

**Confidential**

**DELHI TRANSPORT CORPORATION**  
**(Govt. of NCT of Delhi)**

**Minutes of 4<sup>th</sup> Meeting of 2015 of the DTC Board held on 29.7.2015 at 6.00 p.m. in the office of Principal Secretary (Finance), Govt. of NCT of Delhi, 4<sup>th</sup> Level, Delhi Sectt., I.P.Estate, New Delhi.**

**PRESENT:**

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|---|-------------|
| 1. Smt.Gitanjali Gupta, IAS<br>Secretary-cum-Commissioner (Transport),<br>Govt. of NCT of Delhi | Chairperson |
| 2. Shri C.R.Garg, DANICS<br>Managing Director, DTC  | Director    |
| 3. Shri S.N.Sahai, IAS<br>Principal Secretary (Finance),<br>Govt. of NCT of Delhi               | Director    |
| 4. Shri Tarsem Kumar, DANICS<br>FA & CAO, DTC   | Director    |

Principal Secretary (Land & Building), Govt. of NCT of Delhi, Joint Commissioner of Police (Traffic), Delhi and Commissioner (Planning), DDA could not attend the meeting.

**ALSO PRESENT:**

1. Shri B. Das, OSD to MD/Secretary DTC Board.

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**Resolution No.53/2015 : Item 49/2015 : Statement showing Action Taken Report on the Resolutions adopted by the DTC Board in its meeting held on 28-5-2015.**

The Board noted the item.

**Resolution No.54/2015 : Item 47/2015 : Procurement of 1380 fully built Non Air-conditioned 650mm Floor Height Semi Low Floor CNG Propelled City Buses on UBS-II without maintenance – Availability Status.**

**Supplementary Note on Item 47/2015.**

(S/Shri R.K.Kasana, CGM (SBU), K.C.Gupta, Dy.CGM(SBU)  
& S.P.Sethi, Consultant were called in)

The Board was apprised of the subject Agenda Item regarding availability status of 650 mm Semi Low Floor CNG Buses vis-a-vis 400mm Floor Height Low Floor CNG Buses & 900mm Floor Height Standard CNG Cluster Buses with the indigenous Vehicle Manufactures.

2. The Board was further informed that during the discussions held under Hon'ble Minister of Transport, Delhi in the review meeting held on 09-07-2015, it was inter-alia desired that the matter from the viewpoint of availability of the buses with VMs and earliest augmentation of DTC fleet may be reviewed for successful tendering process.

3. The Board made the following queries/ observations:

- (i) Why DTC is not exploring the option of articulated buses which would have the advantage of low operating cost of almost 2/3<sup>rd</sup> of the standard size buses per passenger.
- (ii) Why the availability aspect was not checked earlier? It would be a retrogressive step on the part of DTC to opt for 900mm floor standard Cluster Buses after adopting modern & better 400mm low floor buses especially when UBS-II city bus specification provide for floor height of 400 mm or 650 mm for cities with population of 1 million and above.
- (iii) Instead of going for a new inventory, DTC should go for UBS-II compliant 400mm low floor buses which are readily available with indigenous VMs. more so when DTC has enough experience of operation of Low floor buses for the last about seven years.
- (iv) The other State Road Transport Undertakings are running these modern buses where AMC is carried out in-house. What efforts are being made to augment capacities of our R&M staff to keep pace with the latest technological upgradations in public transport? DTC needs to continuously make efforts to keep pace with latest technological innovations.

4. On the above, the following information/clarifications were submitted:

- (i) In the past, DTC had operated vestibule/mega buses on trial basis provided by the VMs as a demonstration product. But, there is a limitation in procurement of such buses from the indigenous VMs who are more interested in selling their financially viable products under production. VMs have not made any efforts in this regard to develop such buses in line with the updated technology available elsewhere in the world.
- (ii) The proposal for UBS-II compliant 650mm Semi Low Floor CNG buses was, interalia, put up keeping in view the observations made in the Fifth Report (Sixteenth Lok Sabha), the Standing Committee on Urban Development on 'Demand of Grants' (2015-16) of the Ministry of Urban Development' on 'Strengthening of Bus Transport System'.

*The Standing Committee observed that 'DTC currently have 4705 buses. The proposal of 1380 buses, that is semi low floor, is under process. But the problem here is that the matter is still under negotiation because they have received a single bid.....Regarding the bidding process of procurement of buses and the reasons why they are getting a single bid and whether they are tailoring the bid in such a way that only one company can bid, then Ministry of Urban Development stated that the problem in India in general has been that Urban bus specifications were not evolved in the past. It is only very recently in the last few years that the urban bus modern specifications have been evolved.....'*

After checking with the indigenous VMs by SBU branch of DTC and examining 650mm UBS II compliant SLF vis-à-vis 900mm Cluster's specification Standard CNG buses, it is found that 900mm floor Height Standard buses likely to be procured at the earliest at lower cost with better fuel efficiency & low in-house maintenance cost by utilizing the services of existing DTC's R&M staff & available maintenance facilities.

- (iii) Against the last tender of 2013, a single bid was received and on evaluation, it was found that the quoted landed bus price of about Rs.76 lakh per bus and average AMC charges of about Rs.205/- per Km were unrealistic, exorbitantly high,

unreasonable & unjustifiable. Moreover, there are 3775 Low Floor Buses already in operation with DTC. The 900mm Floor Height buses may be operated in rural & other areas where Low Floor Buses cannot be operated.

5. After detailed discussions, the Board resolved as under:

- (i) The revised proposal of DTC to procure 900mm floor height buses is based on the specifications on existing cluster buses specifications which were drawn way back in the year 2010-2011. The UBS II specifications are uniform irrespective of the floor height of the buses. The engine parameters of cluster buses cited are much lower than the engine of UBS-II specifications. The buses of cluster specifications do not have automatic gear box, whereas the existing 3775 Low floor buses are equipped with automatic gear box. The fatigue experienced by the driver on left foot and hand while shifting the gear and synchronizing the brake and clutch pedal in city driving condition is terrible. Going back to manual gear box is not desirable without any strong reasons to do so.
- (ii) 900 mm floor height buses are not disabled friendly buses whereas UBS-II (400 mm/650mm) floor height buses are disabled friendly. During the pendency of previous tender of DTC of procurement of 900 mm floor height buses, the Court of Commissioner (Disabilities), National Capital Territory of Delhi vide order dated 20.04.2015 in the matter of Dr. Nitesh Tripathi versus the Chairman, DTC inter-alia directed DTC to send comments on the Petitioner representation for purchasing of Non-disabled Friendly buses in the light of the provisions under Section-61(c) of the Persons with Disabilities (Equal Opportunities, Persons with Disabilities (Equal Opportunities, Protection of rights and Full Participation) Act, 1995 “to take steps to safeguard the rights and facilities made available to Persons with Disabilities”.
- (iii) While the said position was brought in the Board Agenda Item No.24/2015 (Procurement of 1380 semi low floor 650 mm floor height buses) at Para 1(8), whereas in the current Agenda, the said position was not apprised to the Members.

- (iv) Regarding serving rural area, the matter for procurement of 500 Midi Buses is already under consideration of the Government.
- (v) To procure 1380 UBS II compliant fully built 400 mm floor height CNG propelled City buses in place of 1380 UBS II compliant fully built 650 mm floor height CNG propelled City buses through global tender in keeping with the requirement of modern buses for the capital city as also the fact that the standard specifications prescribed for the country provides for 400/650 mm buses for city population of one million and above.
- (vi) Maintenance of 50% of the quantity of buses to be carried out through outsourcing from Service Providers through separate open tender. Maintenance of remaining 50% quantity of buses to be carried out through in-house R&M staff and maintenance facilities of the Corporation.
- (vii) To authorize MD for further necessary action in respect of the above decisions.
- (viii) Mission Statement and Guidelines for AMRUT has been released by MOUD, GOI which inter-alia, includes one-third funding under AMRUT by Central Government for procurement of buses. DTC should vigorously take up the matter with Govt. of NCT of Delhi to get requisite funds under AMRUT Scheme.

**Resolution No.55/2015 : Item 43/2015 : Appointment of Shri Ajay s/o Late Shri Ashok Kumar, Ex. Driver, B.No.20906, T. No.62865 as Junior Clerk on compassionate grounds.**

(Dr. Aradhana, Dy.CGM(A)/PLD & Shri Jagdish Chand, Sr.Mgr.(P) were called in)

The Board in view of the position explained in the agenda item and after being informed that the case conforms with the guidelines for compassionate appointment, resolved as under:-

- i) Shri Ajay S/o Late Shri Ashok Kumar be given employment in the clerical cadre to the post of Jr. Clerk in DTC on compassionate grounds over & above the cases already registered in clerical cadre as a special case in the light of decision communicated / taken by Hon'ble Chief

Minister, Govt. of NCT of Delhi. The Board further resolved that Shri Ajay has to qualify the required Typing Test at the prescribed typing speed within the probation period of two years.

- ii) The matter be referred to Govt. of NCT of Delhi by way of a Cabinet Note for appropriate decision on the following :-
- a) Salary of late Shri Ashok Kumar to be paid to his wife till the date of his retirement and also all increments to be given during the said tenure of service. The retirement age of regular driver in DTC is 55 years hence salary alongwith increments to be paid up to the age of 55 years of deceased driver.
  - b) Medical treatment expenses to be paid to the wife of Late Shri Ashok Kumar. The treatment may be taken either from Govt. Hospital or Empanelled Hospitals as per DTC Rule.

**Resolution No.56/2015 : Item 45 /2015 : Payment of Pension in DTC.**

(S/Shri N.K.Sharma, Addl.CAO-I & Raj Kumar, Sr.Mgr. (Pension) were called in)

The Board considered & discussed the agenda item and desired that the report of Actuary be obtained first and put up before the Board for further decision in the matter.

**Resolution No.57/2015 : Item 44/2015 : Regularisation of the services of contractual staff i.e. Drivers and Conductors who are working in DTC on short-term contract.**

(Dr. Aradhana, Dy.CGM(A)/PLD & Shri Jagdish Chand, Sr.Mgr.(P) were called in)

The Board in view of the position explained in the agenda item and after detailed discussion thereon, suggested that the matter regarding regularisation of the services of contractual staff in DTC i.e. drivers & conductors, be taken up with the Services Deptt. of the Govt. of NCT of Delhi for their advice in the matter.

**Resolution No.58/2015 : Item 46/2015 : Wages to be paid to the contractual drivers performing duties on interstate routes in Delhi Transport Corporation.**

(Dr. Aradhana, Dy.CGM(A)/PLD & Shri Jagdish Chand, Sr.Mgr.(P) were called in)

The Board discussed the agenda item in detail and desired that the item be again put up with reasons and justification for the revised wages for contractual drivers performing duties on interstate routes in Delhi Transport Corporation and the reasons for putting it up before the Board at this belated stage.

**Resolution No.59/2015 : Item 42/2015 : Appointment of one more Standing Counsel for the High Court of Delhi in relation to any suit, writ petition, appeal or other proceeding by or against the DTC .**

(Shri A.K.Goyal, CGM (A)/Law was called in)

The Board discussed the agenda item in detail and authorised Managing Director, DTC to select the name of Standing Counsel as per merits and apprise the Board.

**Resolution No.60/2015 : Item 48/2015 : Cash compensation for Woolen Jersey & Ladies Cardigan for the year 2015-17.**

(S/Shri R.K.Kasana, CGM (SBU) & Rajiv Kumar, Dy.CGM(MS-I) were called in)

The Board, in view of the position explained in the agenda item, accorded approval for cash payment in lieu to Woollen Jersey & Ladies Cardigan to the entitled staff for the year 2015-2017 and also accorded sanction for Rs.1,52,66,830/- involved in the proposal.

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**Chairperson  
Delhi Transport Corporation**