: 20.11.2015
with Note for the Board.


for Chief Engineer
TNSCB

To
The Executive Engineer, Division - IV, FAP, Chennai Special
Division - III, Coimbatore, Madurai, Salem, Trichy and
Tirunelveli.

Received copy



TAMIL NADU SLUM CLEARANCE BOARD

472nd Board Meeting held on 20.11.2015

Meeting slip for the Slum Clearance Board

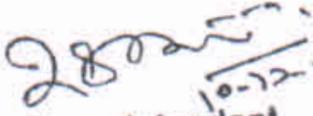
Item No.	SUBJECT
4.05	TNSCB – HFA – Beneficiary led individual house construction – Vertical – IV – construction of 7513 individual houses in 61 slums in 9 cities – Project cost Rs.157.77 Cr. – approved in 1 st SLSMC meeting on 3.11.2015 – Information to Board – Reg. (HFA/13100/2015) i. The Board took note of the proposal of constructing of 7513 individual houses in 9 cities covering 61 slums at a project cost of Rs.157.77 crore approved by SLSMC in its 1 st meeting held on 03.11.2015. ii. The Board empowered the Mission Director, HFA / M.D. TNSCB to approve the beneficiaries list / alternate beneficiaries list, if necessary, so that the 7513 no. of individual houses could be constructed without any shortfall.

20-11-2015

Resolution No.4.05 / 472

Sd/- Dharmendra Pratap Yadav
Chairman
Tamil Nadu Slum Clearance Board

/True Copy/


10-12-2015
Superintendent

TAMIL NADU SLUM CLEARANCE BOARD

ANNEXURE – I

Construction of 7513 houses under Beneficiary Led Construction

(Rs. In lakhs)

Sl. No	City	Zone No.	Corpn. Dn / Ward No.	Name of the schemes	No. of units	Project cost	Govt grant	GoTN grant
1	Chennai	VII	83 83 83 83 83 83 83 83 83	1. Collector Nagar, 2. Bajanal Koil Street(Madanakuppam), 3. Andal Koil Street, 4. Perumal Koil Street, 5. Gandhi Street, 6. Clon Street, 7. Ambedkar Street, 8. Venugopal samy Street 9. Bajanal Koil Street (Mogappair)	756	1587.60	1134.00	453.60
2	Chennai	XIV	183 183 190	1. Kathivakkam New Colony 2. Kottivakkam Kuppam 3. Kannabiran Koil Street	367	770.70	550.50	220.20
3	Chennai	IV	35 35	1. Telugu Harijan Colony 2. Tamil Harijan colony	504	1058.40	756.00	302.40
4	Coimbatore	South	94 94	1. Machampalayam Mariamman Koil 2. Kurichi Boyer Street	291	611.10	436.50	174.60
5	Dindigul		33	1. East Martyanathapuram	287	602.70	430.50	172.20
6	Erode	I	5	1. Kamaraj Nagar	155	325.50	232.50	93.00
7	Madurai	I	2, 3	1. Anaiyur	403	846.30	604.50	241.80
8		II	6	1. Sathyamoorthy Nagar	670	1407.00	1005.00	402.00
		II	38 40	2. Suyarapuram 3. Ahimsapuram				
9	Salem	Suramangalam Hasthampatty	2 3	1. Jakkiramapalayam 2. Periyar Nagar	1663	3492.30	2494.50	997.80

Sl. No	City	Zone No.	Corp. Dn / Ward No.	Name of the schemes	No. of units	Project cost	Govt grant	GoT grant
		Ammamet	3	3. SakthiNagar				
		Ammamet	9	4. Chengalanai Road				
		Ammamet	37	5. Anna Nagar				
		Ammamet	37	6. Bharathi Nagar				
		Ammamet	37	7. Gandhi Nagar				
		Ammamet	37	8. Kumaragripettai				
		Ammamet	37	9. Parumalkoil medu				
10	Trichy	Srirangam	8	1. Keela Devadhanam				
		Ponmalai	30	2. Rajiv Gandhi Nagar				
		KoAbisekapuram	52	3. Vannarapettai				
		KoAbisekapuram	53	4. Kodapu				
		Srirangam	6	5. Malligaiapuram				
		Srirangam	6	6. Kumaran Nagar				
		Ponmalai	37	7. Pattathammal Street				
		KoAbisekapuram	45	8. Karumandapakarai	1797	3773.70	2695.50	1078.20
		Ariyamangalam	7	9. Aruputhasampuram				
		KoAbisekapuram	60	10. Pallar Street				
		Srirangam	1	11. Malayappa Nagar Salai				
		Srirangam	4	Road				
		Ariyamangalam	7	12. Kalanjyam				
		Ariyamangalam	7	13. Kallankuthu				
			7	14. Pillaiyar Koil Street				
11	Thoothukudi	South	58	1. Kakanji Nagar				
		South	58	2. Gandhi Nagar				
		South	58	3. Samy Nagar	328	684.60	489.00	195.60
		South	58	4. Balaji Nagar				
12	Tirunelveli	Palayamkottai	11	1. Tiruvannadapuram Pottai				
		Palayamkottai	25	2. Kariyanayanar Street				
		Tirunelveli	50	3. Sambapuram Vadakku Street				
		Tirunelveli	44	4. Thadiveeran Keelatheru				
		Tirunelveli	51	5. Valluvar Street	294	617.40	441.00	176.40
		Melapalayam	30	(Palayapettai)				
		Melapalayam	30	6. Ambedkar Nagar				
				7. Bharathiyarpuram				

Sl. No	City	Zone No.	Corp. Dn / Ward No.	Name of the schemes	No. of units	Project cost	Govt grant	GoTN grant
		Melapalayam	33	8. Selva Vinayagar Street				
		Melapalayam	30	9. Vasanthapuram				
		Melapalayam	36	10. Valluvar Street				
		Thatchanallur	2	11. Keelakarai				
		Thatchanallur	4	12. Manimurtheeswaram				
Total					7513	15777.30	11269.50	4507.80

Sd/-
Dr.R.Palaniswamy,I.A.S.,
Managing Director,

//True Copy//

Secretary
Secretary 17/11/15

98
17/11/15



02 MAR 2016

ABSTRACT

Tamil Nadu Slum Clearance Board - Hon'ble Chief Minister's Announcement under rule 110 for the year 2015-2016 - Construction of 4,500 houses at a cost of Rs.9,450.00 lakh at Thoppur-Uchapatti in Madurai - To accord Administrative sanction for construction of 1,362 houses under Phase-I at a project cost of Rs.2,860.20 lakh - Orders - Issued.

Housing and Urban Development [SC2[1]]Department

G.O.(Ms) No.51

Dated 29.02.2016.

மண்மத வருடம், மாசி 17,
திருவள்ளூர் ஆண்டு 2047

Read:

From the Managing Director, Tamil Nadu Slum Clearance Board,
Letter No.M1/13262/2015, dated 22.09.2015 and 22.01.2016.

ORDER:

The Hon'ble Chief Minister has announced on 15.09.2015 under rule 110 of the Tamil Nadu Legislative Assembly to construct 4,500 slum tenements for the Economically Weaker Section families at Thoppur-Uchapatti, Madurai.

2. The Managing Director, Tamil Nadu Slum Clearance Board has stated as follows:-

(i) The proposal for the construction of 1,362 houses at a cost of Rs.4,086.00 lakh at Thoppur-Uchapatti in Madurai under Housing for All programme as Phase-I under Vertical-IV of Housing for All has been approved by the State Level Sanctioning and Monitoring Committee (SLSMC) under the Chairmanship of Chief Secretary to Government in its meeting held on 08.01.2016 and sent to Government of India to place this proposal before the Central Sanctioning and Monitoring Committee (CSMC) to be held on 25.01.2016.

(ii) The proposal for the balance 3,138 houses is under preparation and will be put up to State Level Sanctioning and Monitoring Committee under the Chairmanship of Chief Secretary to Government and Central Sanctioning and Monitoring Committee under Phase-II.

(iii) The financial details of the proposal for Phase-I as approved by State Level Sanctioning and Monitoring Committee is furnished below:

(Rs. in lakh)

No. of houses	Project cost	Funding pattern	
		GoI grant	GoTN grant
Phase-I - 1,362	2,860.20	2,043.00	817.20

...2...

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3/3/2016

acc(r)
AC
3/3/2016

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R/R
(M)

3. The Managing Director, Tamil Nadu Slum Clearance Board has, therefore, requested the Government to accord administrative sanction for the scheme of construction of 4,500 houses at a cost of Rs.9,450.00 lakh at Thoppur-Uchapatti in Madurai and to accord financial sanction for Rs.2,860.20 lakh for construction of 1,362 houses under Phase-I as approved by the State Level Sanctioning and Monitoring Committee.

4. The Government after careful examination, accord administrative sanction for the scheme of construction of 1,362 houses at a cost of Rs.2,860.20 lakh at Thoppur-Uchapatti in Madurai under Phase-I. Since the same has been approved by the State Level Monitoring Committee (SLMC) and Central Sanctioning and Monitoring Committee (CSMC).

5. The Managing Director, Tamil Nadu Slum Clearance Board is requested to take necessary action to implement the above scheme after following the procedures in force and send a report to the Government along with an expenditure statement in due course.

6. This order issues with the concurrence of the Finance Department vide its U.O.No.6946/Fin(Hg.)/2016, dated 08.02.2016.

(BY ORDER OF THE GOVERNOR)

**DHARMENDRA PRATAP YADAV
SECRETARY TO GOVERNMENT**

To

- ✓ The Managing Director, Tamil Nadu Slum Clearance Board, Chennai-5.
- The Principal Accountant General (A&E), Chennai-18.
- The Principal Accountant General (G&SSA), Chennai-18.
- The Director of Treasuries and Accounts, Chennai-15.
- The Pay and Accounts Officer, (South), Chennai-35.

Copy to:-

- The Hon'ble Chief Minister's Office, Chennai-9.
- The Special Personal Assistant to Hon'ble Minister (Finance and Public Works), Secretariat, Chennai-9.
- The Senior Personal Assistant to Hon'ble Minister (Housing, Urban Development and Agriculture), Chennai-9.
- The Senior Private Secretary to the Secretary to Government, Housing and Urban Development Department, Chennai-9.
- The Resident Audit Officer, Office of the Principal Accountant General (G&SSA), Secretariat, Chennai-9.
- The Housing and Urban Development (OP.I) Department, Chennai-9.
- The Finance (Housing, B.G-I/B.G-II) Department, Chennai-9.
- Stock File/Spare Copy.

//Forwarded by Order//

R. Malathi
29/2/16
Section Officer.

29/2/16

Annexure III (a)
DPRs to be approved in the 2nd SLSMC meeting - Vertical III
Abstract

Sl. No	City	Zone	Corp Dn./ Ward No	Name of the Scheme	No. of units	Project cost	Gol Grant	GoTN Grant	(Rs. In lakhs)
									Beneficiaries Contribution
1	Chennai	XII	156	Mugalivakkam Colony	579	2316.00	868.50	347.40	1100.10
			156	Bangalathoppu					
			156	Keel Colony					
			157	Girigori Nagar					
			157	Mettu colony					
			157	Periacolony					
			158	Muthumariamman koil Street					
2		X	139	Periagrammam & Mutharnizh Nagar	153	612.00	229.50	91.80	290.7
3	Chennai	XV	192	Neelankarai Rajendra Nagar	1770	7080.00	2655.00	1062.00	3363.00
			192	Neelankarai Bharathi Nagar					
			196	Enjambakkam Ponniamma Koll Street					
			196	Enjambakkam Vettuvankanni					
			198	Kudimiyandithoppu					
			198	Panaiyurkuppam					
			199	Nainarkuppam					
			200	Ezhilmugu Nagar					
4	Chennai	XI	143	Vembuliamman Koil Street	533	2132.00	799.50	319.80	1012.70
			143	Perumal Koil Street					
			143	Matha Koil Street					
			151	Chinna Porur mariyamman koil street					
			152	Anna street, Kalaignar street & Periyar Street					
			152	Thiruvallur Nagar					
			153	Thiruveedhiyamman koil street					
			155	Ramapuram (Eswaran Koil Street)					
			155	Ramapuram - 1					
			155	Ramapuram - 2					
5	Vellore	I	2	AD Colony	521	2084.00	781.50	312.60	989.90
			5	AGA Nagar					
			10	Indira Kuddiruppu					
			13	Indira Nagar					
			13	Kilithanpattarai					
		IV	47	MGR Nagar					
		48	Periyapudur Colony						

Sl. No	City	Zone	Corp Dn./ Ward No	Name of the Scheme	No. of units	Project cost	GoI Grant	GoTN Grant	Beneficiaries Contribution	
6	Hosur	Hosur Municipality	-	Land bank scheme Phase - VIII	190	760.00	285.00	114.00	361.00	
7	Ranipet	Ranipet Municipality	1	Karai Mettu Street	1086	4344.00	1629.00	651.60	2063.40	
				Karai Parai Street						
				Karai Mosque Street						
				Karai AD Colony						
			2	Burma Colony						
			17	West Cotton Bazar street						
			18	Muthu Maryamman Koil Street						
				Poongavanthamman koil street						
				Labour School Street						
			19	Ramar Koil Street						
				Arignar Anna Street						
				20						Muniyan Street
										Karai Anthoniyar Koil Street
Abbadurai Pillai Street										
Karai Agent Perumal Street										
Subramaniyan Koil Street										
8	Virudhunagar	Virudhunagar Municipality	2	ATP compound	78	312.00	117.00	46.80	148.20	
				Parankinathapuram						
			3	Indira Nagar						
				Nehruji Nagar						
9	Madurai		-	Utchapatti	1362	5448.00	2043.00	817.20	2587.80	
				Total	8272	25088.00	9408.00	3763.20	11916.80	



தமிழ்நாடு குடிசை மாற்று வாரியம் - மதுரைக்கோட்டம்
மதுரைக்கோட்டம், மதுரை - 625 020.

முக்கிய அறிவிப்பு

"அனைவருக்கும் வீடு" திட்டம் ("Housing For All")

பயனாளிகள் தாங்களாவே வீடு கட்டுதல் (Beneficiary Led Construction)

தமிழ்நாடு குடிசைப்பகுதி மாற்று வாரியம், "அனைவருக்கும் வீடு" திட்டத்தில் பயனாளிகள் தாங்களாகவே வீடு கட்டும் (BLC) முறைப்படி செயல்படுத்த உத்தேசித்துள்ளது.

பயனாளிகள் (EWS) தாங்களாகவே 300 சதுர அடிக்கு குறையாமல் வீடு கட்டிக்கொள்ள வேண்டும். மத்திய அரசு மான்யம் ரூ.1.50 இலட்சமும், மாநில அரசு மான்யம் ரூ.0.60 இலட்சமும் பயனாளிகளின் வங்கிக் கணக்கில் 4 தவணைகளில் கீழ்க்கண்டவாறு செலுத்தப்படும்.

		(ரூபாய்)
1	கட்டிட அடித்தளம் போடப்பட்டபின் (Basement Level)	50000
2	கட்டிட லிண்டல் போடப்பட்ட பின் (Lintel Level)	50000
3	கான்கிரீட் தளம் போடப்பட்ட பின் (Roof)	50000
4	கட்டிடத்தின் எல்லா வேலைகளும் செய்து முடிக்கப்பட்டபின் (Finishing)	60000
	மொத்தம்	210000

தகுதிகள் -

- 1) பயனாளிகள் மதுரை மாநகராட்சி எல்லைக்குட்பட்ட பகுதியில் ஓலைக்கூரை மற்றும் ஒட்டு வீட்டில் வசித்து வருபவராக இருக்க வேண்டும்.
- 2) தங்கள் பெயரில் பட்டா / பத்திரம் வைத்திருக்க வேண்டும்.
- 3) பயனாளிகள் (EWS) மாத வருமானம் ரூ.25,000/-க்குள் இருக்க வேண்டும். (ஆண்டு வருமானம் ரூ.3 இலட்சத்திற்கு மிகாமல் இருக்க வேண்டும்)
- 4) தங்கள் பெயரில் வங்கி கணக்கு நடப்பில் வைத்து இருக்க வேண்டும்.

பயனாளிகள், தமிழ்நாடு குடிசைப்பகுதி மாற்று வாரியம், மதுரைக்கோட்டம் அலுவலகத்தை மாலை 5.00 மணி அளவில் தங்களின் ஆவணங்களுடன் (ரேசன் கார்டு, ஆதார் அட்டை, வாக்காளர் அடையாள அட்டை, வங்கிக்கணக்கு பாஸ் புத்தகம், பட்டா / பத்திரம் ஆகியவற்றின் நகல்களுடன்) அணுகுமாறு கேட்டுக்கொள்ளப்படுகிறார்கள்.

இந்தப் பொன்னான வாய்ப்பை பயன்படுத்திக் கொள்ளுமாறு அன்புடன் கேட்டுக் கொள்ளப்படுகிறது.

நிர்வாகப்பொறியாளர்,
தமிழ்நாடு குடிசைப்பகுதி மாற்று வாரியம்
மதுரைக்கோட்டம்.
கே.கே.நகர் மெயின் ரோடு,
மதுரை-625 020.

TAMIL NADU SLUM CLEARANCE BOARD

RC. No.18986/JE (RAY) / 2013

Date:18.02.2014

NOTE FOR THE BOARD

SLb: TNSCB - RAY - Projects - insitu redevelopment - construction of 276 tenements with basic infrastructures at Puratchi Thalaivar Colony in Madurai Corporation at a project cost of Rs. 2035.99 lakhs - Board approval requested - reg:

Rajiv Awas Yojana (RAY) is a centrally sponsored programme funded by the GOI and GoTN with the participation of beneficiaries. Under RAY, three types of projects can be proposed namely (i) in-situ upgradation projects where the slums are in unobjectionable locations (ii) insitu redevelopment projects where the slums are highly congested and in unobjectionable locations and (iii) relocation projects where the slums are in objectionable locations.

The GOI have issued revised guidelines for implementation of RAY during September 2013.

Proposal

The proposal is formulated in accordance with the revised guidelines for the construction of 276 tenements with basic civic infrastructures at Puratchi Thalaivar Colony in Madurai Corporation under RAY insitu redevelopment programme.

The project details are as follows.

The Puratchi Thalaivar Colony is situated in Madurai Corporation. In this slum 276 families are living. 260 families belongs to SC category (96%) 5 families belongs to BC (2%) and 5 families belongs to OC (2%) categories. 270 houses are semi-pucca. Infrastructure facilities are also lacking. This project is evolved to construct 276 new tenements and to provide required infrastructure facilities at a cost of Rs. 2035.99 lakhs.

Land

The land for this scheme measures an extent of 1.93 acres and situated in survey no. 497/12 part of North Madurai Village, Madurai North Taluk of Madurai District. The slum is situated in ward no. 35 in Zone - II in Madurai Corporation. Out of 270 slum families 160 are having individual patta and 110 are having other kind of occupancy rights.

Building

It is proposed to construct 276 tenements (G+3) adopting 4/2012 type design with carpet area of 25.16 m².

Infrastructure Facilities

BT Road, inter locking blocks, storm water drain, U shape drain, Culverts, street lights, rain water harvesting, tree planting, deep bore well, water supply arrangements, external sewerage arrangement etc are proposed.

Community Facilities

A community hall will be constructed for the benefit of the slum dwellers. Provisions have been made for self development for slum people by giving them training in selected areas like skill development activities.

SLSCMC approval

The SLSCMC approval will be obtained in the forthcoming SLSCMC meeting.

CSMC sanction

The GOI has sanctioned the project during its 6th meeting held on 20.01.2014 with the following **funding pattern**.

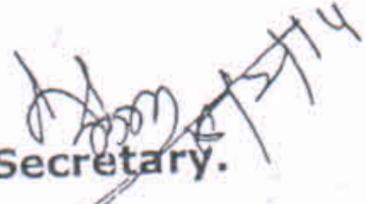
Rs. in Lakhs		
Total Project Cost	:	2035.99
GOI Share	:	663.06
GoTN share	:	1238.66
Beneficiaries share	:	134.27

The Board may be pleased to approve:

1. The Financial Statement for the construction of 276 tenements and providing infrastructure facilities at Puratchi Thalaivar Colony in Madurai Corporation under Rajiv Awas Yojana (Insitu redevelopment) at a total project cost of Rs. 2035.99 lakhs (Annexure - I).
2. To collect beneficiaries share of 10% of housing cost as per RAY guidelines.
3. To address the Government of Tamil Nadu to accord administrative approval and to release State grant of Rs.1238.66 lakhs.

K. Thangamuthu
Chairman

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Secretary.


18/2/14



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TAMIL NADU SLUM CLEARANCE BOARD

460th Board Meeting held on 21.02.2014

Meeting slip for the Slum Clearance Board

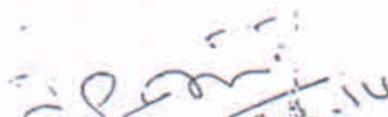
Item No.	SUBJECT
4.02	<p>TNSCB – RAY – Projects – insitu redevelopment – construction of 276 tenements with basic infrastructures at Puratchi Thalaivar Colony in Madurai Corporation at a project cost of Rs.2035.99 lakhs – Board approval requested – Reg.</p> <p>(18986/JE (RAY)/2013)</p> <p>The Board resolved to approve:</p> <ol style="list-style-type: none">1. The Financial Statement for the construction of 276 tenements and providing infrastructure facilities at Puratchi Thalaivar Colony in Madurai Corporation under Rajiv Awas Yojana (Insitu redevelopment) at a total project cost of Rs. 2035.99 lakhs.2. To collect beneficiaries share of 10% of housing cost as per RAY guidelines.3. To address the Government of Tamil Nadu to accord administrative approval and to release State grant of Rs.1238.66 lakhs.

Resolution No 4.02/460

21-02-2014

Sd/-K. TH. NGAMUTHU.
Chairman.

/True Copy/


4.3.14
Superintendent



O/o. The Chief Engineer,
Tamil Nadu Slum Clearance Board,
No.5, Kamarajar Salai,
Chennai - 600 005.

MEMO

Memo. No. SCB/HFA/13662/2015

Date: 26.12.2015

Sub: TNSCB - HFA - Relocation, slum redevelopment - Reconstruction projects - Vertical - III - construction of storied slum tenements in 8 projects in 7 cities - Project cost Rs. 240.90 Cr - Descriptive FS approved for 7 projects - information - reg:

- Ref : 1. 1st SLSMC meeting, dated: 03.11.2015.
2. BR. No. 4.06/472, dated: 20.11.2015

The Board in its resolution No. 4.06/472 Dated: 20.11.2015 has approved the financial statement for the following relocation /-slum redevelopment projects at a total project cost of Rs. 238.34 Cr at 7 locations in 6 cities in Coimbatore, Erode, Salem, Tiruppur, Madurai and Vellore. The list of 7 projects is given below

Sl. No	City	Zone No.	Corp.n.Dn / Ward No.	Name of the schemes	No. of units	Unit Cost	Project cost	Gol grant	GoTN grant	Beneficiaries share
1	Coimbatore	-	Madukarai Village	Kovaipudur	672	8.39	5641.02	1008	3360	1273.02
2	Erode	III	34	Muthampalayam-Bharathi Nagar	256	8.31	2127.07	384	1280	463.07
3	Tiruppur	IV	52	Veerapandi	1280	7.51	9611.42	1920	6400	1291.42
4	Salem	Omalur Taluk	Kottagoundampatti Village	Kottagoundampatti (Local Planning area limit)	292	8.54	2494.47	438	1460	596.47
5	Vellore	III	44	Kulavaimedu	192	8.28	1590.23	288	960	342.23
6		IV	59	Dhobikana	224	8.34	1867.22	336	1120	411.22
7	Madurai	I	10	Poonga Nagar	76	6.61	502.39	114.00	338.15	50.24
Total					2992		23833.82	4488.00	14918.15	4427.67

To
THE EXECUTIVE ENGINEER
MADU - DIVISION

Annexure - II
Details of DPRs considered by CSMC in its 4th meeting – Vertical III

(Rs. in lakhs)

Sl. No	City	Zone No.	Corpn.Dn. / Ward No.	Name of the schemes	No. of units	Unit Cost	Project cost	Gol grant	GoTN grant	Beneficiaries share
1	Madurai	I	10	Poonga Nagar	76	6.61	502.39	114.00	338.15	50.24
2	Chennai	I	14	Nagooran Thottam	32	8.00	256.00	48.00	208.00	-

Details of DPRs considered by CSMC in its 4th meeting – Vertical IV

Sl. No	City	Zone No.	Corpn. Dn / Ward No.	Name of the schemes	No. of units	Project cost	Gol grant	GoTN grant
1	Chennai	VII	83 83 83 83 83 83 83 83 83	1. Collector Nagar, 2. Bajanai Koil Street(Madanakuppam), 3. Andal Koil Street, 4. Perumal Koil Street, 5. Gandhi Street, 6. Cion Street, 7. Ambedkar Street, 8. Venugopal samy Street 9. Bajanai Koil Street (Mogappair)	756	1587.60	1134.00	453.60
2	Chennai	XIV	183 183 190	1. Kathivakkam New Colony 2. Kottivakkam Kuppam 3. Kannabiran Koil Street	367	770.70	550.50	220.20
3	Chennai	IV	35 35	1. Telugu Harijan Colony 2. Tamil Harijan colony	504	1058.40	756.00	302.40
4	Coimbatore	South	94 94	1. Machampalayam Mariamman Koil 2. Kurichi Boyer Street	291	611.10	436.50	174.60
5	Dindigul	-	33	1. East Mariyanathapuram	287	602.70	430.50	172.20
6	Erode	I	5	1. Kamaraj Nagar	155	325.50	232.50	93.00
7	Madurai	I	2, 3	1. Anaiyur	403	846.30	604.50	241.80
8		I	6	1. Sathyamoorthy Nagar	670	1407.00	1005.00	402.00
		II	38	2. Suyarajapuram				
		II	40	3. Ahimsapuram				
9	Salem	Suramangalam Hasthampatty Ammapet Ammapet	2 3 3 9	1. Jakkiramapalayam 2. Periyar Nagar 3. SakthiNagar 4. Chengalanai Road	1663	3492.30	2494.50	997.80

பொருள்

மதுரை மாநகராட்சியின் பழைய 72 வார்டுப் பகுதிகளில் குடிநீர் சீராக விநியோகம் செய்யும் வகையில் 61 மில்லியன் கன அடி நீர் கூடுதலாக வைகை அணையிலிருந்து பண்ணைப்பட்டி சுத்திகரிப்பு நிலையத்திற்கு பிரதான குழாய் மூலம் கொண்டு வரப்பட்டு மாநகராட்சியின் வட கரை மற்றும் தென் கரைப் பகுதிகளில் குடிநீர் மேல்நிலைத் தொட்டிகள் கட்டப்பட்டு விநியோகம் செய்ய ரூ. 320.00 கோடி மதிப்பீட்டில் விரிவான திட்ட அறிக்கை தயார் செய்யப்பட்டு மத்திய, மாநில மற்றும் மாநகராட்சி பங்களிப்பின் மூலம் மேற்கொள்ள திட்டமிடப்பட்டது.

மேற்கண்ட மதிப்பீட்டுத் தொகையில் மத்திய மற்றும் மாநில அரசுகளின் பங்களிப்புத் தொகை நீங்கலாக மீதமுள்ள தொகையினை ஏற்கனவே குடிநீர் இணைப்பு பெற்றுள்ள பயனாளிகளிடமிருந்து கூடுதல் வைப்புத் தொகை மூலமாகவும் புதிதாக குடிநீர் இணைப்பு பெறும் பயனாளிகளிடமிருந்து பெறப்படும் வைப்புத் தொகை மூலமாகவும் பெற்று மாநகராட்சியின் பங்களிப்பினை ஈடு செய்ய திட்டமிடப்பட்டு மத்திய அரசின் திட்டமான அடல் புனரமைப்பு மற்றும் நகர மாற்றம் இயக்கத்தின் (AMRUT) கீழ் மேற்கொள்வதற்கு கடந்த 12.01.2016 அன்று நடைபெற்ற மாமன்றக் கூட்டத்தில் (மாமன்றத் தீர்மானம் எண். 1055, நாள். 12.01.2016) ஒப்புதல் பெற்று மாநில மாநில அளவில் ஆற்றல்மிகு திசைமாற்றிக் குழு (SLHP Steering Committee) ஒப்புதலுக்கு அனுப்பி வைக்கப்பட்டது. அதன் அடிப்படையில் அடல் புனரமைப்பு மற்றும் நகர மாற்றம் இயக்கத்தின் (AMRUT) திட்டத்தின் கீழ் கூடுதலாக வைகை அணையிலிருந்து பண்ணைப்பட்டி சுத்திகரிப்பு நிலையத்திற்கு குடிநீர் கொண்டு வரும் திட்டம் ரூ. 320.00 கோடி மதிப்பீட்டில் மேற்கொள்ள அனுமதி வழங்கப்பட்டுள்ளதாகவும் இதில் மத்திய அரசு பங்குத் தொகை ரூ. 105.60 கோடியும் மாநில அரசு பங்குத் தொகை ரூ. 64.00 கோடியும், மாநகராட்சி பங்குத் தொகை ரூ. 150.40 கோடியும் மேற்கொள்ள அனுமதி வழங்கியுள்ளதாகவும் தமிழ்நாடு நகர்ப்புர நிதி மற்றும் உட்கட்டமைப்பு மேம்பாட்டுக் கழகம் (TUFIDCO) சென்னை நிறுவனம் கடிதம் எண். TUFIDCO/AMRUT/Madurai/638/AM(B)/2015, நாள். 18.02.2016-ல் தெரிவித்துள்ளது. மேலும் அடல் புனரமைப்பு மற்றும் நகர மாற்றம் இயக்கத்தின் (AMRUT) திட்டத்தின் வழிகாட்டி நெறிமுறைகளில் தெரிவித்துள்ள விதிகள் மற்றும் நிபந்தனை தமிழ்நாடு நகர்ப்புர நிதி மற்றும் உட்கட்டமைப்பு மேம்பாட்டுக் கழகம் (TUFIDCO) நிறுவனம் மேற்படி அனுமதி கடிதத்தில் தெரிவித்துள்ள நிபந்தனைகள் பின்வருமாறு:

- 1) Resolved to implement the 61 MLD Dedicated Water Supply Project of Madurai Corporation at a cost of Rs. 320.00 crore and to avail GoI and GoTN grant of Rs. 169.60 core under the Atal Mission for Rejuvenation and Urban Transformation (AMRUT) as per AMRUT guidelines as well as the terms and conditions prescribed by TUFIDCO.

Name of the Project	Approved Cost	GoI Share (50%)	GoTN Share (20%)	ULB Share (30%)
	(Rs. In Crore)			
61 MLD Dedicated Water Supply Project for Madurai Corporation (Scheme No. AMRUT 0002)	320.00	105.60	64.00	150.40

2) Resolved that the Madurai Municipal Corporation agrees to the terms and condition mentioned in the sanction letter and agrees to execute the project as per the AMRUT guidelines.

3) Further resolved that the Madurai Municipal Corporation agrees to increase the water charges and collect Rs. 152.00 crore as deposit as detailed below:

House Service Connection	Property Tax Plinth Area in Sq.ft	Total No. of Assessments	Deposit For New Connections (Rs.)	Tariff Per Month (Rs.)
Domestic	Up to 500	57783	5000.00	75.00
	501 to 1200	58494	5000.00	100.00
	1201 to 2400	27985	10000.00	150.00
	Above 2400	8559	10000.00	225.00
Commercial	Up to 1000	17191	30000.00	500.00
	Above 1000	8215	30000.00	600.00
Industrial	--	--	30000.00	1000.00

Details	Total No. of Assessments	Deposit Amount
Additional Deposit – Domestic – upto 1200 Sq.Ft.	116277	Rs. 2000/-
Additional Deposit – Domestic – Above 1200 Sq.Ft.	36544	Rs. 5000/-
Additional Deposit – Commercial and Industrial upto 1000 Sq.Ft.	17191	Rs. 15000/-
Additional Deposit – Commercial and Industrial Above 1000 Sq.Ft.	8215	Rs. 20000/-

குறிப்பு:

- 1) வறுமைக் கோட்டிற்கு கீழ் உள்ளவர்கள் வைப்புத் தொகை செலுத்த வேண்டியதில்லை.
- 2) மேலும் மேற்படி திட்டத்தினை அமுல்படுத்தும் பட்சத்தில் நாள் ஒன்றுக்கு நபர் ஒன்றுக்கு 135 லிட்டர் குடிநீர் கிடைக்கப் பெறும்.
- 3) மேற்படி கூடுதல் வைப்புத் தொகையினை இரண்டு தவணையாக இரண்டாடிற்குள் செலுத்தலாம்.

மேற்கண்டவாறு தெரிவிக்கப்பட்ட நிபந்தனைகளை ஏற்று மேற்படி திட்டப் பணிகளை மேற்கொள்வதற்கு மாமன்றத்தின் ஒப்புதலைக் கோரும் ஆணையாளர் அவர்களின் குறிப்பு.

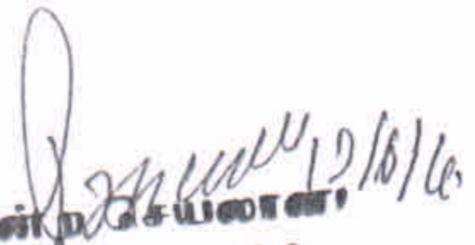
ஆணையாளர்


13/6/16

திர்மானம்
மாமன்றத்தின் தீர்மானம் எண் 1161 நாள் 17.6.16
குறிப்பு ஒப்புக் கொள்ளப்பட்டது.

(ஆல்) சி. கிரேயஸ்
மேயர்
மதுரை மாநகராட்சி

(உண்மை நகல்)


மாமன்றத்தினால்
மதுரை மாநகராட்சி

Speed Post No. 15 APR 2016

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(A Government of Tamilnadu Undertaking)

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Lr.No.TUFIDCO/AMRUT/Madurai/638/AM(B)/2015 18-02-2016

To,
The Commissioner,
Madurai Corporation
Madurai.



No. 07/23 DATED 22/2/16
76101

Sir,

Sub : Water Supply Project Sanctioned under Atal Mission for Rejuvenation and Urban Transformation (AMRUT) 2015-16 - Sanction order issued - Reg.

Ref : Minutes of the 2nd meeting of the SLHP Steering Committee held on 29-01-2016.

TUFIDCO hereby communicates the approval of the Project of "61 MLD Dedicated Water Supply project to Madurai Corporation" under AMRUT at a cost of Rs.320.00 Cr as approved in the 2nd meeting of the State Level High Powered Steering Committee of the AMRUT. The funding pattern of the project is as follows:

(Rs in crore)

Name of the project / Scheme No.	Approved Cost	GOI Share (33%)	GTN Share (20%)	ULB Share (47%)
61 MLD Dedicated Water Supply project to Madurai Corporation. (Scheme No. AMRUT 0002)	320.00	105.60	64.00	150.40

2). The terms and conditions are as follows:

1. Time line for implementation of the sanctioned project is 24 months from the date of sanction.



2. The ULB has to get necessary Administrative Sanction / Technical Sanction from the competent authority. The components which are essential but not permissible under AMRUT guidelines have to be included while seeking administrative sanction from the competent authority.
3. The Council has to pass resolution for revising/fixing Tariff as enclosed in the DPR and furnish authenticated Council Resolution to TUFIDCO immediately.
4. The ULB has to implement the project as per AMRUT guideline.
5. The ULB has to submit the time schedule for the works and ULB has to commence and complete the work as per the schedule.
6. Madurai Corporation Council has to fix the water tariff for domestic and non domestic as mentioned in the DPR as stated below and pass necessary council resolution.

Residential	Rs.150/ Per month
Commercial	Rs.300/Per Month
Industrial	Rs.300/per month

7. The ULB has to ensure the availability of land before commencement of the tender procedure. No work order should be issued if all clearances from all the departments have not been received by that time.
8. The ULB has to procure implementation agencies as provided in the financial rules and regulations and after award of work, ensure its schedule of completion.
9. As per guideline, during the Mission period, 11 Reforms will be implemented. The ULB should implement the reforms for getting 10% of the incentive amount from Govt. of India.
10. Madurai Municipal Corporation has to made necessary financial tie up for the balance amount of 47% before the commencement of the work.

11. The ULB is responsible for building coordination and collaboration among the stakeholders for timely completion of projects without escalation of project cost.
12. The Mission Directorate will appoint IRMA for monitoring the projects. Based on the IRMA report only 2nd and 3rd installment fund will be released.
13. Online real-time net-based monitoring may be done, with the aid of cyber tour of worksite, preferably using camera in mobiles and third party review and real-time evaluation may also be done.

3). To release the first installment

1. **20%** of the Central and State share sanctioned shall be released as first installment after issuing work order to the contractor.
2. The ULB has to submit necessary requisition letter to the Mission Directorate along with the Work order issued to the Contractor.
3. The ULB has to open a Separate Bank Account in the name of the project and Account No details shall be submitted to the Mission Directorate.
4. The ULB has to follow the Tamil Nadu Tender Transparency Act to process tender and subsequently work order has to be issued to the Contractor.
5. The ULB has to ensure that the site for the work has to be handed over and the Contractor has to commence the work as per tender procedure in force.
6. Madurai Corporation has to furnish the tie up for its share of Rs.150.40 crore. Madurai Corporation has to collect Rs. 152.00 Cr deposit from the water supply project as given in the DPR.

Total Property Tax Assessment as on 2018			176456 Nos
The property assessment will be increased 10% in 2033			194101 Nos
80% of the assessment availing HSC			155281 Nos
No. of Water Charges Assessment	Residential	91405 Nos	114256 Nos
	Commercial	22851 Nos	
Balance Water Charges Assessment	Residential	32820	41025 Nos
	Commercial	8205	
Average Deposit at the rate Rs.15000	41025 X 15000		Rs.61.54 Cr
	Residential	Rs.49.23 Cr	
	Commercial	Rs.12.31 Cr	
Average additional deposit from the existing assesses	114256 x 8000		Rs.91.40 Cr
	Residential	Rs.73.12 Cr	
	Commercial	Rs.18.28 Cr	
Total Deposit			Rs.152.94 Cr

4). To release the subsequent installment

1. The remaining 80% of the Grant has to be released in 2 equal installments based on the progress of the project / after receipt of the grant received from both the Governments.
2. The ULB has to furnish 1. Utilization Certificate for the funds received, 2. Score Card and 3. Project Funds Request as prescribed in the guideline, to enable the nodal agency to forward the same to GOI and release further funds for the projects. After 70% of fund utilization, necessary utilization certificate is to be given in the Government of India format.
3. The ULB has to submit the progress of the reforms and physical and financial status of each project for every quarter for monitoring the project.

5). General conditions:

1. The ULB has to take necessary steps to create additional sources for the ultimate design as per CPHEEO norms i.e. providing minimum per capita supply. Further the implementing agency shall provide bulk meter for service reservoirs and HSC so as to have water audit as specified in CPHEEO manual and also to provide air valve at strategic locations in the transmission mains.
2. The fund now sanctioned has to be utilized for the purpose for which it is allocated shall not be diverted to any other purpose.
3. The ULB has to keep an inventory of assets created and also to maintain and operate the assets and facilities created.
4. The ULB has to maintain separate register for utilization of funds separately for GOI share and GoTN share and loan from financial institution if any.
5. The ULB has to provide necessary budget provision towards meeting ULB share of project cost.
6. The ULB has to make own arrangement for the excess cost required for the project if any.
7. The ULB has to take necessary steps for implementing the reforms as per the GOI norms.
8. In order to comply with the requirements of Government of India for on-line monitoring programme, necessary infrastructure required has to be created.
9. The ULB has to take all steps to complete the projects mentioned above as per the approved plan and estimates without any deviation and without any time delay.
10. The IRMA will monitor the progress of the project periodically.

6). Technical Comments:

1. The Scheme has to be executed as per the guidelines indicated in the manual on Water Supply and Treatment published by the Ministry of Urban Development.
2. Madurai Municipal Corporation has to ensure adequate quantity and quality of water sources before implementation of the project.
3. The project has to be implemented as per specifications of relevant codes of practice published by the Bureau of Indian Standards (BIS) and in agreement with all the statutory requirements. Structural design of various components of the scheme may be got approval from the competent authority before actual implementation of the scheme.
4. Before start of execution, the detailed designs of various project components like gravity mains, pumping mains with water hammer pressure, water distribution network including the levels and cost estimates etc., may be got rechecked and approved from the Competent Authority in the ULB and if any change in the scope of work etc., the same may be got fresh approval.
5. Non - duplicity of items proposed needs to be ensured by the concerned Competent Authority before execution, Components under any existing scheme should be appropriately linked to the Scheme.
6. The design and drawings for water supply system may be rechecked with actual ground level before execution and L-section of distribution networks may also be drawn for the execution of the project.
7. ULB, while selecting the size and type of pipe material for rising mains/ gravity mains, must keep in view the techno-economic viability of the different types of pipe materials.
8. All electrical and mechanical equipment and machinery and other materials such as pipes, fittings, valves and specials should conform to relevant BIS

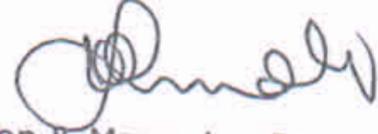
specifications. Air valves may be provided at strategic locations in the gravity mains/ transmission mains.

9. ULB has to take efforts to provide 100% water supply facilities with connections to individual households in the town. The Implementing Agency shall provide Bulk Meters for service reservoirs and house service connection so as to have water audit.
10. A plan of action for giving house service connections during the implementation period of the work should be prepared and a suitable provision should be made in the bye-laws to levy user charges on the beneficiaries. House service connection should be made compulsory by amending the existing bye-laws.
11. The ULB may formulate a realistic PERT (CPM) Chart and monitor it regularly and if any shortcomings found during monitoring, the same will be mitigated with suitable action/ Action Plan then and there.
12. A realistic water tariff has to be designed so as to recover at least the O & M Cost initially and to generate adequate revenue for future augmentation of the scheme.
13. Quality of water supplied should be monitored regularly to maintain the drinking water quality guidelines as per IS: 10500-1981 and as amended till date.
14. The ULB has to ensure that there is no encroachment on the alignment of the water supply lines, so as to facilitate smooth execution of the project and to avoid time over run and cost over-run of the scheme.
15. Land acquisition process, if any, should be initiated by the ULB immediately so as to avoid time and cost over -run of the scheme.
16. The implementation schedule, furnished in the DPR should be strictly adhered to in order to avoid time over run and resultant cost over -runs. The project should be completed within the stipulated time frame of 24 months.

17. Uninterrupted electric power supply must be ensured by the ULB for trouble free operation and maintenance of the Scheme.
 18. ULB must ensure availability of trained technical manpower to execute the scheme in time and for its annual operation & maintenance after commissioning of the scheme.
 19. To the extent possible, involvement of community, right from the planning stage to operation and maintenance may be ensured.
 20. Suitable water cess / tariff as envisaged in the DPR has to be imposed on the beneficiaries to recover at least the O&M cost of the project to start with. However, full cost recovery should be achieved at the earliest should be aimed at.
 21. The cost estimates have been framed based on the TWAD Board Schedule of Rate (2015-2016). Any cost overrun due to time overrun has to be borne by the ULB.
 22. Necessary clearances/ approvals has to be obtained by the Implementing Agency from State/ National Highway authorities, Forest Department, Railways, State Pollution Control Board wherever necessary before implementing the Scheme, if any.
 23. Any change in the scope/ objective / design of the project should be intimated to the State Mission Directorate to obtain a fresh/ revised approval prior to execution of works.
- 7). The ULB has to follow the conditions hereunder after the completion of the project:**
1. The ULB has to furnish necessary completion certificate for the project after the completion.
 2. The project should be put into use on completion without any further delay.
 3. The ULB has to formulate an action plan with time frame to achieve the standardized Service Level Bench Marks published by the Ministry on completion of the scheme.

Acknowledgement for grant assistance has to be furnished to this office within a fortnight from the date of receipt of this letter for taking further action in the processing of the projects sanctioned.

Yours faithfully,
For TUFIDCO,



For Chairperson & Managing Director

Copy to:

1. The Director of Municipal Administration
Chepauk, Chennai-600 005.
2. The Principal Secretary to Government,
MA & WS Department, Secretariat, Chennai - 600009