

CONFIDENTIAL

DELHI TRANSPORT CORPORATION

**Minutes of the 5<sup>th</sup> Meeting of 2013 of the DTC Board held on 10.09.2013 at 4.30 p.m. in the Conference Room, DTC H.Qrs.**

**PRESENT:**

1. Shri Rajeev Verma, IAS  
Chairman & MD, DTC  
Chairman
2. Shri Tarsem Kumar, DANICS  
FA-cum-CAO, DTC  
Director

Principal Secretary (Finance), Govt. of NCT of Delhi; Principal Secretary-cum-Commissioner (Transport), 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

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The meeting of the DTC Board was adjourned for 30 minutes and rescheduled for 5.00 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 5.00 p.m. in the Conference Room, DTC H.Qrs.

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**10.9.2013 at 5.00 p.m. in the Conference Room, DTC H.Qrs.**

**PRESENT:**

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|----|---|----------|
| 1. | Shri Rajeev Verma, IAS<br>Chairman & MD, DTC                                      | Chairman |
| 2. | Shri Shakti Sinha, IAS<br>Principal Secretary (Finance),<br>Govt. of NCT of Delhi | Director |
| 3. | Shri Tarsem Kumar, DANICS<br>FA-cum-CAO, DTC                                      | Director |

Principal Secretary-cum-Commissioner (Transport), 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

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**Confirmation of minutes of 4<sup>th</sup> meeting of 2013  
of the DTC Board held on 8.8.2013.**

Confirmed.

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**Resolution No. 75 /2013: Item 60 /2013: Statement showing action taken reports on the resolutions adopted by the DTC Board in its meeting held on 22.01.2013.**

The Board considered the agenda item and noted the same.

**Resolution No. 76 /2013: Item 56 /2013: Profit & Loss Account and Balance Sheet for the year ending 31st March 2013.**

(Shri R.N.Gupta, Addl.C.A.O. was called in)

The Board considered the agenda item and after detailed discussion, resolved as under:

- i) The Annual Statement and Balance Sheet for the year 2012-2013 are hereby approved and adopted. The CMD and the Addl. Chief Accounts Officer of the Corporation are hereby authorized to sign the Annual Statement and Balance Sheet on behalf of the Corporation and submit the same to the Comptroller and Auditor General of India.
- ii) Further, CMD and FA-cum-CAO are authorized for correction of the arithmetical/typographical mistakes as may be noticed during audit without reference to the Board.

**Resolution No. 77 /2013: Item 57 /2013: Amendment in Column No.10 of the Recruitment Rules for the post of Deputy Manager (Accounts).**

The Board considered and discussed the agenda item in detail and accorded approval for amendment in Clause No.10 of the Recruitment Rules for the post of Deputy Manager (Accounts) as given in the Annexure 'C' to the agenda item.

**Resolution No. 78 /2013: Item 58 /2013: Ex-post-facto approval of DTC Board for Scrapping/ Deletion and Disposal of 72 Nos. (29 Nos. of Leyland and 43 Nos. of Tata) CNG Buses from the fleet of the Corporation on 'As is where is condition' and write off the Book Value amounting to Rs.1,18,403.24.**

The Board, after detail discussion on the agenda item, accorded approval for scrapping/deletion and disposal of 72 Nos. (29 Nos. of Leyland and 43 Nos. of Tata) CNG Buses from the fleet of the Corporation on 'As is where is condition' basis and write-off the Book Value amounting to Rs.1,18,403.24.

**Resolution No. 79 /2013: Item 59 /2013: Amendment in Column No.11 of the Recruitment Rules for the post of Dy.Manager (Traffic).**

The Board considered and discussed the agenda item in detail and accorded approval for amendment in Clause No.11 of the Recruitment Rules for the post of Deputy Manager (Traffic) as given in the Annexure 'I' to the agenda item.

**Resolution No. 80 /2013: Item 61 /2013: Revision of CNG rates w.e.f. 25.6.2013 and 8.9.2013 by M/s. IGL.**

(S/Shri R.N.Gupta, Addl.C.A.O., V.K.Gupta, Sr.Mgr.(Incharge,MS-I)  
& Kuldeep Singh, Sr.Mgr. (Stores) were called in)

The Board considered the agenda item and after detail discussion thereon, resolved as under:

- i) IGL may be asked to re-negotiate the price and other discount applicable to DTC on the basis of APM rates applicable to Delhi and Noida plus their other usual incidental charges, which may be finalized through a revised Agreement after mutual consent of both the parties.

Besides, M/s. IGL may also be requested to revise the Hybrid Charges in accordance with revision of facility charges including land rental & electricity charges.

- 4.2 Till any decision on the fixation of new price based on APM rates and incidental charges applicable to DTC for CNG are finalized, the present increase of rates of CNG by M/s IGL may be kept in abeyance.
- 4.3 PNGRB & Ministry of PNG , Govt. of India, may also be requested to impress upon IGL to sell gas at APM rates instead of composite rates with the request to allot sufficient quota of gas for Public Transport Sector (on the principle that APM gas is meant only for priority sectors like fertilizers, powers, transport etc.).
- 4.4. DTC may implead itself in the PNGRB vs. M/s. IGL case which is still therein the Supreme Court. Since there is no alternating supplier for CNG in Delhi and city gas distribution is still a monopoly, thus, it needs to be regulated.
- 4.5 Govt. of NCT of Delhi may be requested to increase the budgetary support to DTC by Rs.7.5 crores/month on account of increase in price of CNG (Rs.2.5 crores w.e.f. June 2013 + Rs.5 crores w.e.f. September 2013).
- 4.6 Rent to be charged from M/s.IGL to be determined by PWD at the prevailing commercial rate (zone-wise) on the basis of land rate circulated by MoUD, Govt. of India from time to time, with the annual hike, on the area occupied by M/s.IGL for the CNG station installed in the various depots/bus terminals. Till the rates are determined by PWD, provisionally, the rent to be charged may be similar to the rent being charged from Syndicate Bank at the rate of Rs.45/- per Sq.Ft. per month plus other Govt. levies applicable from time to time including Service Tax etc. Further, DTC will charge from M/s. IGL for the electricity consumed as per actual reading taken from the sub-meter installed at each & every CNG Station at the prevalent rate of tariff plus handling charges.

**Resolution No. 81/2013: Item No. 62/2013: Procurement of 1380 fully built Non Air-conditioned Standard Size CNG Buses and 345 fully built Air-conditioned Premium Segment Buses with maintenance for 7,50,000 Kms operation or 12 years whichever is later – Further Decision**

The Board was apprised of the decisions taken in the last meeting of the DTC Board held on 08.08.2013 vide Resolution No.72/2013 dated in respect of Type & quantity of 1380 Non-AC Standard size CNG Buses – 650mm or 900mm Floor Height under JnNURM or 900mm Floor Height Buses under production with VMs and 345 AC Premium Segment Buses as per the Recommendatory Urban Bus Specification-II of MoUD, GOI under JnNURM subject to the approval of Government of NCT of Delhi. Accordingly, the matter was taken up with Secy.-cum-Commissioner-(Transport), GNCTD for seeking the approval of the Government. Secy.-cum-Commissioner-(Transport), GNCTD, interalia observed that inviting Bids for 4 types of buses of different specification & to choose one type of bus at a later stage may not be practical and advised to reconsider the whole issue and come out with a well-defined tender and decide the bus specification pre-tender and not post tender, removing ambiguities.

2. Regarding the observations made by Secretary-cum-Commissioner-(Transport), GNCTD, the previous decision of the Corporation was based on the following factors:

- (i) As per the previous decision of the Corporation (Annexure-‘I’), the Bids were to be invited for four types of buses. There are three types of Standard size Non-AC buses i.e. 650mm/ 900mm Floor Height buses under JnNURM and 900mm Floor Height buses currently under production with the VMs. Out of the Bids likely to be received, the decision may be taken to procure only one type of bus out of these three types of buses against the competitive biddings i.e. more than one bid for one type of bus.
- (ii) MoUD, GOI has made common specifications in respect of Standard Size Buses of 400mm/ 650mm/ 900mm Floor Height, as such, there are no specification issues involved except floor height for the buses procured under JnNURM.

- (iii) Standard 900mm Floor Height Buses under production with the VMs and also being currently deployed by Transport Department under Cluster Scheme has different specification in respect of acceleration & fitted with 130 Horse Power (HP) Engine, Mechanical Transmission, Semi Elliptic Multi Leaf Spring/ Weveller Suspension at Front and Air-bellow Suspension System on Rear Wheels, Tyres of Size 10.00x 20 – 16 PR, Service Doors – 1200mm at Entrance & 750mm at Exit, PVC Coated GI Sheet Interior Paneling, Overall Length 10600 – 12000mm with minus tolerance of 100mm etc.
- (iv) There is no ambiguity in respect of procurement of 345 AC premium segment buses under JnNURM based on the Recommendatory Urban Bus Specifications-II of MoUD, GOI.
- (v) DTC had so far floated 7 Global Tenders in the last about eight years and inspite of the efforts, limited response received from the Vehicle Manufacturers. In the first two Tenders floated in 2005 & 2006, Bids were received from three bidders [M/s. Tata Motors Ltd (TML), Ashok Leyland Ltd (ALL) & Xiamen King Long (XKL)], in the next four Tenders floated in 2008 & 2009, Bids were received from two bidders [TML & ALL] and in the latest Tender floated recently, Bid has been received from a single & sole bidder – TML for Non-AC Buses and no Bid received for AC Buses. As such, only TML participated in all DTC tenders and ALL also except in the last tender.
- (vi) Against the latest Global Tender for procurement of 625 Low Floor buses (500 Non-AC & 125 AC), the sole & single bidder – TML had quoted unrealistic and exorbitantly unjustifiable high rates for 500 Non-AC Buses, as such, the tender was scrapped by the Corporation. Thus, keeping in view the experience of the Corporation as indicated above, inviting bids for Low floor buses again and again may have been an exercise in futility due to limited response from VMs. Consequent to the announcement by Hon'ble Finance Minister in his budget speech for the fiscal 2013-14 regarding budgetary provision for procurement of 10000 buses to improve public transport in the cities, Pr. Secretary (Finance), GNCTD had called a meeting on 01-03-2013, wherein the representatives of Transport

Department & Planning Department of GNCTD and DTC were called in and it was decided that DTC should avail funding under JnNURM for procurement of buses. Under the guidelines of MoUD, GOI and as intimated by MoUD vide letter No.K-14011/39/2007-UT (Vol.II) dated 29.07.2013 (Annexure-‘III’), the Corporation took the decision in respect of inviting Bids for 1380 Non-AC Standard size CNG Buses – 650mm or 900mm Floor Height under JnNURM keeping in view advice to procure preferably 650mm & 900mm Floor Height Standard Buses as per UBS-II to avail financial assistance under JnNURM or 900mm Floor Height Buses under production with VMs under funding from the Government of NCT of Delhi. MoUD, GOI also informed that it is mandatory that 30% of the total requirement of buses should be AC premium segment buses including Hybrid electric buses. Accordingly, the Corporation proposed for 345 Premium segment AC buses (the same quantity as approved by Government earlier for AC Buses) and 1380 Standard Floor Buses.

- (vii) The Recommendatory Urban Bus Specifications-II of MOUD, GOI have been issued recently for procurement of 10,000 buses under JnNURM. As such, these buses are presently not under production with the VMs. The buses as per UBS-II will be manufactured for the first time in India. The VMs may take time to manufacture UBS-II buses considering the time required in development of these buses, their type approval & commercial production to meet the requirement of 10,000 buses to various cities under JnNURM. This is also mentioned in the enclosed guidelines of MoUD, GOI DO letter No.K-14011/18/2013-UT-I dated 16-08-2013 that since the buses as per UBS-II will be procured for the first time in India, the cost of the buses and accordingly the ACA component for the buses would be finalized on placement of orders and would be adjusted at the stage of release of second installment.
- (viii) Delhi case is peculiar as only CNG Fuel Mode Buses can be operated which is not the case with other cities/ STUs. As such, development of CNG Fuel Mode Buses for limited market such as Delhi would also be impacting and may lead to the limited



response to Tender. Considering the limited market of CNG fuel mode UBS-II buses, the VMs may prefer to develop diesel fuel mode buses in view of the bulk quantity involved to meet the requirement of the buses under JnNURM. As such, development of CNG buses by the VMs to meet the requirement of CNG Buses in Delhi may take more time. Thus, in these peculiar and oligopolistic market conditions, it was decided seek market response for three different type of buses.

- (ix) After scrapping of the Tender for 625 Low Floor Buses, the inclination of the Corporation for procurement of 900mm Floor Height Buses to serve Public Transport need of rural area by replacing the currently running 1585 over-aged Standard 1150mm Floor Height Buses was clear from the beginning. Accordingly, the Corporation had taken up with MoUD to relax the condition of Low Floor Buses for cities having population more than one million vide letter No. CGM/SBU/890/2013/321 Dated 11.07.2013 (Annexure-‘V’) and allow for Standard 900mm Floor Height Buses Inclusion of Procurement of Standard 650mm Floor Height Bus was made on the advice tendered by MoUD, GOI which is now superseded by the final JnNURM guidelines of MoUD, GOI allowing all sizes. Inclusion of 900mm Floor Height buses currently under production with at least two VMs eligible to participate in the tender was in view of obtaining competitive bids atleast for these type & to ensure better response to the tender and timely procurement of buses.
- (x) These circumstances led to the view that decision whether to procure Standard Floor buses under JnNURM by availing part financial assistance to the extent of 35% of cost of buses from MoUD, GOI or to procure Standard Floor buses currently under production with the VMs by availing entire funding from Government of NCT, Delhi may be taken after inviting Bids. The factor for Post tender decision may have been based on whether competitive Bids i.e. Bids by more than one eligible Bidder have been obtained or single Bid has been obtained for a particular type and whether the cost of procurement to GNCTD , Delhi would be less after availing JnNURM funding.

- (xi) In view of Secretary Transport advice and to avoid any ambiguity and allegations in respect of post Tender decisions, the Corporation has sought advice from the Consultant to reconsider the whole issue and come out with a well define tender and decide the Bus Specification pre-tender.

3. Meanwhile, OSD (Urban Transport) & Ex Officio Joint Secretary, MoUD, GOI vide D. O. No.K-14011/18/2013-UT-I dated 16<sup>th</sup> August, 2013 (Annexure-‘II’) enclosed guidelines for financing purchase of buses and ancillary infrastructure for Urban Transport Systems under JnNURM. It is, interalia stated that atleast 30% of the buses procured under JnNURM for 4 million plus cities should be Premium Segment/ Hybrid Electric/ Articulated/ Low Floor Buses and Standard Type Buses, all sizes have been now allowed for cities with 4 Million plus population i.e. 400mm/ 650mm/ 900mm Floor Height buses in place of 400mm/ 650mm earlier permitted for cities with million plus population.

4. As such, it may not be binding now on the Corporation to invite Bids for 650mm Floor Height Buses and the Corporation may like to re-consider its earlier decision to invite Bids for either 900mm Floor Height under JnNURM or 900mm Floor Height Buses under production with VMs.

5. In order to reconsider the above decision of the Corporation, a meeting of the Tender Review Committee (TRC) was convened on 06.09.2013 to deliberate on the issue of procurement of one type of Non-AC Standard 900mm Floor Height CNG Buses for its recommendations in order to finalize procurement of these Buses under JnNURM or with GNCTD funding keeping in view life cycle cost also.

6. Shri DP Saste, Consultant, CIRT, Pune has advised the TRC on the issues for consideration detailed as under:

- (i) Front Engine fitted buses have better cooling and energy saving in comparison to rear engine fitted with induced cooling. Standard 900mm Floor Height Buses fitted with front Engine may require lesser power in comparison to rear engine fitted buses.

- (ii) The performance of these buses can be ascertained from other STUs (though few in number) where CNG buses are under operation in comparison to no such data available in respect of buses likely to be procured as per UBS-II of MoUD, GOI under JnNURM.
- (iii) Fuel Consumption of UBS-II Standard 900mm Floor Height Buses fitted with front engine meeting acceleration requirement of  $\geq 0.8\text{m/sec}^2$  will be higher of about 2.5 KMPKG in comparison to Standard 900mm Floor Height Buses fitted with 130 HP Engine & Mechanical Transmission which may be about 3.4 KMPKG as confirmed by PMPML for Tata/ Leyland CNG Buses.
- (iv) TRC may also like to note that earlier Automatic Transmission has been recommended for Standard 900mm Floor Height Buses under JnNURM. However, Buses with Automatic Transmission in lower horsepower engine is not available as well as not in operation in market. As such, we do not have any feedback on performance of the same. Front engine buses with automatic transmission having acceleration equal to or greater than  $0.8\text{ m/sec}^2$  are also not in operation in India. These buses are under design process as per the UBS II specifications. As such, once again, we do not have any feedback on performance of these buses and hence we are not confident about the success of these buses. Hence, front engine buses having acceleration  $0.6\text{ m/sec}^2$  with mechanical transmission appear to be a feasible solution.
- (v) Overall length of the bus as stipulated for Standard 900mm Floor Height Buses fitted with 130 HP Engine of 10600mm to 12000mm with minus 100mm tolerance has a wide range which may be narrow down as per the overall length of such buses available/ under production/ operation.
- (vi) In order to arrive at a decision whether to procure Standard 900mm Floor Height Buses as per UBS-II or as readily available with VMs under operation with STUs, a life cycle cost may be useful based on the life cycle calculation provided to the Corporation vide e-mail dated 30.08.2013.

7. Broadly there are three major cost components of life cycle cost i.e. bus cost, maintenance cost & fuel cost during the life span of the bus. Considering no data available in respect of Standard 900mm Floor Height Buses as per UBS-II and incomplete data available in respect of Standard 900mm Floor Height Buses fitted with 130 HP Engine & Mechanical Transmission, the life cycle cost has been calculated based on some assumptions just to have an idea about the indicative comparative cost differential detailed as under (actual cost of procurement of buses & AMC charges may vary against competitive bidding):

Sl. No.	Description	UBS-II Standard 900mm Floor Height Buses (Rs)	130 HP & Mechanical Transmission Standard 900mm Floor Height Buses (Rs)
1	Bus Cost	45,00,000/-	30,00,000/-
2	Maintenance Cost	2,15,02,500/-	1,40,55,000/-
3	Fuel Cost	1,23,06,173/-	1,02,07,500/-
4	Total Cost	3,83,08,673/-	2,72,62,500/-

8. Standard 130 HP Bus life cycle cost may be lower in comparison to UBS-II Standard Bus. Even UBS-II Bus cost of Rs.45.0 lakh is about Rs.15.0 lakh higher in comparison to Standard 130 HP Bus and financial assistance under JnNURM may be about Rs.15.75 lakh i.e. 35% of the cost of Rs.45.0 lakh. Conservatively, Standard 130 HP Bus cost will be lower vis-à-vis UBS-II Standard Bus based on the life cycle cost even after taking into consideration financial assistance under JnNURM.

9. The normative costing of AC Premium segment buses under JnNURM vis-à-vis AC Low Floor buses tendered earlier (No bid received) is detailed as under:

Sl. No.	Type of Bus	Per Unit Cost (Rs. in lakh)
1	AC Premium Segment Bus (MoUD, GOI)	90.0
2	AC Low Floor buses tendered earlier (under funding of Delhi Government)	86.0

10. The likely cost implication for procurement of above type of buses (actual cost of procurement may vary under competitive bidding) is detailed as under:

Sl. No.	Type of Bus	Quantity	Per Unit Cost (Rs. in lakh)	Total Cost (Rs. in lakh)
1	AC Premium Segment Bus under JnNURM	345	90.0	31050
2	AC Low Floor CNG Buses tendered earlier under funding of Delhi Government (No Bid received)	345	86.0	29700
3	Total	1725		60750

11. The procurement cost of 345 AC Premium Segment Buses under JnNURM may be shared in the ratio of 35 : 65 by Centre & State i.e. Rs.108.68 crore say Rs.109.0 crore by Centre & Rs.201.82 crore say Rs.202.0 crore by GNCTD. The cost of procurement of 345 AC Low floor CNG buses which have been tendered earlier under funding by GNCTD (no bid was received) may be about Rs.297.0 crore based on the rates quoted by the bidder for Non AC Bus of about Rs.76.0 lakh plus additional estimated cost of about Rs.10.0 lakh towards Bus AC System. There is insignificant difference in the indicated cost of AC Premium Segment vis-à-vis AC Low Floor buses besides the maintenance cost and fuel cost almost same for both type of buses due to same Engine acceleration of 0.9 meter/sec/sec and HP rating designed to provide rated torque of minimum 1000 Nm preferably at lower range and Gradeability of 17%., as such, it may be appropriate to go for AC Premium Segment buses under JnNURM on the recommendatory Urban Bus Specifications II prepared after due diligence by the experts on the subject which are superior buses vis-à-vis AC Low Floor CNG buses tendered recently by the Corporation.

12. After considering the advice of Shri DP Saste, Consultant, CIRT, Pune – Consultant to DTC for piloting the tender and due deliberation on the issues as brought out above, the TRC recommended the following:

- (a) To procure 1380 Standard 900mm Floor Height CNG Buses fitted with Front mounted 130 HP Engine & Mechanical Transmission readily available with the Vehicle Manufacturers with maintenance for 12 years or 7,50,000 Kms operation whichever is later. The overall length of the bus may not be less than 11000 mm upto 12000 mm with minus 100mm tolerance.
- (b) To procure 345 AC Premium Segment 400mm Floor Height CNG Buses as per UBS-II with maintenance for 12 years or 7,50,000 Kms operation whichever is later.
- (c) In view of life cycle cost and other justification as elaborated above, to again take up the matter with MoUD, GOI to allow procurement of 1380 Standard Floor Height CNG Buses fitted with Front mounted 130 HP Engine & Mechanical Transmission readily available with the Vehicle Manufacturers by reducing the requirement of acceleration of  $\geq 0.8\text{m/sec}^2$  to  $\geq 0.6\text{m/sec}^2$  under JnNURM.
- (d) 17 Depots indicated in the RFP Document for deployment of about 1725 buses are tentative and the Corporation on its discretion may change any of the above Depots as well as existing 29 Low Floor Depots allocated to the VMs consequent to any change in the policy decision of the Government/ Corporation during the Contract period.
- (e) The above changes in the specifications of Standard 900mm Floor Height 130 HP CNG Buses with mechanical transmission based on the specification of such buses currently under production with VMs and AC Premium Segment 400mm CNG Buses as per UBS-II may be incorporated in the draft RFP Document by CIRT, Pune – Consultant to the Corporation. Rest of the terms & conditions as already finalized by the TRC/ DTC Board remain unchanged.
- (f) Consultant CIRT, Pune shall come out with a well defined tender and decide the bus specification pre-tender and not post tender, removing ambiguities.

13. The Corporation has engaged CIRT, Pune as Consultant for preparation of Detailed Project Report for seeking financial assistance under JnNURM for procurement of 1100 Standard Floor Height CNG Buses. The quantity was subsequently changed to 1725 Standard 900mm Floor Height CNG Buses on scrapping of the tender for 625 Low Floor buses. The Consultancy Fee under JnNURM is reimbursable. The Corporation has already released first installment of the Consultancy Fee of Rs.25.0 lakh in favour of CIRT, Pune. Thus, this fee may hold good for procurement of 345 AC Premium Segment buses under JnNURM considering marginal difference in the projected cost of procurement of 1100 Non AC standard 900mm Floor Height buses of Rs.330 crore and the project cost of 345 AC premium segment buses of Rs.310.50 crore. Further, the maximum reimbursable consultancy fee under JnNURM is 0.75% of the cost of project.

14. After detailed discussion, the Board resolved as under:

- (i) Approved Minutes of the TRC dated 06.09.2013 (Annexure-‘VI’).
- (ii) Approved procurement of 1380 Non-AC Standard 900mm Floor Height CNG Buses fitted with 130 HP Engine & Mechanical Transmission currently under production with VMs with Delhi Government funding subject to approval of the Government of NCT of Delhi.
- (iii) Approved procurement of 345 AC Premium Segment 400mm Floor Height CNG Buses under JnNURM subject to approval of the Government of NCT of Delhi.
- (iv) Approved change in the quantity and type of 345 AC Premium Segment CNG Buses in the Consultancy Contract awarded to CIRT, Pune in place of 1100 Non AC Standard Floor CNG Buses without any change in other terms & conditions of the Consultancy Contract.
- (v) To again take up the matter with MoUD, GOI to allow procurement of Standard Floor Height CNG Buses fitted with Front mounted 130 HP Engine & Mechanical Transmission

readily available with the Vehicle Manufacturers by reducing the requirement of acceleration of  $\geq 0.8\text{m/sec}^2$  to  $\geq 0.6\text{m/sec}^2$  under JnNURM.

- (vi) Authorized CMD for further necessary action in the matter of floating of Global tender, freezing the RFP Document, Replies to Queries, issue of Addendum(s), Technical issues, Evaluation of Bids etc.

**Resolution No. 82 /2013: Item 63 /2013: Empanelment of ICICI Bank, HDFC and Axis Bank for investment of Surplus Funds.**

(Shri R.N.Gupta, Addl.C.A.O. was called in)

The Board considered the agenda item and in view of the position explained therein and detail discussions, accorded approval to empanel ICICI Bank, HDFC Bank and Axis Bank for banking transactions/investment at par with other Nationalized Banks.

**Resolution No. 83/2013: Item 64 /2013: Amendment in the Recruitment Rules for the posts of Deputy Chief General Manager (Civil), Senior Manager (Civil), Senior Manager(Electrical), Manager (Civil) and Manager (Electrical).**

The Board considered and discussed the agenda item in detail and accorded approval for amendment in the Recruitment Rules for the posts of Deputy Chief General Manager (Civil), Senior Manager (Civil), Senior Manager(Electrical), Manager (Civil) and Manager (Electrical), as per Annexures 'G' to 'K' to the agenda item.

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**Chairman & Managing Director  
Delhi Transport Corporation**