

DELHI TRANSPORT CORPORATION

Minutes of the 3rd Meeting of 2013 of the DTC Board held on 27.6.2013 at 12.30 p.m. in the Conference Room, DTC H.Qrs.

PRESENT:

1. Shri Rajeev Verma, IAS Chairman
Chairman-cum-MD, DTC
2. Shri Puneet K. Goyal, IAS Director
Commissioner-cum-Secretary(Tpt.),
Govt. of NCT of Delhi
3. Shri Tarsem Kumar, DANICS Director
FA-cum-CAO, DTC

Principal Secretary(Fin.), Govt. of NCT of Delhi; 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 R.K.Kasana, C.G.M.(Op.& Tech.)/Secretary DTC Board

The meeting of the DTC Board was adjourned for 45 minutes and rescheduled for 1.15 p.m. for want of quorum as per provisions contained in Clause 6 titled “Quorum” of DTC (Meetings) Regulations 1991 and the Directors were duly informed over telephone accordingly. The adjourned meeting was convened with the permission of the Chairman at 1.15 p.m.

27.6.2013 at 1.15 p.m. in the Conference Room, DTC H.Qrs.

PRESENT:

1. Shri Rajeev Verma, IAS
Chairman-cum-MD, DTC
Chairman
2. Shri, Puneet K. Goyal, IAS
Commissioner-cum-Secretary(Tpt.),
Govt. of NCT of Delhi
Director
3. Shri Tarsem Kumar, DANICS
FA-cum-CAO, DTC
Director

ALSO PRESENT:

1. Shri R.K.Kasana, C.G.M.(Op.& Tech.)/Secretary DTC Board

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

**Confirmation of minutes of 2nd meeting of 2013 of
the DTC Board held on 9.4.2013.**

Confirmed.

**Resolution No.53/2013: Item 38/2013: Statement showing action taken reports on
the resolutions adopted by the DTC Board in its meetings held on 16.10.2012 &
Resolution No. 79/2011 in the meeting held on 18.07.2011.**

The Board noted the item.

**Resolution No.54/2013: Item 34/2013: Extension of term of contract for
engagement of Sh. S.P. Sethi , as Consultant for a period of another six months**

i.e. up-to 31.10.2013 (AN) on a consolidated amount of Rs.38,000/- per month on the existing terms and conditions – Information thereof to the Board.

The DTC Board considered the agenda item and noted the same.

Resolution No.55/2013:Item 35/2013: Procurement of Automotive Batteries 12 Volt 21 Plate 150 AH (PP) Light Weight for Tata/Leyland Buses for the period 1.7.2013 to 30.6.2014 + Buffer.

(Shri Prem Chand, Sr. Manager-I/c-MS-I was called in.)

1. The Board in view of the position explained in Agenda Item accorded approval for procurement of 1374 batteries for an expenditure of Rs. 1,18,12,866.75 (Rupees One crore eighteen lacs twelve thousand eight hundred sixty six and seventy five paise only) from M/s Amar Raja Batteries Ltd., as per details given in Annexure B to the Agenda Item.

2. The Board authorized CMD for the following:

(i) To procure extra quantity, and sanction entailed expenditure there on, if so required, during the year in case requirement increases due to increase in operated KMs or for any other reason.

(ii) To accept quarterly price revision in rates as announced by the ASRTU along with statutory levies as applicable at the time of supply and sanction the entailed expenditure, if any, with the financial concurrence of FA subject to the condition that the firm remains L-1 OEM to VM(s).

(iii) To cancel/divert the order quantity in part or full to other firm(s) in case the firm on whom order may be pending fails to supply as per our requirement or for any reason, if so warranted.

Resolution No.56/2013: Item 36/2013: Bid Management Consultant for piloting Global Tender for Supply of 1100 Standard 900mm Floor Height (880 Non-AC & 220 AC) CNG Propelled City Buses with maintenance – RFP Document & Detailed Project Report for DTC Buses under JnNURM by CIRT Pune.

Supplementary Note to Agenda Item dated 26.06.2013.

(S/Shri S.P.Sethi, Consultant, K.C.Gupta, Sr.Mgr.(SBU) & D.P.Saste, CIRT were called in.)

The Board was apprised that Central Institute of Road Transport (CIRT), Pune has been engaged as Bid Management Consultant (BMC) to DTC vide order dated 23.04.2013 for piloting Global Tender for Procurement of 1100 fully built Standard Floor (880 Non-AC & 220 AC) 900mm Floor Height CNG Propelled City Buses with maintenance and the agreement dated 30.04.2013 has also been executed.

2. The Corporation constituted a Tender Review Committee (TRC) comprising of the representatives of Finance & Transport Departments of GNCTD, Delhi, outside Expert Dr. Amit Pal, Delhi College of Engineering, Senior Officers of the Corporation from Technical, Traffic, Operation, CED & Accounts Departments and the representatives of BMC – CIRT, Pune. The TRC held preliminary discussions on the RFP Document in the meeting held on 22.05.2013 & subsequent meetings held on 18.06.2013 & 26.06.2013 for review & finalization of specifications, terms and conditions and AMC terms based on the Recommendatory Urban Bus Specifications II of Ministry of Urban Development, Government of India (MoUD, GOI), existing RFP Document for 625 Low Floor CNG Buses and experience of the Corporation & Members of the TRC.

3. After detailed discussions/ deliberations, the TRC recommended the following broad changes in the Specifications, Terms & Conditions and AMC Terms for 1100 Standard Floor CNG Buses:

(A) TECHNICAL SPECIFICATIONS

(a) HORSEPOWER (HP):

Engine HP sufficient to provide the following:

i. Rated Performance at GVW in a Stop/ Start Urban Operations: Geared Maximum Speed without Speed Limiter to be 75 KMPH.

ii. Acceleration for Non-AC & AC Bus (Metre/ Sec²): \geq 0.8

iii. Attain Bus Speed of 0 - 30 KMPH in seconds: \leq 10.5

iv. Maximum Speed: Geared Maximum Speed without Speed Limiter to be 75 KMPH

v. Gradability from Stop at GVW: 17%

vi. Rated HP/ Torque preferably at Lower RPM Range: Maximum Engine Torque at lower range of RPM and spread over wider range of RPM.

vii. Power Requirements for Air-conditioning System, ITS etc: Required.

viii. Engine Location: Optional

Shri DP Saste, CIRT, Pune (BMC) informed that the issue of acceleration of 0.8m/sec^2 is under consideration of the Committee formulating Low Floor Bus Specification of Ministry of Road Transport & Highways, Government of India (MoRT&H, GoI).

The TRC recommended specifying acceleration of 0.8m/sec^2 as required under the Recommendatory Urban Bus Specification II of MoUD, GoI and in case of any change, the same may be considered at the time of Pre-bid Conference.

VMs to ensure that both Engine Horsepower & Acceleration should commensurate to each other.

(b) AUTOMATIC TRANSMISSION:

The TRC recommended for Automatic Transmission in place of Manual Transmission after due consideration of the following:

(i) Automatic or Automatic Manual Transmission System mandatory from 1st April, 2015.

(ii) DTC's new fleet of 3775 Low Floor Buses with Automatic Transmission System already operating.

(iii) Drivers have become attuned to Automatic Transmission System.

(iv) Automatic Transmission System most comfortable Transmission System for drivers.

(v) DTC experience of frequent breakdowns in Manual Transmission in respect of clutch & pressure plates, propeller shafts & U-joints, gear box faults etc in Standard Buses due to non-using of clutch while changing gears and clutch riding by drivers.

(vi) Driver's fatigue due to frequent clutching & de-clutching while changing gears in Delhi's congested traffic conditions.

(vii) Automatic Transmission is superior technology in comparison to Manual Transmission already adopted by the Corporation, as such, cost may not be the sole criteria when the buses in question are being purchased and to be maintained for a period of 12 years specifically when it adds to driver's comfort and fatigueless driving for comparatively better safety of passengers.

(viii) At the time of tendering for Low Floor CNG Buses in the past, the VMs were not ready with the technology. However, the Corporation went ahead with procurement of Low Floor CNG buses with Automatic Transmission and both the VMs were able to deliver 3775 Buses to the Corporation.

(ix) The VMs are required to design, manufacture & develop prototype Standard Bus fitted with Automatic Transmission for Type Approval as per the requirements of the Corporation involving large quantity of buses.

(c) **SUSPENSION SYSTEM:**

The TRC noted that as per Recommendatory Urban Bus Specifications II, any bus delivered after 1st April'2015 will mandatorily have Air Suspension or Superior in both front & rear. Keeping in view jerk less comfortable bus journey & comfortable ride for the passengers and this feature has already been adopted by the Corporation in 3775 Low Floor Buses, Air-Suspension may be provided on all wheels.

(d) **SEATING LAYOUT AND NUMBER OF SEATS:**

As per Recommendatory Urban Bus Specification-II for Passenger seatings for ordinary Type-1 buses. No. of seats excluding Driver & Conductor should not be less than 40 and the same may be adopted. Further, 25% ladies seats in pink colour on nearside/ conductor side 5 twin seats from front gate, 2 seats reserved for senior citizen after the last ladies twin seats and 4 priority seats – first two twin seats behind driver seat front offside may be specified.

(e) **ELECTRO-PNEUMATICALLY OPERATED JACK KNIFE TYPE SERVICE DOORS:**

Front Door 800mm wide and Rear Door 1200mm minimum aperture width may be specified.

(f) **RAMP FOR WHEELCHAIR AT THE GATES:**

In order to comply with the requirements of Barrier Free Access as per the Disability Act' 1995, a suitable wrap around type manually operated wheelchair disabled friendly access system may be specified at entrance door.

(g) FOOLPROOF& SAFE DOOR CLOSING SYSTEM TO PREVENT CHANCES OF ACCIDENTS FOR BOARDING/ ALIGHTING PASSENGERS AND PASSENGERS ENTANGLES BETWEEN THE DOORS:

Manual Locking System for inside may be provided in respect of Service Doors.

(h) INTELLIGENT TRANSPORT SYSTEM (ITS) INCLUDING SUPPLY& FITMENT OF GPS:

May be provided as per Urban Bus Specifications II.

(i) EXHAUST PIPELINE:

Entire Exhaust Pipeline after exhaust manifold shall be of stainless steel.

(j) CNG CYLINDERS/ SYSTEM PIPELINES:

CNG Cylinders/ System Pipeline shall be of stainless steel.

(k) ANTI LOCK ANTI SKID BRAKING SYSTEM:

As per CMVR.

(l) NOISE LEVEL INSIDE SALOON & PASSERBY:

Maximum Noise Level inside the Saloon (irrespective of AC, Non-AC/ Fuel type/ Engine location) should be maximum 84 dba as specified in the Recommendatory Urban Bus Specifications-II. Noise level shall be tested as per AIS-020 procedure:

(m) VIBRATION LEVEL:

As per CMVR/ Recommendatory Urban Bus Specifications-II.

(n) TURBO CHARGER:

Naturally Aspirated Technology for CNG Engines is well established, as such, Turbo Charger may not be specified.

(o) CNG CYLINDERS & MOUNTING LOCATION:

CNG Storage capacity of on-board CNG Cylinder mounted under Chassis should facilitate daily operations of over 300 Kms per filling of CNG in CNG Cylinders of the bus at initial gas settled pressure of 200 bar at 15° C. The TRC agreed to retain the above capacity being maintained in the earlier tenders. However, the VMs may be required to consider number of and capacity of CNG cylinders in such a manner to minimize the overall weight of on-board storage cylinders in order to economize on space requirement and to reduce number of joints, valves/ regulators/ pipelines in order to minimize leakages.

(p) SHUT OFF VALVE NEAR CNG CYLINDERS: Agreed.

(q) FLOORING:

The TRC agreed to retain the existing specifications of Marine Board being superior to compressed wooden board. The flooring should also be boiling water resistant as per Marine Board BIS:710-1976 or latest and Fire Retardant as per BIS:5509-2000 (IS-15061:2002) covered with anti skid material of 3mm thick Anti skid types Silicon Grains ISO-877/76 for colour, BIS:5509 for Fire Retardancy.

(r) AIR-CONDITIONING SYSTEM – TEST PROCEDURE FOR TYPE:

As provided in Recommendatory Urban Bus Specification-II.

(s) ROLL OVER TEST:

May be deleted as the same is not mandatory as per AIS-031 for City Buses.

(t) WHEEL BASE:

The TRC agreed to maintain the wheel base of 6100 mm [- 200/ + 400] as recommended by under the Recommendatory Urban Bus Specification II of MoUD, GoI.

(u) REMOVAL OF AISLE HAND RESTS:

The TRC agreed to remove Hand Rests of aisle in order to improve Gangway width.

(B) COMMERCIAL TERMS:

(i) DELIVERY SCHEDULE:

S.	DESCRIPTION	NON AC	AC
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No.			
1	Prototype	3/ 6 Months	3/ 6 Months
2	40% Quantity	Next 6 Months	Next 3 Months
3	Remaining Quantity	Next 6 Months	Next 3 Months

(ii) **BUS LIFE:**

12 years or 7,50,000 kms operations whichever is later in place of 12 years or 10,00,000 kms whichever is earlier.

(C) **ANNUAL MAINTENANCE CONTRACT:**

(i) **FUEL EFFICIENCY NORMS:**

Sl. No.	Description	Non-AC	AC
1	During Warranty Period	3.5	3.15
2	After Warranty Period upto 8 years operation	3.35 (3.5 - 5%)	3.0 (3.15 - 5%)
3	More than 8 years to 7.5 lakhs Kms. or 12 years of operation whichever is later	3.25 (3.5 - 7%)	2.95 (3.15 - 7%)

(ii) **TENTATIVE 11 DEPOTS FOR 1100 BUSES:**

Rohini-II, Seemapuri, Indraprastha, Dilshad Garden, Yamuna Vihar, Hari Nagar-III, Naraina, Dichao Kalan, Ghumanhera, Gazipur & Narela.

In case of additional quantity of 625 buses, the same six Depots namely Kalkaji, Srinivas Puri, Bawana, Kanjhawla, BBM I & BBM II may be retained.

(iii) **AMC TERMS:**

The TRC accepted the amplification in the AMC terms for simplification of calculation for imposition of Pre-estimated Damages to be levied on account of non-availability of 95% buses during warranty period subject to no bus shall be transferred from the Depot to other depot during warranty period.

Imposition of pre-estimated damages in the event of failure to maintain 95%/ 92% Fleet Availability:

In order to simplify the calculation for imposition of pre-estimated damages towards 95%/ 92% non-availability of buses during the quarter in view of induction of say about 100 buses on different dates and covering different kilometrage with respect to Warranty Period & after Warranty period, the following methodology may be followed:

Date of induction of last bus of the depot fleet falling in the quarter based on financial year [i.e. first quarter: April – June, second quarter: July – September, third quarter: October – December & fourth quarter: January – March] may not be considered for working out Warranty period of three years of Depot fleet.

Instead Warranty Period of three years may commence for Depot fleet from the next quarter of induction of last bus in the Depot fleet i.e. in case, the last bus is inducted in first quarter then the warranty period may commence from second quarter and so on.

Based on the above, all buses of Depot fleet may be considered under Warranty Period for three years in respect of 95% availability. Thereafter, all buses of the Depot fleet may be considered to have completed Warranty Period and may be considered under 92% availability irrespective of a few/ some buses may not have completed the specified Warranty Period of three years or 2,10,000 Kms operation whichever is later.

For example:

Say last bus of the Depot fleet is inducted on 23.02.2013 falling in fourth quarter.

Warranty Period of three years commences w.e.f. first quarter of next financial year i.e. 01.04.2013 to 31.03.2016 for the purpose of availability of 95% of Depot fleet.

After Warranty Period of three years i.e. 01.04.2016, Depot fleet will be considered imposition of pre-estimated damages in respect of 92% availability of buses.

NB: The above methodology is only for simplification of calculation in respect of imposition of pre-estimated damages towards failure to make available 95%/ 92% buses for operation. This methodology is not applicable in respect of any other stipulation/ clause pertaining to warranty period in the RFP Document.

(iv) MULTIPLICATION FACTOR (CLAUSE 46.5, 46.9 etc):

In order to simplify calculation and to address the concerns of the bidders in respect of high pre-estimated damages, the TRC recommended the Multiplication Factor of 4 may be considered for the entire life of 12 years or 7,50,000 Kms whichever is later in place of 5/4½/ 4 for warranty period/ after warranty period upto 7 years/ from eighth years onwards to make Pre-estimated damages reasonable during the entire period of AMC.

4. Regarding Detailed Project Report for DTC Buses under JnNURM Scheme, these Standard Floor Buses will be procured under JnNURM Scheme of the Government of India for 10,000 Buses to various cities as announced in the Union Budget for the fiscal 2013-14, as such, the Corporation has engaged CIRT, Pune on the following Consultancy Fee and Payment Terms:

Consultancy Fee:

The total cost of the consultancy is 0.75% of the project cost in line with the guidelines of the JnNURM subject to the amount reimbursable by MoUD, GOI towards DPRs.

Payment Terms:

The total Consultancy Fee including Service Tax and Educational Cess as per the prevailing rates will be payable as per the following schedule:

- Rs.25 lakh to be paid along with the acceptance letter and on executing the agreement.
- 30% of the fee less (-) Rs.25 lakh to be paid on submission of the draft report.
- 50% of the fee to be paid on acceptance of the final report and sanction of buses by MoUD.
- 20% of the fee to be paid on submission of DPR Phase II.

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

- (i) Approved actions taken so far.
- (ii) Approved engagement of Consultancy Services of CIRT, Pune on nomination basis for preparation of Detailed Project Report (Annexure-XV to the Agenda Item) for procurement of buses under JnNURM Scheme of MoUD, GOI.

The Board desired that the matter may be brought once again before the Board alongwith the latest status with regard to acceleration of 0.8m/ sec^2 which is under consideration before the Committee formulating Low Floor Bus specification of Ministry of Road Transport & Highways, Government of India (MoRT&H, GOI).

Resolution No.57/2013: Item 37/2013: Procurement of fully built 500 Non-Ac & 125 AC Low Floor CNG Propelled City Buses with maintenance for 7,50,000 Kms or 12 years operation whichever is later – Further decision.

(S/Shri S.P.Sethi, Consultant & K.C.Gupta, Sr.Mgr.(SBU) were called in.)

The Board was apprised of the action taken consequent to the Pre-bid Conference held with the prospective Bidders on 04.04.2013. The prospective Bidders submitted their queries in respect of the RFP Document in writing after the Pre-bid Conference. The queries of the prospective Bidders were examined & finalized by Tender Review Committee. By incorporating the changes based on the recommendations of the Tender Review Committee as brought out in Para-II (2) of the Agenda Item, the RFP Document was frozen on 12.04.2013. Accordingly, Addendum No.1 dated 12.04.2013 and 'Replies to Queries' were up-loaded on DTC Website and also intimated to all concerned by publishing in the Newspapers/ ITJ, Kolkata and through e-mail/ Fax/ Speed Post.

2. In spite of wide publicity, only single bid was received from M/s. Tata Motors Ltd for supply & maintenance of 500 Non-AC Low Floor CNG Buses and the same was opened by the Tender Opening Committee on 03.05.2013. No bid was received for AC Low Floor Buses.

3. The Corporation kept in view the following factors for taking further necessary action/ decision based on the single Tender:

(i) Initially, the Consultancy Contract was awarded to M/s. DIMTS for piloting the Global Tender for procurement of 625 Low Floor CNG Buses with maintenance at a Consultancy Fee of Rs.39 lakh + Government levies as applicable.

(ii) Consequent to the decision of the Government, the Corporation amended the Consultancy Contract for procurement of 125 AC Buses out of 625 Non-AC LF Buses at an additional Consultancy Fee of Rs.9,00,000/- + Government levies.

(iii) The fleet of the Corporation has been pegged at 5500 buses by the Government. The Corporation had already inducted 3775 Low Floor CNG Buses including 1275 AC Buses and is in the process of

procurement of instant 625 LF Buses (500 Non-AC & 125 AC) & 1100 Standard (880 Non-AC & 220 AC) 900mm Floor Height CNG Buses to maintain fleet level of 5500 [3775 + 625 + 1100] consequent to the decision of the Government.

(iv) The Global Bids were invited for supply & maintenance of 500 Non-AC & 125 AC Low Floor CNG Buses.

(v) However, the single Bid has been received for supply & maintenance of 500 Non-AC Low Floor CNG Buses only.

(vi) There is an Option Clause-16 of GCC of the RFP Document whereby the Corporation reserved the right to increase the number of buses ordered by 25% of the initially contracted number of buses at any time till the completion of delivery of the entire ordered number of buses without any change in the unit price or other terms and conditions. By exercising the above Option Clause, the quantity of 500 Non-AC Buses can be increased to 625 Non-AC Buses subject to change in the existing decision of the Government. In that case, the additional Consultancy Fee for AC Buses may also be not payable to the Consultant.

(vii) Regarding procurement of 125 AC LF CNG Buses, the Corporation has an option to re-tender in view of no bid received for the same.

(viii) The Corporation has so far floated six Global Tenders since 2005, three bidders namely M/s. Tata Motors Ltd, M/s. Ashok Leyland Ltd & M/s. Xiamen Kinglong, China had participated against the first two Tenders for Low Floor CNG Buses, two bidders namely M/s. Tata Motors Ltd & M/s. Ashok Leyland Ltd had participated against four Tenders – one Low Floor CNG Buses, one Semi Low Floor CNG Buses, two Standard Floor Diesel/ CNG Buses. In the first Tender of 2005, ALL was L-1 Bidder but the Tender was annulled due to incomplete Bids. In the next two Tenders of 2006 & 2007 for Low Floor Buses, TML was L-1 Bidder and the orders were placed on them. ALL was L-1 Bidder in Semi Low Floor & Standard Floor Buses but the rates were unjustifiably higher so no orders were placed. However, in the Tender of 2008 for LF Buses, under provisions of Split Clause, ALL were also placed orders for 35% quantity on matching the L-1 Bidder revised rates. In the instant Tender, there is no Split Clause, as such, competitive biddings were expected.

(ix) From the above experience, there are very few Vehicle Manufacturers responding for supply & maintenance of Low Floor CNG Buses to meet the unique Tender requirements of the Corporation.

(x) In the last two successful Tenders, TML was L-1 Bidders. The last rates were quoted by TML against the Tender due on 21.04.2008 and the instant single Tender has been received from TML after a gap of five years.

(xi) In case, the Corporation may opt for re-tendering based on the basis of single Bid, it may not be sure whether the Corporation would receive response from the prospective bidders on the existing specifications, terms & conditions of the RFP Document in view of the experience of having received Bids initially from three Bidders, thereafter from two bidders and now from single bidder.

Accordingly, DIMTS was asked to evaluate the single bid received.

4. M/s. DIMTS – Bid Management Consultant (BMC) to DTC in its Techno-Commercial Evaluation Report dated 14.05.2013 recommended that the Bid of M/s. TML is responsive without any material deviation subject to clarification on points as per Annexures to the Agenda Item. The required clarifications/ confirmations were sought from the single Bidder - M/s. TML who have confirmed acceptance of the required Clauses of the RFP Document. In consideration of the confirmation of M/s. TML, BMC – M/s. DIMTS recommended that the Techno-Commercial Bid of M/s. TML is responsive and also meet the qualification criteria. Hence, their Price Bid may be opened by DTC.

5. Accordingly, the Corporation decided to open the Price Bid of the single bidder – M/s. TML and the same was opened by Price Bid Opening Committee on 11.06.2013. BMC – M/s. DIMTS in its Bid Evaluation Report dated 25.06.2013 of Price Bid, inter alia concluded that the total evaluated cost per bus (inclusive of Delivery Duty Paid Destination Price Per Bus and present value of total Annual Maintenance Charges for maintenance of the bus upto 7,50,000 Kms) is Rs.7,48,63,411/-. BMC – M/s. DIMTS observed that the rates quoted by bidder namely M/s. Tata Motors Ltd in its Bid for supply of 500 Non-AC Low Floor Buses against the Global Bid opened on 03.05.2013 are unrealistic and on the higher side and this is especially true of the Annual Maintenance Contract Charges for maintenance of all buses upto 7,50,000 Kms.

6. Keeping in view the rates quoted by single bidder – M/s. TML for bus & AMC Charges and the concluding recommendations of the BMC – M/s. DIMTS, the Sole & Single Bid is exorbitantly high and not at all reasonable & justifiable. As such, the Tender may be scrapped.

7. The Board was also apprised of the re-negotiation held with M/s. DIMTS on additional Consultancy Fee for AC Buses on 11.04.2013. The Negotiation Committee could obtain a reduction of Rs.1.0 lakh in the

additional fee of Rs.10.0 lakh worked out by M/s. DIMTS for additional work of AC Buses and the agreeable additional Consultancy Fee for the additional work of AC Buses could be settled for Rs.9.0 lakh. As such, the total Consultancy Fee of Rs.48.0 lakh (Rs.39.0 lakh quoted for 625 Non-AC + Rs. 9.0 lakh) was settled for piloting the Global Tender for Non-AC & AC Buses.

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

- (i) Approved Action Taken so far.
- (ii) Approved re-negotiated agreeable additional Consultancy Fee of Rs.9,00,000/- towards additional work of AC buses in addition to Rs.39,00,000/- already settled for piloting the Global tender for 625 Non-AC Low Floor CNG Buses.
- (iii) Approved Techno-commercial Bid Evaluation Report (Annexure-XVIII to the Agenda Item).
- (iv) Bid Evaluation Report & recommendations of BMC – M/s. DIMTS for Procurement of 500 Non-AC Low Floor CNG Buses (Annexure-XXIV to the Agenda Item).
- (v) Scrapped the Tender for procurement of 500 Non-AC Low Floor CNG Buses due to unrealistic, exorbitantly high, unreasonable and unjustifiable rates quoted for Bus & AMC Charges in the Sole Bid & Single Bid.
- (vi) Approved to procure 625 Standard floor 900mm floor height CNG Buses instead along with 1100 Standard floor Buses under process with the Corporation i.e. 1725 Standard Floor Buses in place of 1100 Standard Floor Buses with the approval of Govt. of NCT of Delhi.
- (vii) Authorized CMD for further necessary action in the matter.

Resolution No.58/2013: Item 39/2013: Installation of Equipment/Infra for mobile network services in DTC's Depot.

Board considered the matter in detail and resolved as under:

The Board approved to allot vacant space available in the depots and other units to all licenced Mobile Network Service provider Agencies at the rate fixed by DTL for M/s Vodafone Essar Mobile Services Ltd. by inviting such agencies at these rates by giving wide publicity for installation of tower indicating fixed price for installation of tower to all Licenced agencies in the field of mobile network services who intend to install mobile towers in the DTC premises as per the following rates :

1. Space rent = Rs.2900/- p.sq.mtr. Per month
2. Rent for space for cable tray = Rs.1200/- per station per month
3. Electric installation charges = Rs.239/- Per KVA per month
4. Maintenance charges for space = Rs.100/- per sq.mtr. Per quarter
5. Refundable interest free security deposit = 12 months space rent
6. Refundable consumption deposit = Rs.1500/- Per KVA
7. S.tax @ 12.36 % extra

There will be yearly enhancement in the rent at WPI or @ 10% p.a. whichever is higher in the sl. no.1 to 4 above. The space so allotted will be on the basis of same terms and conditions fixed by DTL at the time of allotment to M/s Vodafone Essar Mobile Services Ltd. which is reproduced as under:

- (i) It should be ensured by the mobile network service provider agencies that no damage is caused to the structure of the building of DTC at the time of installation of booster.
- (ii) There should be no damage to the terrace/water proofing of the roof while installing the booster.
- (iii) There should be no obstruction to the service area on the roof for maintenance, such as water tank/waste pipe and water supply pipe including drainage of rain water.
- (iv) The safety of the booster structural support shall be the responsibility of the agency.
- (v) In case there is requirement of shifting the booster, the cost of shifting shall be borne by the agency.
- (vi) The installation of the boosters wherever required, shall be in complete knowledge of Sr.Mgr.(Estate) and concerned Depot Manager/Unit Officer.
- (vii) The official responsible for maintaining the booster should be authorised person of the agency with proper identity and shall enter the premises of DTC in complete knowledge of the security officials of DTC.

Resolution No.59/2013: Item 40/2013: Procurement of 578 Nos. Cylinder Head Assy. with valve for Tata CNG vehicles to Part No.278601000301 for the period from 1.04.2013 to 31.03.2014 plus buffer.

(Shri V.K.Gupta, Sr. Manager-I/c-MS-II was called in.)

The Board considered the agenda item and in view of the position explained therein accorded ex-post facto approval of 100 Nos. Cylinder Head Assy. with valve already purchased to meet the urgent requirement & targeted programme for overhauling of Engine Assembly as per expenditure given below at 'I'.

<u>S.No. Name of the firm</u>	<u>Amount (Rs.)</u>
1. M/s Tata Motors Ltd., New Delhi	Rs. 38,08,350.00

The Board further accorded approval for procurement of 478 Nos. Cylinder Head Assy. with valve as per expenditure given below at 'II'.

'II' FOR APPROVAL OF BALANCE QTY.NOW TO BE PROPOSED:

<u>S.No. Name of the firm</u>	<u>Amount (Rs.)</u>
1. M/s Tata Motors Ltd	Rs.1,82,03,913.00

The delivery schedule for 478 Cylinder heads will be given on the basis of actual demand of M.E. Wing on monthly basis.

The DTC Board authorized the C.M.D. for the following:

- (i) To accept changes in rates as may be approved by ASRTU along with change in statutory levies if any as may be applicable at the time of supply and to sanction entailed expenditure on these counts, If any, provided the firm remains L-I.
- (ii) To divert/cancel the ordered quantity in part or full to other acceptable L-I source if changes, taking into consideration the availability, quality etc., and in case the firms on whom orders may be pending, fail to execute the supplies as per our requirement/stipulated delivery schedules or for any other reason.

Resolution No.60/2013: Item 41/2013: Maintenance of Low Floor Buses under AMC – Tyre Damaged Formula.

(S/Shri S.P.Sethi, Consultant & K.C.Gupta, Sr.Mgr.(SBU) were called in.)

The Board was apprised about procurement of 3775 Low Floor CNG Buses by the Corporation with responsibility of maintenance for 12 years or 7,50,000 Kms operation whichever is later from the Vehicle Manufacturers namely M/s. Tata Motors Ltd & M/s. Ashok Leyland Ltd. These buses are procured with steel radial tubeless tyres. Since the operation of buses is with DTC, as such, there are number of cases of tyre damage. Under Clause-46.1 & 46.7 of GCC, repair of tyre cut/ damage is under the scope of AMC. In case, the cost of repair on account of accidents not attributable to defects/ mechanical failure/ fire shall be borne by the Purchaser – DTC. In case, the tyre damage is on the part of the driver, the cost of repair/ replacement of tyre will be borne by the Corporation and the penalty will be levied on the driver concerned. However, the VMs are charging full cost of new tyre in respect of the

damaged tyres without any consideration of the residual life and repairability/retreadability of the tyre. The Corporation has worked out the cost of damage to new & retreaded tyres formulated on the basis of tyre life data (Annexure-I to the Agenda Item) and has been following the same for Standard Floor Buses being maintained in-house. Similarly, the VMs were being requested to provide the data in respect of life, repairability/retreadability of tyres in

respect of the buses being maintained by them under AMC. But the required data has not been provided in spite of regular follow ups resulting in non-settlement of the bills pertaining to tyre damage cases.

2. Meanwhile, M/s. TML vide letter dated 05.10.2012 (Annexure-III to the Agenda Item) has proposed a formula for tyre damage cases. The formula was examined by a Committee of the concerned Officers of the Corporation constituted for the purpose. After due examination, the Committee has recommended and with some minor changes has recommended the same for acceptance.

3. The Committee has recommended the following in respect of the proposed formula:

- a) To adopt the NSD formula proposed by TML for calculation of cost of damage of original/ retreaded tyre.
- b) Only claim cases of tyres with side wall damage due to sharp object/ angle iron/ hit with pavement/ central verge on account of negligent driving on the part of driver shall be considered.
- c) VM will submit the bills of the first retreading and second retreading as applicable in the case of claim of damaged tyre due to negligence on the part of driver along with the copy of the Tyre Card with proper entries of first & second retreading, whatever the case may be, duly signed/ authenticated by the VMs Engineer.
- d) The damaged tyre will be physically inspected jointly by the Inspecting team comprising of Foreman-(I/c) of DTC Depot, TML Engineer & Dy. Manager-(A/cs)/ Accountant of the Depot before settling the claim of the damaged tyre due to negligence of the driver.
- e) The tyre depth gauge of standard quality for ascertaining the NSD of similar new/ retreaded tyre vis-à-vis damaged tyre shall be arranged by VM at his cost.
- f) The tyre damaged due to bad road conditions, improper wheel alignment, over/ under inflation, brake binding or lack of maintenance will not be considered for the purpose of claim.
- g) TML's Shri Kanchan Kalra, AGM requested the Committee to consider their claim of old tyre damaged cases having

financial implication of about Rs.1.5 crore of Depots. The Committee informed that only claim of damaged tyre cases with side wall damage due to negligence of driver will be considered subject to the physical inspection of the damaged tyres by the inspecting team as brought out above.

h) Tyre cost as per the approved Price Lists of VMs which is on the lower side will be considered for new tyres and for retreading, VM will be required to provide copy of the Invoice for retreading of tyres.

i) Similarly, the same formula will be applicable for the damaged tyres claim cases of ALL Depots, if ALL raise any such claim.

4. Based on the above recommendations, the Committee has prepared the tyre damaged formula (Annexure-V to the Agenda Item).

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

i. Approved recommendations of the Committee as brought out in Para- 3 above.

ii. Approved Tyre Damaged Formula (Annexure-V of the Agenda Item). The Tyre Damaged Formula will be revised as and when there is change in the cost of new tyre and cost of retreading of the tyre in the approved Price List.

iii. Authorized CMD for further necessary action in the matter.

Resolution No.61/2013: Item 42/2013: Award of work of installation of drinking water plant in the DTC Hari Nagar Bus Depot Complex on nomination basis to M/s Piramal Health Care Ltd. (PWPL) under the brand name “SARVAJAL”.

(Shri A.K.Chawla, Dy.C.G.M.(Civil)was called in.)

Sh.Anuj Sharma, COO, M/s Piramal Water Pvt. Ltd. was called in

The Board was informed that Sarvajal’s purification machines are globally the first water purification machines with remote sensing, auto controls and remote control features. It is a proprietary technology with patent Ref. PAt 0520,13/110, 825, dated May 18, 2011. This helps Sarvajal monitor all the process parameters of its 5-stage RO+UV purification machine in real time and do the proactive maintenance of machines with least possible downtime. Sarvajal is also deploying vending machines (water ATMs) that will tell the HQ as well as the consumer, the quality of water at the of dispensing and will shut if quality is not as prescribed

The Board after detailed discussion on the Agenda Item has accorded approval for the following:

1. The work of supply of safe drinking water to the employees of DTC may be awarded to M/s Piramal Water Pvt. Ltd. on nomination basis as a Pilot Project for supplying safe drinking water at Hari Nagar Depot complex consisting of Hari Nagar Depot-I, Hari Nagar Depot-II & Hari Nagar Depot-III and Uttam Nagar Bus Terminal. The rate payable for this project to M/s Piramal Water Pvt. Ltd. will be @ Rs.20 paisa per ltr. For DTC's employees irrespective of the consumption of water and passengers at Uttam Nagar Terminal will be charged @ 50 paisa per ltr. However, the firm will charge @ 20 paise per ltr. For DTC's employees at Uttam Nagar Terminal.
2. The firm will be given annual increase in the rates of supply of water at the rate of WPI or 10% increase whichever is lower to compensate the market inflation in the rates of labour and material.
3. The Board authorized C.M.D. DTC to execute an MOU between both the parties i.e. M/s Piramal Water Pvt. Ltd. and Delhi Transport Corporation taking into account various problems and technical aspects in consultation with concerned RM and DMs after vetting by Standing Counsel of DTC before placing formal order to the agency to implement the project.

Resolution No.62/2013: Item 43/2013: Deployment of DTC staff (including drivers and conductors) with various departments of Govt. of NCT of Delhi in diverted capacity – To get re-imburement of salaries for the past period and request for repatriation.

(PLACED ON THE TABLE).

The Board, in view of the position explained in the agenda item and as an economy measure resolved that the DTC officials working in diverted capacity in Transport Department and in different offices of GNCTD may be taken on deputation basis by Transport Department & respective Departments of the GNCTD as per their requirement and rest may be relieved back to DTC. This will enable DTC to recruit the staff against them so that the operations of DTC are not affected due to shortage of staff.

The concerned Departments may also be requested to make re-imburement of wages/salaries and other perks to DTC for the past period the staff had already worked in the offices of GNCTD including State Transport Authority.

Chairman
Delhi Transport Corporation