ANNEXURE 1

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

13.	Intelligent government services	A Smart City enables easy interaction (including through online and telephone services) with its citizens, eliminating delays and frustrations in interactions with government. (Guidelines 2.4.7 & 3.1.6 & 5.1.4 & 6.2)
14.	Energy supply	A Smart City has reliable, 24/7 electricity supply with no delays in requested hookups. (Guideline 2.4)
15.	Energy source	A Smart City has at least 10% of its electricity generated by renewables. (Guideline 6.2)
16.	Water supply	A Smart City has a reliable, 24/7 supply of water that meets national and global health standards. (Guidelines 2.4 & 6.2)
17.	Waste water management	A Smart City has advanced water management programs, including wastewater recycling, smart meters, rainwater harvesting, and green infrastructure to manage storm water runoff. (Guideline 6.2)
18.	Water quality	A Smart City treats all of its sewage to prevent the polluting of water bodies and aquifers. (Guideline 2.4)
19.	Air quality	A Smart City has air quality that always meets international safety standards. (Guideline 2.4.8)
20.	Energy efficiency	A Smart City promotes state-of-the-art energy efficiency practices in buildings, street lights, and transit systems. (Guideline 6.2)
21.	Underground electric wiring	A Smart City has an underground electric wiring system to reduce blackouts due to storms and eliminate unsightliness. (Guideline 6.2)
22.	Sanitation	A Smart City has no open defecation, and a full supply of toilets based on the population. (Guidelines 2.4.3 & 6.2)
23.	Waste management	A Smart City has a waste management system that removes household and commercial garbage, and disposes of it in an environmentally and economically sound manner. (Guidelines 2.4.3 & 6.2)
24.	Safety	A Smart City has high levels of public safety, especially focused on women, children and the elderly; men and women of all ages feel safe on the streets at all hours. (Guideline 6.2)

ANNEXURE 2

Self-Assessment Form

Attach self-assessment format given in supplementary template (Excel sheet), with columns I-L duly filled

ANNEXURE 2: SELF ASSESSMENT CHECKLIST - VELLORE

S.No	Standard	Definition	Scenario 1	Scenario 2	Scenario 3	Scenario 4	Self Assessment(where we are)	KPI	Projection	Input or initiative that moulds the city to achieve advanced status
1	Citizen participation	A smart city constantly shapes and changes course of its strategies incorporating views of its citizen to bring maximum benefit for all (Guideline 3.1.6)	The City begins by identifying priorities and projects to pursue without consulting citizens.	City undertakes citizen participation with some select stakeholders. The findings are compiled and incorporated in some projects or programs. Very few major decisions are shared with citizens until final projects are unveiled.	City conducts citizen engagement at city level and local area level with most stakeholders and in most areas. The findings are compiled and incorporated in projects or programs.	City constantly conducts citizen engagement with people at each Ward level to incorporate their views, and these shape priorities and development projects in the city. Multiple means of communication and germ feedback such, both face-to-face and online are utilized. The effectiveness of city governance and service delivery is constantly enhanced on the basis of feedback from citizens.	Scenario 3	The city has extensively consulted with the citizens for developing the City Developmental Plan (2013), City Mobility Plan (2014). The city also consults citizen's opinions through organisations such as the Lions and Rotary. The city has established a "COMMUNITY PARTICIPATION LAW" as a part of City Development Plan *Source: City Development Plan for Expanded Vellore Municipal Corporation, June 201*	Scenario 4	The plan seeks to easen interractions with its citizens through development of two way communication public information systems in key locations of the city, mobile apps for enabling integrated grievance redressal framework and auto-escalation mechanisms and open data portals
2	Identity and culture	A Smart City has a unique identity, which distinguishes it from all other cities, based on some key aspect: its location or climate; its leading industry, its cultural heritage, its local culture or cuisine, or other factors. This identity allows an easy answer to the question "why in this city and not somewhere else?" A Smart City celebrates and promotes its unique identity and culture	There are few architectural monuments, symbols, and festivals that emphasise the unique character of the city. Built, natural and cultural heritage is not preserved and utilised or enhanced through physical, management and policy structures.	Historic and cultural resources are preserved and utilised to some extent but limited resources exist to manage and maintain the immediate surroundings of the heritage monuments. New buildings and areas are created without much thought to how they reflect the identity and culture of the city.	Historic and cultural heritage resources are preserved and utilised and their surroundings are well-maintained. Public spaces, public buildings and amenities reflect the cultural identity of the city.	Built, natural and intangible heritage are preserved and utilised as anchors of the city. Historical and cultural resources are enhanced through various mediums of expression. Public spaces, open spaces, amenities and public buildings reflect local identity and are widely used by the public through festivals, events and activities.	Scenario 2	The city enjoys a rich heritage - India's first Mutiny for independence, Tipu Mahal, Hyder Mahal, Muthu mandapam - Sri Lakan last ruler's remains & Many more). Currently encroachments are observed in select areasdisregarding heritage nodes. For ex: Fish Market, vegetable market & 100% commercial area expansion around vellore fort	Scenario 4	The plan envisages to positions its heritage as its central theme for development. All the new development in the city wil be deisgned around a heritage network along with specail features to enhance each heritage node
3	Economy and employment	A smart city has a robust and resilient economic base and growth strategy that creates large-scale employment and increases opportunities for the majority of its citizens. (Guideline 2.6 & 3.1.7 & 6.2)	There are some job opportunities in the city but they do not reach all sections of the population. There are a high number of jobs in the informal sector without sufficient facilities.	There is a range of job opportunities in the city for many sections of the population. The city attempts to integrate informal economic activities with formal parts of the city and its economy.	There are adequate job opportunities for all sections of society. But skill availability among residents can sometimes be a challenge.	There are adequate opportunities for jobs for all sections of income groups and skill levels. Job-oriented skill training supported by the city and by industry. Economic activities are suited to and build on locational and other advantages of the city.	Scenario 2	The city is a service driven economy. SIDCO has established a number of industrial estates in the Vellore City's periphery accessable in less than 30 minutes (Katpadi-7.8 Km, Ranipet-27 Km, Mukundarayapuram-22.8 Km and Vannivedu-28 Km). The towns Ranipet, Ambur and adjoining areas are estimated to account for over 37% of the Leather and Leather related product exports from India. *Sources: TANSIDCO*	Scenario 3	Creation of a incubation hub and Immersive Learning Centre will enable the city emerge into an R&D hub for engineering sciences
4	Education	A Smart City offers schooling and educational opportunities for all children in the city (Guideline 2.5.10)	The city provides very limited educational facilities for its residents. There are some schools but very limited compared to the demand. Many schools are in poor condition.	City provides adequate primary education facilities within easily reachable distance of 15 minutes walking for most residential areas of the city. The city also provides some secondary education facilities.	City provides adequate primary and secondary education facilities within easily reachable distance for most residential areas of the city. Education facilities are regularly assessed through - databases of schools including number of students, attendance, teacher - student ratio, facilities available and other factors.	City provides adequate and high-quality education facilities within easily reachable distance of 10 minutes walking for all the residential areas of the city and provides multiple options of connecting with specialised teaching and multi media enabled education. Education facilities are regularly assessed through database of schools including number of students, attendance, teacher-student ratio, facilities available and other factors.	Scenario 3	Vellore is the only non-metro city that holds 2 top higher education institutes. Literacy rate in Vellore is 86.67% which is higher than the National (urban) average of 84.9% which also reflects the greater reach of educational facilities. The city constantly collects data from schools and has an existing program with WB to establish e-governance module for School Management Systems *Source: City Development Plan for Expanded Vellore Municipal Corporation, June 2013*	Scenario 4	Creation of student friendly ecosystem to easen understanding of concepts through digital and practical learning can enhance the learning experience to students. The city should also move towards digitalizing existing records and end to end E-governance module to enhance informed decision making capabilities of the government

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5	Health	A Smart City provides access to healthcare for all its citizens. (Guideline 2.5.10)	Healthcare is difficult for citizens to access - demand for healthcare often exceeds hospitals' ability to meet citizen needs.	The city provides some access to healthcare for its residents but healthcare facilities are overburdened and far from many residents. Access to preventive health care is only easily available for some residents.	City provides adequate health facilities within easily reachable distance for all the residential areas and job centres 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.	Scenario 3	The response time of the ambulance services is less than 5 minutes. With India's premiere health service - Christian Medical College Hospital; the city caters to at least 1 lakh medical tourists every year. The city has an overall 175 healthcare services and is in easy reach to citizens in less than 1 km reach from any point of the city *Source: City Development Plan for Expanded Vellore Municipal Corporation, June 2013 and Primary Interaction with City Health Officer*	Scenario 4	Integrated healthcare monitoring systems should be in place that tracks citizen's health records and predicts potential disease and develops response systems and preventive care
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 coexistence of uses. The average resident cannot walk to the closest market or shops near his or her home. For almost everyone, going to work or going shopping for basic needs requires a journey by automobile or bus of more than 15 minutes. Land use regulations prevent putting commercial or office locations in residential neighbourhoods and vice versa.	In some parts of the city , there is a mixture of land uses that would allow someone to live, work, and shop in close proximity. However, in most areas, there are only small retail stores with basic supplies near housing. Most residents must drive or use public transportation to access a shop for food and basic daily needs. Land use rules support segregating housing, retail, and office uses, but exceptions are made when requested	Most parts of the city have housing, retail, and office buildings in close proximity. Some neighbourhoods have light industrial uses within them (e.g., auto repair, craft production). Land use rules allow for mixed uses.	Every part of the city has a mix of uses. Everyone lives within a 15-minute trip of office buildings, markets and shops, and even some industrial uses. Land use rules require or encourage developers to incorporate a mixture of uses in their projects.	Scenario 3	On an average the number of households per ward in Vellore is 1874.15. However, some of the highly densed commercial zones have showcased increase in density of households; For ex: Ward 26 (CMC) - 2724, Ward 04(VIT) - 1759.5, Ward 48(Golden Temple) - 2140.5. *Source: Ward Wise Population Data, Vellore City Municipal Corporation*	Scenario 4	A clear set of DCRs to guide land use pattern with strong preference for mixed use and ease of access to office buildings and markets will be establsihed
		A Smart City encourages development to be compact and	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.	The city has one or two high density areas - such as the city centre, 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 centre of activity. Most of the city consists of areas where buildings are spread out and difficult to walk between, sometimes with low-density per hectare. Regulations tend to favour buildings that are separated from one another, with lots of parking at the base and set-back from the streets. The city likely has some pockets of underutilized land in the	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	The city is highly compact and dense, making the most of land within the city. Buildings are clustered together, forming walkable and inviting activity centres and neighbourhoods. Regulations encourage or incentivize re-development of underutilized land parcels in the city centre. Buildings are oriented to the street - - and parking is kept to a minimum, located below				A clear set of DCRs to guide land

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7	Compact	dense, where buildings are located close to one another and are ideally within a 10-minute walk of public transportation, forming concentrated neighbourhoods. (Guidelines 2.3 and 5.2)	New developments at the periphery tend to be large-scale residential developments, often enclosed with a gate and oriented to the automobile.	centre. New formal developments at the periphery tend to be large-scale residential developments, often enclosed with a gate and oriented to the automobile.	encourages or incentivizes re-development of underutilized parcels in the inner-city, especially those located close to public transportation.	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 2	The Current FSI is around 1.5 and the density of settlement around the primary development corriodor is low (Bangalore Chennai National Highway) and characterless.	Scenario 3	use pattern along with a strong emaphsis on development of settlements based on the principles of TOD around the rimary and secondary development corridors is critical.
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 neighbourhoods, but are not available in all the areas of the city or are located far away from residential areas Many of the open spaces have access restrictions, or are not well-maintained. A variety of types of public open spaces may be lacking, such as natural areas, green areas, parks, plazas, or recreation areas.	Most areas of the city have some sort of public open space. There is some variety in the types of public spaces in the city. However, public spaces are sometimes not within easy reach or access of more vulnerable populations and are more restricted in poorer neighbourhoods.	Public open spaces are well dispersed throughout the city. Every residential area and work space has access to open space within 10 minutes walking distance. Open spaces are of various types - natural, green, plazas, parks, or recreation areas - which serve various sections of people. Public spaces tend to truly reflect the natural and cultural identity of the city.	Scenario 2	The city has 102 open spaces earmarked for park development, however most of these location lack green cover today. Open space availability in the city is 0.95 Sq.m/person and open space availability in built up area is 1.20 Sq.m/person against benchmark of 10-12 sq. m per person and 2 sq.-m per person respectively. *Source: Atal Mission for Urban Rejuvenation (AMRUT) - SLIP, Vellore, November 2015*	Scenario 4	The city should move towards CITY FOREST model promoting dense green cover areas in the city. Also, parks and playgrounds to be created in every locality to serve various sections of society such that adequate public space is created to encourage space for social interractions in the city
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	Vellore corporation is part of the Integrated Slum Development Programme. 513 houses have been identified in the first phase with a total investment of INR 1093 lakhs. Over 112 houses have been developed (21.38%) with an average plinth area of 28 sqm *Source: Vellore City Municipal Corporation, Progress Report - October 2015*	Scenario 3	The city should develop new land parcels to ensure adequate supply of housing for different income classes. Programmes for in-situ development of low cots housing facilities through convergence with RAY and IHSDP schemes is already underway
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. That 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 2	Intra-city mobility is facilitated by Key Arterial roads in the city and are highly congested with an average peak-hour waiting time of 12 minutes. The city has 2381 autos per 1 lakh population; one of the highest auto to person ratio in India. The comprehensive city mobility plan states that about 70% of citizens have high preference for private vehicles. Close to 30% of inner street networks are about 3m wide thus making it hard to implement large feeder systems. *Source: Comprehensive Mobility Plan (CMP) for Vellore Local Planning Area, July 2014*	Scenario 4	The Smart city plan has a special focus on catalysing a modal shift from private to public transportation modes with assured last mile connectivity, open data platforms on availability of next bus service in every locality and lesser commutation time across the city. The city should also ease mobility within the city for floating population by ensuring multi-lingual display boards in bus fleet and public information display boards

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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 1	Less than 2% of the streets are covered with foot paths. *Source: Comprehensive Mobility Plan (CMP) for Vellore Local Planning Area, July 2014* *&* *Atal Mission for Urban Rejuvenation (AMRUT) - SLIP, Vellore, November 2015*	Scenario 3	The plans seeks to create over 20 kms of walking & cycling lanes that are interconnected and the cycle sharing units which have facilities like water dispensaries and connectivity
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 Wi-Fi services to provide opportunity for all the citizens to connect with high speed internet across the city.	Scenario 2	All the BSNL connectivity plans that are available at the state capital are available in Vellore. *Source: Primary Interaction with General Manager, BSNL*	Scenario 4	The city offers free Wi-Fi services to provide opportunity for all the citizens to connect with high speed internet across the city.
13	Intelligent government services	A Smart City enables easy interaction (including through online and telephone services) with its citizens, eliminating delays and frustrations in interactions with government. (Guidelines 2.4.7 & 3.1.6 & 5.1.4 & 6.2)	Essential Government services are not linked with online platforms. Paper intensive interactions with the local Government continues. Receiving services and response to citizen complaints take a long time. There is limited availability of data to monitor service delivery	Some of the public services are provided online and infrastructure for total digitalization is not in place. Service delays occur regularly in some sectors. Responses to citizen inquiries or complaints are often delayed. No integration between services and billing.	Most of the services are provided online and offline. Data transparency helps monitoring systems and processes to better coordinate between various Government agencies are being developed.	All major services are provided through online and offline platforms. Citizens and officials can access information on accounting and monitor status of projects and programs through data available on online system. Robust data infrastructure system shares information and enhances internal governmental coordination.	Scenario 2	The corporation is working on implementing about 29 E-governance modules. While Birth and death certificate accessibility is already available online, others are either in the testing phase or to be developed. All the 29 modules are expected to be completed by June 2016. *Source: Primary interaction with the Commissioner of Vellore City Municipal Corporation*	Scenario 4	The city moves towards 100% E-Governance services with efficient ICT monitoring and citizen feedback systems and all the individual departments interract with each other to improve overall urban governance
14	Energy supply	A Smart City has reliable, 24/7 electricity supply with no delays in requested hookups. (Guideline 2.4)	There is only intermittent electricity supply with regular power shedding. Many residents have to plan their days around when power is available.	Electricity supply and loads are managed as per demand and priority for various functions with clear scheduling, with electricity being available in many areas for most hours of the day.	Electricity is available in most parts of the city for most hours of the day but some areas are not so well-served. Smart metering exists in some parts of the city but not all.	Electricity is available 24 x 7 in all parts of the city with smart metering linked to online platforms for monitoring and transparency.	Scenario 2	Electricity supply is managed as per the demand. There are 8 scheduled outages and 18 unscheduled outages per month. *Source: Letter from Superintending Engineer, Vellore Electricity Distribution Circle - November 2015*	Scenario 4	Electricity is available 24 x 7 in all parts of the city with smart metering linked to online platforms for monitoring and transparency.
15	Energy source	A Smart City has at least 10% of its electricity generated by renewables. (Guideline 6.2)	The city does not have any renewable sources of energy and there is no commitment to promote this for the foreseeable future.	The city is preparing plans for ensuring that it gets more energy from renewable sources and is in the process of making commitments in this regard.	Some energy consumed is the city is produced through renewable sources. There are long term targets for higher renewable energy capacities and the city is making plans to achieve these	At least 10% of the energy used in the city is generated through renewable sources. The city is undertaking long-term strategic projects to tap renewable sources of energy in its region/beyond to increase the percentage of renewable energy sources.	Scenario 1	Approximately 75 kW of electricity is generated through the solar panels from the government buildings. Roof-top solar panels on Government building is only available on 5 of the 10 Amma canteens. *Source: Primary interaction with the Commissioner of Vellore City Municipal Corporation*	Scenario 4	The city develops a comprehensive ENERGY EFFICIENCY policy and encourages its commercial establishments to move towards 100% rooftop solar systems

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16	Water supply	A Smart City has a reliable, 24/7 supply of water that meets national and global health standards. (Guidelines 2.4 & 6.2)	The city has a poor water supply system with limited water availability. There are no clear targets to achieve higher quality and optimal quantity standards. Unaccounted water loss is above 40%	The city has intermittent water supply and availability. However it is setting targets and processes in place to try to improve its water supply. Unaccounted water loss is less than 30%.	The city has 24 x 7 water supply in most areas but the quality of water does not meet international health standards. Unaccounted water loss is less than 20%.	The city has 24 x 7 treated water supply which follows national and global standards and also available in sufficient quantity and affordable across all sections of the society. Unaccounted loss less than 15%.	Scenario 2	The combined water scheme has helped the city deliver water at a frequency of 2 days cycle from an earlier 5-9 day cycle. Only 51% of the allocated funds have been put to use and the city envisages to reach the National Standards of water supply per capita (135 LPCD) & NRW (15%) by FY2019 *Source: Atal Mission for Urban Rejuvenation (AMRUT) - SLIP, Vellore, November 2015*	Scenario 4	The City delivers 135 LPCD of water to its citizens with 100% of the water being tested to meet national standards in all times of the day
17	Water management	A Smart City has advanced water management programs, including wastewater recycling, smart meters, rainwater harvesting, and green infrastructure to manage storm water runoff. (Guideline 6.2)	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 has meters for all its water supply with some smart mechanisms to monitor. Rainwater harvesting systems are installed and storm water is collected and stored in water bodies. However, recycling of waste water and reusage of storm water is limited.	The city has meters for all its water supply. It includes smart mechanisms to monitor remotely. Rainwater harvesting systems are installed and utilised through the city and storm water is collected and stored in water bodies and treated for usage. Recycled waste water is supplied for secondary uses.	Scenario 1	The city does not meter water consumption patterns at the delivery level. The City has invested on construction of 10.28 MLD capacity of STP however is likely to begin its operations from FY2016-17. Presently, the city does not recycle its wastewater. The City has invested on construction of 10.28 MLD capacity of STP however is likely to begin its operations from FY2016-17. *Source: Atal Mission for Urban Rejuvenation (AMRUT) - SLIP, Vellore, November 2015*	Scenario 4	The city ensures to monitor water consumption patterns of all its connections; ensures 100% rain water harvesting in all new developments in the city and predicts flooding in areas/parts of the ciity due to blockages in storm water drains in the city
18	Waste water management	A smart city treats all of its sewerage to prevent the polluting of water bodies and aquifers. (Guideline 2.4)	The city is unable to treat all its sewage. Many local sewer lines open on to water bodies and open ground and pollute the environment	Most waste water is collected and treated before disposal. However the treated water does not meet standards and is not recycled for secondary uses.	All the waste water is collected and treated before disposal. It is also treated to a high standard and some is recycled.	The city has zero waste water because all the waste water is collected, treated and recycled. It meets standards an reduces the need for fresh water.	Scenario 1	The current UGSS proposal covers 5.75 sq km of the total 87.915 sq km. The omitted areas are to be covered in phase 2. A total of 60.76 km in road is covered out of the 649.69 km. *Source: Consultancy Report for Underground Sewerage System*	Scenario 4	The city ensures 100% recycling of all wastewater generated in the city and takes initiative to reuse at least 10% of recycled wastewater
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 spatializing 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 spatializing 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 1	The city has not yet planned for air quality monitoring in its boundary	Scenario 3	Smart city plan proposes installing real-time monitoring of air quality in the city and disseminates real-time data through Mobile App + web based air quality monitoring systems
20	Energy efficiency	A Smart City promotes 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 1	AT&C losses reductions programs are being carried out under R-APDRP Scheme. Substation improvements, energy accounting, replacement of 96542 energy meters to static meters. *Source: Letter from Superintending Engineer, Vellore Electricity Distribution Circle - November 2015*	Scenario 3	The City develops ENERGY EFFICIENCY policy and encourages all its existing and new built environment to move towards energy efficiency principles with adequate incentive structures

S.No	Standard	Definition	Scenario 1	Scenario 2	Scenario 3	Scenario 4	Self Assessment(where we are)	KPI	Projection	Input or initiative that moulds the city to achieve advanced status
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	The city is predominantly dependent on overhead cabling and has 0% coverage of underground wiring in the city. Also, the city has no plans for development of underground cabling in the city as on Nov, 2015 *Source: Letter from Superintending Engineer, Vellore Electricity Distribution Circle - November 2015*	Scenario 3	The city envisages to etsbalish undergroudn cabling in the delineated area and create a model that may be replicated in other parts
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	Sanitation facilities are available to 99.5% of the city's population. *Source: Primary ineraction with City Health Officer*	Scenario 4	The city ensures that sanitation facilities are available to 100% of households wherever in-situ development is possible and will ensure community based models to congested areas devoid of sanitation facilities. The city also proposes to move towards ICT for reporting cleanliness of public & community toilets. In ASI restricted areas and mobile toilet facilities
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	Day to day waste collection is done in 85% of the areas. But the collected waste is not segregated but dumped in the corporation dump yard. 300 tons of waste is produced on a daily basis. Decentralised segregation is practiced in 10 out of the 60 wards. *Source: Primary ineraction with City Health Officer*	Scenario 4	The plan seeks to ensure 100% segregation of waste at source and encourage end-to-end monitoring solution for waste management systems in the city. The city should also ensure 100% recycle/reuse of potential waste generated in the city
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	Number of crime cases in the city is 4716. Vellore contributes to 2% of the state total and 0.3% of the national total. *Source: Primary Interaction, District Superintendent of Police, Vellore Circle*	Scenario 4	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 by provision emergency response systems. The city also ensures to reduce the incident response time to less than 1 minute.

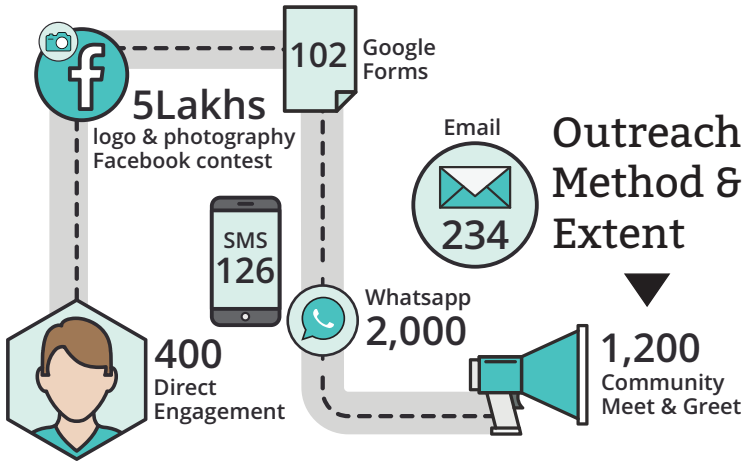
ANNEXURE 3

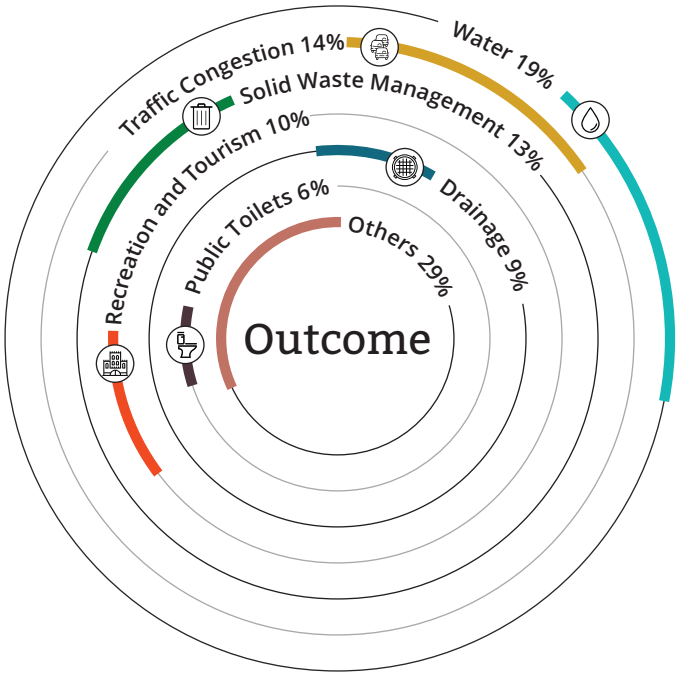
Twenty sheets (A-4 and A-3) of annexures, including annexures mentioned in questions 32, 34, 36

S. No	Particulars	✓
1	Annexure 3.1.A: Round 1 - Citizen Engagement Overview	✔
2	Annexure 3.1.B: Direct Engagement with Citizens	✔
3	Annexure 3.2.A: Online Engagement with Citizens	✔
4	Annexure 3.2.B: Outreach to Citizens	✔
5	Annexure 3.3.A: Precinct Map for Area Based Planning	✔
6	Annexure 3.3.B: Mapping Existing Structure Plan & Delineation for Area Based Planning	✔
7	Annexure 3.3.C: Nodal Development for Area Based Planning	✔
8	Annexure 3.3.D: Pathway Analysis and Accessibility Plan for Area Based Planning	✔
9	Annexure 3.3.E: Detailed Master Plan for Area Based Development	✔
10	Annexure 3.4.A: Pan City Initiative, Page 1	✔
11	Annexure 3.4.B: Pan City Initiative, Page 2	✔
12	Annexure 3.5.A: SPV Relationships	✔
13	Annexure 3.5.B: SPV Organogram	✔
14	Annexure 3.5.C: Stakeholder Organogram	✔
15	Annexure 3.6: Implementation Plan, Page 1	✔
16	Annexure 3.6: Implementation Plan, Page 2	✔
17	Annexure 3.6: Implementation Plan, Page 3	✔
18	Annexure 3.7.A: Pan City & Area Based Financials	✔
19	Annexure 3.7.B: SPV Financials	✔
20	Annexure 3.8: Illustration of Data Science for Participatory Governance	✔

CAPTURE

Vision and Pan City Priorities

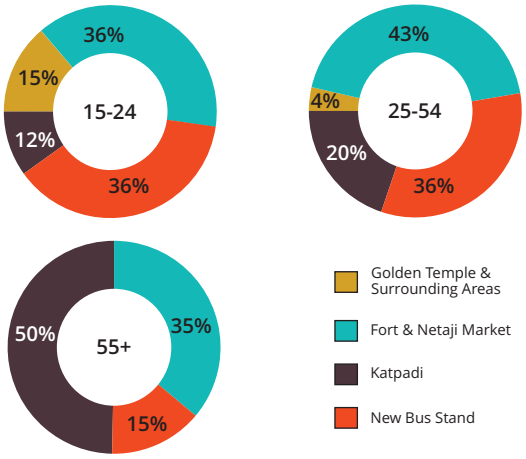




INVESTIGATE

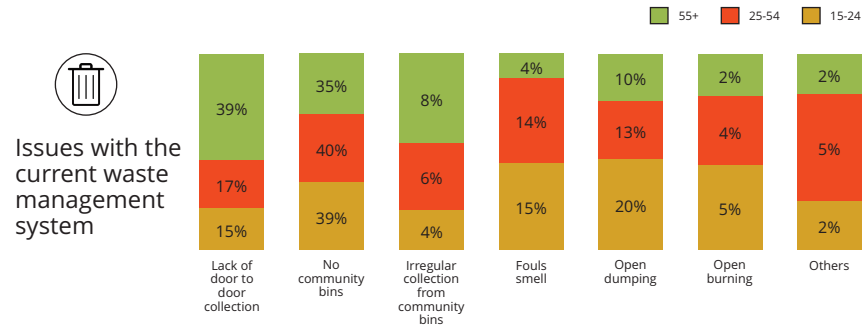
Pan City Priorities

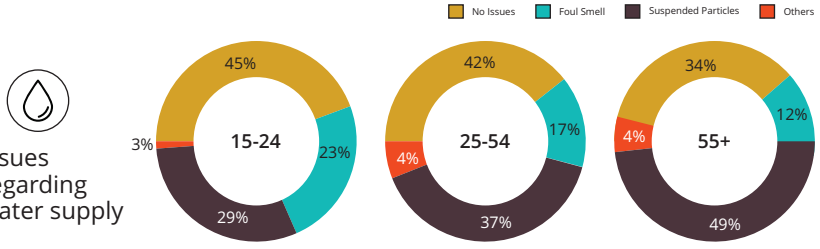
Preferred areas for Area Based Development



Outreach Method & Extent

85,000 Survey Forms





VALIDATE & DISSEMINATE

15 Interactions with educationalists and experts

32 Private vendor feedback sessions

85000 Outreach via FB polling

120 Representatives from line department consulted

220 Citizens engaged through meet and greet at Gandhi Statue (fort)

5200 Councilor led zone wise citizen meets

ANNEXURE 3.1.B
Direct Engagement with Citizens


Auto Drivers


Zone based citizen meet


Councilor headed group meetings


Teachers and Educationists


Bus Owners Association


Meet and Greet


Hon'ble Mayor and the corporation team addressing Citizens and Media

ANNEXURE 3.2.A
Online Engagement with Citizens

Photography Competition

Logo Design Competition

ANNEXURE 3.2.B
Outreach to Citizens

THE NEW INDIAN EXPRESS
CHENNAI TUESDAY 13 OCTOBER 2015

REGION

Smart City Project Calls for Citizen Champs

Five volunteers from each of the 60 wards will be selected to act as an interface between the public and the Smart City project team for innovative ideas

by V NarayanaMurthi

Vellore: The Vellore Smart City project team has invited citizens to don the role of volunteer 'Citizen Champions' from each of the 60 wards in the corporation who can interact with the public and serve as an intermediary between the team and the public for conveying innovative ideas and suggestions for turning Vellore into a Smart City.

Project consultant Vinod Ramnarayan, while addressing Velloreans assembled to interact with Mayor Karthiyayini in this regard at the Corporation office on Saturday said, "We want at least five volunteer champions from each of the wards who can interact with the residents and represent their views for turning Vellore into a smart city besides coordinating with the project team."

Citizens' Champions would be an extended arm of the smart team consultation team. They should be able to mobilise suggestions and opinions and convey them to the planners. He said that as part of the first-level interaction with around 600 persons across the city in the past three weeks, "we were able to get some direct feedback".

Majority of the suggestions revolved around better roads, easing of traffic congestion, the need for recreation, tourism improvement, handling waste disposal effectively, friendly bus-stands all of which will contribute to making Vellore 'smart'.

Mayor Karthiyayini, while explaining the purpose of citizen interaction, pointed out that suggestions should aim to enhance a smarter way of living and specifically requested citizens not to turn the airing of suggestions into a grievance meet.

Citizens were requested to come up with innovative ideas that will make life easier. A few citizens suggested the building of multi-storeyed housing projects at Kazhinjur which was mooted some time back that would improve living conditions for the poor. They also suggested the extension of railway services from Arakkonam to Vellore that would improve commuting services for office-goers and business persons.

On Saturday, a workshop was also organised by the corporation on Solid and Liquid Waste Management(SLWM) at Darling Residency hotel. Solid Liquid Resource Management (SLRM) expert Vellore Srinivasan who addressed the members of the corporation council, hotel association, traders, residence welfare organisations, NGOs, SHGs explained the need to process waste within six hours of it being generated.

He said 70 percent of the total waste generated in the city is from commercial houses, markets, government offices, marriage houses all of which can be recycled and reused at source. For handling domestic waste, a small space is required to process them. He said that entire the city could be split into five zones for the purpose of establishing SLRM centres where waste can be converted into useful resource. Srinivasan said that he had also visited the Saduperi garbage dump and has devised a plan to convert the yard into a resource centre.

Citizens interested in donning the role of Citizens' ChampionS should contact Vinod Ramnarayan at 99408 60453.

THE NEW INDIAN EXPRESS
Tue, 13 October 2015
epaper.newindianexpress.com/c/6865974

Vellore Corporation Invites Suggestions from Residents for Smart City Makeover

Express News Service

Vellore: Vellore Corporation is inviting constructive ideas from the general public to develop Vellore into a truly Smart City.

Corporation officials along with the Smart City planning consultants will station themselves at the Gandhi Statue near the Fort at 5 p.m. and which requires a new approach. After consulting with all stakeholders and assessing the service-gap, the next phase will be short list projects following which convergence and implementation will be planned."

Mayor Karthiyayini said she had participated in a meeting that was chaired by can submit a proposal with innovative ideas within 100 days, it would help us receive funding in the first phase itself. We will be able to compete with the top 20 cities in the country for the funding," she added. "For this, we need to focus on creating a Smart City without altering local culture, heritage and habitat by ensuring transparency

THE HINDU

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» TODAY'S PAPER » TAMIL NADU

VELLORE, December 12, 2

Smart City outlay for Vellore prepared

STAFF REPORTER

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The Vellore Corporation has prepared an overall outlay of Rs. 1,445 crore along with viable projects t the Union government's Smart City Mission.

The projects were presented before the Corporation council on Friday for its approval. For the area-

THE HINDU

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Andhra Pradesh Karnataka Kerala Tamil Nadu Telangana Other States

NATIONAL » TAMIL NADU

VELLORE, September 21,

Updated: September 21, 2015 05:50 IST

Vellore in the race to be among top 20 cities

Back Pain Treatment - Suffering from Back Pain? Get Best Back Pain Treatment @ Home
portea.com/Trained Physiotherapists

THE NEW INDIAN EXPRESS

Friday, December 25, 2015

Ask Prabhu
Editorial Director
Your tomorrow depends on the question you ask today
Column: Power and Politics

Home » States » Tamil Nadu

Click Smart 'People of Vellore' This Wk

By Express News Service | Published: 28th October 2015 06:36 AM Last Updated: 28th October 2015 06:36 AM

Email 1

VELLORE: This week's theme for the Smart City photo contest for the Smart City project is 'People of Vellore'. Last week the theme for the contest was 'Heritage of Vellore' for which around 10 entries received.

The participants are asked to post their respective entries on Vellore Smart City Facebook page.

தினத்தந்தி
DAILY THANTHI
திங்கட்கிழமை, டிசம்பர் 14, 2015

mysmartprice Pen

செய்திகள் மாவட்ட செய்திகள் விளையாட்டு சினிமா ஜோதிடம் ஆன்மிகம் தலையங்கம்

முகப்பு » செய்திகள் » மாவட்ட செய்திகள் » வேலூர்

வேலூரை 'ஸ்மார்ட் சிட்டி'யாக்கும் திட்டம்: பொதுமக்களிடம் கருத்து கேட்க பேஸ்புக், இணையதள வசதி கமிஷனர் தகவல்

கருத்துகள் 0 வாசிக்கப்பட்டது 101 முறை Like 0 Share / Save

மாற்றம் செய்த நாள்: வெள்ளி, செப்டம்பர் 18,2015, 2:00 AM IST

பதிவு செய்த நாள்: வியாழன், செப்டம்பர் 17,2015, 6:08 PM IST

வேலூர்,

வேலூரை 'ஸ்மார்ட் சிட்டி'யாக்கும் திட்டம் குறித்து பொதுமக்களிடம் கருத்து கேட்பதற்காக பேஸ்புக், இணையதள வசதிகள் ஏற்படு செய்யப்பட்டுள்ளது என்று வேலூர் மாநகராட்சி கமிஷனர் ஜானகி தெரிவித்தார்.

ஸ்மார்ட் சிட்டி

இந்தியாவில் 100 நகரங்களை ஸ்மார்ட் சிட்டியாக (மிடுக்கான நகரம்) மாற்ற மத்திய அரசு முடிவு செய்துள்ளது. இதில் தமிழ்நாட்டில் தேர்வுசெய்யப்பட்ட 12 நகரங்களில் வேலூரும் ஒன்றாகும். ஸ்மார்ட் சிட்டியாக்கப்படும் நகரங்களின் கமிஷனர்களுக்கான கூட்டம்

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NATIONAL » TAMIL NADU

VELLORE, December 1, 2015

Updated: December 1, 2015 05:48 IST

Netizens chirp in with smart ideas for Vellore on Facebook

SERENA JOSEPHINE M.

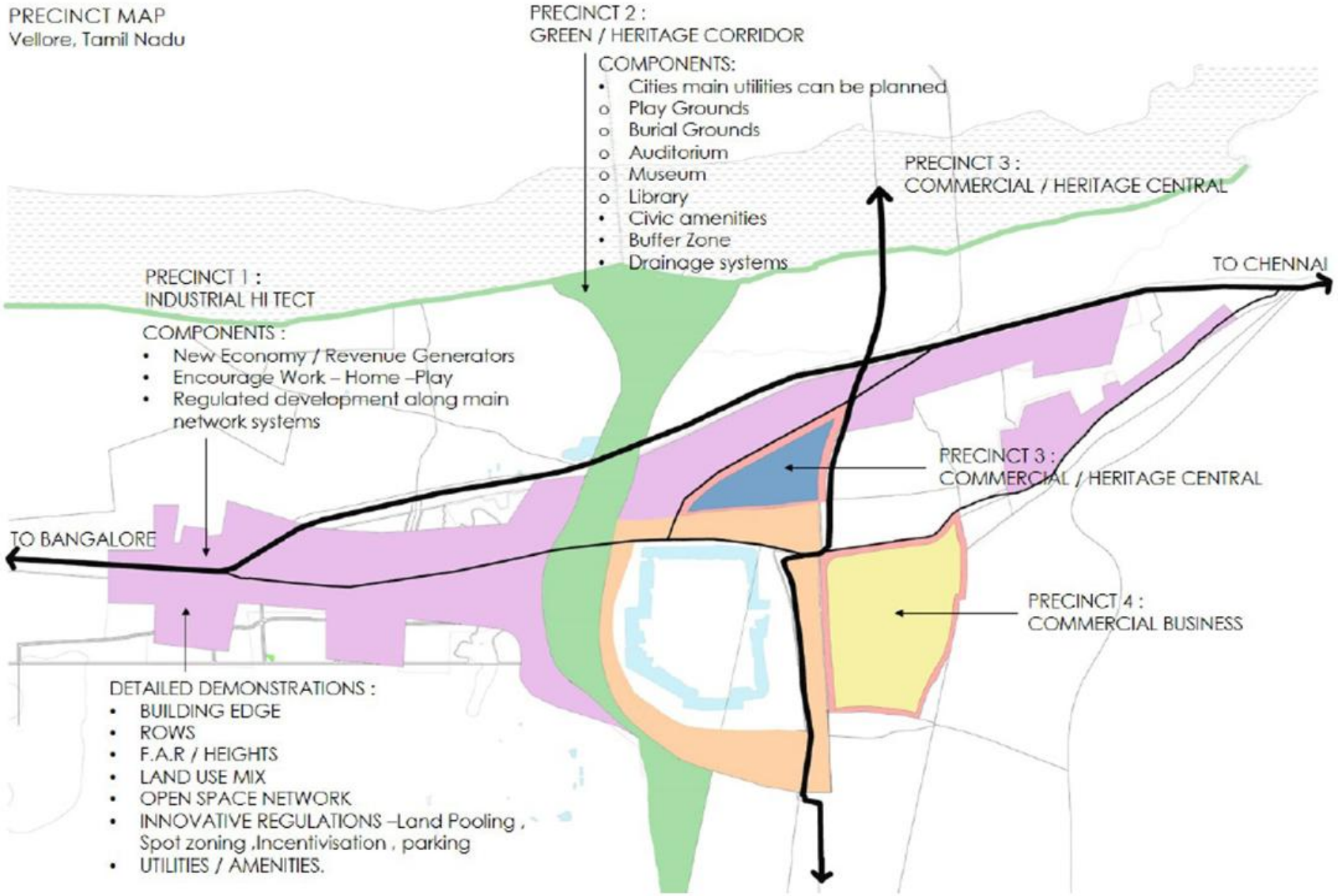
COMMENT · PRINT · T

Like Share 0 Tweet G+1 0 Share Pin it Share 1

Direct Engagement | Online Engagement | Outreach

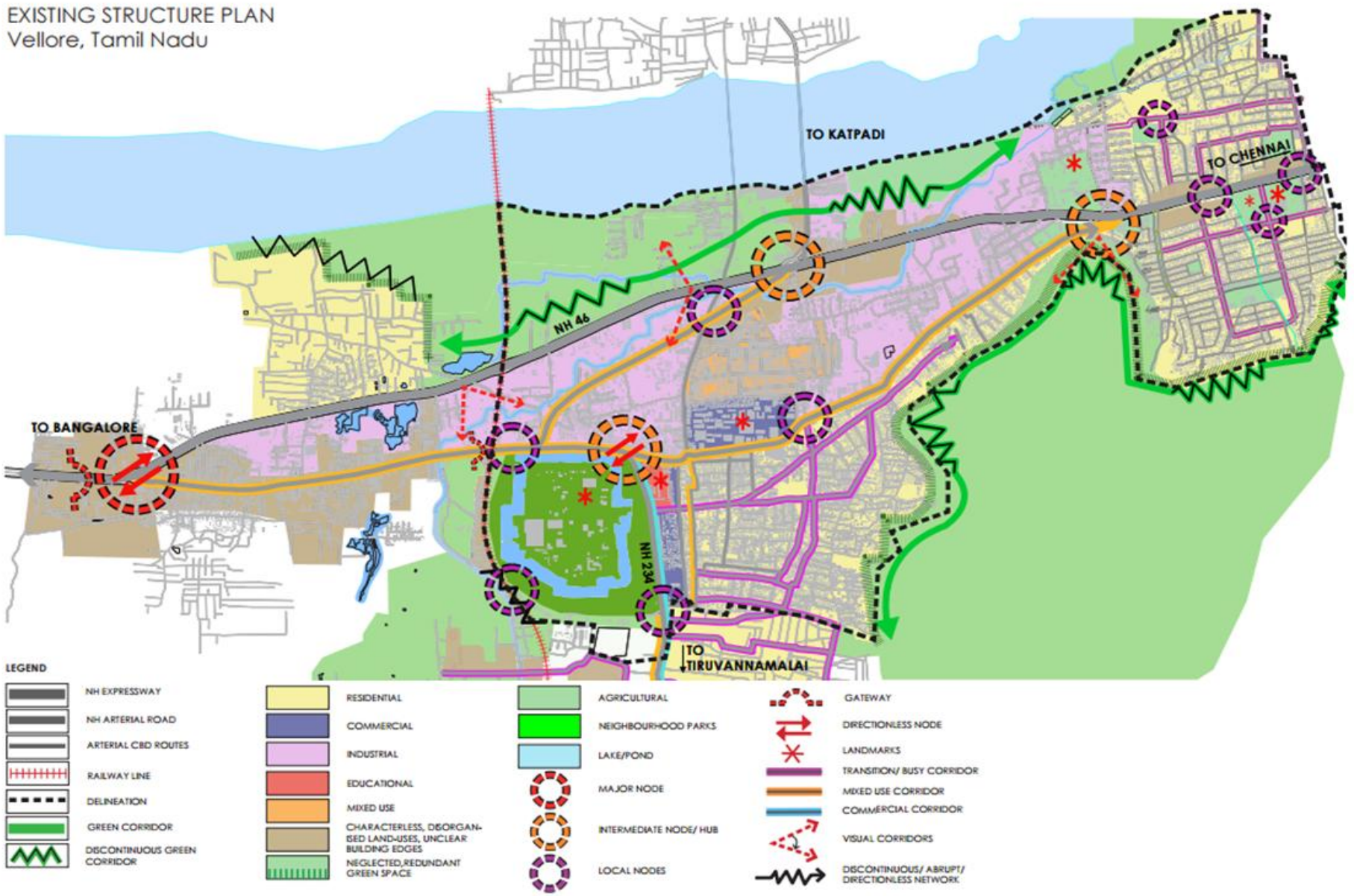
Annexure 3.3.A

Precinct Map – Selected area and its surroundings

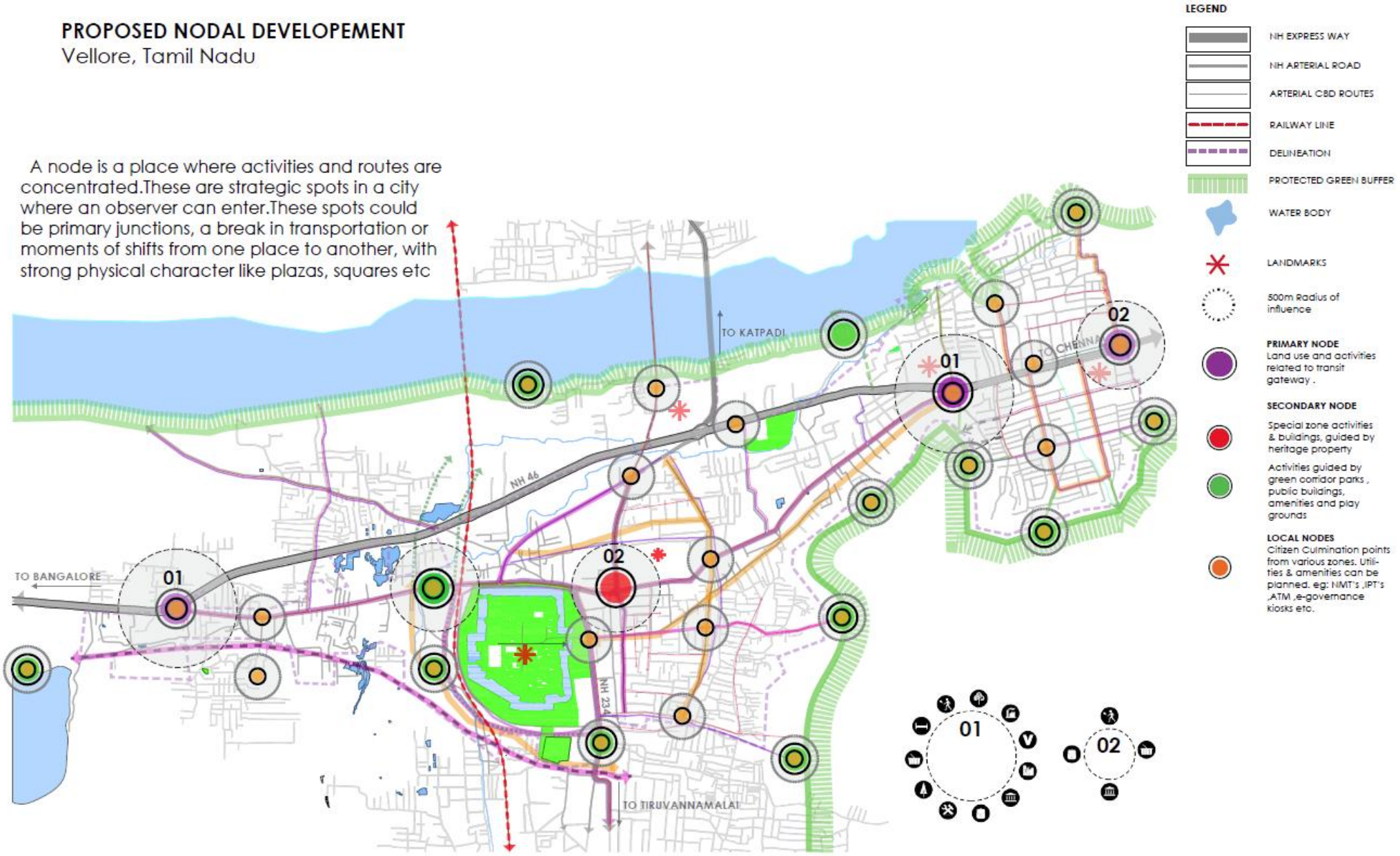


Annexure 3.3.B

Existing Structure Plan and Delineation



Annexure 3.3.C

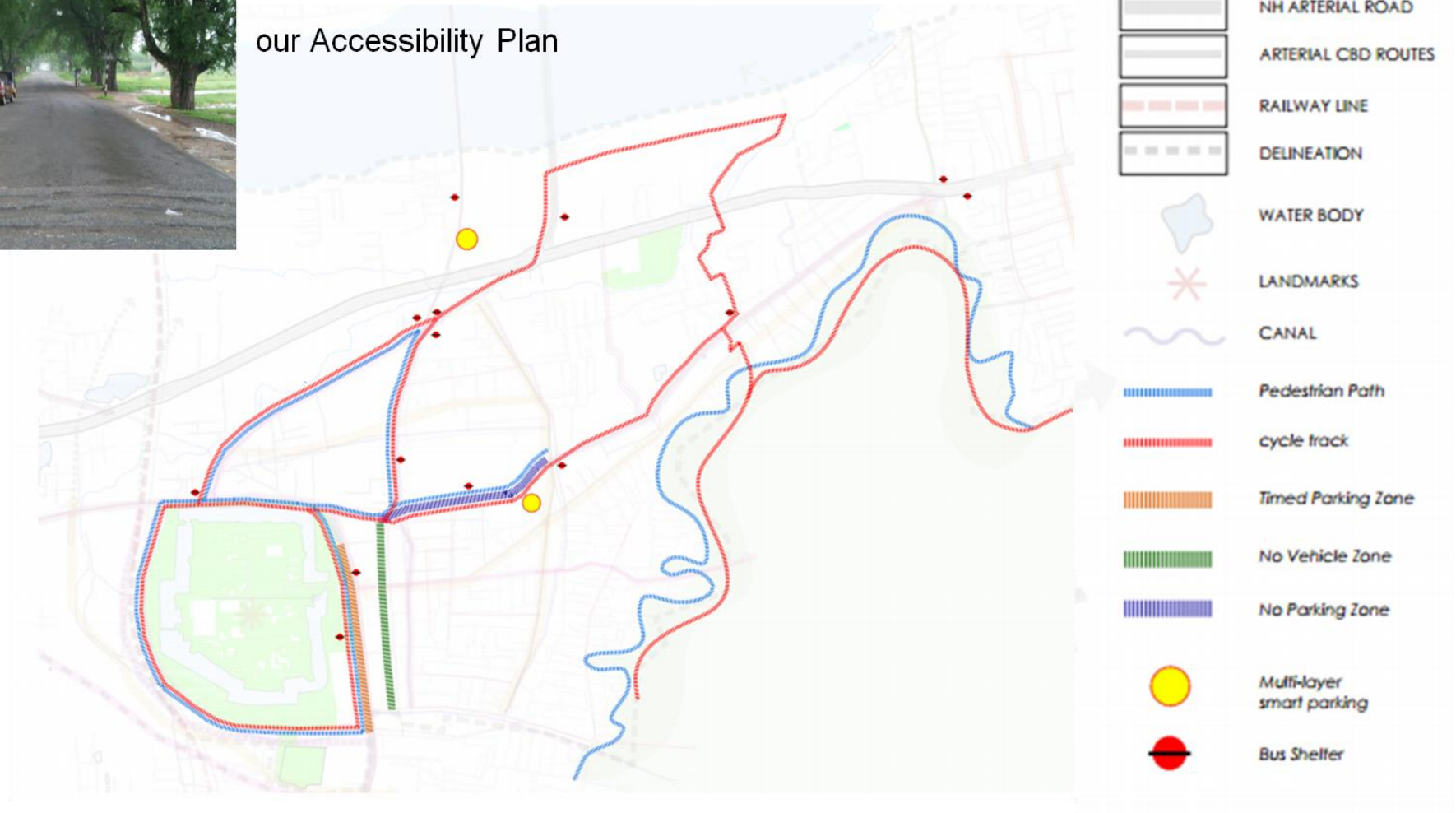


Annexure 3.3.D

Pathway Analysis

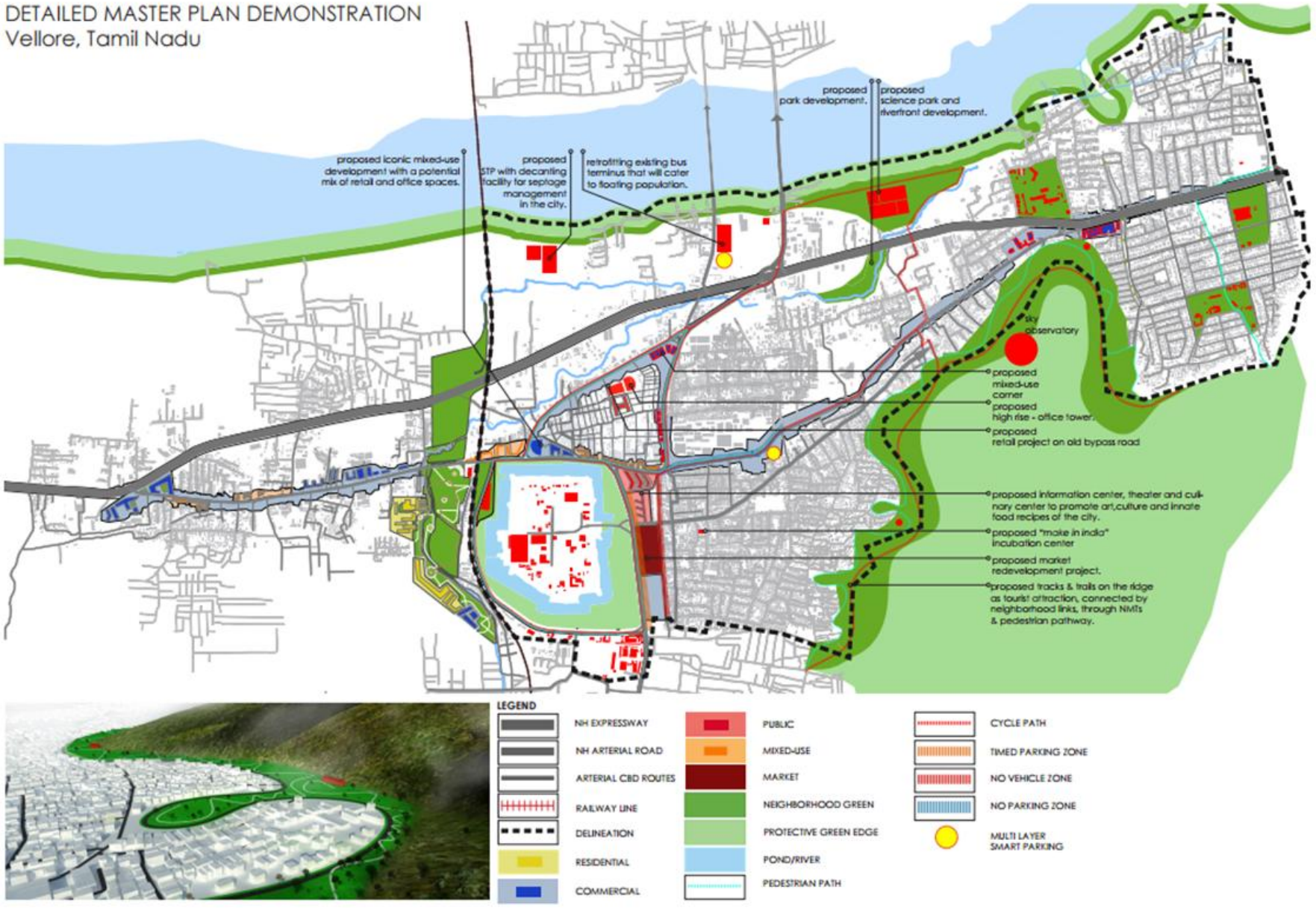
Detailed pathway analysis was conducted to arrive at our Accessibility Plan

Accessibility Plan



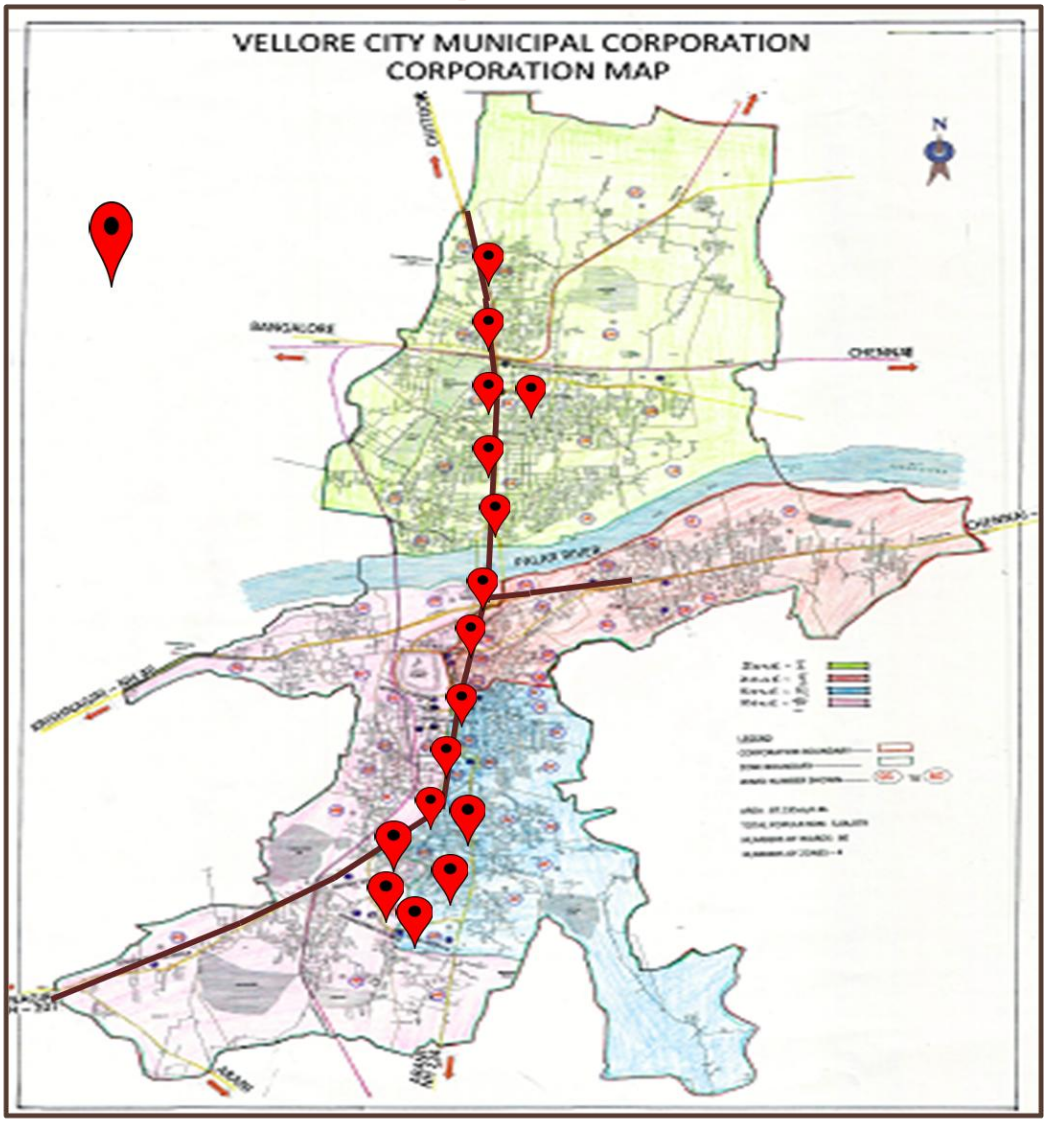
Annexure 3.3.E

Detailed area based master plan

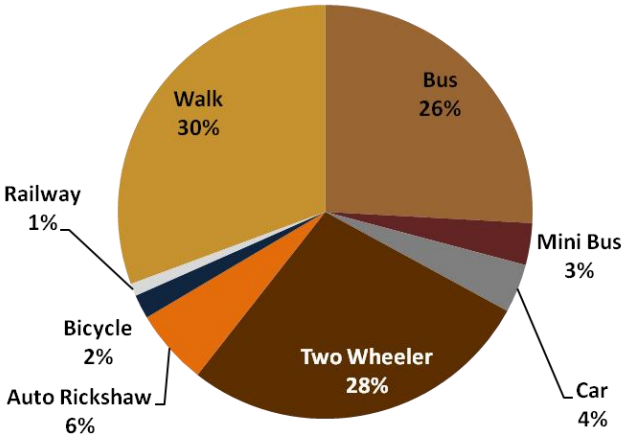


Annexure 3.4.A

Congestion points and modes of transport share

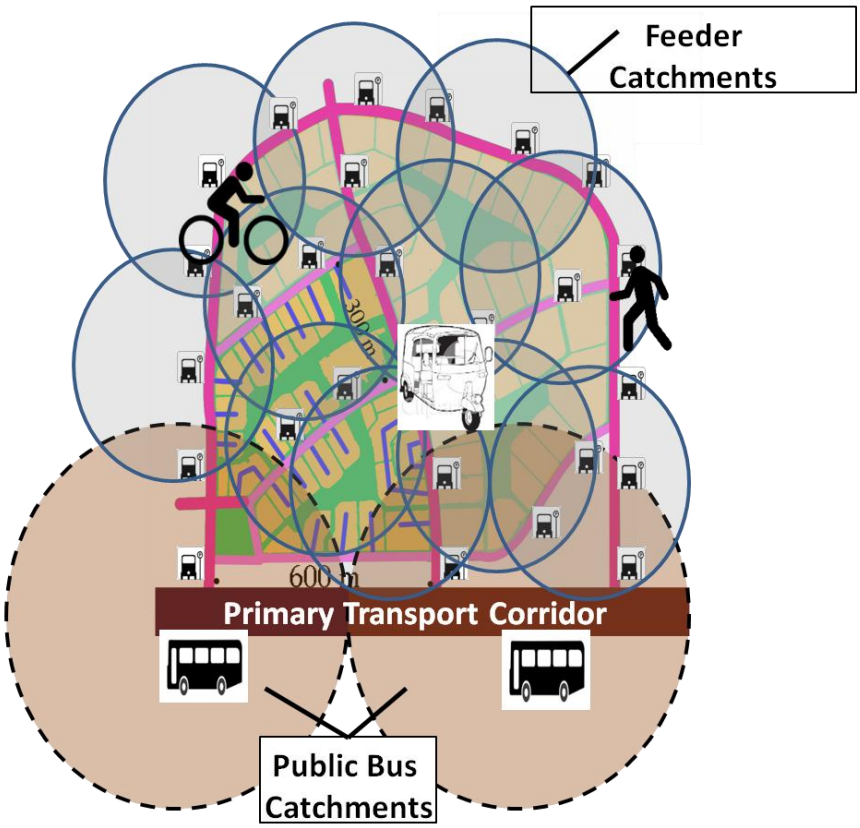


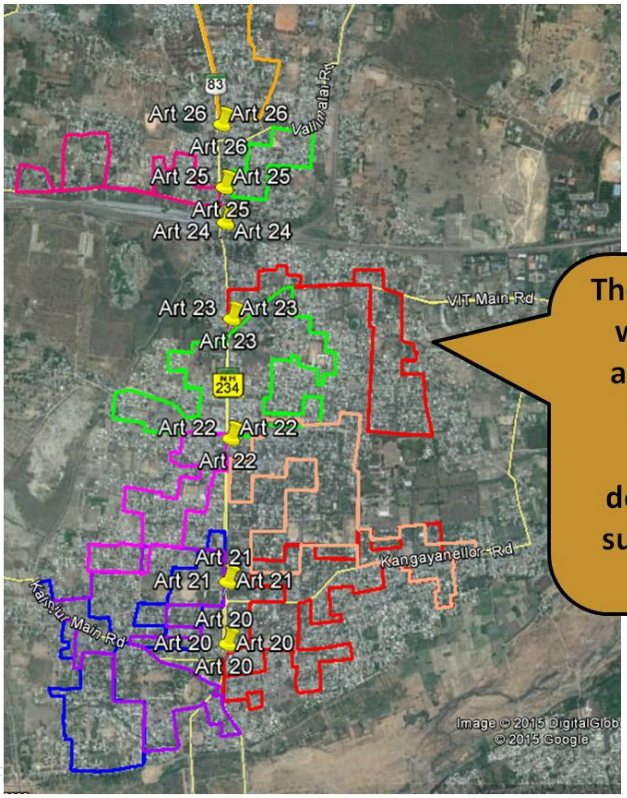
Modal Share Based on Number of Trips



Annexure 3.4.B

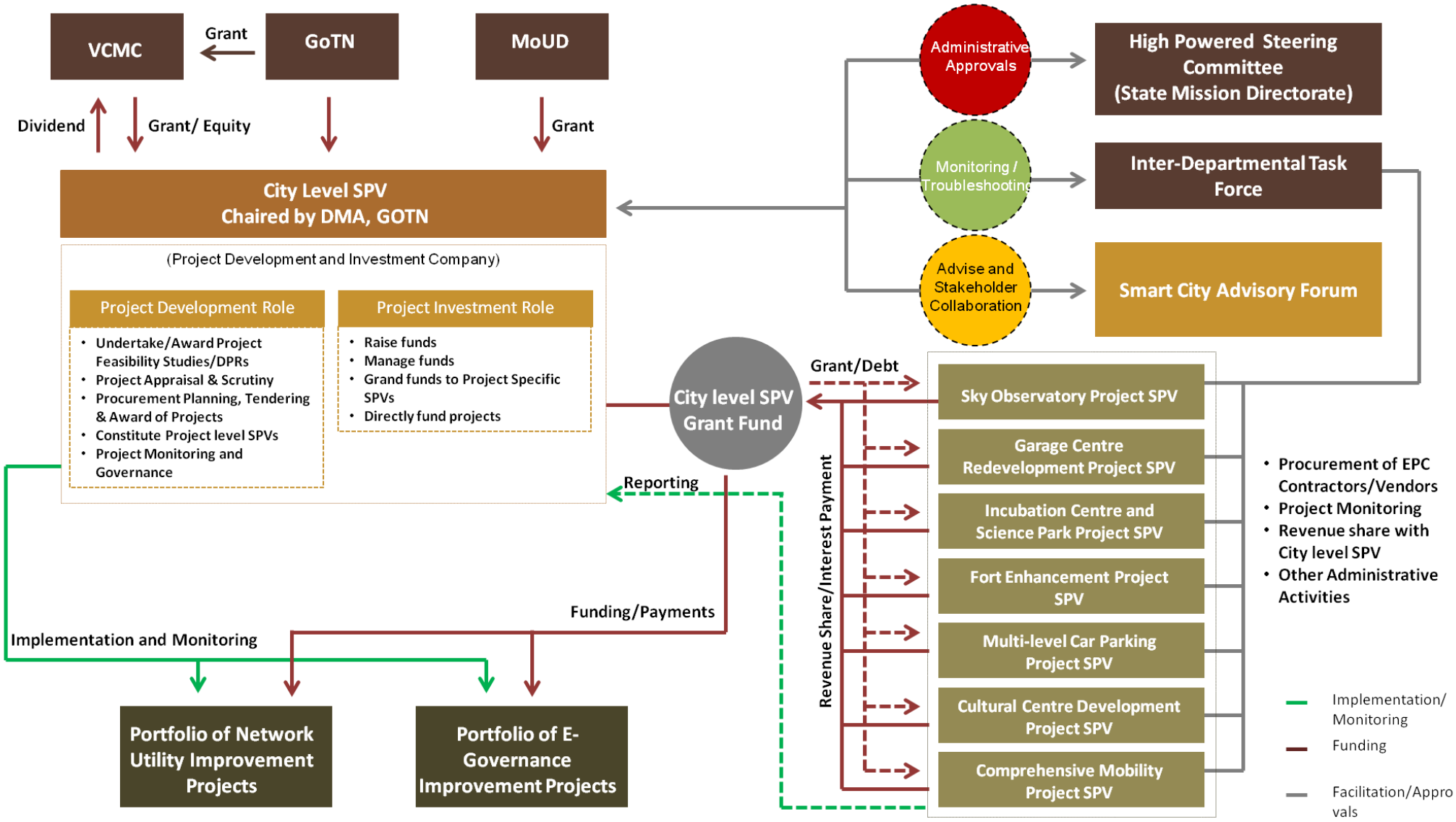
Feeder system analysis



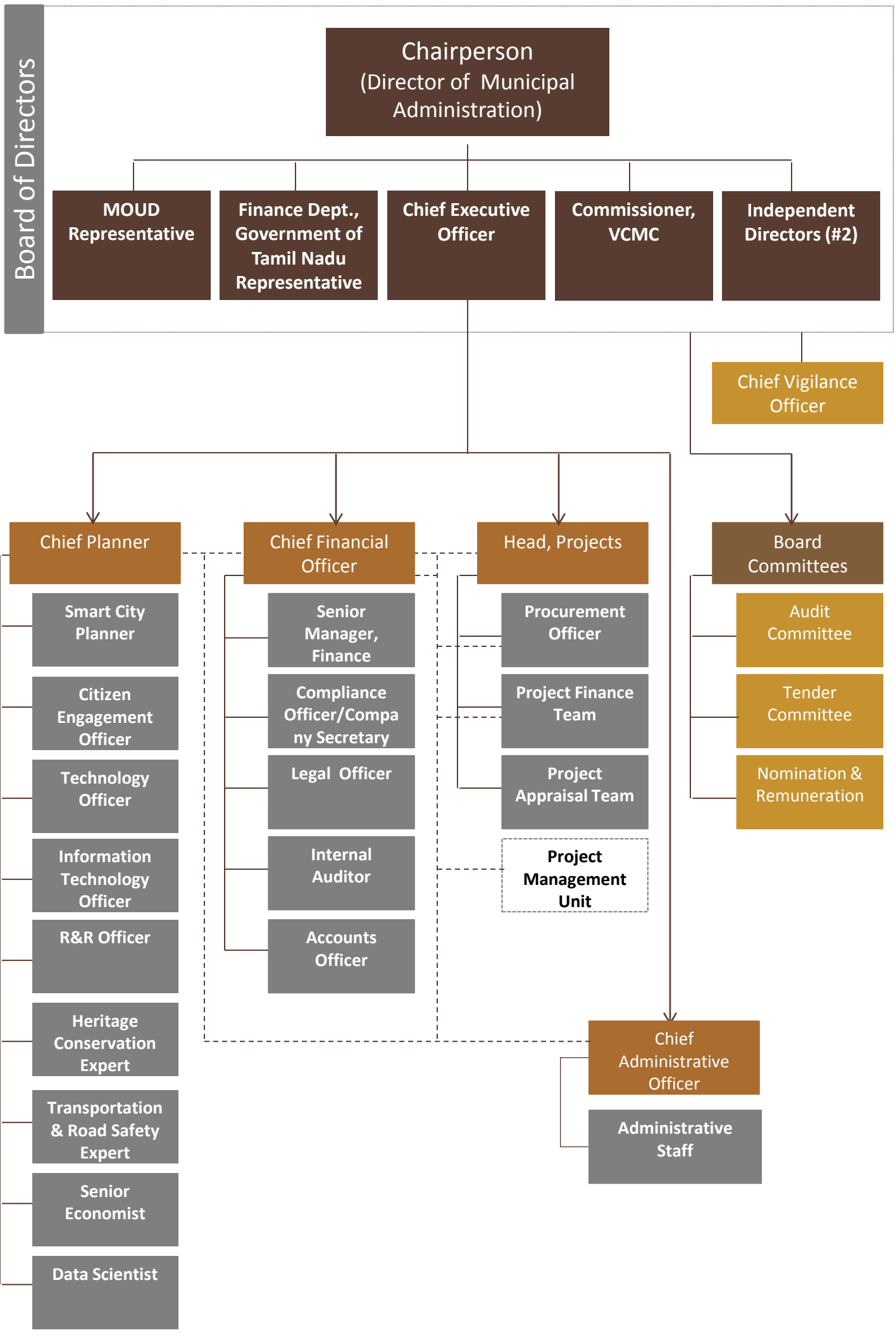


The roads of Vellore were thoroughly analyzed through field trips. This helped us in developing routes suitable for feeder systems

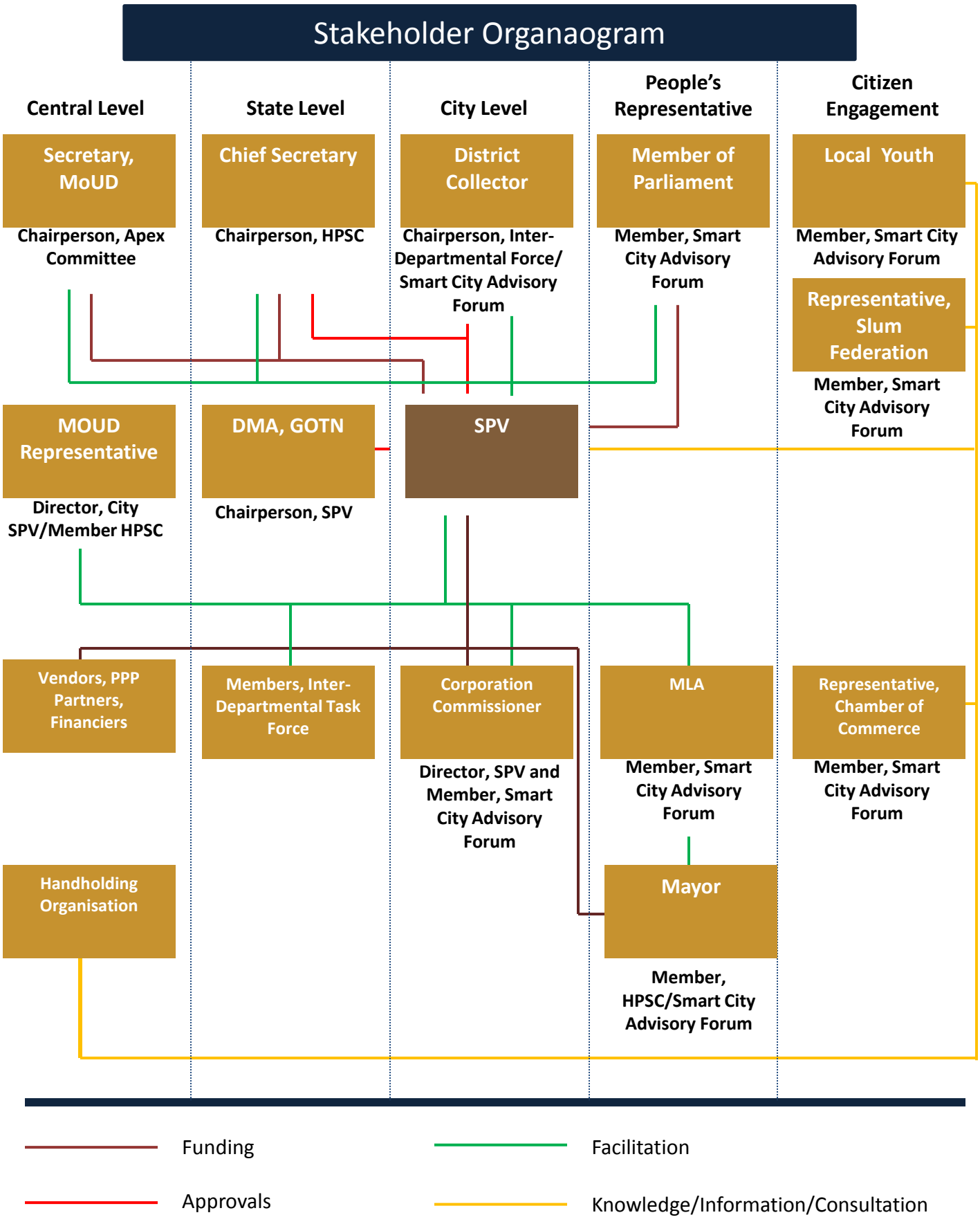
ANNEXURE 3.5.A



ANNEXURE 3.5 B



ANNEXURE 3.5.C



Annexure 3.6: Implemenation Plan

Sl. No.	Project and Key Activities	2016-17		2017-18				2018-19				2019-20				2020-21			
		Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
0	**Preparatory Activities**																		
0.1	RFP for preparation of detailed project report of all of the Smart City Project Components																		
0.2	DPR for Smart City Projects																		
0.3	Review and approval of projects by HSPC																		
0.4	Recruitment of project management consultants																		
0.5	Steps for Formation of City Level SPV, Operationalisation of HPSC, SCAF and IDTF																		
1	***Development of City Information Center to promote City's heritage***																		
1.1	Finalisation of Project Scope and Structure																		
1.2	Selection of Implementation Agency (Partner)																		
1.3	Financial Closure																		
1.4	*Construction/Procurement*																		
a	3D wall mural paintings																		
b	Construction of theatre hall																		
c	Development of restaurant outlets																		
d	Establishment of Disabled friendly information center																		
e	Creation of information & travel desk																		
1.5	CoD																		
1.6	Operations & Maintenance																		
1.7	Project Monitoring																		
2	***Development of recreational facilities in Vellore Fort***																		
2.1	Finalisation of Project Scope and Structure																		
2.2	Selection of Implementation Agency (Partner)																		
2.3	Financial Closure																		
2.4	*Construction/Procurement*																		
a	Creation of Audio-Visual content																		
b	Desilting of Fort Moat & Storm Water Drainage Cleaning																		
c	Refilling of Fort Moat with Water																		
d	Procurement of Pedal Boats and other equipments																		
e	Procurement of Mobile Water Dispensary and Installation																		
2.5	CoD																		
2.6	Operations & Maintenance																		
2.7	Project Monitoring																		
3	***Creating access to green cover in Sathuvachari Hills***																		
3.1	Finalisation of Project Scope and Structure																		
3.2	Selection of Implementation Agency (Partner)																		
3.2	Financial Closure																		
3.4	*Construction/Procurement*																		
a	Creation of pathway for walking and cycling trail in the foothills																		
b	Development of disabled friendly smart toilets in the foothills																		
c	Creation of walking & hiking trail on sathuvachari hills																		
d	Creation of sky-view observatory on top of sathuvachari hills																		
3.5	CoD																		
3.6	Operations & Maintenance																		
3.7	Project Monitoring																		
4	**Children friendly park development - Science Park**																		
4.1	Finalisation of Project Scope and Structure																		
4.2	Selection of Implementation Agency (Partner)																		
4.3	Financial Closure																		
4.4	*Construction/Procurement*																		
a	Strengthen soil near the palar riverside and creation of pedestrian & cycling stretches around the proposed area																		
b	Mobilization of sampling																		
4.5	CoD																		
4.6	Operations & Maintenance																		
4.7	Project Monitoring																		
5	***Make-In-India Innovation and Incubation Center***																		
5.1	Finalisation of Project Scope and Structure																		
5.2	Designation of land by VCMC to be developed as office space with lab and necessary facilities																		
5.3	Tie up with Industry and Engagement of Experts																		
5.4	Selection of Implementation Agency (Partner)																		
5.5	Financial Closure																		
5.6	Construction/Procurement																		
a	Construction of the Incubation Centre Building																		
b	Setting up of Incubation Lab																		
5.7	CoD																		
5.8	Operations & Maintenance																		
5.9	Project Monitoring																		
6	***Redevelopment of old bypass road to commercial zone with mixed land use***																		
6.1	Finalisation of Project Scope and Structure																		
6.2	Selection of Implementation Agency (Partner)																		
6.3	Financial Closure																		
6.4	Construction/Procurement																		
a	Relocation of garage center to State Government's land in National Highway																		
b	Develop Hi-Tech garage center																		
6.5	CoD																		
6.6	Operations & Maintenance																		
6.7	Project Monitoring																		
7	***Smart Parking Lot***																		
7.1	Finalisation of Project Scope and Structure																		
7.2	Establishing agreement between Smart City SPV and private owners on revenue sharing model																		
7.3	Selection of Implementation Agency (Partner)																		
7.4	Financial Closure																		
7.5	Construction/Procurement																		
a	Construction of Smart Parking Lot																		
7.6	CoD																		
7.7	Operations & Maintenance																		
7.8	Project Monitoring																		
8	***Promotion of Non-motorized transportation in the city***																		
8.1	Finalisation of Project Scope and Structure																		
8.2	Selection of Implementation Agency (Partner)																		
8.3	Financial Closure																		
8.4	Construction/Procurement																		
a	Construction of Pedestrian Pathways																		
b	Development of Exclusive Cycle Tracks																		
c	Procurement of Cycles																		
d	Construction of Staircase to NH Flyover																		
8.5	CoD																		
8.6	Operations & Maintenance																		
8.7	Project Monitoring																		

9	***Sensor Based Accident Prevention System***	
9.1	Finalisation of Project Scope and Structure	
9.2	Selection of Implementation Agency (Partner)	
9.3	Financial Closure	
9.4	Construction/Procurement	
a	Procurement of sensors and alarm systems	
b	Capacity building activities across the proposed area	
9.5	CoD	
9.6	Operations & Maintenance	
9.7	Project Monitoring	
10	***Express Emergency Response Systems***	
10.1	Finalisation of Project Scope and Structure	
10.2	Selection of Implementation Agency (Partner)	
10.3	Financial Closure	
10.4	Construction/Procurement	
a	Development of the central infrastructure including emergency response mobile application	
b	Procurement of handheld mobile devices	
10.5	CoD	
10.6	Operations & Maintenance	
10.7	Project Monitoring	
11	***Low cost overflow prediction of underground sewer lines***	
11.1	Network analysis and identification of critical points in the proposed area	
11.2	Finalisation of Project Scope and Structure	
11.3	Selection of Implementation Agency (Partner)	
11.4	Financial Closure	
11.5	Construction/Procurement	
a	Procurement and installation of sensors	
b	CoD	
11.6	Operations & Maintenance	
11.7	Project Monitoring: Continuous monitoring and analysis of data	
12	***Septage Management***	
12.1	Finalisation of Project Scope and Structure	
12.2	Selection of Implementation Agency (Partner)	
12.3	Financial Closure	
12.4	Construction/Procurement	
a	Capacity building and empanelment of Masons/ Mason SHGs	
b	Preparation of Septage Management Database	
c	Construction of STP with Decanting Facility	
d	Procurement of Desludging Vehicles	
e	Procurement of Water Tankers	
f	Installation of ICT Systems	
12.5	CoD	
12.6	Operations & Maintenance	
12.7	Project Monitoring	
13	***Water Supply & distribution Systems***	
13.1	Finalisation of Project Scope and Structure	
13.2	Selection of Implementation Agency (Partner)	
13.3	Financial Closure	
13.4	Construction/Procurement	
a	Creation of Baseline for Mis-call based Messaging System	
b	Procurement and Installation of water quality monitoring system	
c	Procurement of Vehicle based data collection systems from Smart Meters	
d	Procurement and Installation of Smart Meters	
e	Establishment of Kiosks and putting in place system for online payment gateway for water tax payments	
13.5	CoD	
13.6	Operations & Maintenance	
13.7	Project Monitoring	
14	***Strom Water Drains***	
14.1	Finalisation of Project Scope and Structure	
14.2	Selection of Implementation Agency (Partner)	
14.3	Financial Closure	
14.4	Construction/Procurement	
a	100% completion of SWD Systems	
b	Procurement and installation of water levels in strom water drains	
c	Development of central infrastructure with decision support systems	
14.5	CoD	
14.6	Operations & Maintenance	
14.7	Project Monitoring	
15	***Public Toilets***	
15.1	Finalisation of Project Scope and Structure	
15.2	Selection of Implementation Agency (Partner)	
15.3	Financial Closure	
15.4	Construction/Procurement	
a	Development of e-toilets with ICT systems	
b	Retrofitting of Existing Toilets with ICT systems	
15.5	CoD	
15.6	Operations & Maintenance	
15.7	Project Monitoring	
16	***Electricity & energy efficiency***	
16.1	Finalisation of Project Scope and Structure	
16.2	Passing Council Resolution on City's Enregy Efficiency Policy	
16.3	Selection of Implementation Agency (Partner)	
16.4	Financial Closure	
16.5	Construction/Procurement	
a	Procurement and installation of smart electricity meters	
b	Procurement and laying under ground cabling	
c	Procurement and installation of kiosks and creation of online payment gateways	
16.6	CoD	
16.7	Operations & Maintenance	
16.8	Project Monitoring	
17	***Street Lights***	
17.1	Finalisation of Project Scope and Structure	
17.2	Selection of Implementation Agency (Partner)	
17.3	Financial Closure	
17.4	Construction/Procurement	
a	Installation of LED Street Lights	
b	Development of Web based monitoring system	
17.5	CoD	
17.6	Operations & Maintenance	
17.7	Project Monitoring	

18	***Signage Boards***	
18.1	Finalisation of Project Scope and Structure	
18.2	Selection of Implementation Agency (Partner)	
18.3	Financial Closure	
18.4	Construction/Procurement	
a	Erection of poles for signages	
b	Installation of locality maps in pedestrian friendly signage units	
c	Installation of road names and directional signages in every junction	
18.5	CoD	
18.6	Operations & Maintenance	
18.7	Project Monitoring	
19	***SWM collection, recycling and recovery facilities***	
19.1	Finalisation of Project Scope and Structure	
19.2	Selection of Implementation Agency (Partner)	
19.3	Financial Closure	
19.4	Construction/Procurement	
a	Procurement and installation of recycling and recovery system machinery	
19.5	CoD	
19.6	Operations & Maintenance	
19.7	Project Monitoring	
20	***Tertiary treatment plant and recycled water distribution***	
20.1	Finalisation of Project Scope and Structure	
20.2	Selection of Implementation Agency (Partner)	
20.3	Financial Closure	
20.4	Construction/Procurement	
a	Construction of tertiary treatment plants and dual plumbing pipelines for government buildings	
20.5	CoD	
20.6	Operations & Maintenance	
20.7	Project Monitoring	
21	***Wi-Fi Zones***	
21.1	Finalisation of Project Scope and Structure	
21.2	Selection of Implementation Agency (Partner)	
21.3	Financial Closure	
21.4	Construction/Procurement	
a	Development of high powered wi-fi towers across the proposed area	
21.5	CoD	
21.6	Operations & Maintenance	
21.7	Project Monitoring	
22	**Pan City Initiative: Transportation**	
22.1	***Decongestion of traffic & Improvement in last mile connectivity in the city***	
22.1.1	Finalisation of Project Scope and Structure	
22.1.2	Implementation of traffic inflow regulations to the city	
22.1.3	Implementation of real estate policy for Vellore Corporation	
22.1.4	Selection of Implementation Agency (Partner)	
22.1.5	Financial Closure	
22.1.6	Construction/Procurement	
22.1.7	Procurement of 120 new intra-city disabled friendly buses	
22.1.8	Procurement of 400 auto rickshaw feeder systems	
22.2	***Intelligent Public Transport Systems & Traffic***	
22.2.1	Procurement and Installation of GPS devices in buses and feeder systems	
22.2.2	Establish central infrastructure for real-time data collection	
22.2.3	Creation of online and mobile apps for vehicular tracking systems	
22.2.4	Procurement of display boards including 80 units for existing intra-city buses	
22.2.5	Establishing CCTV cameras in major junctions of the city and a central traffic modelling center	
22.3	***Public Information Systems***	
22.3.1	Procurement and installation of electronic display boards and kiosks	
22.3.2	Establishment of central infrastructure to enable two way communications	
22.3.3	Development of mobile apps for citizens and tourists	
22.4	CoD	
22.5	Operations & Maintenance	
22.6	Project Monitoring	
23	**Pan City Initiative: Solid Waste Management**	
23.1	***ICT enabled Integrated Waste Management systems***	
23.2	Finalisation of Project Scope and Structure	
23.3	Selection of Implementation Agency (Partner)	
23.4	Financial Closure	
23.5	Construction/Procurement	
a	Development of mobile apps and end-end solution for integrated waste management systems	
b	Establishment of central infrastructure for data collection systems	
c	Procurement of GIS enabled refuse collection vehicle with mounted Mobile devices	
d	Handheld mobile devices for M&E cell in every decentralized waste collection centres & Ward-wise nodal officers	
23.6	CoD	
23.7	Operations & Maintenance	
23.8	Project Monitoring	

24	Setting up of a Research and Monitoring Facility and providing advisory support to Smart City SPV through Big Data	
24.1	Finalisation of Project Scope and Structure	
24.2	Selection of Implementation Agency (Partner)	
24.3	Financial Closure	
24.4	Construction/Procurement	
a	Setting up of research and monitoring cell in VIT university	
24.5	CoD	
24.6	Operations & Maintenance	
24.7	Project Monitoring	

Annexure 3.7: Financials

S.No	Categories	Sectors	Detailed Components	Capital Cost	O&M (20 Yrs)	Funding Source		
						Smart Cities	Other Grants	PPP / CSR
Area Based Development - Projects								
1	**Water Supply & Strom Water Drain**	Water Supply	Smart Meters	15.43	0.00	15.43		
			Vehicle based data collection system	0.50	2.76	0.50		
			Kiosks in Corporation & Zonal office - for payment	0.40	0.74	0.40		
			Real-time Water Quality Monitoring	2.50	9.20	2.50		
			SCADA based water resources management solution	8.90	16.37	8.90		
			Missed call based water supply distribution timing identification systems	0.11	0.00	0.11		
			Rehabilitation of Transmission & Distribution Network (12Km of Transmission network and 80 Km of distribution network)	23.47	25.90	23.47		
			Improvement in Water Supply distribution systems	50.00	0.00		50.00	
			Water Augmentation	38.51	0.00		38.51	
		SWD	Closure of open SWD in the City	18.00	19.86	18.00		
			RCC lining work for carrying water through channel to palar river	62.50	68.97	62.50		
			ICT to analyze water flow levels in SWD and DSS for otteri reservoir on water discharge	0.60	0.66	0.60		
2	**Improved Sanitation Services**	Solid Waste Management	Road cleaning machines	2.50	4.60	2.50		
			MRF (100 Ton/Day capacity to meet city needs)	78.31	144.03	78.31		
			Pyrolysis Plant (48 Ton/Day capacity to meet city needs)	4.00	7.36	4.00		
			Decentralized Waste Management	20.72	0.00		20.72	
		Sewerage & Treatment	ICT for detection of early signs of sewer system overflows	0.48	1.77	0.48		
			Teritiary treatment plant for wastewater (7.71 MLD) including UGSR (2.6 MLD)	21.58	23.81	21.58		
			Dual plumbing system for distribution of recycled wastewater in the city	5.20	2.87	5.20		
		Septage Management	Purchase of vehicles	1.26	2.32	1.26		
			Decanting Facility in STP/Pumping stations	0.40	0.44	0.40		
			Creation of Database for septage management	0.21	0.00	0.21		
			Pipeline to discharge recycled wastewater at velavadi Eri / Firestation recharge points	4.00	4.41	4.00		
		Public Toilets	Construction of smart public toilet units in bus stops	1.00	3.68	1.00		
			Retrofitting/Upgrading existing public toilets	0.63	2.30	0.63		
			ICT for reporting cleanliness of public toilets	0.11	0.12	0.11		

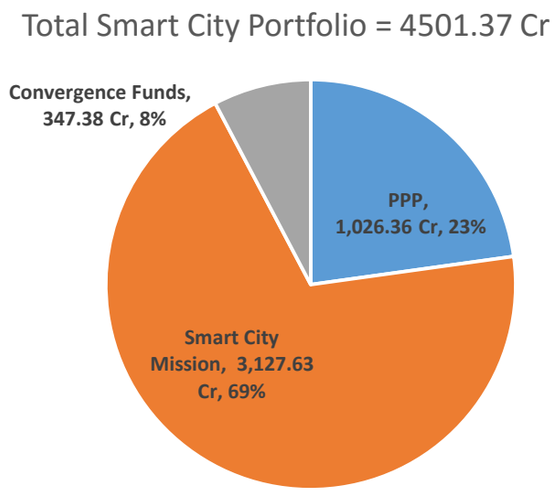
S.No	Categories	Sectors	Detailed Components	Capital Cost	O&M (20 Yrs)	Funding Source		
						Smart Cities	Other Grants	PPP / CSR
		Public Toilets	Mobile Truck based toilets for tourists in key location of the city	5.00	27.59	5.00		
			ICT for monitoring waterlevel in toilets + auto alert system for water refiling	1.40	1.54	1.40		
			Community Toilets	1.33	0.00		1.33	
3	**Electricity, Street Lights and Improved Distribution Systems Design**	Electricity	Smart Meters	12.34	0.00	12.34		
			Kiosks in EB office - for ease of payment	0.10	0.18	0.10		
			Solar Roof Top	112.50	206.92	112.50		
			Underground cabling	28.00	30.90	28.00		
		Street lights	New Street lights poles in parks, hill ridge and hiking trails	1.05	1.93	1.05		
			Solar Street lights	1.05	1.93	1.05		
			Web based switch - ON & Off + Current flow based operational status monitoring systems for street lights	3.08	3.40	3.08		
			LED Street lights with O&M	0.68	0.00		0.68	
		Ducting	Ducting for cables and pipelines	16.00	17.66	16.00		
4	**Improved Mobility Services**	Signage Boards	Physical signage board in every junction to promote ease of transportation in the city (Above the ground)	0.28	0.31	0.28		
			Neighbourhood / locality map with important landmarks in every junction - to encourage pedestrians (on the ground)	0.60	0.66	0.60		
			Tourism Development	2.50	0.00		2.50	
		Motorized & Non-Motorized Transportation Improvement Plans	Pavement and Cycling Tracks	2.80	3.09	2.80		
			Roads	12.00	13.24	12.00		
			Pavement	12.48	13.77	12.48		
			Construction of Flyovers	110.00	0.00		110.00	
			Benches in parks, hill ridge and key areas	3.00	5.52	3.00		
			Automatic packaged ISO certified water packet dispensery outlets	1.25	2.30	1.25		
			2 Stairs to Highway bridge from City shoulder road - Scenic View of the Entire City	0.70	1.29	0.70		
			Development of Palar Riverfront road amenable for pedestrians & Bycling	1.35	1.49	1.35		
			Construction of exclusive walking & Bycling trail in the hill ridge	1.80	1.99	1.80		
			Development of hiking trail path to Sky Observatory	0.80	0.88	0.80		
			Creation of bi-cycle parking slot in Fort	0.30	1.10	0.30		
			Procurement of Bycycles	2.00	3.68	2.00		

S.No	Categories	Sectors	Detailed Components	Capital Cost	O&M (20 Yrs)	Funding Source		
						Smart Cities	Other Grants	PPP / CSR
		Parking, Bus Stand & Market redevelopment	Creation of multi-layer smart parking near CMC hospital	39.02	172.25	39.02		
			Creation of multi-layer smart parking near New Bus Stand - Including direct connection to New Bus Stand	19.51	86.13	19.51		
			Hi-tech Bus Terminus Development	56.92	167.51	56.92		
			Structured Parking in Market Area opposite to fort - timed parking	0.30	1.32	0.30		
			Modern bus stops & Auto Stands in the area	2.80	3.09	2.80		
5	**Recreation and Improved Public Spaces**	Recreation	Centers of immersive learning	15.00	66.21	15.00		
			Cultural Center - Theatre hall, Culinary Center & Parking lot	10.50	19.31	10.50		
			Construction of 1000 Seat Capacity Theatre hall to promote City/state's inate culture & identity.	2.00	11.04	2.00		
			Fort view Culnary Centre	0.30	0.55	0.30		
			Establishment of Sky Obervatory Center in Sathuvachari Hills by setting up a large space telescope, multi-purpose open amphitheatre & space lab.	3.80	20.97	3.80		
			Creation of Audio-visual content for Vellore Fort & City heritage	3.00	0.00	3.00		
			Handheld devices in Fort for viewing audio-visual contents	1.00	1.84	1.00		
			Park Improvement	1.26	0.00		1.26	
			Mapping City's heritage by archeological experts and creation of self-guided heritage trail content for Vellore City	1.00	0.00	1.00		
		Fort Development	Moat desilting	48.62	0.00	48.62		
			Floodlight Systems for Vellore Fort	0.40	0.00	0.40		
			Boating in fort moat	0.90	0.00	0.90		
		City Aesthetics	City Aesthetics - 3D wall paintings	2.34	4.30	2.34		
			Urban Forestry and Landscaping	3.00	5.52	3.00		
		Market Development	Netaji market development plan	34.00	150.09	34.00		
6	**Enablers for Intelligent Solutions**	ICT Solutions	Handheld device to all emergency reponse units	2.00	0.00	2.00		
			Surviellance camera in all important nodes of the City, commercial area, market areas in the city	3.00	5.52	3.00		
			ICT device for automatic facial recognition from Criminal database and behavioral monitoring in important areas of the city	2.00	0.00	2.00		
			Sensor based accident prevention system & solar based emergency lighting system during blackouts	5.55	10.21	5.55		
			WB - Model City	120.00	0.00		120.00	
		Connectivity	Construction of wi-fi zones for 10 KM	5.00	9.20	5.00		
			Hardware (80TB Server)	9.11	0.00	9.11		

S.No	Categories	Sectors	Detailed Components	Capital Cost	O&M (20 Yrs)	Funding Source		
						Smart Cities	Other Grants	PPP / CSR
6	**Enablers for Intelligent Solutions**	Central Control Centre for data collection, storage, analysis & integrated dashboards	GIS & other licenses	8.55	0.00	8.55		
			Cloud	3.86	0.00	3.86		
			network cost	7.14	0.00	7.14		
			a. Command and control centre - physical building with room for individual departments b. Video Wall - Operations room with alerting and monitoring systems c. Operator Work Stations d. Data Centre and conference facilities	40.00	0.00	40.00		
			Web & mobile application for citizens and 3rd Party E-Gov applications for line departments	6.00	0.00	6.00		
7	**Improved Housing Services**	Urban Housing	NUHM Scheme	1.11	0.00		1.11	
			Housing & Slum Development Programme	1.27	0.00		1.27	
Sub - Total I (ABD Cost)				1155.95	1418.59	808.57	347.38	0.00
VELLORE SMART CITY PROPOSAL - PAN CITY								
1	**Intelligent Transportation Systems**	Last Mile Connectivity	Improve intra-city bus network	36.00	0.00			36.00
			Feeder	18.00	0.00			18.00
			Bus Shelter incl. land acquisition cost	7.00	0.00			7.00
		Intelligent Public Transport Systems	GPS devices	0.20	0.00	0.20		
			Display boards for vehicle interior - to display next coming bus stop in multi languages	0.10	0.00	0.10		
			Display boards for bus stops with data receiving capabilities – to display next coming bus	0.14	0.00	0.14		
			Solar Panel for busstop display boards	0.42	0.00	0.42		
			Electronic Ticketing system	0.20	0.00	0.20		
		Real-time Traffic Modelling	CCTV cameras for traffic modeling including name plate recognition	0.05	0.09	0.05		
		Public Information Systems	Electronic display boards in public areas allowing bi-directional information flow (Kiosks) including grievance registration systems	0.72	1.32	0.72		
			Electronic Display boards in bus - advertisements & general information systems	0.60	1.10	0.60		
2	**Decentralized Solid Waste Management Framework**	SWM	Dustbin cost for households, commercial establishments, market, educational institutions	27.25	0.00			27.25
			GIS enabled refuse collection vehicles	33.11	0.00			33.11
			Handheld devices for household Refuse Collectors (RC), Market waste RC, Barber RC, On Demand RC, M&E team in Decentralized waste collection centers, nodal officers, commissioner, mayor and the collector	0.579	1.06	0.58		

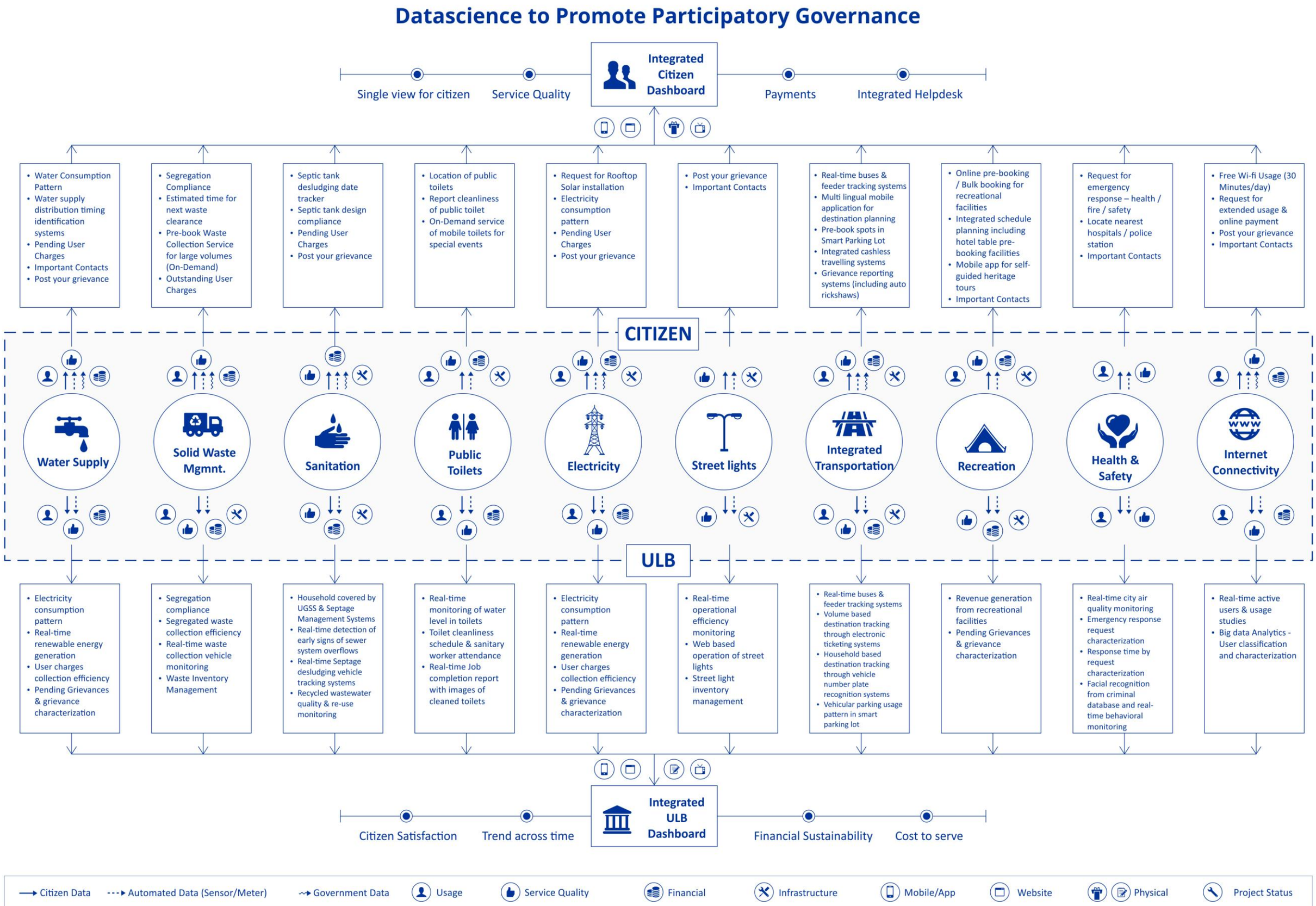
S.No	Categories	Sectors	Detailed Components	Capital Cost	O&M (20 Yrs)	Funding Source		
						Smart Cities	Other Grants	PPP / CSR
			Integrated waste management monitoring framework	0.8	0.00	0.80		
			Sub-Total II (Pan-City Cost)	125.17	3.58	3.81	0.00	121.36
			Sub-Total III (ABD Cost + Pan-City Cost)	1281.12	1422.17	812.38	347.38	121.36
			Contingency and Escalation - 10% of project cost	93.37		81.24		12.14
			Project Management Cost @ 5% of SCM Financing	40.62		40.62		
			Total Portfolio	**1415.11**	**1422.17**	**934.23**	**347.38**	**133.50**

Project Financing	Amount	ABD		Pan City	
		Lifetime Capex (20 Yrs)	Lifetime Opex (20 Yrs)	Lifetime Capex (20 Yrs)	Lifetime Opex (20 Yrs)
PPP	1,026.36	-	-	424.43	601.93
Smart City Mission	3,127.63	1,682.09	1418.59	23.37	3.58
Convergence Funds	347.38	347.38	-	-	-
Total Project Portfolio	**4,501.37**	**2,029.47**	**1,418.59**	**447.80**	**605.51**



SPV financials (all values in INR Lakhs)	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Year 8	Year 9	Year 10	Year 11	Year 12	Year 13	Year 14	Year 15	Year 16	Year 17	Year 18	Year 19	Year 20
Cash Inflows	38800	51713	4691	4355	3666	4182	3447	3950	4563	5255	8392	4945	5774	6654	7708	8896	8027	9355	10854	12544
Capital from ULB	0	0	0	0	0	0	0	0	0	0	1204	0	0	0	0	0	0	0	0	0
Capital from CG (as ULB capital)	19400	25249.78	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Capital from SG	19400	25249.78	0	0	0	0	0	0	0	0	1204	0	0	0	0	0	0	0	0	0
Bridge Loan	0																			
Principal repayment from projects	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Interest payment from projects	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Net cash from projects	0	1256	3077	3614	2636	2880	3149	3444	3768	4125	4516	4945	5416	5931	6496	7115	7792	8532	9342	10227
Interest on net balance		-42	1614	740	1030	1301	298	506	795	1130	1469	0	358	723	1212	1781	235	823	1512	2316
Carried Forward		-529	20169	9255	12874	16268	3730	6327	9934	14127	18365	0	4479	9035	15145	22265	2944	10286	18901	28955
Cash outflows	39329	31014	15605	736	272	16720	851	343	370	1017	26757	466	1218	544	587	28217	685	740	799	863
Debt to projects	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grants to projects	29889	23465	11712	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Equity to projects	7377	5866	2928	461	0	16426	533	0	0	617	26325	0	715	0	0	27583	0	0	0	0
Bridge loan repayment		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Project Preparation, PMC, M&E	1863	1467	732	23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SPV Operating Expenses	200	216	233	252	272	294	317	343	370	400	432	466	504	544	587	634	685	740	799	863
Net cash flows	-529	20699	-10914	3619	3394	-12538	2596	3607	4193	4238	-18365	4479	4556	6110	7120	-19321	7342	8615	10055	11680
Net balance	-529	20169	9255	12874	16268	3730	6327	9934	14127	18365	0	4479	9035	15145	22265	2944	10286	18901	28955	40636

ANNEXURE 3.8


Datascience to Promote Participatory Governance
Integrated Citizen Dashboard
Single view for citizen
Service Quality
Payments
Integrated Helpdesk
• Water Consumption Pattern
• Water supply distribution timing identification systems
• Pending User Charges
• Important Contacts
• Post your grievance
• Segregation Compliance
• Estimated time for next waste clearance
• Pre-book Waste Collection Service for large volumes (On-Demand)
• Outstanding User Charges
• Septic tank desludging date tracker
• Septic tank design compliance
• Pending User Charges
• Post your grievance
• Location of public toilets
• Report cleanliness of public toilet
• On-Demand service of mobile toilets for special events
• Request for Rooftop Solar installation
• Electricity consumption pattern
• Pending User Charges
• Post your grievance
• Post your grievance
• Important Contacts
• Real-time buses & feeder tracking systems
• Multi lingual mobile application for destination planning
• Pre-book spots in Smart Parking Lot
• Integrated cashless travelling systems
• Grievance reporting systems (including auto rickshaws)
• Online pre-booking / Bulk booking for recreational facilities
• Integrated schedule planning including hotel table pre-booking facilities
• Mobile app for self-guided heritage tours
• Important Contacts
• Request for emergency response – health / fire / safety
• Locate nearest hospitals / police station
• Important Contacts
• Free Wi-fi Usage (30 Minutes/day)
• Request for extended usage & online payment
• Post your grievance
• Important Contacts
CITIZEN
Water Supply
Solid Waste Mgmnt.
Sanitation
Public Toilets
Electricity
Street lights
Integrated Transportation
Recreation
Health & Safety
Internet Connectivity
ULB
• Electricity consumption pattern
• Real-time renewable energy generation
• User charges collection efficiency
• Pending Grievances & grievance characterization
• Segregation compliance
• Segregated waste collection efficiency
• Real-time waste collection vehicle monitoring
• Waste Inventory Management
• Household covered by UGSS & Septage Management Systems
• Real-time detection of early signs of sewer system overflows
• Real-time Septage desludging vehicle tracking systems
• Recycled wastewater quality & re-use monitoring
• Real-time monitoring of water level in toilets
• Toilet cleanliness schedule & sanitary worker attendance
• Real-time Job completion report with images of cleaned toilets
• Electricity consumption pattern
• Real-time renewable energy generation
• User charges collection efficiency
• Pending Grievances & grievance characterization
• Real-time operational efficiency monitoring
• Web based operation of street lights
• Street light inventory management
• Real-time buses & feeder tracking systems
• Volume based destination tracking through electronic ticketing systems
• Household based destination tracking through vehicle number plate recognition systems
• Vehicular parking usage pattern in smart parking lot
• Revenue generation from recreational facilities
• Pending Grievances & grievance characterization
• Real-time city air quality monitoring
• Emergency response request characterization
• Response time by request characterization
• Facial recognition from criminal database and real-time behavioral monitoring
• Real-time active users & usage studies
• Big data Analytics - User classification and characterization
Integrated ULB Dashboard
Citizen Satisfaction
Trend across time
Financial Sustainability
Cost to serve
Citizen Data
Automated Data (Sensor/Meter)
Government Data
Usage
Service Quality
Financial
Infrastructure
Mobile/App
Website
Physical
Project Status

ANNEXURE 4

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

S. No	Particulars	✓
1	Annexure 4.1: HPSC Letter	☑
2	Annexure 4.2: HPSC Minutes	☑
3	Annexure 4.3: Covering Letter from Vellore Commissioner	☑
4	Annexure 4.4: Council Resolution	☑
5	Annexure 4.5: Letter of Intent from District Collectorate	☑
6	Annexure 4.6: Letter of Intent from TANGEDCO	☑
7	Annexure 4.7: Letter of Intent from Archaeological Survey of India	☑
8	Annexure 4.8: Letter of Intent from Fire & Rescue Services	☑
9	Annexure 4.9: Letter of Intent from Vellore Institute of Technology, University	☑
10	Annexure 4.10: Letter of Intent from Vellore Institute of Technology, University	☑
11	Annexure 4.11: Letter of Intent from Tamil Nadu State Transport Corporation	☑
12	Annexure 4.12: Police Department	☑
13	Annexure 4.13: Human Resource Plan	☑
14		☐
15		☐
16		☐
17		☐
18		☐
19		☐
20		☐

ANNEXURE 4.1

Most Immediate

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

Letter No.29870/MA.II/2015 – 4, dated 23.12.2015

From
Thiru.K.Phanindra Reddy, I.A.S.,
Principal Secretary to Government

To
The Mission Director, Smart Cites Mission/
Additional Secretary to Government of India,
Ministry of Urban Development,
New Delhi – 110 011.

Sir,

Sub: Smart Cities Mission – Smart City Proposals of the 12 Cities of Tamil Nadu – Forwarded - Reg.

I am directed to inform that, the second meeting of the State Level High Powered Steerng Committee of the Smart Cities Mission of the State of Tamil Nadu under the Chairmanship of the Chief Secretary to Government, held on 21.12.2015 reviewed the Smart City Proposals of the Mission Cities of the State, viz., 12 City Municipal Corporations and resolved to forward the said proposals for participation in the Stage II National level Challenge. Accordingly, the proposals are forwarded.

Yours sincerely,

23.12.15

for Principal Secretary to Government

Copy to
The Chairperson and Managing Director,
Tamil Nadu Urban Finance and Infrastructure
Development Corporation Limited, Chennai-35.

Annexure 4.2

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

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

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

The following members attended the meeting:

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

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

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

17. Thiru R.Mohan
Commissioner,
Erode Corporation — Member

18. Tmt P.Janaki Ravindran
Commissioner,
Vellore Corporation — Member

19. Thiru A.Laxmanan
City Engineer,
Thoothukudi Corporation — Representing Thoothukudi Corporation

20. Thiru M.V.D.Tamilselvan
Executive Engineer,
Tiruppur Corporation — Representing Tiruppur Corporation

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

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

K.GNANADESIKAN
CHIEF SECRETARY &CHAIRMAN OF HPSC

//True Copy//

Section Officer

MINUTES OF THE THIRD STATE LEVEL HIGH POWERED STEERING COMMITTEE MEETING HELD ON 23.06.2016 AT 5.30 P.M FOR SMART CITY MISSION

The third meeting of the **State Level High Powered Steering Committee** for **Smart City Mission** was held in the Chief Secretary conference hall, Secretariat on **23.06.2016 AT 5.30 P.M** under the Chairmanship of **Dr.P.Rama Mohana Rao, I.A.S.,** Chief Secretary to Government .

The following members attended the meeting:

1	Thiru K.Shanmugam, I.A.S., Addl Chief Secretary to Government, Finance Department, Secretariat, Chennai-600 009	Member
2	Thiru K. Phanindra Reddy, I.A.S., Principal Secretary to Government Municipal Administration and Water Supply Department Secretariat, Chennai - 600009.	Member
3	Thiru S.Krishnan, I.A.S., Principal Secretary to Government, Planning Development and Special Initiatives Department, Secretariat, Chennai-600 009	Member
4	Thiru.Vikram Kapoor, I.A.S. Principal Secretary/Managing Director, Chennai Metropolitan Water Supply and Sewerage Board, Chennai- 600 002.	Member
5	Dr. S. Swarna, I.A.S. Chairperson and Managing Director, TUFIDCO, Nandanam, Chennai – 600 035.	Member-Secretary
6	Thiru. Vijayaraj Kumar, I.A.S. Managing Director, TamilNadu Water supply & Drainage Board, Chepauk, Chennai-600 009.	Member
7	Thiru.Sandeep Nanduri, I.A.S., Commissioner, Madurai Corporation	Member

8	Tmt. N.S.Prema, Commissioner, Trichy Corporation	Member
9	Thiru N.Manohar, Commissioner, Dindigul Corporation	Member
10	Thiru. M.Varadaraj, Commissioner, Thanjavur Corporation	Member
11	Thiru. Sivasubramaniam, Commissioner, Tirunelveli Corporation	Member
12	Thiru. K.R.Selvaraj Commissioner, Salem Corporation	Member
13	Thiru. Seeni Ajmalkhan, Commissioner, Erode Corporation	Member
14	Thiru T.Kumar, Commissioner, Vellore Corporation	Member
15	Tmt.R.Poongodi Arumaikkan, Commissioner Thoothukudi Corporation	Member
16	Thiru M.Ashokan, Commissioner, Tiruppur Corporation	Member

The Chairperson and Managing Director, TUFIDCO elaborated the process adopted such as Citizen Engagement, Impact on the population, the rationale behind selection for Area Based Development and PAN city Development Strategy by the Corporations for finalizing the 10 Smart Cities proposals before the Committee.

The Committee reviewed the Proposals presented by the 10 Corporations and deliberated in detail. The Committee accepted the rationale behind the strategy adopted by all the 10 Cities. The Committee requested to incorporate all the basic service projects in the ABD area and also explore the possibility of more PPP projects. The Committee also directed that the technological options presented would have to be evaluated in detail for their technical feasibility and financial sustainability during projectisation stage. On discussion, the Committee directed that the proposals be forwarded to Ministry of Urban Development, Government of India on-time.

24/6/16

Principal Secretary,
Municipal Administration and Water Supply Department

24/6/2016

Chief Secretary to Government &
Chairman of the SHPSC

ANNEXURE 4.3

MUNICIPAL ADMINISTRATION AND WATER SUPPLY DEPARTMENT

From

Tmt. P. Janaki Raveendran,
M.Sc., B.Ed.., APGDUM
Commissioner,
Vellore City Municipal Corporation,
Vellore.

To

The Director (SC)-I,
Ministry of Urban Development
(MoUD),
Nirman Bhavan,
New Delhi-110108.

Roc.No. E1/ 6209 /15 Dated: 23.12.2015.

Sir,

Sub : Submission of Final Smart City Proposal of Vellore City for 2nd stage competition under Smart City Mission

****

We, Vellore City Municipal Corporation (VCMC), are hereby submitting the Final Smart City Proposal for Vellore city for 2nd stage competition. We have prepared the proposal as per the guidelines and formats provided by Smart City Mission of MoUD, GoI.

Please find enclosed herewith the SCP for Vellore City in Five hard copies and one soft copy (1 DVD) along with the minutes of the meeting of the High Power Steering Committee (HPSC) of Government of Tamil Nadu.

Commissioner 23.12.2015
Vellore City Municipal Corporation

23.12.15

Encl:-

1. Five Hard Copies and One Soft Copy (1 DVD) of Smart City Proposal of Vellore city.
2. Minutes of the meeting of High Power Steering Committee (HPSC) of Government of Tamil Nadu.

Municipal Administration and Water Supply Department

From
Thiru.T.Kumar, M.Com.,
Commissioner,
Vellore City Municipal Corporation,
Vellore 632001

To
The Director (SC) – I,
Ministry of Urban Development (MoUD)
Nirman Bhavan,
New Delhi – 110108

Roc.No.6209/2015/E1 **Dated. 28.06.2016**

Sir,

Sub: Submission of Revised Smart City Proposal - Vellore City Municipal Corporation for 2nd Stage Competition under Smart City Mission- Reg

*****

We, Vellore City Municipal Corporation, are hereby submitting the Revised Smart City Proposal for 2nd Stage Competition. We have prepared the proposal as per the guidelines and formats provided by Smart City Mission of MoUD, GoI. Please find enclosed herewith the revised proposal for Vellore City in Five hard copies and one soft copy (1 DVD).

Commissioner
Vellore City Municipal Corporation

28.6.16

28/06/16.

Encl:-
Five Hard Copies of Revised Vellore Smart City Proposal
One Soft Copy (1 DVD) of Revised Vellore Smart City Proposal

ANNEXURE 4.4

From
Tmt. P.Janakiraveendran,
M.Sc.,B.Ed.,APGDUM,
Commissioner,
Vellore City Municipal Corporation,
Vellore. 632001

To
The Director of Municipal
Administration
Chepauk
Chenna-5.

Roc.No.6209/2015/E1 Dated. 11.12.2015

Sir,

Sub: Smart Cities Mission – Vellore City Municipal Corporation – Smart City Proposal - Council Resolution – obtained – Proposal submitted – regarding

Ref: Vellore Corporation Council Resolution No.674 dated.11.12.2015

*****

I enclose the copy of council resolution passed by the Vellore City Municipal Corporation on the smart city proposal. The enclosed proposal includes pan-city components and area based components in detail.

Commissioner 11/12/2015
Vellore Corporation
11.12.15

Enclosed: Council Resolution

Copy to

1. The Chairperson and Managing Director, TUFIDCO, Chennai-35
2. Mission Director, Smart Cities Mission, Ministry of Urban Development Government of India.

வேலூர் மாநகராட்சி

தீர்மான எண்: 674 நாள்.11.12.2015ல் நடைபெற்ற மாமன்றத்தின் பொருள் உண்மை நகல்

வேலூர் மாநகராட்சி மிடுக்கான நகரத் திட்டம் - மாமன்றக் கூட்டத்திற்கான பொருள்

இந்திய அரசின் நகர்ப்புற வளர்ச்சி அமைச்சகத்தினால் தொடங்கப்பட்ட மிடுக்கான நகர அளவில் திட்டத்தின் முதற்கட்டத் திட்டத்தில் சேர்க்கப்பட்டுள்ள 98 மாநகரங்களில், வேலூர் மாநகரமும் ஒரு நகரமாகும். இரண்டவாது கட்டமாக, இத்திட்ட தனித்தன்மைக்கும் புதிய வடிவில் மிடுக்கான மாநகரத்திட்ட நகரத்தின் அடிப்படை அமைப்பு, குடிமக்களின் எதிர்பார்ப்பு, அனுபவமிக்கவர்களின் கலந்துரையில் பெற்ற கருத்துருக்களின் அடிப்படையில் மத்திய அரசிடமிருந்து இத்திட்டத்தின் கீழ் ரு.500 கோடி பெற வேலூர் மாநகராட்சி அனுக வேண்டியுள்ளது. இந்திய அரசின் நகர வளர்ச்சி அமைச்சகத்தினால் மிடுக்கான நகரத் திட்டத்திற்கு வகுக்கப்பட்டுள்ள வழிகாட்டுதலின்படி, வேலூர் மாநகராட்சி ஒருங்கிணைந்த இரண்டு நகர வளர்ச்சித் திட்டங்களை உருவாக்கி நகரத்தில் மறுசீரமைப்பு மற்றும் மறுமலர்ச்சி உள்ளடக்கிய நிலப்பகுதி சார்ந்த வளர்ச்சியைக்கான நடவடிக்கை எடுக்கப்பட்டுள்ளது.

ஒருங்குசேர்த்த நகர வளர்ச்சி (Pan City Initiatives)

இம்மாநகர குடிமக்களின் கலந்துரையாடலின்படி, போக்குவரத்து இடற்பாடுகள் மற்றும் திடக்கழிவு மேலாண்மை இவை இரண்டு திட்டங்கள் இம்மாநகராட்சியில் சீர்திருத்தப் பணிகள் என கண்டறியப்பட்டுள்ளது.

வேலூர் மாநகருக்கு புரிந்து கொள்ளக்கூடிய செயல்திட்டம்

மக்கள் போக்குவரத்தின் தன்மையை மேம்படுத்த, புரிந்து கொள்ளக் கூடிய செயல்திட்டம் ஒன்று உருவாக்கப்பட்டுள்ளது. வேலூர் நகரம் மிகுந்த மக்கள் நெருக்கம், நெருக்கமான முக்கிய சாலைகள் மற்றும் குறுகிய உள் சாலைகள் கொண்ட நகரமாகும். இதனால் தனியார் போக்குவரத்து மொத்த போக்குவரத்தில் 60%க்கு மேல் உள்ளது. மக்களும் தனியார் போக்குவரத்தை நம்பி இருக்க வேண்டியுள்ளது. இத்திட்டத்தின் நோக்கத்தின்படி தனியார் போக்குவரத்து பயன்பாட்டிலிருந்து பொதுத் துறைக்கு மாற வேண்டியுள்ளது. இதற்காக போக்குவரத்து மேலாண்மைக்கும், போக்குவரத்தினை ஒழுங்குபடுத்தி சாலை பாதுகாப்பான மேம்படுத்தவும், தொழில்நுட்ப வசதியினை இன்னும் தின்மை படுத்த வேண்டியுள்ளது. இத்திட்டக் கருத்திருவின் முக்கிய அம்சங்கள் கீழே தரப்படுகின்றன.

1. **நகரத்தில் கடைசி இலக்கிற்கான வளர்ச்சி**

அ. உள்ளூர் நகர பேருந்துகளின் எண்ணிக்கையை அதிகரித்தல்
ஆ. உள்ளிருப்பு சாலைகளிலிருந்து முக்கிய சாலைகளுக்கு மக்களை அனுப்ப ஒருபுதிய உய்க்கும் அமைப்பை கொள்தல்

2. அறிவு சார்ந்த பொதுத்துறை போக்குவரத்து அமைப்பு

அ. உய்தல் மற்றும் முக்கிய போக்குவரத்து அமைப்பதற்கு பேருந்துகளின் சரியான இடங்களைக் கண்டறிதல்

ஆ. ஒவ்வொரு பேருந்து நிறுத்தும் இடங்களிலும் பேருந்து விவரங்கள் சார்ந்த பலகைகள் வைத்தல், உய்க்கும் மற்றும் போகும் இடங்கள் விவரம் ஆகியவற்றுடன் வந்து சேரும் வண்டிகளின் காலநேரத்தை தெரிவித்தல்.

இ. விவரப் பலகைகள் வைத்தல் மற்றும் மின்னனு இயந்திரம் செயலிகள் மூலம் மக்கள் விபரங்கள் பெறும் அமைப்பு பேருந்துகளில் ஏற்படுத்துதல், வலைதளம், செயலிகள் மூலம் பொதுத்துறை வண்டிகளுக்கு ஸ்மார்ட் கார்டு (Smart Cards) மூலம் பயணம் சீட்டு வழங்குதல்.

3. போக்குவரத்து மாதிரி மையங்கள்

CCTV கேமிராக்கள் மற்றும் மேற்காட்டு போக்குவரத்து புள்ளி விவரங்களைப் பயன்படுத்தி வண்டிகள் போக்குவரத்தினை தொடர்ந்து கண்காணித்தல்.

4. பொதுமக்கள் தகவல் அமைப்பு

அ. மின்னனு விளம்பர பலகைகள் மற்றும் KIOSKS பங்குகள் மொத்தம் ஆறு முக்கிய இடங்களில் (தங்கக் கோயில், ரயில்வே நிலையம், கோட்டை, மண்டித் தெரு, காட்பாடி ஜங்சன் மற்றும் புதிய பேருந்து நிலையம்) அமைத்தல், தமிழ்நாடு அரசால் வழங்கப்படும் அனைத்து வசதிகளையும் மக்கள் அறியும் வண்ணம் செய்தல்.

ஆ. பல்மொழி நடமாடும் இயக்கம் மற்றும் பொதுத் துறை KIOSKS போன்றவை சுற்றுலாதாரர்கள் தங்களின் பயணத்தை திட்டமிடவும், நகரத்தில் தங்கவும் வழிவகை செய்தல் இந்த இயக்கம் சுற்றுலாதாரர்களுக்கு தேவையான பேருந்துகள் சார்ந்த விவரம் உய்வான வழித்தடங்கள், நகரத்தின் பரபுரிமை கண்டறிதல், உணவகங்கள், தங்கும் வசதிகள், பொது கழிப்பிடங்கள், இன்னபிறவும் அறியும் வகையில் தகவல்களை அளிக்கும்.

இ. வேலூர் வாசிகள் நகரத்தின் ஊக்குவிசை மற்றும் குறைகளை பதிவு செய்யும் அமைப்பை அறிந்து கொள்ள இந்த இயக்க ஊர்தி உதவி செய்யும்.

5. நடைமுறை, கொள்கை மற்றும் சட்ட ரீதியான பரிந்துரைகள்

அ. அனைத்து வணிகம் சார்ந்த வண்டிகள் மற்றும் உள்நகர் பேருந்துகள் பசுமை வட்டத்திலிருந்து அப்துல்லாபுரம் - மாநில நெடுஞ்சாலை 122-203-போரூர் - வேலூர் சாலை, மூலம் மேற்கொண்டு காலை 6 மணி முதல் இரவு 10 மணி வரை போக்குவரத்து நெரிசலைக் குறைத்தல். இந்த கண்டறியப்பட்ட வழித்தடத்தில் சரியான வளர்ச்சி இல்லை என்பதால், இந்தப் பகுதியில் மறுவழித்தடங்களை உண்டாக்குதல் ஒன்றே சிறந்த வளர்ச்சியைப்பெற உள்ளாற்றல் மிகுந்ததாக உள்ளது. இதனை நிறைவேற்ற புதிய உண்மையான மண்டல கொள்கை மற்றும் வளர்ச்சி கட்டுப்பாடு விதிகள் குறிப்பிட்ட பகுதிக்கு இந்த 2016-17ம் ஆண்டில் தொடங்க உத்தேசிக்கப்பட்டுள்ளது.

ஆ. ஆட்டோ வண்டி நிலையங்கள் சங்கங்களைப் பதிவு செய்தல், ஆட்டோ ஓட்டுனர்களின் கட்டணத்தை ஒழுங்குபடுத்துதல், குடிமக்களின் நன்மைக்காக குறிப்பாக ஆட்டோ வண்டிகள் பயணத்திற்கு, மகிழ்ச்சியான ஆட்டோ நடமாடும் இயக்கம் உருவாக்குதல் ஆட்டோ ஓட்டுனர்கள் தங்களது முதலீட்டினை "ஏற்றுக் கொள்ளுதல் மற்றும் ஜதியம் பெறுதல்" செயலுக்கு மாற்றிக்கொள்ள முனைய வைத்தல். இந்த திட்டத்தின்படி சிறந்த சந்தோஷமான ஆட்டோ நிலையத்திற்கு சுழற்கேடயமும் + ரூ.5.00 லட்சம் தொகையும் பரிசாக ஒவ்வொரு ஆண்டும் ஆகஸ்டு 15ல் வழங்கல்.

மாநகரில் பன்முக திடக்கழிவு மேலாண்மைத் திட்டம்

திடக்கழிவு மேலாண்மைத் திட்டம் பொறுத்தவரை, பன்முக திடக்கழிவு மேலாண்மை திட்டம் முதன் முதலாக வேலூரில் செயலாக்கத்திற்கு கொண்டு வரப்பட்டுள்ளது. இதன்படி வேலூர் மாநகரில் மொத்தம் 42 இடங்கள் கண்டறியப்பட்டுள்ளது. இவற்றில் மாதிரி குப்பை சேகரிப்பு முறையை சரியாக நடைமுறைப்படுத்தி பதப்படுத்துதல், மறு சுழற்சி செய்தல் ஆகியவை ஏற்படுத்தப்பட்டுள்ளன. மிடுக்கான நகரத்திட்டதில் தற்போது உத்தேசித்துள்ள ஒருங்குசேர்ந்த நகரவளர்ச்சித் திட்டத்தில் உள்ளடக்கியுள்ள விஷயங்கள் கீழே தரப்படுகின்றன.

1. திடக்கழிவுகளை அகற்றும் வாகனங்களில் ருழுஞு கருவிகள் மூலம் அவ்வாகனங்கள் பணிகளைக் கண்டறிதல்
2. திடக்கழிவுகள் அகற்றுபவர்களுக்கு கையளவிலான நடமாடும் கருவிகள் கொடுத்தல்
3. குடிமக்களின் நல்வாழ்வின் அடிப்படையில் நடமாடும் இயக்கம்.
4. அறிவார்ந்த மேலாண்மை மற்றும் மதிப்பீடு அமைப்பு ஏற்படுத்துதல்.
5. தூய்மையான நகரத்திற்கு வேலைத் திட்டம் தயாரித்தல்.

பகுதி அடிப்படையிலான மேம்பாடு (Area Based Development)

பகுதி அடிப்படையிலான மேம்பாட்டுத்திட்டப் பகுதியாக, மொத்தம் 1588 ஏக்கர் பகுதி இந்த திட்டத்தில் சேர்க்கப்பட்டுள்ளது. இதில் 16, 17, 18, 23, 24, 25, 26, 27, 28, 29, 59 வார்டுகள் அடங்கும்.

இந்த வரைவால் ஏறக்குறைய 95488 மக்கள் 24000 குடும்பங்கள் மற்றும் 7317 வணிகம் சார்ந்த நிறுவனங்கள் பயன்பெறும். வேலூர் மாநகரின் வளர்ச்சிக்காக தேர்வு செய்யப்பட்ட இப்பகுதி பகுதியான சக்திவாய்ந்த ஆய்கமாக அமையும் என்பதால் இந்த இடம் தேர்வு செய்யப்பட்டது. தேசிய நெடுஞ்சாலை, கோட்டை, சில முக்கிய மருத்துவ மற்றும் கல்வி நிறுவனங்கள், வணிக நடவடிக்கைகள் வறுமை சார்ந்த மக்கள் வாழும் பகுதிகள் மற்றும் சிறு தொழில் நிறுவனங்க்ள போன்றவை இந்தப் பகுதியில் அமைந்துள்ளதால், இந்தப்பணி உயர்ந்தப்பட்ச சக்தி பகுதியாக அமைகிறது.

மேலும் இந்தப் பகுதி பல பெரிய பயன்படுத்தான நில பிரிவுகள் உள்ளதால், இவை புதிய வளர்ச்சியுடன் சரியான சேரும் வாய்ப்பும் உள்ளது. இந்தப்பணி கிழக்கு மேற்காக உள்ளதால், முக்கிய வழித்தடங்களுக்கு, அதாவது நகருக்கு வரவும் நகரைவிட்டு வெளியே செல்லவும் நுழைவு வாயிலாக உள்ளது. எனவே இது வருங்கால

வளர்ச்சிடையும் வேலூர் நகரின் மற்ற பகுதிகளின் வளர்ச்சியை பரப்பவும் அமையும் எனத் தெரிகிறது.

மொத்தம் 1589 ஏக்கர் திட்டப்பரப்பில் 50 ஏக்கர் கேரேஜ் பகுதியாக மறு வளர்ச்சி செய்யப்படவுள்ளது. இது நீங்கலாக மீதியுள்ள பகுதி சீர்திருத்தம் மற்றும் மறுநிர்மாணம் பணி முலம் ஏற்றம் செய்யப்படும். கீழ்க்கண்ட பணிகள் இந்த பகுதி அடிப்படையிலான வளர்ச்சித் திட்டத்தின் கீழ் திட்டமிடப்பட்டுள்ளன.

1. வேலூர் தொழில்நுட்ப பல்கலைக் கழகம் முலம் வேலூர் மாநகராட்சி மற்றும் மாவட்ட ஆடசியரகத்தின் அரசின் ஒருவழி உதவியுடன் இடவசதி / பணி தொடங்க நிதி வசதிக்காக "Make-in India" அடைகாத்தல் மையம் தோற்றுவித்தல்.
2. பழைய பை-பாஸ் சாலையில் அமைந்துள்ள மிகு உந்துவண்டிகள் பணிமனைகளை வேறு இடத்தில் மாற்றி அமைத்தல். இந்த இடத்தை கலப்ப பயன்பாட்டுப் பகுதியாக மறுவளர்ச்சி (வணிகம், சில்லரை விற்பனை அலுவலகப்பகுதி மற்றும் குறிப்பாக ஏழைகளுக்கு ஏற்றப்படி குடியிருப்புகள் அமைத்தல்) செய்தல்.
3. மரபுரிமை மற்றும் பொழுதுபோக்கு

   அ. நகர் மற்றும் மரபுரிமை சார்ந்த சுவர் சித்திரங்களுடன் நகர் தகவல் மையம் மற்றும் சுற்றுலா தகவல் உதவி மையம் அமைத்தல்.

   ஆ. கோட்டை அருங்காட்சியக ஒவ்வொரு அருங்காட்சியையும் ஒலி-ஒளி முலம் பார்க்க உருவ பிரதிபலிப்பு நடமாடும் இயக்கம் அமைத்தல.

   இ. IIT சென்னை முலம் விஞ்ஞான பூங்கா அமைத்தல்

   ஈ. படக்காட்சி இடம் - கலைஞர்கள் கலை நிகழ்ச்சி நடத்த பண்பாட்டு மையம் அமைத்தல்

   உ. கோட்டை காட்சி கல்நெரி மையம் - உணவு விழாக்கள் நடத்த அமைத்தல

   ஊ. மலைஅடிவாரத்தில் நடக்கவும், மிதிவண்டி ஓட்டவும் தடம் ஏற்படுத்துதல் மற்றும் சத்துவாச்சாரி மலையின் உச்சியில் வானாராட்ச்சி நிலையம் அமைத்தல்.

   எ. ஆகாய பார்வை வானாராட்ச்சி மையத்திற்கு நடக்கவும், மேலேறவும் தடம் ஏற்படுத்துதல்

4. இயக்கம்

   அ. உரிமையுடன் நடக்கவும் மதிவண்டி ஓட்டவும் நகரில் பொழுது போக்கு இடங்கள், மரபுரிமை வண்டி நிறுத்துமிடம், பேருந்து நிலையங்கள் மற்றும் அங்காடி பகுதிகளுடன் சேர பாதை அமைத்தல்

   ஆ. வண்டி வாகனங்கள் போகாத / வண்டி வாகனங்கள் நிறுத்தாத / குறிப்பிட்ட நேரங்களில் மட்டும் வண்டி நிறுத்தும் இடங்கள் குறித்து புரித்து மேலாண்மை செய்தல்.

   இ. அனைவரும் ஏற்றுக் கொள்ளத்தக்க NMTS மற்றும் IPTS வுடன் ஒருங்கிணைந்த பொதுத்துறை போக்குவரத்து அமைப்பு

   ஈ. சூரிய ஒளி மின்சக்தியுடன் கூடிய மின்னியல் மிதிவண்டி நிலையம்.

உ. இடத்தைத் தெரிவிக்கும் தகவல் பலகைகள் ஒவ்வொரு சாலை கூடும் இடங்களில் நிறுவுதல்.

ஊ. உணர்வு அடிப்படையிலான விபத்து தடுப்பு அமைப்பு ஏற்படுத்துதல்

5. **அடிப்படை வசதிகள் மற்றும் பயன்பாட்டு பொருள்கள் மேலாண்மை.**

அ. அனைத்து அரசு பட்டியல்களும் மின்னியல் மற்றும் Kiosk அடிப்படையிலான ஒருவழி முலம் பணம் செலுத்தல் (மின்சாரம், குடிநீர், சொத்துவரி, இன்னபிற)

ஆ. ஓட்டேரி நீர்நிலையம், கோட்டை அகழி மற்றும் மழைகாலங்களில் மழைநீர் வடிகால்கள் ஆகியவற்றில் நீர்அளவு மேலாண்மை செய்தல்.

இ. கழிவுகள் மேலாண்மை, தெரியவைக்கும் வசதியுடன் புதிய கழிவு சுத்திகரிப்பு நிலையங்கள் கட்டுதல், சுத்திகரிக்கப்பட்ட கழிவு நீரை மறுபயன்பாட்டிற்கு கொண்டுவருதல்.

ஈ. நிரம்பிவழியும் கழிவு அமைப்புக்களைக் கண்டறிதல்.

உ. நடமாடும் மின்னியல் மற்றும் நிரந்தர கழிவறைகள்-நீர் அளவு மேலாண்மை மற்றும் குடிமக்கள்.

ஊ. விரைவான அவசரகால பொறுப்பு அமைப்பு.

எ. காற்று மாசுபாடு மேம்பாடு அமைப்பு.

ஏ. மின்னியல் மேலாண்மை அமைப்புடன் 100% சக்தியுடன் தேர்ந்த தெருவிளக்குகள்.

ஐ. மிடுக்கான மின்சாரம் மற்றும் குடிநீர் அளவுமாணிகள்.

ஒ. குடிநீர் தன்மை மேலாண்மை

ஓ. தவறிய அழைப்பு அடிப்படையில் குடிநீர் வினியோகத்திற்கான காலநேரம் கண்டறிதல்.

ஔ. பூமிக்கடியில் வடம் அமைத்தல்.

<u>சிறப்பு நோக்க வண்டி (Special Purpose Vehicle)</u>

இந்திய அரசின் நகர்ப்புற வளர்ச்சி அமைச்சகத்தின் வழிகாட்டுதலின்படி ஒரு சிறப்பு நோக்க வண்டி ஏற்படுத்தப்படவுள்ளது. பயன்பாட்டு கட்டணம் அல்லது வரி உயர்வு முலம் நிதியாண்மை புதிய முறைகள் முலம் தேவையான நிதியைக் கண்டறிதல் ஆகியவற்றிற்கு இவ்வமைப்பிற்கு அதிகாரம் அளிக்கப்படும். மிடுக்கான நகரம் சார்ந்தமைக்குரிய கட்டுமானம் மற்றும் பராமரிப்பு இந்த இயக்கத்தின் கடமையாகும். MOUD தெரிவிக்கும் அறிவுரைகளின்படி இந்த இயக்கம் அமைக்கப்பட்டு செயல்பாட்டுக்கு கொண்டு வரப்படும். அதன் செயல்பாடுகள் MOUD தெரிவிக்கும் அறிவுரைகள்படி செயல்படும்.

<u>நிதிப்பங்கீடு:-</u>

இந்த மிடுக்கான நகரத்திட்டத்தின் முழு கால மதிப்பீடு ரு.1445 கோடி என மதிப்பிடப்பட்டுள்ளது. இதில் இடைவெளி பகுதி அடிப்படையிலான திட்டத்திற்கு ரு.1405 கோடி செலவிடப்படும். ஒருங்கு சேர்ந்த நகர் திட்டங்களுக்கு (Pan city Initiatives) ரு.40 கோடி செலவிடப்படும் முன்று முக்கிய கட்டங்களில் இத்திட்டச்

செலவுக்கான பட்டியல் கீழ்க்கண்டவாறு உள்ளதாக அமையும். கட்டம்-1 (முதல் மூன்று ஆண்டுகளில் முதற் கட்ட முதலீடு சக்கரம்) தேவையான மொத்த முதலீடு ரூ.688 கோடி (ஒருங்கு சேர்ந்த நகர் வளர்ச்சி திட்டங்களுக்கு (Pan City) ரூ.12 கோடியும், பகுதி அடிப்படையிலான முன்னேற்றப் பணிகளுக்கு ரூ.676 கோடியும்) உள்ளடங்கும் அடுத்த கட்டம் (4 முதல் 20 ஆண்டுகள் வரை) பணிகளுக்கு ரூ.757 கோடி (Pan City-க்கு ரூ.28 கோடியும், பகுதி அடிப்படையில் முன்னேற்றப் பணிகளுக்கு ரூ.729 கோடியும் செலவு செய்யப்படும்.

ஒருங்குசேர்ந்த நகர்திட்டம் (Pan City Project) நகர்ப்பகுதியில் போக்குவரத்துக்காகவும் (அறிவுசார்ந்த போக்குவரத்து அமைப்பால் நகர்சாலைகளில் நெரிசல் குறைத்தல்) மற்றும் திடக்கழிவு மேலாண்மைத் திட்டம் (திடக்கழிவு மேலாண்மை மதிப்பு சங்கிலியை மிடுக்கான மேலாண்மை செய்தல்) உள்ளடக்கியதாகும். குறிப்பிட்ட இனங்கள் தனியார் பங்களிப்பினை மேற்கொள்ளுதல் ஆகியவை மிடுக்கான நகர் SPV திட்டம் மூலம் அமைப்புக்களுக்கு உதவிபுரியும். இந்த அளவீடு 7 X என்ற பெருக்கத்தில் பொதுமக்களின் மொத்த மதிப்பீட்டுத் தொகையில் 14% உதவியோடு உருவாக்கும். திட்ட செலவில் ஒரு பகுதி செலவினை மட்டும் SPV நிதிவழிவகை பயன்படுத்தும். இயக்கல் மற்றும் பராமரிப்பு தனியார் வசமே இருக்கும். இதனை மாற்றத்தக்க வகையில் (மறு முதலீடு செய்தல்), தனியார் வசமிருந்து அரசு நிதிபங்கீடு பெறும். இது சொத்து இனங்களுக்கு ஒத்துபோவதால், மிடுக்கான நகர வளர்ச்சி ஆதாரத்திற்கு இதனைப் பயன்படுத்திக் கொள்ளலாம்.

பகுதி அடிப்படையிலான முன்னேற்றப் பணிகள் பொறுத்தவரை, இதனின் மொத்த மதிப்பீடு ரூ.676 கோடி ஆகும். இதில் குடிநீர் மிடுக்கான திட்டத்திற்கு ரூ.34 கோடி, எதிர்பார்க்கும் அதிகச் செலவு மற்றும் கழிவுகள் மேலாண்மை பணிக்கு ரூ.4.00 கோடியும், கழிவுகள் அகற்ற போக்குவரத்து மற்றும் சுத்திகரிப்பு உட்கட்டமைப்புகளுக்கு ரூ.22 கோடியும், மின்னியல் பொது கழிப்பிடங்கள், மழைநீர் வடிகால்கள் புதுப்பித்தல் மற்றும் நீர்த்தேக்கங்களில் நீர்வடிதலைத் தடுத்தலுக்கு ரூ.22 கோடி, மிடுக்கான மின்சார அளவுமாணி மற்றும் பூமிக்கடியில் சக்தி வினியோகம் செய்தல் பணிக்கு ரூ.45 கோடி, தெரு விளக்குகள், மற்றும் தகவல் பலகைகளுக்காக ரூ.15 கோடியும், மோட்டார் இல்லாத போக்குவரத்துக்கு ரூ.74 கோடியும், சுற்றுலா வளர்ச்சிக்கும், பொழுது போக்குக்கும் ரூ.50 கோடியும், வண்டிகள் நிறுத்துமிடம் மற்றும் பொது போக்குவரத்துக்கு ரூ.66 கோடியும், வேலூர் கோட்டை பகுதியில் வளர்ச்சிக்கு ரூ.51 கோடியும் மற்றும் அபிவிருத்திக்கு திட்டத்திற்கு ரூ.171 கோடியும், நகரை அழகுப்படுத்தும் பணிக்கு ரூ.84 கோடியும், நவீன தொழில்நுட்பத்தைப் பயன்படுத்தி பொதுத் தொண்டு முன்னேற்றப் பணிகள் மேற்கொள்ள ரூ.23 கோடியும் அமையும்.

தற்போது உத்தேசித்திருக்கும் பகுதி அடிப்படையிலான முன்னேற்றப்பணிகள் மற்றும் PAN City திட்டங்கள் இயக்கல் தேதி தொடக்கத்தை நிறைவேற்றும். இதில் முதல் இரண்டு வருடங்களுக்கு முதலீடுகளின் மீது கவனம் தேவைப்படுகிறது. ஏனெனில் அடுத்த நான்கு ஆண்டுகளில் மத்திய அரசின் மான்யத் தொகையும், மாநில அரசின் ஈடுமான்யமும் வந்து சேரும். எனவே இந்த நிதி வழிவகை இடைவெளியை இணைக்க, நிதியை எதிர்பார்த்து திட்ட செயற்பாட்டை சுணக்கம் இல்லாமல் நிறைவேற்றுவதை உறுதி செய்ய ரூ.200 கோடி கடன் தொகை மாநில அரசால்

(ஆண்டுக்கு 9% வட்டியில்) வழங்க திட்டமிடப்பட்டுள்ளது. இந்த வழிவகை, பாண்டுகள் வழியாக மாற்றத் தக்கவையாக கொண்டுவரப்படும்.

ஒரே இடத்தில் மேலே கண்ட வளங்கள் கூடுவதால் திட்ட வாழ்க்கை முழுவதும் திட்டச் செலவினை உறுதி செய்ய இத்திட்ட பயன்பாடுகளின் எச்சரிக்கையான அமைப்புப்படி போற்றத்தக்க வகையில் நிதி வழிவகை உள்ளது. திட்டமிட்ட திட்ட இனங்களின்படி குறிப்பிட்ட தொண்டு பணிகளுக்கான பயன்பாட்டுக் கட்டணம், விளம்பரச் செலவு, சொத்துவரி உயர்த்துதல் ஆகிய மூன்று வழிவகைகள் தோன்றியுள்ளன (பகுதி முன்னேற்றம் மற்றும் PAN City) வாழ்க்கைக் கால திட்டச் செலவு ரு.455 கோடி ஆகும். மொத்த (வாழ்க்கை சக்கரம்) திட்டச் செலவு ரு.1445 கோடியில், இச்செலவு 31% ஆகவுள்ளது. இதனால் தொடர் கூட்டு திட்டச் செலவு (இயக்கல் மற்றும் பராமரிப்பு உட்பட) ரு.2000 கோடி ஆகும். எனவே மத்திய அரசின் மான்யத் தொகை ரு.500 கோடி கணக்கீடு செய்ததில் மொத்த கூட்டுத் தொகை நகரில் 4 X என்ற அளவில் உயர்ந்து உள்ளது. புத்தி கூர்மை செயல்பாட்டினால் திட்டங்களை கண்டறிதலுக்கு சான்றாக அமைந்துள்ளது. இது உச்ச பெருக்கத்திற்கும் தொடர் நிலைக்கும் ஏற்றதாகும்.

அலுவலக குறிப்பு:-

பொருளில் கண்டுள்ளவாறு மேற்படி திட்டங்கள் மற்றும் அமைப்புகளை அமைத்து வேலூர் மாநகராட்சியை மிடுக்கான நகரமாக மாற்றம் செய்வதற்கு மாமன்றம் அனுமதி வழங்கலாம். மத்திய மாநில அரசுகள் விதிக்கும் விதிமுறைகளுக்கு உட்பட்டு செயல்படலாம்.

தீர்மான எண்: 674 1) இப்பொருளில் பக்கம் எண்.4ல் பகுதி அடிப்படையிலான மேம்பாடு (Area Based Development) - தலைப்பின்கீழ் குறிப்பிடப்பட்டுள்ள-பகுதி அடிப்படையிலான மேம்பாட்டுத்திட்டப் பகுதியாக மொத்தம் 1588 ஏக்கர் பகுதி இந்த திட்டத்தில் சேர்க்கப்பட்டுள்ளது. இதில் 16, 17, 18, 23, 24, 25, 26, 27, 28, 29, 59 வார்டுகள் அடங்கும் என உள்ளதில் வார்டு எண்.58க்குட்பட்ட கோட்டை பகுதியும் அடங்கும் என குறிப்பிடப்பட்டு அனுமதி வழங்கப்பட்டது.

2) இத்தீர்மானம் நிறைவேற்றப்பட்டது.

(ஒம்)பா.கார்த்தியாயினி
மேயர்
வேலூர் மாநகராட்சி

/உண்மை நகர்/

ஆணையாளர் 11/12/2015
வேலூர் மாநகராட்சி
11.12.2015

ANNEXURE 4.5

Dr.R.NANTHAGOPAL, I.A.S.,
COLLECTOR,
VELLORE DISTRICT.

Phone : 0416 - 2252501, 2253512 (0)
: 2253516, 2252752
: 0416 - 2252345 (P)
: 0416 - 2222000 (R)
Fax : 0416 - 2253034 (0)
: 0416 - 2228029 (R)
Mobil : 94441 35000
e-mail : collector.tnvlr@nic.in

Vellore
December 10th, 2015

To,
The Mission Director
Smart Cities Mission
Ministry of Urban Development

Dear Sir,
Subject: Letter of support towards co-ordinating and delivering the Pan- City and Area Based Initiatives under the Smart City Mission in Vellore City Municipal Corporation.

It gives me great pleasure to note that Vellore City Municipal Corporation (VCMC) has been shortlisted to participate in the Smart City Challenge. VCMC is a fast growing Corporation in Tamil Nadu and has been chosen to be developed as a model city for other mid-sized Corporations by the World Bank in the state. Strategically positioned on the Chennai- Bangalore Corridor, the city has great potential and with the right kind of investments and planning support can truly emerge as a 'Smart' model city for other corporations in the country.

As part of the Smart city initiative, we hope to undertake a host of projects under Pan City and Area Based components. We understand that several of these projects fall under the ambit of different line departments and state and central government agencies. I assure you our full support to the newly set up Special Purpose Vehicle in facilitating the required institutional and functional co-ordination across state departments in enabling the implementation of the smart city plan components as outlined below:

Pan City Components

1. Comprehensive 'Smart' Mobility strategy for Vellore

Funding for core infrastructure components such as buses and shelters will be provided through PPPs while only funding for the ICT and geo-spatial components is sought through the smart city mission

Projects/Activities Planned	Departments
Improving Last Mile Connectivity by introducing feeder systems in sub-arterial roads	RTO & State Transport Department
Increase in number on intra-city buses	State Transport Department
Tracking the exact bus location of both feeder and arterial transportation systems	State Transport Department
Single E-ticketing System	State Transport Department
Modernization of Bus Stops including Digital Display boards and Kiosks	Vellore City Municipal Corporation
Traffic Surveillance and wireless monitoring	Police Department & Traffic Department
Multi lingual public information systems including digital display board and Mobile Apps for tourist and floating population	Vellore City Municipal Corporation
Decongesting traffic through re-routing all commercial freight vehicles and inter-city buses through green-circle and Abdullahpuram to the new bus stand	Vellore City Municipal Corporation and Police and Traffic Departments

C.P.Chitrarasu Building, E.V.R. Maniyammai Complex, Sathuvachari, VELLORE - 632 009.

Registration of all Auto and Auto stands and regularization of fee through mobile based apps	RTO & Police Department

2. Smart Decentralized Solid Waste Management Programme

This programme entails developing a comprehensive strategy to implement a decentralized solid waste management strategy. 42 locations have already been identified and the programme will entail creating the required primary collection and treatment infrastructure along with smart city elements such as:

1. GIS enabled refuse collection vehicles to track the position of the vehicle.
2. Hand held mobile devices for refuse collectors
3. Citizen friendly mobile app
4. A comprehensive Monitoring and Evaluation system
5. A City Cleanliness framework.

This programme will be de designed and implemented by Vellore City Municipal Corporation

Area Based Components

Under the Area Based Plan, the following components are being proposed in the identified area of 1588 acres.

Projects/Activities	Department
Redevelopment of the garage centre currently located in a 50 Acre Land parcel next to the fort. Efforts to re-settle the shops to a new location are already underway.	Vellore District Collectorate, Vellore City Municipal Corporation and Police Department
Setting up of a Sky Observatory at Sathuvachari hills along with a trekking facility	District Forest Department and Vellore City Municipal Corporation
Underground power cabling, setting up of smart meters, online payment system, net metering arrangements for solar rooftop	Tamil Nadu Electricity Board
Upgradation of Street lights as intelligent Poles, Smart water meters, central infrastructure for online payments of user charges and VAN based collection systems, setting up of utility kiosks at corporation and zonal offices for ease of payment, water quality sensors in ESRs, Mobile based water supply distribution timing systems, development of Palar river front, construction of Public E-toilets along with smart features to report cleanliness, water levels and consumer satisfaction, Decision Support systems to monitor DSS for water levels monitoring in Otteri Reservoir, Fort Moat & SWDs during rainy season, Septage Management; construction of new STP with decanting facility & reuse of treated wastewater, setting up air pollution	Vellore City Municipal corporation

monitoring system, creation of science park, Creation of Multi-layer smart parking near new bus stand and retrofitting and upgradation of new bus stand, creation of Pedestrian pathways and cycling facilities	
Establishment of the Cultural Centre of State Government next to the Old Bus Stop	Archaeological Survey of India and Vellore District Collectorate
Creation of digital audio-visual content that may be accessed through hand-held devices in the fort museum, De-silting of the Moat, Facilitation of Boating services in the Moat , Aesthetic Lighting of the Fort, Improvement of the gardens	Archaeological Survey of India
Timed parking near the market area opposite Fort, creation of no-parking zones adjacent CMC	Traffic and Police Department
Express Emergency Response Number and mobile APP, Backend IT infrastructure and Handheld devices to all emergency response units, Surveillance camera in all important nodes of the City, commercial area, and market areas in the city.	District Fire Service Department, Police, Traffic, 108 ambulance
Wall painting and colour coding major gateways in each of the major gateways to the city depicting city's key specialties such as Fort, Science Park.	Buildings Department
Staircase to highway bridge near the flyover and bicycling tracks on select stretches	Highways Department

Thank you

10/12/15.

Seal and Signature

COLLECTOR
VELLORE DISTRICT,
VELLORE - 632 009

ANNEXURE 4.6

TAMILNADU GENERATION AND DISTRIBUTION CORPORATION LIMITED

Er. S.K. PERUMALSAMI, M.I.E.,
Superintending Engineer,

Vellore
10th December, 2015

To,
The Mission Director
Smart Cities Mission
Ministry of Urban Development

Lr.No.499/SE/VEDC/Dev/AEE/AE-2/SDM/F.Smart City/2015, Dated: 10.12.2015

Dear Sir,

Subject: Vellore Electricity Distribution Circle- Letter of support towards co-ordinating and delivering the Pan- City and Area Based Initiatives under the Smart City Mission in Vellore City Municipal Corporation.

!*!*!*!*!*!

It gives me great pleasure to note that Vellore City Municipal Corporation (VCMC) has been shortlisted to participate in the Smart City Challenge. As part of the Smart city initiative, we hope to undertake a host of projects under Pan City and Area Based components.

We understand that the following projects fall under the ambit of TNEB, Vellore District. I assure you our support to the newly set up Special Purpose Vehicle in facilitating the required smart city components.

Components under the ambit of TNEB

- Underground power cabling, setting up of smart meters
- Online payment system, smart phone based payment ect...
- Net metering arrangements for solar rooftop

Thank you

Yours faithfully,

10/12/15

SUPERINTENDING ENGINEER,
VEDC/VELLORE

Vellore Electricity Distribution Circle, Vellore - 635 006
Off. : 0416 - 2243121, Res. : 0416 - 2243122, Cell : 09445855222
E-mail : sevl@tnebnet.org

ANNEXURE 4.7

Government of India
Archaeological Survey of India.

Office of the Conservation Assistant,
Archaeological Survey of India,
Vellore sub – circle,
Fort, Vellore – 632 004.

No.VLR.17/ 1010 /Dated: 10.12.15

To,

The Mission Director,
Smart Cities Mission,
Ministry of Urban Development.

Sir,

Sub : Letter of support towards co-ordinating and delivering the Pan – City and Area Based Initiatives under the smart city mission in Vellore City Municipal Corporation – Regarding.

With reference to the subject cited above, it gives me great pleasure to note that Vellore City Municipal Corporation (VCMC) has been shortlisted to participate in the Smart City Challenge. As part of the Smart city initiative, we hope to undertake a host of projects under Pan City and Area Based components. We understand that the following projects fall under the ambit of Archaeological Survey of India, Vellore sub – circle. I am informing you our support on the proposed projects under the smart city components.

Components under the ambit of Archaeological Survey of India, Vellore sub – circle, Vellore.

Creation of digital audio – visual content that may be accessed through hand-held devices in the fort museum, De-silting of the Moat, Facilitation of Boating services in the Moat, Aesthetic Lighting of the Fort, Improvement of the gardens.

Yours faithfully,

10/12/15.

Conservation Assistant,
Archaeological Survey of India,
Vellore sub – circle,
Fort, Vellore – 632 004.

ANNEXURE 4.8

TAMIL NADU FIRE AND RESCUE SERVICES

FROM

Mr. C. Murugesan, B.Sc. Bed.,
Assistant district officer,
fire and rescue services,
Full additional charge,
District officer,
Vellore district, vellore.

TO

Mr. Vinod Ramanarayanan
Consultant,
Vellore Smart City

R.C.No. 8382/B2/2015 **Date:** 11.12.2015

Sir,

Sub: Fire and Rescue Services – Vellore District - Implementation of the Vellore smart city plan – Sent – Regarding.

Ref: Your mail dated on 10-12-2015.

******

We are referred to implementation of smart city in vellore, to the following facility in our city please providing Hydrant Point to refill water to our Emergency vehicles in the following places 1. Konavattam. 2. Old Bus stand 3. Near CMC and 4. Collectorate. Kindly implement our suggestion.

Thanking you

Your faithfully

Assistant district officer,
fire and rescue services,
full additional charge,
district officer,
vellore district, vellore.

Copy to. 1. Mrs. Janaki Raveendran - Commissioner,
Vellore City Municipal Corporation
2. Mrs. Deepa Kathykeyan - Director,
Athena infonomics

ANNEXURE 4.9

VIT UNIVERSITY
(Estd. u/s 3 of UGC Act 1956)
VELLORE ■ CHENNAI
www.vit.ac.in

December 11th, 2015

To,

The Mission Director
Smart Cities Mission
Ministry of Urban Development

Dear Sir,

Subject: Letter of support towards implementation of the Vellore Smart city plan

It gives me great pleasure to note that Vellore City Municipal Corporation (VCMC) has been shortlisted to participate in the Smart City Challenge. VIT is a premiere Technical Institution in Vellore. We share the city's vision to emerge into a planned, sustainable and world-class metropolis and will be happy to contribute in enabling this by participating the implementation of the smart city plan.

As part of this initiative we offer our support towards:

- Setting up of a Traffic Research Centre and provide advisory support to the corporation towards pro-active management of traffic through modeling traffic data generated from multiple ICT modes
- Providing technical assistance in creating and managing the incubation centre proposed in the smart city plan.

Thanks and Regards

Seal and signature 11/12/15

Vellore - 632 014, Tamil Nadu, India; Phone: 91- 416 - 2243091 (10 Lines) Fax : 91 - 416 - 2243092
E-mail: registrar@vit.ac.in www.vit.ac.in

ANNEXURE 4.10

VIT UNIVERSITY
VELLORE ■ CHENNAI
www.vit.ac.in

Centre for Sustainable Rural Development and Research Studies

December 14th, 2015

To,
The Mission Director
Smart Cities Mission
Ministry of Urban Development

Dear Sir,

Subject: Letter of support towards implementation of the Vellore smart city plan

It gives me great pleasure to note that Vellore City Municipal Corporation (VCMC) has been shortlisted to participate in the Smart City Challenge. Vellore Institute of Technology is a premiere Technical institution in Vellore. We share the city's vision to emerge into a planned, sustainable and world-class metropolis and will be happy to contribute in enabling this by participating the implementation of the smart city plan.

As part of this initiative we offer our support towards:

- Facilitating entrepreneur research in technology and social sector through the Vellore Incubation Centre
- Facilitate the students to involve in arriving a techno solution for the existing problems in Vellore.
- Coordinate the efforts of welfare associations, clubs and similar organizations to support the VCMC in projects like Municipal solid waste Management .Greenification etc.
- To coordinate the civic efforts for better implementation of Smart City Project

Thanks and Regards

S. Tamil 4-12-2015

S. TAMIL MARAN,
Project Officer,
Centre for Sustainable Rural Development & Research Studies,
VIT University, Vellore - 14

Seal and signature

ANNEXURE 4.11

PP 029

தமிழ்நாடு அரசு போக்குவரத்துக் கழகம்
(விழுப்புரம்) லிமிடெட், விழுப்புரம் - 605 602.
(தமிழ்நாடு அரசு நிறுவனம்)

TAMILNADU STATE TRANSPORT CORPORATION (VILLUPURAM) LIMITED, VILLUPURAM - 605 602
(A Government of Tamilnadu Undertaking)

Lr.No.7475/Dm(Coml)/TNSTV(VPM)/Vellore/2015 Dated.10.12.2015

To

The Mission Director
Smart Cities Mission
Ministry of Urban Development

Dear Sir,

Subject: Letter of support towards co-ordinating and delivering the Pan- City and Area Based Initiatives under the Smart City Mission in Vellore City Municipal Corporation.

It gives me great pleasure to note that Vellore City Municipal Corporation (VCMC) has been shortlisted to participate in the Smart City Challenge. As part of the Smart city initiative, we hope to undertake a host of projects under Pan City and Area Based components. We understand that the following projects fall under the ambit of Tamil Nadu State Transport Corporation, Vellore District. I assure you our support to the newly set up Special Purpose Vehicle in facilitating the required smart city components.

Components under the ambit of Tamil Nadu State Transport Corporation, Vellore District

- Improving Last Mile Connectivity by introducing feeder systems in sub-arterial roads
- Increase in number on intra-city buses
- Tracking the exact bus location of both feeder and arterial transportation systems
- Single E-ticketing System
- Modernization of Bus Stops including Digital Display boards and Kiosks
- Decongesting traffic through re-routing all commercial freight vehicles and inter-city busses through green-circle and Abdullahpuram to the new bus stand

Thank you,

Yours faithfully,
For TNSTC(VPM) Ltd., Vellore Region

General Manager

General Manager
Tamilnadu State Transport Corpn
(Villupuram) Ltd., Vellore Region
Vellore-632 009

பதிவு செய்யப்பட்ட நிர்வாக அலுவலகம் : 3/137, சாலாமேடு, விழுப்புரம்-605 602. அஞ்சல் பெட்டி எண்.56
Registered & Administrative office : 3/137, Salamedu, Villupuram - 605 602. Post Box No. 56
தொலைபேசி /Phone : 04146 259256-260 (5 லைன்) தந்தி : பெரியார். பேக்ஸ் /Fax : 04146-259399
Grams : "PERIYAR" E-mail : tnstcvpm@satyam.net.in / tnstcvpm@dataone.in

ANNEXURE 4.12

POLICE DEPARTMENT

From

P.K.Senthilkumari IPS.,
Superintendent of Police,
Vellore District,
Vellore.

To

Tr. Vinoth Ramanarayanan,
Consultant, Vellore Smart City,
Office of the Commissioner,
Vellore City, Municipal Corporation,
Vellore.

RC.No.J.2(2)/56857/2015, Dated 16 .12.2015

Sir,

Sub: Police – Vellore District – Vellore City Corporation – Shortlisted to participate in the Smart Cities –Proposed Smart City Plan- Detailed Components discussed under the Chairmanship of the Collector, Vellore – Letter for Supporting to take forward the action on the proposed project submitted – Reg.

Ref: 1. Your email. Dated: 10.12.2015

@@@@

I invite your attention to the reference cited. I Wish to state that as per the Detailed Components discussed during Consultations held under the Chairmanship of the Collector, Vellore on 09.12.2015 regarding Vellore City Corporation has been shortlisted to participate in the Smart Cities. Challenge initiative of the Ministry of Urban Development, in this regard I have submitting the support towards co-ordinating and delivering the plan for the City and Area based initiatives under the Smart City Mission in Vellore City Municipal Corporation.

2) Further I wish to state that it's most invitable that the Vellore City Municipal Corporation has been shortlisted to participate in the Smart City project. As part of the Smart City initiative, we hope to undertake a host of projects under plan city and Area based Components. We know that the following projects fall under the ambit of Police Department and we will be given our Support to the newly set up Special purpose Vehicle in facilitating the required Smart City Components and all other inputs.

Components under the ambit of Police Department

Projects / Activities planned:

1. Tracking the exact bus location of both feeder and arterial Transportation systems.
2. Traffic Surveillance and Wireless monitoring.
3. Decongesting traffic through re-routing all commercial freight vehicles and inter-city buses through green – circle and Abdullahpuram to the new Bus stand.
4. Registration of all Auto stands and Autos and regularization of fee through mobile based apps.
5. Express emergency response number and mobile APP, backend IT infrastructure and handheld devices to all emergency response units, Surveillance Camera in all important roads of the City, Commercial Area, and market areas in the City and other Components.

Yours faithfully,

16/12/15

Superintendent of Police,
Vellore District, Vellore.

14/12

ANNEXURE 4.13

Preliminary Human Resource Plan

In order to run the City level SPV and manage smooth execution of projects identified under the Smart City Proposal, the city would require additional human resources that have the skill sets and hands on experience. It is also expected that the City level SPV would be a lean organization with only critical staff on its pay roll. Further, a detailed Human Resource Plan would be prepared at a later stage that would lay out the profiles, qualifications and timelines for engagement of the resources. A preliminary Human Resource Plan is presented below:

1. SPV Board

Sl. No.	Board Member	Designation	Organisation /Institution	Functions	Remarks
1	Chairperson	Director	Director of Municipal Administration, GoTN	▪ To preside over the activities of the Board and provide strategic inputs from time to time	▪ By Designation ▪ Tenure as per Indian Companies Act 2013 ▪ Requirement: Immediate
2	Director	Representative	Finance Department, GoTN	▪ To participate in Board Meetings and take stock of the affairs of the company	▪ By Designation ▪ Tenure as per Indian Companies Act 2013 ▪ Requirement: Immediate
3	Director	Representative of the Government of India	Ministry of Urban Development, GOI		▪ Appointed by MoUD ▪ Tenure as per Indian Companies Act 2013 ▪ Requirement: Immediate
4	Director	Commissioner,	Vellore City Municipal Corporation		▪ By Designation ▪ Tenure: Full time ▪ Requireme

Sl. No.	Board Member	Designation	Organisation /Institution	Functions	Remarks
					nt: Immediate
5	Director	Chief Executive Officer	To be Identified		▪ By Designation ▪ Tenure as per Indian Companies Act 2013 ▪ Requirement: Immediate
6	Independent Director(s)	Director	To be identified	▪ To provide industry perspective and sectoral expertise on strategic decisions of the Board	▪ By name ▪ Selected from Data Bank maintained by MCA ▪ Preference would be given to those who have served as Independent Directors in the Board of Companies fulfilling Clause 49 of the listing agreement of SEBI. ▪ Tenure as per Indian Companies Act 2013 ▪ Requirement: Medium Term

2. CEO, SPV

Responsibility	Qualification	Tenure and Appointment

▪ Overseeing and managing the general conduct of the day-to-day operations of the SPV subject to the supervision and control of the Board ▪ Entering into contracts or arrangements for and on behalf of the Company in all matters within the ordinary course of the Company's business ▪ To formulate and submit to the Board of Directors for approval a Human Resource Policy that will lay down procedures for creation of staff positions, qualifications of staff, recruitment procedures, compensation and termination procedures ▪ Recruitment and removal of the senior management of the Company and the creation of new positions in accordance with the Company's approved budget and the recruitment or increase of employees in accordance with the Human Resource Policy laid down by the Board ▪ Supervising the work of all employees and managers of the Company and the determination of their duties, responsibilities and authority.	▪ Over ten years of experience in running and managing infrastructure companies as Chief Executive Officer/Managing Director ▪ Experience in implementing and running day-to-day operations of large infrastructure projects preferably in the urban sector ▪ Should have experience in setting up SPVs ▪ Should have experience in raising finances including from the bond market ▪ Experience in working with Government would be preferred	▪ Appointment for a period of *three* years with the approval of MoUD ▪ Will be selected and appointed through a competitive process from the market ▪ Requirement: Medium

3. Chief Vigilance Officer

Responsibility	Qualification	Tenure and Appointment
▪ Preventive and surveillance vigilance ▪ Flagging cases to the SPV Board ▪ Conveying Government Instructions on vigilance to all divisions for compliance ▪ Vigilance clearance in certain service aspects ▪ Handling Departmental Vigilance Cases	▪ The officers should be holding JS/ IG/ DIRECTOR/DIG / DS level posts in Central/State level Departments/Agencies	▪ Will be appointed by the Board of the City level SPV ▪ Initial Deputation for a period of three years extendable up to a further period of two years. ▪ Requirement: Medium

4. Core Team

It is proposed that the SPV would have four verticals – Planning, Projects, Finance and Administration that would seamlessly operate towards managing the projects identified under the Smart City Proposal.

Sl. No.	Designation	Qualification	Job Description	Hiring Plan[1]	Remarks
1.	Head, Planning	▪ Master's degree in Urban/Regional Planning or equivalent ▪ 15 or more years of experience in assisting city governments in planning of infrastructure/service delivery projects like water supply, transportation, etc.	▪ Overall responsibility planning the various smart city projects in line with the Smart City Plan ▪ Work closely with the CEO and other Government Agencies for implementation of the Smart City Plan	Long Term	Tenure: Full time
2.	Chief Financial Officer	▪ Chartered Accountant/PG in Finance or equivalent with over fifteen years of experience ▪ More than ten years experience as Head, Finance in large infrastructure /construction companies	▪ Identification of potential sources of raising funds ▪ Discussions with Lenders, Finalisation of Term Sheet / Financing Documents. ▪ Negotiation at senior level with potential financiers and investors and identifying avenues for funding	Long Term	Tenure: Full time
3.	Head, Projects	▪ Post Graduation in Civil Engineering or equivalent from reputed academic institutes with good academic record ▪ More than ten years of experience as Head, Projects in large infrastructure/construction companies ▪ Experience of implementing and managing projects in urban sectors would be preferred	▪ Developing guidelines, protocols, structures and standard operating procedures for project financing under various Public Private Partnership (PPP) models ▪ Advise CEO on strategic matters related to identified projects (feasibility, finance, policy etc) ▪ Building financial models and analysis (profitability indicators, projections, scenarios, etc.). for evaluating financial feasibility of new projects as well as existing infrastructure projects ▪ Preparing optimal commercial structure and institutional framework design for various	Long Term	Tenure: Full time

[1] Immediate: 0 to 3 months; Medium:3 to 6 months; Long Term: After 6 months

Sl. No.	Designation	Qualification	Job Description	Hiring Plan[1]	Remarks
			infrastructure projects ▪ Preparation of project monitoring and governance frameworks		
4.	Smart City Planner	▪ Master's Degree in Urban Planning or equivalent from reputed academic institutes with good academic record ▪ More than seven years of experience in Urban Planning / City Planning / Country Planning / Town Planning / Regional Planning / Infrastructure Planning / Transport Planning / Environmental Planning) ▪ Experience in assisting city governments in innovating planning solutions like land use, transit oriented development, sustainable environmental planning etc	▪ Reviewing of smart city projects from urban planning perspective ▪ Provide technical expertise in procurement of smart city solutions ▪ Ensure compliance with various development plans and strategies identified for the city ▪ Ensure regulatory compliance of projects as per existing policies, FSI, land use among others	Long Term	Tenure: Full time
5.	Citizen Engagement Expert	▪ Post Graduation on Mass Communication/Social Work or equivalent from reputed academic institutes ▪ More than ten years of experience in formulation and implementation of strategies for engagement with citizens/civil society ▪ Experience of working with City Governments would be preferred	▪ Formulation of Citizen Engagement Strategy covering life cycle of projects ▪ Convening meeting with the Smart City Citizen Forum ▪ Advise on matters pertaining to managing citizen's expectations	Long Term	Tenure: Full time
6.	Information Technology Expert	▪ Post Graduation in Engineering (IT/Computer Science) or equivalent ▪ More than 15 years of experience in developing and implementing smart solutions related to public service delivery ▪ Experience in developing mobile applications/ dashboards etc.	▪ Review of technological aspects presented in Project feasibility studies ▪ Provide advise on technological matter as and when required	Long Term	Tenure: Full time
7.	Technology Expert	▪ Post Graduation in Engineering or equivalent ▪ More than 15 years of	▪ Assessment of feasibility, reliability and sustainability including	Long Term	Tenure: Full time

Sl. No.	Designation	Qualification	Job Description	Hiring Plan[1]	Remarks
		experience in implementation and management of technology intensive projects in the urban projects (preferable international projects) ▪ Knowledge and understanding of latest technological developments in the SWM, Sanitation, Water Supply, Septage etc.	cost aspects of technologies suggested for different projects ▪ Suggestion of appropriate technologies for different projects as and when required		
8.	Transportation and Road Safety Expert	▪ Graduation in Civil/Mechanical/Automobile Engineering with Post graduate qualification in Mechanical/ Transportation/Highway Engineering. ▪ More than 15 years of experience in Road Safety management and coordination activities ▪ Knowledge of road safety standards as per national/international guidelines	▪ Review of road safety aspects in all transportation and road projects ▪ Provide advise on safety aspects as and when required	Long Term	Tenure: Contractual
9.	Relief & Rehabilitation Officer	▪ More than 15 years of experience in Relief and Rehabilitation works preferably in the urban sector ▪ Knowledge of implementation of resettlement and rehabilitation programmes as per the provisions of Right to Fair Compensation and Transparency in Land Acquisitions, Rehabilitation and Resettlement Act, 2013 through periodic monitoring ▪ Knowledge of national and State guidelines, policies, and Acts on land acquisition, rehabilitation and resettlement. ▪ Full time First Class Degree in Civil Engineering/ Full time First class Master's Degree in Social Work or Social Sciences	▪ Preparation of social impact assessment, planning/implementation of resettlement and rehabilitation activities ▪ Advise on R&R matters for infrastructure projects and services ▪ Estimation of R&R Costs for project components ▪ Review of project documents prepared by consultations	Long Term	Tenure: Full time
10.	Heritage Conservation	▪ At least Post Graduation in Heritage and Tourism	▪ Designing and implementation of	Medium Term	Tenure: Contractual

Sl. No.	Designation	Qualification	Job Description	Hiring Plan[1]	Remarks
	Expert	Management, Planning or Architecture/Conservation ▪ More than 20 years of experience in planning, implementation and management of conservation projects/programmes at national/international level ▪ Experience in spatial analysis, zonal/development plans, heritage conservation and assistance in integration of projects at city/region area level ▪ Expertise in integrated tourism planning and tourism infrastructure, development and management ▪ Experience of working with the Government at the national, state or local level	tourism/heritage conservation specific projects, sub-projects and activities ▪ Advise on commercial utilization of spaces in heritage sites identified in the plan ▪ Advise on relaxation of municipal bye-laws for preservation and better management of heritage areas ▪ Work closely with the Head, projects and Chief Planner in overall planning and implementation of the identified projects		
11.	Senior Economist	▪ Doctorate/ Post Graduation in Economics ▪ More than 15 years of experience in infrastructure projects ▪ Experience of working with large PSU/Infrastructure Companies	▪ Undertake a detailed economic and financial analysis of projects in accordance with relevant guidelines ▪ Advise on creation of economic opportunities at the city level	Long Term	Tenure: Full time
12.	Data Scientist	▪ More than 10 years of experience in data analysis ▪ More than 7 years of experience in design and development of data infrastructure and data management ▪ Experience in Big data would be preferred ▪ Post graduate degree in Statistics/Economics/Econometrics from a reputed institute	▪ Overall data collation and analysis ▪ Design of database management structure ▪ Design of data collection templates for different projects and services	Long Term	Tenure: Full time
13.	Senior Manager, Finance	▪ Should be Chartered Accountant/ M.B.A. Finance/ M.Com/ICFAI or equivalent from a recognized University/Institute with good academic record	▪ Work Closely with the CFO in managing Financial Operation of the Projects ▪ Preparation project financial status on monthly/quarterly basis	Long Term	Tenure: Full time

Sl. No.	Designation	Qualification	Job Description	Hiring Plan[1]	Remarks
14.	Legal Officer	▪ Post Graduation degree in law or equivalent from reputed academic institutions ▪ More than ten years of experience in formulation and drafting of internal policies	▪ Formulation and drafting of internal policies – Human Resource, Risk Management, ▪ Review and vetting of all legal documents ▪ Representation of company in legal matters	Long Term	Tenure: Full time
15.	Compliance Officer/Company Secretary	▪ A demonstrated background within a compliance, audit or legal field (preferably in a related industry such as financial services or an advisory business) ▪ Company Secretary / Chartered Accountant with more than fifteen years of experience ▪ More than ten years of experience as Head, Compliance in large infrastructure/construction companies	▪ Ensuring regulatory compliance as per the Indian Companies Act 2013 and other acts ▪ Monitoring and maintaining compliance calendars, checklists, registers and associated documents ▪ Liaising with internal and external stakeholders including employees, clients, custodians, lawyers and auditors and dealing with information requests ▪ Providing advice on compliance issues associated to the SPV ▪ Managing all special purpose vehicle matters, including register updates and maintenance ▪ General filing, record keeping and other ad-hoc administrative tasks as required	Long Term	Tenure: Full time
16.	Accounts Officer	▪ Should be Chartered Accountant/ M.B.A. Finance/ M.Com/ICFAI or equivalent from a recognized University/Institute with good academic record ▪ More than five years of experience in managing accounts/finance in large infrastructure/construction companies	▪ Assistance in preparation of financial statements of the SPV ▪ Regular Maintaining of SPV accounts ▪ Flagging issues pertaining to finance	Long Term	Tenure: Full time

Sl. No.	Designation	Qualification	Job Description	Hiring Plan[1]	Remarks
17.	Procurement Officer	▪ More than 15 years of experience in handling procurements of large infrastructure projects/services preferably in urban sector ▪ At least ten years of experience in review and drafting of tender documents including contracts/concession agreement ▪ Experience in assisting Government agencies in transaction advisory services ▪ Robust understanding of legal framework and procurement laws in Tamil Nadu/Multi-lateral/Bi-lateral agencies ▪ Post Graduate Degree in Law from recognised Institute with good academic record	▪ Review and drafting of tender documents ▪ Review of project documents from policy/legal perspective ▪ Procurement of vendors/financiers/Partners ▪ Assistance in procurement matters	Medium Term	Tenure: Full time
18.	Internal Auditor	▪ More than 15 years of experience in undertaking financial audit in large infrastructure/construction companies ▪ Chartered Accountant from ICAI	▪ Undertaking internal audit of the financials	Medium Term	Tenure: Full Time
19.	Chief Administrative Officer	▪ More than 15 years of experience in general administration of PSU/large infrastructure organization ▪ Post Graduate Degree in Management/M.B.A with good academic record	▪ Overall in-charge of administrative functions, responsible to Board/CEO ▪ Performance Management and grievance handling ▪ Preparation of the Annual Report of the SPV ▪ Assessment of Administrative Support requirements on a regular basis	Medium Term	Tenure: Full time
20.	Project Finance Team (2 Nos.)	▪ Should be Chartered Accountant/ M.B.A. Finance/ M.Com/ICFAI or equivalent from a recognized University/Institute with good academic record ▪ Minimum two years of experience in project finance including raising of finance from the market	▪ Assistance in preparation of investment proposals ▪ Compliances for the Financing Agreements, other requirements, Other agreements BG, LC, BC etc. ▪ Carrying out risk assessments and	Long Term	Tenure: Full time consultancy support model Tenure: Initially for a period of two years

Sl. No.	Designation	Qualification	Job Description	Hiring Plan[1]	Remarks
		▪ Experience of working in large infrastructure / construction companies	mitigation strategy		with the provision for extension by one more year.
21.	Project Appraisal Team (3-4 Nos.)	▪ Post Graduate in Finance/Commerce/Economics/ Management or Chartered Accountant ▪ Experience in scrutiny and appraisal of technical documents such as feasibility studies, DPRs, technical designs, financial documents such as cash flow statements, legal documents such as Tender Acts, Tender documents – RFP, Concession Agreement etc.	▪ Review and scrutiny of project preparatory and tender documents ▪ Preparation of Observation Notes for CEO for update and decision making ▪ Review of policy, acts, guidelines ▪ Provide support to the City Government/SPV ▪ Undertake secondary and primary research as required	Long Term	Tenure: Full time consultancy support model Tenure: Initially for a period of two years with the provision for extension by one more year.