### Citizen Participation

A Smart City constantly shapes and changes course of its strategies incorporating views of the citizen to bring maximum benefit for all. (Guideline 3.1.4) The City begins to identify priorities and projects to pursue without consulting citizens. Self-assessment of the City (for Pan-City Solution) with regard to each feature

<table>
<thead>
<tr>
<th>Feature/Indicator</th>
<th>Scenario 1 (BASE)</th>
<th>Scenario 2</th>
<th>Scenario 3</th>
<th>Scenario 4 (ADVANCED)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Open space (%)</td>
<td>28%</td>
<td>18% - 20%</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
| Commercial
establishments (number) | 1291             |            |            |                       |
| Premier institutes like Presidency University, Nursing College, WBPDCL Training Institute, Amity University, Rabindra Bharati, Netaji Subhas Open University, Bhawanipor... to be operational in the next 5-10 years. | | | | |
| IT / Finance / Telecom companies (number): 78 (including TCS SEZ) | | | | |
| Taxi and bus services per hour (for large cities): 18% - 20% | | | | |
| City focuses on being an IT / Finance Hub - IT majors like TCS, Wipro, IBM, Infosys; Banking & Finance companies like ICICI, ICICI Bank, Allied Bank, National Bank, Citibank etc. exist. | | | | |
| Hospital buildings (number): 116 | | | | |
| Military establishments have grown around offices, malls, commercial and recreational complexes | | | | |
| There are some job opportunities in the city but they do not reach all sections of the population. The city attempts to integrate informal economic activities with formal parts of the city and its economy. | | | | |
| National and historical monuments are preserved and used as sources of education and inspiration to all. | | | | |
| Historic and cultural resources are preserved and utilized to some extent but limited resources exist to manage and maintain the impressive surroundings of the heritage monuments. | | | | |

### 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 sub-culture, 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) The City has been planned as a services hub while preserving the culture of West Bengal through institutions like Nazrul Institute, Rabindra Bharati University, Mithila Museum etc. It has recreational facilities like Malls, Ice Skating Rink, Mini Golf Course, large open green spaces and water bodies. The city will strive to preserve its uniqueness of mixing modern amenities with culture of West Bengal. It will also strive to preserve open spaces and water bodies. Additionally, Government proposes to involve the process of building an iconic structure – Gateway to Kolkata in New Town, thus emphasizing its identity.

### Economy and Employment

A Smart City has a robust and excellent economic base and growth strategy that creates large-scale employment and increases opportunities for the majority of its citizens. (Guideline 3.1.8) The city provides adequate primary and secondary education facilities within a reasonable distance of 15 minutes’ walking distance for most residential areas of the city. The city provides adequate primary and secondary education facilities. The city provides adequate primary and secondary education facilities within easily reachable distances of 15 minutes’ walking distance for residents. There are adequate job opportunities for all sections of society. Skill availability among city residents can sometimes be a challenge. The City proposes to set up state of the art institutions imparting technical and vocational knowledge / skills to its residents. The City provides adequate primary and secondary education facilities within easily reachable distances of 15 minutes’ walking distance for all students, regardless of their socio-economic status. The City provides adequate primary and secondary education facilities within easily reachable distances of 15 minutes’ walking distance for all students, regardless of their socio-economic status.

### Education

A Smart City offers schooling and educational opportunities for all its citizens. (Guideline 2.5.10) The City will strive to preserve its uniqueness of mixing modern amenities with culture of West Bengal. It will also strive to preserve open spaces and water bodies. Additionally, Government proposes to involve the process of building an iconic structure – Gateway to Kolkata in New Town, thus emphasizing its identity.

### Open invitation that would move the city from its current status to Advanced status

<table>
<thead>
<tr>
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<th>Scenario 3</th>
<th>Scenario 4 (ADVANCED)</th>
</tr>
</thead>
<tbody>
<tr>
<td>City proposes to continue incorporating citizen’s feedback to undertake major initiatives.</td>
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</tbody>
</table>
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, 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 regulations support putting commercial and office buildings in residential neighborhoods and vice versa.

Most parts of the city have housing, retail, and office buildings in close proximity. Some neighborhoods have light industrial uses within them (e.g., auto repair, craft production). Land use rules allow for mixed uses.

The city is highly compact and dense, making the most of land within the city. Buildings are clustered together, forming concentrated neighborhoods. Buildings are oriented to the street - - or incentivize re-development of under-utilized land parcels in the city center. Buildings on the scale 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.

Housing is available at all income levels, but is segregated across income levels. Population growth studies reveal the existence of new housing. The wealthy and the middle class have housing that meets their needs at prices appropriate to their income. The poor live in informal settlements.

Health

A Smart City promotes access to healthcare for all its citizens. (Guideline 2.6.10)

Healthcare is difficult to access for someone who has chronic health problems or needs to visit a hospital regularly. As a result, they may not be able to get the care they need.

The city has mostly separated uses and areas are focused either on residential, commercial, or industrial, with little mixed use. The city has very few usable public open spaces and very few usable green spaces. Available recreational spaces are dispersed throughout the City so all citizens can have access. (Guidelines 3.1.4 & 6.2)

A variety of public open spaces are available in neighborhoods. The poor live in informal settlements with little or no access to basic services and are concentrated in a few areas. The wealthy live in separate enclaves.

A Smart City has insufficient housing for all income groups and promotes integration among social groups. (Guideline 3.1.12)

Housing is very limited and highly segregated across income levels. Population growth studies reveal the existence of new housing. The wealthy and the middle class have housing that meets their needs at prices appropriate to their income. The poor live in informal settlements.

Healthcare is available at all income levels, but is highly segregated across income levels. The growth of health supply of housing amenities meets the need of population growth. Increasingly, lower and middle-income people can find housing in areas that are conveniently located.

Healthcare facilities like Dr. Lal Pathlabs, AMRI, Disha Eye Hospital, Metro Blood Bank, Park-Hospital, Institute of Pulmonology and Research, Sankara Diagnostics, Naubatea, Seestar Hospital, etc. are expected to be operational in the medium term.

A Smart City has insufficient health care facilities for all its residents but healthcare facilities are concentrated and far from many residents. The city has an efficient emergency response system that connects with ambulance services.

The city provides adequate health facilities with easily accessible distance and individual health monitoring systems for elderly and vulnerable citizens who are directly connected to have emergency healthcare needs and to access specialized health services with ease - this includes automation systems. The city is able to foresee likely potential diseases and develop response systems and preventive care.

The city has hospitals with 6400 emergency wards. Additionally, emergency hospitals are located in the city center and have innovative measures to provide accessible healthcare services for the vulnerable sector of the society and develop a robust and preventive health care system.

City shall maintain the public open spaces to allow as wide as to - ensuring accessibility, capacity. Land rules and procedures shall be further simplified and incentivized to encourage developers to incorporate a mixture of uses in the projects. Additionally, city will develop more markets in the vicinity of population clusters.

A Smart City encourages development to be compact and dense, where buildings are located close to one another and are ideally within a 10-minute walk of public transportation, forming connected neighborhoods. (Guidelines 2.3 and 5.2)

The city has highly developed areas that are outlined inside the undivided 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 far from one another. Residential or areas that are easier to travel between are less dense than those that are fully developed. Many of the large-scale residential developments of the peri-urban area tend to be large-scale residential developments, often enclosed with a gate and oriented to the automobile.

The city has one or two high density areas - such as the city center, or historic areas where buildings are concentrated and where people can walk easily from building to building and feel as though they are in center. Most of the city consists of small parts of buildings that are spread out and difficult to walk between with little or no infrastructure to the perimeter.

The city has high density areas that are easy to walk around where buildings are close together. However, the city actively encourages development to occur or under-utilized parcels of into high density, valuable areas. When new formal large-scale development projects happen at the periphery, the residents are encouraged to be dense and compact, with buildings that are close together and focus on mixed use development. The goal is for people to be able to access all the services they need in a single trip.

The city is highly compact and dense, making the most of land within the city. Buildings are clustered together, forming small and tightly integrated neighborhoods. The city actively encourages more intense development of under-utilized land parcels wrt the city center. Buildings are oriented to the street - - and parking is kept to a minimum, located behind buildings or at the back of buildings. Public transport and walking connect residences to most jobs and amenities. Residential density is at an optimal with affordable housing available in most areas.

The city is well planned in a compact manner. Each housing society/ apartment complex has keep provision for basement parking or parking within the premises along with provision for green covering and walk-ways. However, given that it is in the growth phase, compactness of certain areas is yet to reach the planned density.

A Smart City has insufficient health care facilities for all its residents but healthcare facilities are concentrated and far from many residents. The city has an efficient emergency response system that connects with ambulance services.

The city provides adequate health facilities with easily accessible distance and individual health monitoring systems for elderly and vulnerable citizens who are directly connected to have emergency healthcare needs and to access specialized health services with ease - this includes automation systems. The city is able to foresee likely potential diseases and develop response systems and preventive care.

The city has hospitals with 2000 bed capacity, 6000 hospital beds and 200 emergency wards. Additionally, emergency hospitals are located in the city center and have innovative measures to provide accessible healthcare services for the vulnerable sector of the society and develop a robust and preventive health care system.

Healthcare facilities like Dr. Lal Pathlabs, AMRI, Disha Eye Hospital, Metro Blood Bank, Park-Hospital, Institute of Pulmonology and Research, Sankara Diagnostics, Naubatea, Seestar Hospital, etc. are expected to be operational in the medium term.

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A Smart City does not require an automobile to get around, distances are short, buildings are accessible from the sidewalk, and travel options are plentiful and attractive to people of all income levels. (Guidelines 3.1 & 6.2)

The street network system is elaborate but public transport choices are restricted. Public transport can be too expensive or unfeasible for the poor. Pedestrian infrastructure is only available in select areas. The majority of investments focus on reducing traffic congestion through the creation of more roads. Old areas of the city see a mix of pedestrians, cyclists, and vehicles but newer areas are focused mainly on 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 back lanes 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 not deployed.

The city has made plans to provide high speed internet connectivity through the existing framework. The city offers free wifi services to provide opportunity for all the citizens to connect with high speed internet across the city.

Most of the services are provided online and offline. Data transparency helps monitoring. System and processes to better coordinate between various Government agencies are being developed.

Transport

<table>
<thead>
<tr>
<th>Feature</th>
<th>Definition</th>
<th>Scenarios 1 (BASE)</th>
<th>Scenarios 2</th>
<th>Scenarios 3</th>
<th>Scenarios 4 (ADVANCED)</th>
<th>Self-assessment of the city (per Pan-City Solution) with regard to each feature</th>
<th>Data for assessment indicator (Optional - only if data exists)</th>
<th>Projection of where the city wants to be (Permit column) with regard to its current status to Advanced status (Scenarios 6 &amp; 7)</th>
<th>Equations that would better depict the city’s current status to Advanced status (Scenarios 6 &amp; 7)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Transport</td>
<td>A Smart City does not require an automobile to get around, distances are short, buildings are accessible from the sidewalk, and travel options are plentiful and attractive to people of all income levels. (Guidelines 3.1 &amp; 6.2)</td>
<td>✔️</td>
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<td>✔️</td>
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<tr>
<td></td>
<td></td>
<td>Personal automobile usage city with very few modal option. Long trip lengths for daily commute to work and education. Accessing various areas by walking or cycling is difficult. When and vulnerable sections find it very difficult to move independently in the city.</td>
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<tr>
<td>Feature</td>
<td>Definition</td>
<td>Scenario 1 (BASE)</td>
<td>Scenario 2</td>
<td>Scenario 3</td>
<td>Scenario 4 (ADVANCED)</td>
<td>Self-assessment of the city (for Pan-City Solution) with regard to each feature</td>
<td>Score for assessment and/or quantitative indicator (Optional - only if data exist)</td>
<td>Projection of where the city exists to be in 2022 with regard to the relevant indicator</td>
<td>Appraisal following that would</td>
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</tr>
<tr>
<td><strong>Energy source</strong></td>
<td>A Smart City has at least 10% of its electricity generated by renewables (Guideline 6.2)</td>
<td>The city does not have any renewable sources of energy and there is no commitment to promote this for the foreseeable future.</td>
<td>The city is preparing plans for ensuring the city has new energy from renewable sources and in the process of making commitments in this regard.</td>
<td>The city is preparing plans for ensuring the city has new energy from renewable sources and in the process of making commitments in this regard.</td>
<td>At least 50% 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 jurisdiction to increase the percentage of renewable energy sources.</td>
<td>The city proposes to be developed as a Solar City and has developed a Solar City Master Plan, but as yet, the city has no solar farms.</td>
<td>Percentage energy generated from renewable sources: 1%</td>
<td>The city shall introduce policies and regulations to increasingly use energy generated through renewable sources and target to generate at least 10% of energy through renewable sources over the next 10 years comprising Solar, Wind and waste to energy projects.</td>
<td>Multiple renewable energy projects including the 1000 MW Solar Park in New Town Kolkata along with waste to energy conversion initiatives and awareness programme on Solar City Plan to be an energy efficient and sustainable city.</td>
</tr>
<tr>
<td><strong>Water supply</strong></td>
<td>A Smart City has a reliable, 24/7 supply of water that meets national and global health standards. (Guidelines 2.4 &amp; 6.2)</td>
<td>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 below 40%.</td>
<td>The city has an intermediate 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 20%.</td>
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<td>The city has a treated water supply which follows national and global standards and is available in sufficient quantity and affordable across all sections of the society. Unaccounted water loss is less than 15%.</td>
<td>The city provides STPs which treat water in all localities. Water treatment plant with SCADA based monitoring and control system is operational. Water losses are less than 10% and less are exempt from paying water charges. Additionally, since the entire water supply network is underground, scope for loss is very low and insignificant.</td>
<td>Water supply: 200 lpcd (URDPFI/SLB, MoUD norm - 135 lpcd)</td>
<td>Water Quality: BIS compliant</td>
<td>Network of underground pipelines: 70% Unaccounted water loss: 10%</td>
</tr>
<tr>
<td><strong>Water management</strong></td>
<td>A Smart City has advanced water management programs, including smart meters, rain water harvesting and green infrastructure to manage stormwater runoff. (Guideline 6.3)</td>
<td>The city does not have any significant recycling scheme for wastewater, and it is not recycling wastewater in a significant way. Flooding often occurs due to storm water runoff.</td>
<td>The city has monitors for all its water supply but lacks mechanisms to monitor. Water quality is very high. Some, but not much, non-waste water harvesting exists.</td>
<td>The city has monitors for all its water supply but lacks mechanisms to monitor. Water management 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.</td>
<td>The city has monitors for all its water supply but lacks mechanisms to monitor. Waste water harvesting systems are installed and delivered through the city and storm water is collected and stored in water bodies and treated for usage. Recycled waste water is supplied for secondary use.</td>
<td>The city will set up initial water harvesting systems to treat fresh water. Neither does the city conduct rain water harvesting and recycling on a large scale. However due to an excellent storm water drainage network with pumping system, flooding is avoided in the city.</td>
<td>Water supply: 200 lpcd (URDPFI/SLB, MoUD norm - 135 lpcd)</td>
<td>Water Quality: BIS compliant</td>
<td>Network of underground pipelines: 70% Unaccounted water loss: 10%</td>
</tr>
<tr>
<td><strong>Air quality</strong></td>
<td>A Smart City has air quality that always meets international safety standards. (Guideline 2.4.3)</td>
<td>The city does not have plans, policies or programs to improve the air quality. Monitoring systems are not effective.</td>
<td>The city has programs and projects to monitor air quality and measuring the data to ascertain reasons for degrees of pollution in the air. A few strategies to decrease air pollution have been implemented.</td>
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<td>The city has implemented strategies to check pollution, like, reducing the green cover and water bodies in the city. Eco parks on 400 acres are currently in the planning stage, but not much has been done at the heart of the city. However the city does not have any mechanism for monitoring air quality.</td>
<td>The city has undertaken strategies to decrease air pollution, like, increasing the green cover and water bodies in the city. Eco parks on 400 acres are currently in the planning stage, but not much has been done at the heart of the city. However the city does not have any mechanism for monitoring air quality.</td>
<td>Air quality: BIS compliant</td>
<td>Number of operational STPs: 3</td>
<td>Number of STPs planned for construction: 1 Proportion of sewage treatment: 100%</td>
</tr>
</tbody>
</table>

Annex 2: 4

The city has meters for all its water supply. It includes smart mechanisms to monitor. Waste water harvesting systems are installed and delivered through the city and storm water is collected and stored in water bodies. However, recycling of waste water and reusage of storm water is limited.

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**Energy efficiency**

A Smart City government uses state-of-art energy efficiency practices in buildings, street lights, and transit systems. (Guideline 6.2)

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<th>Data for assessment and/or quantitative indicator (Optional - only if data exists)</th>
<th>Projection of where the city exists to be with regard to the relevant indicator</th>
<th>Initiative that would move the city from its current status to Advanced status (Scenario 4: Column G)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Percentage city covered by underground wiring:</td>
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<td>More than 90% of the city has underground electric wiring system.</td>
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<td>More than 75% of the city has underground electric wiring system.</td>
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<tr>
<td>More than 40% of the city has underground electric wiring system.</td>
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<tr>
<td>City does not have plans for underground electric wiring system.</td>
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**Underground electric wiring**

A Smart City has an underground electric wiring system to reduce blackouts due to storms and increase unsightliness. (Guideline 6.2)

- City does not have plans for underground electric wiring system.
- Data from 60% of the city has underground electric wiring system.
- Data from 70% of the city has underground electric wiring system.
- Data from 80% of the city has underground electric wiring system.
- City has high coverage of underground cable lines. As a weekly planned city all electricity wiring runs underground and no single electric wire is present thus ensuring minimal power losses.

**Waste**

A Smart City has a waste management system that removes household and commercial garbage and disposed of it in an environmentally and ecologically sound manner. (Guideline 2.4.3 & 6.2)

- Waste collection systems do not pick up waste on a regular basis and waste often enters into water bodies.
- Waste generated usually collected but not segregated. Recycling is attempted by difficult to implement.
- Waste is segregated, collected, recycled and disposed in an environmentally sound manner.

**Sanitation**

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)

- 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.
- City has medium levels of public safety - some vulnerable groups feel insecure during some parts of the day and in some parts of the city.
- City has high levels of public safety - all groups including women, children and the elderly feel secure in most parts of the city during most time in the day.
- City has very high levels of public safety at residents feel safe in all parts of the city during all hours of the day.

- City proposes to develop very high levels of public safety ensuring safety of all citizens at all hours of the day.

- City promotes the use of energy efficient buildings and proposes to incorporate a clause, in the Building Bye Laws promoting green building in the city. City has also initiated the drive for replacing conventional lights with LED lights. All the street lights have energy saving automatic timer facility.

- City proposes to develop very high levels of public safety ensuring safety of all citizens at all hours of the day.

- City will promote and encourage existing old and new public buildings in the City to employ energy efficiency principles in development and operation and also apply for energy ratings by national and international bodies. City will provide incentives for public and private buildings to employ energy efficient measures.

- City will continue to provide 100% sanitation facilities for all its residents and visitors.

- City proposes to segregate solid waste at source and also at the treatment facility in order to enable recycling and creation of energy. It is also proposed to dispose waste in an environmentally sound manner.

- City will promote and encourage existing old and new public buildings in the City to employ energy efficiency principles in development and operation and also apply for energy ratings by national and international bodies. City will provide incentives for public and private buildings to employ energy efficient measures.

- City proposes to develop very high levels of public safety ensuring safety of all citizens at all hours of the day.

- City will continue to provide 100% sanitation facilities for all its residents and visitors.

- City proposes to segregate solid waste at source and also at the treatment facility in order to enable recycling and creation of energy. It is also proposed to dispose waste in an environmentally sound manner.

- City proposes to develop very high levels of public safety ensuring safety of all citizens at all hours of the day.
<table>
<thead>
<tr>
<th>Citizen participation</th>
<th>Scenario 4</th>
<th>Level of Development of city overall</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>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 getting feedback such, both face-to-face and online are utilised. The effectiveness of city governance and service delivery is constantly enhanced on the basis of feedback from citizens.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Number of scheduled citizen meets / interactions per year: 12 – 15</td>
</tr>
<tr>
<td></td>
<td></td>
<td>NKDA website: (<a href="http://nkdamar.org/Pages/index.aspx">http://nkdamar.org/Pages/index.aspx</a>)</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Online Grievance Redressal mechanism: (<a href="http://nkdamar.org/Pages/Grievances.aspx">http://nkdamar.org/Pages/Grievances.aspx</a>)</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Transparency measure: West Bengal Right to Public Service Act, 2013.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>SMS: NKDA has more than 8500 mobile numbers registered for SMS service</td>
</tr>
<tr>
<td>Identity and culture</td>
<td>Scenario 4</td>
<td></td>
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<tr>
<td>---------------------</td>
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<td></td>
</tr>
<tr>
<td>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.</td>
<td></td>
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</tbody>
</table>

<table>
<thead>
<tr>
<th>Economy and employment</th>
<th>Scenario 4</th>
</tr>
</thead>
<tbody>
<tr>
<td>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.</td>
<td></td>
</tr>
</tbody>
</table>

<p>| Open space (percentage): 28% {URDPFI norm for large cities is 18 - 20%} |
| Commercial establishments (number): 1291 |
| Institutional/ Commercial building: 61 |
| Cultural/ Recreational Centers (numbers): 16 (designed highlighting the rich Bengali culture) |
| Haats / Melas (number per year): 14 |
| Theme parks / Parks/ Playgrounds (number): 23 |
| IT / Finance / Telecom companies (number): 78 (including TCS SEZ) |
| Hospitality units (number): 116 |
| Government offices (number): 30 |
| Land marked for commercial (Ha): 320 Ha (Approx. 10%) |</p>
<table>
<thead>
<tr>
<th><strong>Education</strong></th>
<th><strong>Scenario 2</strong></th>
<th>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.</th>
<th>Number of existing schools and colleges: 6 Number of proposed institutes: 25</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Health</strong></td>
<td><strong>Scenario 2</strong></td>
<td>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.</td>
<td>Number of existing hospitals: 2 Number of proposed hospitals / healthcare centres: 14</td>
</tr>
<tr>
<td>Mixed use</td>
<td>Scenario 4</td>
<td></td>
<td></td>
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<td></td>
</tr>
<tr>
<td>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.</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
| Residential land use allowed in Central Business District: 49%  
Proportion of HIG and MIG / LIG Residences: 50:50  
Land Use Pattern: Residential - 42%, Commercial - 10.6%, IT zone - 4.95%, Social Infrastructure - 10.54%, Industrial Zone - 0.24%, Open Spaces and Water bodies - 28%, Utilities & Services - 4.54% |
<table>
<thead>
<tr>
<th>Compact</th>
<th>Scenario 3</th>
<th>Planned density for New Town: 324 person / Ha</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>The city has multiple high density clusters that are easy to walk around where buildings are close together. However, the city actively encourages development to occur on under-utilized parcels of land into high-density, walkable areas. When new formal large-scale development projects happen at the periphery, they are encouraged to be dense and compact, with buildings that are close together and line the streets. The city actively encourages or incentivizes re-development of under-utilized parcels in the inner-city, especially those located close to public transportation.</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Scenario 4</td>
<td></td>
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<td>--------------------------------</td>
<td>---------------------------------------------------------------------------</td>
<td></td>
</tr>
<tr>
<td><strong>Public open spaces</strong></td>
<td>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.</td>
<td></td>
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<tr>
<td></td>
<td>Percentage of green space and water bodies: 28% {URDPFI norm for large cities is 18 - 20%}</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Number of parks/ gardens/ playgrounds: 23</td>
<td></td>
</tr>
<tr>
<td><strong>Housing and inclusiveness</strong></td>
<td>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</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Proportion of HIG and MIG / LIG Residences: 50:50</td>
<td></td>
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<tr>
<td></td>
<td>Proportion of EWS dwelling units and R&amp;R plots as a percentage of total residential units in the city: 10%</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Percentage of affordable housing (EWS, R&amp;R and LIG): 20%</td>
<td></td>
</tr>
<tr>
<td>Transport</td>
<td>Scenario 3</td>
<td></td>
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<tr>
<td></td>
<td>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.</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Number of government buses plying in New Town: 200</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Number of private buses plying in New Town: 100</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Number of battery driven vehicles: 85</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Number of Autos: 200</td>
<td></td>
</tr>
<tr>
<td>Walkable Scenario 3</td>
<td></td>
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<td>---------------------</td>
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<tr>
<td>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.</td>
<td></td>
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</tr>
</tbody>
</table>

- Percentage of planned city area with pavements: 80%
- Percentage of the cross section of main roads that are footpaths: 30%
- Percentage of the cross section of internal roads that are footpaths: 50%
- Average width of existing footpaths: 3 – 5.5 metres (better than the URDPFI norm of 1.8 - 4.5 metres)
| IT connectivity | Scenario 3 | Length of common ducting provided by NTTIDCO: 836 km  
A pilot project has been implemented for providing free wi-fi along the 11 km Main Arterial Road, running across the city |
|-----------------|-----------|--------------------------------------------------------|
| Intelligent government services | Scenario 3 | Most of the services are provided online and offline. Data transparency helps monitoring. Systema and processes to better coordinate between various Government agencies are being developed.  
Building Plans sanctioned in FY 15 by electronic means: 438  
Percentage of death certificates issued in FY 15 through electronic means: 142  
License for Trade, Profession and Calling establishment in FY 15 by electronic means: 637  
Number of occupancy / completion certificate provided through electronic means: 103753 |
| Energy supply | Scenario 3 | 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. | T&D loses: Around 5% (comparable with developed countries like Japan, Germany, Singapore and Australia. Average T&D losses in India was around 23% in FY 13) 
Number of Pre-Paid Meters: 12886 
Number of Post Paid Meters: 12043 |
<p>| Energy source | Scenario 2 | 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. | Percentage energy generated from renewable sources: 1% |</p>
<table>
<thead>
<tr>
<th>Water supply</th>
<th>Scenario 4</th>
<th>Scenario 1</th>
</tr>
</thead>
<tbody>
<tr>
<td>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%.</td>
<td>Water supply: 200 lpcd (URDPFI/ SLB, MoUD norm – 135 lpcd)</td>
<td>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.</td>
</tr>
<tr>
<td>Network of underground pipelines: 100%</td>
<td>Water Quality: BIS compliant</td>
<td>NRW: 10% (SLB, MoUD Norm - &lt;20%)</td>
</tr>
<tr>
<td></td>
<td>Scenario 3</td>
<td>Number of operational STPs: 3</td>
</tr>
<tr>
<td>------------------</td>
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</tr>
<tr>
<td>Waste water</td>
<td>All the waste water is collected and treated before disposal. It is also treated to a high standard and some is recycled.</td>
<td>Number of STPs planned for construction: 1</td>
</tr>
<tr>
<td>management</td>
<td></td>
<td>Proportion of sewage treatment: 100% (SLB, MoUD – 100%)</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th></th>
<th>Scenario 2</th>
<th>City has programs and projects to monitor air quality and spatialising the data to ascertain reasons for degrees of pollution in the air. A few strategies to decrease air pollution have been implemented.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Air quality</td>
<td></td>
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</tbody>
</table>

<table>
<thead>
<tr>
<th>Energy efficiency</th>
<th>Scenario 3</th>
<th>Percentage replacement of conventional lights with LED lights: 34%</th>
</tr>
</thead>
<tbody>
<tr>
<td>Underground electric wiring</td>
<td>Scenario 4</td>
<td>More than 90% of the city has underground electric wiring system.</td>
</tr>
<tr>
<td>Sanitation</td>
<td>Scenario 4</td>
<td>Percentage households covered by toilets: 100% (SLB, MoUD Norm – 100%)</td>
</tr>
<tr>
<td>------------</td>
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<td>---------------------------------------------------------------------</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Number of existing community toilet complexes: 30</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Number of under construction community toilets: 2</td>
</tr>
<tr>
<td>Sanitation</td>
<td>Scenario 4</td>
<td>Sanitation facilities are available to 100% of the city's population.</td>
</tr>
<tr>
<td>Waste</td>
<td>Scenario 2</td>
<td>Waste generated is usually collected but not segregated. Recycling is attempted by difficult to implement.</td>
</tr>
<tr>
<td>management</td>
<td></td>
<td>Waste generated per day: 22 - 25 tons/day</td>
</tr>
<tr>
<td>Safety and security</td>
<td>Scenario 2</td>
<td>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</td>
</tr>
<tr>
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<tr>
<td></td>
<td></td>
<td>Overall increase in crimes in FY 15: 22.6% (542 incidences in FY 15)</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Percentage increase women constables in FY 15: 200%</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Percentage reduction in crime against women in FY 15: 3%</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Percentage reduction in theft in FY 15: 50%</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Percentage reduction in arrests under NDPS Act in FY 15: &gt;50%</td>
</tr>
</tbody>
</table>
City Profile

New Town Kolkata is a planned newly developed satellite city on the north-eastern fringes of Kolkata. The city is 6 years old, being born with the enactment of the NKDA Act in 2009. It provides the best in class urban infrastructure facility and government service delivery to its citizens while preserving the cultural heritage of West Bengal. Over the last 6 years, the city has already achieved world class basic / core infrastructure facilities.

The service delivery in New Town Kolkata when compared to some of the best performing cities in the country, surpass their standards significantly.

The city provides all its residents 24/7 treated surface water supply and 100% door to door collection of waste along with mechanical street sweepers and mobile compactors. The figures alongside compare the status of New Town with 11 other cities.

The city provides uninterrupted grid based power to all citizens and has 100% underground network of electric wiring. City has recorded an average of less than 5% T&D losses over the last 3 years as shown in the figure alongside.

As shown below, the current T&D loss for New town is comparable to other world class cities.
New Town has more than 300 buses plying across the city every day, as shown alongside. There are also environment friendly modes of transport like battery operated vehicles and e-rickshaws.

The New Town Police Station has undergone substantial capacity development and ensured decline in major crimes such as those against women, as illustrated in the figure alongside.

New Town Kolkata Development Authority (NKDA) is a surplus generating institution, which has shown a steady rise in its income over the last 3 financial years. New Town is expected to earn additional revenue of approximately 130 crores from next year after the levy of Property Tax.

New Town also has innovative governance modules such as m-Governance. This has resulted in improved two way interaction with the citizen and subsequently efficient administration.

New Town has actively pursued the Smart City initiative and prepared a preliminary Smart City Development Plan with NISG.
New Town has well designed footpaths and walkways with adequate landscape along roads of all orders across the city. The section below illustrates the design of footpaths on a primary and secondary road. The width of the footpaths are better as compared to standard design guidelines.

Citizen Participation & Feedback

The Smart City Challenge for New Town City was brought to its citizens and other stakeholders of the city through various innovative means. The outreach programs received an overwhelming response from the people and feedback, ideas and suggestions were received via various mediums - physical and virtual.

The team interfaced with 83% of the resident and non-resident stakeholders of the city. Online portals such as the NKDA website and MyGov were leveraged to garner votes to finalise the area based development and relevant smart solutions.

The following infographics illustrate the various citizen participation methods adopted along with the response generated.
Annex 3:

- 4876 people attending workshops and FGDs for Visioning and Idea exchange.
- 5000 survey forms distributed —1314 received.
- 1000 offline polls on Smart solutions.
- ‘Masti ka Caravan’ spreading the word.
- 7193 offline suggestions received at Smart Helpdesk and city wide kiosks.
- 138 different events reaching out to 83% of the population.
- 10,000 SMS & 15,000 emails sent out to the citizens.
- 165+ Essays and Vision statements.
- 1000+ views.
- 24% votes received from different areas.
- Updates posted on NKDA website regularly.
- Smart City Cyclathon 1200+ participants.
- Sit & Draw competition 100+ participants.
- 188 online suggestions received.
- 100+ posts.
- 120+ followers.
- 2519 posts.
- 1000+ views.
- MyGOV registration drive 20,000 people registered.
- New Town Smart City Logo uploaded.

Areas of intervention:

- Mixed use: 5%
- Education: 5%
- IT Connectivity: 5%
- Intelligent Government Services: 5%
- Air Quality: 6%
- Waste Management: 6%
- Safety and Security: 7%
- Water: 7%
- Health: 9%
- Transport: 10%
- Walkability: 10%
- Economy and Employment: 20%
- Others: 10%
According to citizen feedback, Walkability and Transport are the main area of intervention followed by Safety & Security, Economy & Employment and Water.

Nearly 50% of respondents in AA2 and AA3 have stressed on enhancing the public transport network. Highest no. of responses for last mile connectivity has been from AA3A. Citizens commented that options of public transport will increase after completion of the ongoing Metro Rail project.

Around 43% responses are from Action Area 1 (1A, 1C, 1D). More than 90% of the respondents from AA2 and the professional have voted for the need of more number of health facilities for all. Access to pharmacy is a key requirement.

Around 41% responses are from Action Area 1 (1C, 1D); 32% from Action Area 2 (2C). 70% responses from the visiting working population indicate safety in all areas of the city is the most critical issue.
The lack of adequate job opportunities for the residents or future property owners of New Town is one of the main issues.

Around 49% responses are from Action Area 1 (1A, 1C and 1D). The respondents from AA2 have stressed (78%) on waste dumping measures as the most important issue to be addressed. Improper management of construction material is mainly resulting in drainage problems. Some housing societies have implemented waste to composting techniques.

Nearly 36% responses are from Action Area 1 (1A, 1C). More than 90% of responses from AA2 are for making all government services online.

More than 90% of the respondents from AA2 and professionals have voted for the need for more number of health facilities for all.
Citizen Participation Excerpts

Future Cities Catapult

- Future Cities Catapult (FCC), UK and BuroHappold Consulting, UK conducted a 2 day visioning workshop on 29th and 30th September.
- The workshop comprised of group exercises on problem and solution identification through case-studies; Vision formulation and, Project Identification – Pan-city and Area based
- Different visions of smart cities, best practices and case which could be adopted for smart city development at Newtown were presented.
Based on the above the different blocks of New Town were grouped to derive the probable area, as illustrated below:

The areas identified via this process were put up for citizen polling on the MyGov website. Areas identified in Action Area I received the highest votes and were selected.
The Area Based Solution being proposed is given below.

**As Is**

- Smart Bus Stand
- Bi-Cycle Track
- Battery Operated Vehicle Stand
- Smart Parking
- Solar / LED Lights
- Roof Top Semi Transparent Solar Panels & Rooftop Garden

**To Be**

- De-centralized composting
- App based last mile connectivity
- Emergency call Centre
- Community Tutorial
- Sensor Based Drainage Management
- Drone Based Monitoring
- Incubation Centre
- Camera Based Monitoring
- Telemedicine Kiosk
- Smart Traffic Signal
- App based last mile connectivity
- Emergency call Centre
- Community Tutorial
- Sensor Based Drainage Management
- Drone Based Monitoring
- Incubation Centre
- Camera Based Monitoring
- Telemedicine Kiosk
- Smart Traffic Signal

Annex 3: 9
Area Based Development: As – Is Map
Area Based Development – To Be Map
Selection of Pan City Solution and Solution Architecture

The citizen priority areas were put up for polling on MyGov for selection of Pan City Solution

Please select the option of your choice from seven indicative PAN-City solutions shortlisted for New Town Kolkata.

<table>
<thead>
<tr>
<th>Solution</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Intelligent Transport Management system</td>
<td>9%</td>
</tr>
<tr>
<td>Solutions for enhancing last mile transport connectivity</td>
<td>6%</td>
</tr>
<tr>
<td>Centralized command and control system for better service delivery including managing emergency and crisis</td>
<td>11%</td>
</tr>
<tr>
<td>Sensors based data capture and data analytic solutions for better planning, service delivery</td>
<td>10%</td>
</tr>
<tr>
<td>Skill development portal</td>
<td>10%</td>
</tr>
<tr>
<td>Pan city level wi-fi facility</td>
<td>7%</td>
</tr>
<tr>
<td>Mobile / ICT based solutions for improved transparency &amp; accountability and service delivery</td>
<td>51%</td>
</tr>
</tbody>
</table>

The overall architecture of the Pan-City Solution is given below.
New Town in NEWS

‘Smart’ Ananda Babu to resolve citizens’ grievances in New Town

E-centre for New Town patients

Water recycle plan for New Town

Singapore team shows interest in New Town

HIDCO to introduce smart meters for safe homes

FUTURE IS HERE

Now, smart cars to ply in New Town soon

IIT-Kgp to prepare cycle plan for New Town

10th Nov 2015 Hindustan Times

24th Nov Hindustan Times

9th Oct 2015 Ei Samay

14th Nov: Times of India

Synopsis of News: Smart Camps in New Town in Puja

23rd Nov Ajkal:

Synopsis of News: Honourable Minister of state Mr. Firad Hakim & chairman, NKDA, Mr. Debasish Sen took part in the cycle rally organized by NKDA, as a promotional event of Smart City surrounding Ring Road.
Structure of SPV (Q.32)

Board of Directors
- Chairman, CEO NKDA
- Representative, Central Government
- Representative, State Government
- District Magistrate/ Representative, North 24 Parganas
- Joint Managing Director, HIDCO
- Chairman, NTTIDCO
- Managing Director, NTESCL
- Managing Director/ Representative, WEBEL
- Industrial Association (NASSCOM)
- Representative from Academic Institutions
- Independent Director, MoCA

CEO SPV

Implementation Team
- Engineering Expert
- Urban Expert
- Finance & Accounts Expert
- Procurement Expert
- Legal Expert
- Company Secretary
- Information Technology Expert

Organogram of Stakeholders (Q.36)

Feedback
- Elected Representatives (Minister in Charge, MP, MLA)
- Divisional Commissioner
- Representative from the Urban Development Department, WB

Monitoring & Evaluation
- Board of the SPV

Nodal Officer
- CEO NKDA (Future Chairman of the SPV)

Project and User Feedback
- Citizens, Stakeholders/ Community Representatives

Designing and Managing Projects
- Consultants from the Empanelled list
- Experts / Academicians / City Residents / Academic Institutions / Industry Association
- Utility companies in New Town
- National Institute of Smart Government

Implementation Partners
- Vendors - Large, medium and small enterprises; Forest Department; PHED; NTESCL; NTTIDCO

Support Partners
- Handholding Organizations (Future City Catapult, Jean Giebert, Florence Bougnoux & David Mangin, CIT, NASSCOM, AMCHAM, IT Kharagpur, University of Engineering & Management, Kolkata, IIM Kolkata)

Community Partners
- Housing Welfare Association, IT professional residing in city, Senior Citizen Groups (Swapna Bhor), Housewives Group, Student Groups, NGOs like Support Elders, Karmayog
Flowchart showing the network/relationships that the SPV will form with Government/ Non-Government Organizations (Q.34)

Area Based Development Solution/Intervention

Network of Government/ Non-Government organisations

- Solar Energy & LED Lights
- Waste Water Recycling and rain Water Harvesting
- Sanitation including SWM
- Smart Metering
- Pedestrian Friendly Pathway/Visible Improvement etc.
- Non-motorized Transport & Intelligent Traffic Management
- Smart Parking
- Safety, Health, Education, Economy
- Policy
- ICT Enabled Services/ Robust IT Connectivity

Approval for the project plan, funding required

Authority: Budget/Finance, Policy/Approval, Implementation
Annex 3: Artist’s Impression of the Smart Area
Annex 3: Artist's Impression of Elements of Urban Form
Artists’ Impression of Elements of Smart Parking

The Pan City Citizen’s Complaint Redressal Software will have a human face to make it inclusive, to enable poorer sections to access easily by normal phone call. The “human face” of the inclusive technology will be friendly neighbourhood smart friend “Anandababu; essentially a 24X7 call centre with a human brand.
1. Resolution of High Powered Steering Committee, Govt. of West Bengal headed by Chief Secretary; approving the Smart City Plan of New Town Kolkata

Proceedings of the meeting held on 10.12.2015 of State Level High Powered Steering Committee (HPSC) on Smart Cities

Participants present: As per list annexed

Chief Secretary, Govt. of West Bengal, the Chairperson of the State Level High Powered Steering Committee (HPSC) welcomed all the members present and initiated the discussion on evaluation and approval of the Smart City Plans (SCP) of the four selected Cities of West Bengal for submission of the SCPs to the Govt. of India.

- Principal Secretary U.D. Department gave a presentation on the current status of Smart city in West Bengal
- 4 cities- Bidhannagar, Durgapur, Haldia and New Town were selected for Stage 2 Competition of Smart City challenge.
- All 4 ULBs have prepared Smart city Plans according to the guidelines, direction, templates provided by Govt. of India.
- All activities during preparation of Plans have been done as per given time schedule.
- This Committee reviews and recommends the Smart City Plans (SCP) of the four cities for submission to the Govt. of India.

The meeting ended with thanks to and from the chair.

Chairperson 10/12/2015
& Chief Secretary, West Bengal
### Meeting of State Level High Powered Steering Committee (HPSC) for Smart Cities Mission held at Nabanna, Howrah at 10:00 AM dated 10/12/2015

<table>
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<tr>
<th>SL No</th>
<th>Members present</th>
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<td>1.</td>
<td>The Chief Secretary, Govt. of West Bengal</td>
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<td>The Mayor, Kolkata Municipal Corporation</td>
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<td>The Additional Chief Secretary, Power Department, Govt. of West Bengal</td>
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<td>The Principal Secretary, Finance Department, Govt. of West Bengal</td>
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<td>The Principal Secretary, Public Health Engineering Department, Govt. of West Bengal</td>
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<td>The Commissioner, Kolkata Municipal Corporation</td>
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<td>The OSD(UT), Representative of Ministry of Urban Development, Govt. of India</td>
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<td>12.</td>
<td>The Chief Town Planner, Urban Development Department, WB</td>
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<td>Finance Officer, Dum Dumpur M.C.</td>
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<td>Commissioner, IT &amp; E Department</td>
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<td>15.</td>
<td>Chief Executive Officer, NDDA</td>
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<td>16.</td>
<td>Executive Officer, Halibari Municipality</td>
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<td>MLA, Chittagong, BS, N A Bengla</td>
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<td>18.</td>
<td>Dr. A.N. Bhowm, S S, Power Dept.</td>
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<td>Commissioner, NDDA, Superintendent, Calcutta Police M.C.</td>
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To
Shri Sanjay Sharma,
Under Secretary (Smart Cities-I)
Room No.308-B Wing,
Ministry of Urban Development,
Nirman Bhawan, New Delhi

Sub: Final submission of Smart City Proposal (SCP) of Newtown Kolkata, West Bengal (WB-01-KOL).

Sir,

The State Level High Powered Steering Committee (HPSC) in its meeting dated 10.12.2015 examined the Smart City Proposals (SCPs) of all 4 (Four) ULBs of the State namely Newtown Kolkata, Bidhannagar, Durgapur and Haldia who were selected in the Stage I competition of Smart City Challenge. All the 4 (Four) SCPs have been recommended by the HPSC for selection in the Stage-2 of the Smart City Challenge.

I forward herewith the SCP of Newtown Kolkata (WB-01-KOL) along with the proceedings of the HPSC.

The following documents are enclosed.

1. Proceedings of the meeting held on 10.12.2015 of State level High Powered Steering Committee (HPSC) on Smart cities.
2. Five (S) spiral bounded printed copies of the SCP [complete in all respect] documents along with a DVD containing the entire completed electronic copy.

Yours faithfully

(Debashis Sen)
Principal Secretary
Urban Development Department
Government of West Bengal

Encl.: As stated.
2. Resolution of New Town Kolkata development Authority (NKDA) approving Smart City Plan including Financial Plan, and setting up of SPV.

Minutes of the 30th meeting of the New Town Kolkata Development Authority held on 4th December 2015 at 12.00 noon at the conference hall of the Authority.

Members present
1. Sri Debasis Sen, IAS Principal Secretary Urban Development Dept.
   Chairman, NKDA
2. Sabyasachi Dutta, MLA
3. Sri Gopal Chandra Ghose, WBCS(Exe) Special Secretary Urban Development Dept.
   Member Secretary, NKDA
4. Sri Anindya Karformar DG, Building Kolkata Corporation
5. Smt. Debajani Dutta WBCS(Exe) Joint Managing Director, WBHIDCO
   Member, NKDA
6. Sri Debapriya Biswas, WBCS(Exe) CEO, NKDA
   Member, NKDA

Others present
1. Sri Pradip Roy
2. Sri Sukanta Kumar De
3. Sri Himadri De
   Chief Engineer, NKDA
   Administrative Officer, NKDA
   Finance Officer, NKDA

Sri Debasis Sen, IAS Chairman, Newtown Kolkata Development Authority took the chair. He welcomed all the members of the Authority in the meeting. Thereafter he initiated the formal discussion of the meeting and advised Member Secretary to place the agenda of the meeting for discussion in order.

1. Confirmation of the proceedings of the 29th meeting of New Town Kolkata Development Authority.

Sri Gopal Chandra Ghose Member Secretary, NKDA read out the proceedings of the 29th meeting held on 11.09.2015 for information and confirmation of the members. Board confirmed the proceedings.

Member Secretary informed the meeting that the Competent Authority of New Town Kolkata Development Authority has decided to make an innovative project of Rooftop Organic Farming of vegetables with Recycled rain water under solar photo voltaic panels on the roof top of Community Market in CB Block, Action Area – IC, New Town Kolkata. Such roof top farming activity will be taken within an enclosure consisting of M.S Frame. This would be a pilot project under Smart City Programme and this project likely to be first in Eastern India. Lump-sum turnkey tender is to be invited for the rooftop organic farming as most of the rates are unknown for such work. The work also includes 5 years of comprehensive operation and maintenance of the project.

After detailed discussion regarding viability of the project and being satisfied Board approved the proposal in principal.

3. Allotment of space to Department of Posts, Govt. of India for opening Post Office at ID Community Market.

Chief Executive officer, NKDA placing the agenda to the Board stated that Senior Superintendent of Post Offices, East Kolkata Division requested the authority to allot a space of around 600 Sq. ft. at Action Area – I on rental basis for shifting of existing New Town Post Office due to some inconveniences. They have also prayed for allowing the said space at ID (DF Block) Community Market, if available. Incidentally the ID (DF Block) Community Market is almost complete and ready for distribution. A space of 600 sq. ft. may be available to allot on rental basis @ Rs.45/- per sq. ft., as determined by the Collector, North 24 Parganas. CEO also stated to the meeting that the postal authority has requested to provide the space at a rent fixed by Fair Rent Assessment Committee of their Department.

Board approved the proposal of allotment of the space for the development of the New Town and also allowed the proposal of postal Dept, for assessment of fair rent by their Fair Rent Assessment Committee.

Chief Executive Officer, NKDA informed the meeting that to promote the township to the outsiders, to make it attractive to the inhabitants and to provide a platform for socio-cultural activities, New Town Kolkata Development Authority have been organizing New Town Mela since 2013. In the current year, programme has been chalked out to organize mela from 24th December 2015 to 4th January 2016 at the New Town Mela Ground. It has been planned to shape it as an informative mela where all the local institutions (Educational, Medical etc.) of New Town, Kolkata will be invited to take part in the mela to share information to the public in general.

Chief Executive Officer placed a rough estimate of 33,00,000.00 (Thirty three lakhs) as expenditure against expected revenue of Rs. 8,00,000.00 (Eight lakhs) only. Some members made query about the reasons of deficit in income and expenditure and CEO explained that this nascent township is just developing. At this stage it needs to be nourished for the growth and development of the township. A detail statement of programme and proposed activities were also placed in the meeting as annexure.

Board approved the estimates in principal and the programmes of annexure except point no.5 of organising cultural functions by any event management group. It has been decided that, cultural programmes will be organized by NKDA by contacting the performers directly.

5. Distribution of shops and stalls of newly constructed Community Markets

Chief Executive Officer informed the meeting that New Town Kolkata is growing rapidly. To meet the day to day requirements of the stakeholders New Town Kolkata Development Authority had already taken initiative to construct 10 (Ten) numbers of Community markets spreading in New Town project area. Already Process of distribution of 7 (Seven) Community Markets are almost completed. Now the construction work of rest three markets viz. ID (DF Block), IB (BD Block) and IIB are completed / on the verge of completion and ready for distribution.

A. In the last occasions, all the stalls and 30% of the shops were kept reserved for project affected persons as reserve category @ Rs. 3000.00 (Three thousand) per sq. ft. for the vegetable, fruit, betel leaf, flower and alike stalls, @ Rs.4000.00 (Four thousand) per sq. ft. for fish, chicken, meat, egg and alike stalls and @ Rs. 6000.00 (Six thousand) per sq. ft. for shops. The rate of general category shops were @ Rs. 8000.00 (Eight
thousand) Per sq. ft. Considering the demand and the present scenario of the markets the same rate may be approved for the markets to be taken up for lottery process. The proposed lease period is 33 years as was for other markets.

B. In the Board meeting dated 11/09/2015 and 27/06/2015 it was resolved that out of the stalls of community markets for which no application was received, two would be allotted to agricultural Co-operatives of North 24-parganas and one would be allotted to agricultural Co-operatives of south 24 Parganas and it was also decided that the chief Executive Officer would call the concerned cooperatives and chalk out the terms and conditions. If the concern cooperatives can't afford the required lease premium then CEO would allow an affordable rate. But Dharmapur SKUS has offered a rate of Rs 1000.00 per sqft in place of the standard rate of such stall of Rs 3000.00.

Board after detailed discussion approved ‘A’ and regarding point ‘B’ meeting instructed the CEO, NKDA to place the stalls to the respective District Magistrates and Executive Officer Zilla Parishad @ Rs. 1000.00 (one thousand) only for allotting the stalls to the interested and competent agricultural co-operatives with intimation to this end.

6. **Execution of Agreement of Permissive possession with Bandhan Bank Ltd.**

Chief Executive Officer stated that in the Board Meeting dated 27.06.2015 of the authority it was resolved primarily that an space adjacent to International Bus Stand Near Pride Hotel will be let out on rental basis at the rate of Rs. 45/ per sq. ft. to M/S Bandhan Bank Ltd. As West Bengal Housing Board is the owner of the land and West Bengal Housing Infrastructure Development Corporation Ltd was in possession of the land as per agreement between WBHB and WBHIDCO, who has allowed permissive possession to NKDA for Development, maintenance etc. of the land in question. The matter of allotment of the built up space at international Bus Terminus on that land again on permissive possession basis to Bandhan Bank Ltd. was referred to the Urban Development department ,Govt. of West Bengal for concurrence. Urban Development Dept. by letter No. 2598-UD/O/M/HID dated 06.08.2015 intimated “that this Department has no objection to New Town Kolkata Development Authority giving no objection in respect of a building space in the ground floor of the building at Plot No. BG/12, Action Area-I, New Town, Kolkata to open and run a bank by M/S Bandhan Financial Services Ltd.” On the basis of the same an agreement of permissive possession was drafted and
forwarded to the Bank authority for execution. But they have then verbally communicated that only permissive possession would not serve their purpose the agreement is required to be made that NKDA has full authority to execute the tenancy agreement and they were requested to submit the proposal in writing mentioning the detail.

Meeting instructed CEO to come back to the Board after clearing the legal issues.

7. **Imposition of Property Tax in New Town, Kolkata**

Chief Executive Officer informed the meeting that after receipt of draft valuation list and assessment of Property Tax from the West Bengal Valuation Board, it is learnt that provision of Unit Area Assessment System has been incorporated in the Chapter-X of the West Bengal Municipal Act, 1993 as an alternative method of assessment of property tax. Since, provisions of Chapter-X of the West Bengal Municipal Act, 1993 is applicable mutatis-mutandis in the jurisdiction of NKDA (section 36B of the NKDA Act, 2007), now this option is also available to NKDA. Unit Area Assessment System is a modern concept and method for assessment of property tax with greater degree of transparency and simplicity. Though the assessment list of property tax prepared by the West Bengal Valuation Board is ready for draft publication, since the publication has not been made, we have the scope to start afresh with the Unit Area System.

After detailed discussion over the issue, meeting unanimously resolved to adopt the Unit Area System of assessment.

8. **Participation in Stage 2 Challenge in Smart City Competition – Smart City Proposal.**

Chief Executive Officer placed some proposals for incorporation in the Smart City Plan which will have to be forwarded to the Govt. of India shortly. In these respect he stated that New Town Kolkata is an emerging Smart city under the Smart Cities Mission of Government of India. A Smart City apart from being a technologically enabled city must also be a clean and green city, where the citizens and stake holders share the responsibility to keep it as such. The draft SCP has been prepared after extensive citizen engagement and is being placed before the Board. The following provisions are placed before the Board for kind approval in order to incorporate the same in the plan:
A. Provision for providing incentives for using energy efficient lights and other equipments.

B. In order to curb unauthorized encroachments and to enhance the beautification of the city, provision of landscaping of the frontal area from property line upto the edge of the box drain by plantation of grass and decorative shrubs (under no circumstances any other plant variety will be allowed) and enclosing the said area by erecting bamboo fencing of height 1.2 Mts Maximum. However, creation of such landscaping shall not create any type of right over the land. The frontal area landscaping plan must be presented before NKDA for approval. Whether this provision will be made mandatory or incentivised by making suitable amendments in the NKDA Building Rules 2009, may also kindly be decided.

C. As per provision of Rule No 28(2) of NKDA Building Rules 2009, there are provisions for incentives for rain water harvesting, use of renewable energy, solar passive architecture and use of fly ash bricks. As provided in the Rule, for each item 2% of the building sanction fees shall be reduced. Now it is proposed that for recycling of grey water (dual piping) and decentralized solid waste treatment, the same benefit may be extended. Whether any further incentive in form of concession in property taxes and/or allowing additional FAR may also be kindly considered.

D. As per the provisions of the Smart City Guidelines, at the implementation stage of the SCP a Special Purpose Vehicle needs to be formed which will act as the executing agency for all smart solutions. As prescribed the share of State Government and NKDA jointly shall not be below 50% of the holdings in the said SPV and the holding pattern of both the parties will be 50:50. In this context the following structural arrangement of the SPV is proposed:

1. SPV will be a Limited Company, with the following shareholding pattern: - State Government: 25.5%; ULB or NKDA: 25.5%; WBHIDCO (a fully Government of West Bengal owned public sector undertaking) may be requested to be a shareholder with 49% equity.

2. Representative from the Central Government (as prescribed in the Guidelines), Nominated Officers from NKDA, HIDCO, NTTIDCO, NTSECL, WEBEL, Representatives from Industry Associations like NASSCOM, Independent Director from MoCA etc. may be accommodated in the Board of SPV. Chairman NKDA may be the
Chairman of Board of Directors of the SPV. A Chief Executive Officer having suitable qualifications and experience, may be appointed from private/public sector. Till such CEO is selected, provision of one interim CEO may be made by the Board. If required the SPV may be housed at the office premises of NKDA or WBHIDCO may be requested to provide space.

E. Agreements by NKDA for smart utility services (as detailed in the SCP) may be done with agencies like with WBHIDCO, NTSECL, NTTIDCO, PHED, WEBEL etc for partnering the delivery of the Smart City Plan.

F. To maintain the cleanliness of the Eco-Park, New Town, a fine of Rs. 100/- may be imposed on the visitors found littering within the premises, if approved by the Board. Later this provision may be extended all over the city, in phases.

G. The Smart City Plan made in Collaboration with Deloitte Touche Tohmatsu may kindly be approved.

**After point wise discussion meeting approved all the proposals with the following rectifications**

**Proposal D**

(2) CEO NKDA may be the Chairman of Board of Directors of the SPV.

**Proposal F**

The proposal was approved in the following manner:
To maintain the cleanliness of the Eco-Park, New Town, a fine of Rs. 100/- will be imposed on the visitors found littering within the premises and this provision shall also be applicable to Action Area-1A, 1B, 1C of New Town, Kolkata i.e. the area selected for area based development in the Smart City proposal.

**Proposal-G**

The Board approved the Smart City Proposal / Plan including financial plan as reproduced below in brief:

A. Total estimated Plan Size for implementing the projects conceived as part of this Smart City Plan is: INR 2928.26 crores.

B. External Contribution estimated as part of Convergence with from government programs/ schemes/ projects is calculated at INR 1089.74 crores, out of which estimated budget for
   o developing physical infrastructure: INR 926.00 crores
developing smart infrastructure/ projects: INR 163.7 crores

C. External Contribution from private sector as part of PPP projects is estimated at INR 693.00 crores

D. Thus, total project cost proposed for Smart City Proposal of New Town Kolkata is:

\[ \text{INR 1145.52 crores} \quad (D = A - B - C). \]

It has also been decided by the Board that 45% of property tax to be collected from Action Area 1A, 1B, 1C and and 50% of water tax / charges collected from entire New Town, Kolkata shall be shared with the SPV to ensure its sustainability.

9. Revised Administrative Approval and Financial Sanction (AAFS) for the work of Construction” UPASANA GRIHA” at AA- 1D, under NKDA, New Town, Kolkata.

Chief Executive Officer informed the meeting that Administrative Approval and Financial Sanction for an amount of Rs. 60,00,000.00 (Sixty Lakh) only was accorded in the 25th Meeting of the Board held on 13.12.2014 for construction of UPASANA GRIHA at AA-1D New Town, Kolkata. But at the time of actual execution of work some item of work have been greatly changed as per decision of the higher Authority like:

- Malleable Cast Iron Framing in place of Wooden Framing.
- Pavement Work with Paver Block etc.

While implementing the above changes in field a further revised estimate has been framed and the value of original tender has enhanced to Rs. 97,88,533/- (Ninety Seven Lakh Eighty Eight Thousand Five Hundred Thirty Three) only and the estimate has been Technically Sanctioned by the Competent Authority.

Board accorded Revised Administrative Approval and Financial Sanction for the project construction work of Upasana Griha.

Miscellaneous:

1. POC/OC for the project of Millennium Tower and East Enclave undertaken by West Bengal Housing Board (WBHB)

Member Secretary informed the meeting that the housing complexes of Millennium Tower & East Enclave were constructed by West Bengal Housing Board long before formation of New Town Kolkata Development Authority. The Building plans were
accorded post-facto sanction, for both Millennium Tower & East Enclave on 08/07/2014 and 26/08/2014 respectively based on the 'as built' drawings, treating the case as 'fait accompli'. The projects were sanctioned as per New Town Kolkata Building Rules 2009. In case of Millennium Tower Fire NOC for occupancy was issued dated 01/12/2006 but Fire approval was not been accorded by West Bengal Fire & Emergency Services for East Enclave yet, as West Bengal Housing Board has not approached West Bengal Fire & Emergency Services in this regard.

Residents of both the housing complexes are now requesting for issuance of POC/OC for the projects as they have been staying in this complexes for a long period of time.

Hence, it is proposed that New Town Kolkata Development Authority may issue POC/OC for Millennium Tower based on Fire NOC for occupancy issued on 01.12.2006 and may also issue POC/OC for East Enclave.

After a detailed discussion Board unanimously resolved that before issuing POC/OC of the proposed buildings, New Town Kolkata Development Authority will refer the matter to Urban Development Dept. Govt. Of West Bengal.


Ref :-i) Application of Tata Medical Center on dated 14.09.15 addressed to the Hon’ble Minister-in-Charge, Municipal Affairs & Urban Development Deptts. Govt. of W.B. Kolkata
ii) Letter from the Director of Tata Medical Center addressed to the Chairman, NKDA dated 16.11.15

Chief Executive Officer referring the matters stated the meeting that the Building Plan of the Premashraya Guest House was sanctioned vide memo no. 396/NKDA/Engg-27/2010 on dated 13.02.2012 as per Building Rules 2009 of NKDA. During sanction as per norms, the requirements of car parking spaces were 105 nos. Partial Occupancy Certificate was issued to Tata Medical Center on dated 19.06.2015. Actually Tata Medical Center provided 86 nos. of car parking spaces instead of 105 nos.

After obtaining P.O.C. Tata Medical Center requested to waive out the balance 19 nos. of car parking spaces on their letter dated 14.09.15. They also pointed out to implement the amendment of the Building Rule of 2009 where balance requirement of car parking will
reduce to ‘9’ nos. Moreover they requested for providing these 9 nos. of car parking spaces within adjacent to Research Centre instead of Premashraya Guest House.

Tata Medical center requested for waiver of the short fall in Parking Space mentioning that Premashraya had been constructed at a cost of Rs. 41 crores in order to provide low cost accommodation for poor patients with cancer who come to Tata Medical Center for treatment. They also mentioned that the facility was meant for poor patients to stay and those people donot require any parking as they do not possess their own vehicles.

In the context of the above this is proposed that
1) We may recommend to the Government for waiver of requirement of 19 parking slots.

Or

2) We may allow the benefit of amendment of the New Town Kolkata Development Authority (Buildings) Rule, 2009 by charging the re-sanction fees whereby the requirement of parking space will come down to ‘9’ which may be allowed to be provided of the parking space within adjacent to Research Center.

After a detailed discussion, meeting unanimously resolved that considering the plea of Tata Medical Centre that the facility was built up for poor patients who are not likely to possess cars, the requirement of all 105 parking slots as per the sanctioned building plan will not be required and on that ground this special case will be referred to the Government recommending waiver of construction of remaining 19 Parking slots as a gesture to encourage installation of specialized medical facilities for benefit of the poor.

3. **Proposed power and functions of SPV:**

Chief Executive Officer stated that as per the guidelines provided by the Government of India, regarding the setting up and operationalizing of Special Purpose Vehicles or SPVs, the following powers are needed to be delegated, in order to ensure its optimum functionality:

1. Powers to Plan, implement, manage and operate smart city projects.
2. Powers to Approve and sanction the smart city projects including technical appraisals
3. Powers to appoint technical experts/ firms for technical expertise, handholding support and time to time monitoring
4. Powers to Mobilize resources including finances from the market, if required
5. Powers to Implement and monitor the Smart City Proposal with operational freedom, in close coordination/Collaboration/Understanding with NKDA, HIDCO, NTESCL, NTTIDCO, PHED and any other government/Pvt institutions/ departments as it deems fit.
6. Powers to Comply with the requirements of State Government and MoUD as required
7. Powers to Incorporate joint ventures, subsidiaries and enter into Public Private Partnerships as may be required
8. Powers to Enter into contracts, partnerships and service delivery arrangements as may be required
9. Powers to Determine and collect user charges as authorized by the ULB/ State Government.
10. Powers to Undertake citizen periodic feedback on the smart projects
11. Powers to collaborate with other state government institutions and departments on convergence related projects.
12. Powers to formulate its own procurement policy, finance & accounts policy, human resource policy and other related policy considering the relevant / applicable polices, acts and rules of state/ central government.
   • Any other duties / responsibilities entrusted to it by this authority from time to time.

Board unanimously approved the proposal.

4. Some Proposed Smart initiatives,

Chief Executive Officer intimated the meeting that in Connection with implementation of a complete e-governance/m-governance solution with a human interface is proposed to be undertaken by NKDA as a part of Smart City initiative. For ensuring e-delivery of health services to the stake holders of this city and to increase the accessibility to primary health services, telemedicine kiosks are proposed to be set up under the Smart City initiative. Assistance in this regard may be requested from important national/international players in this field like HP or any other renowned company.

It is also proposed that in order to facilitate start ups in this city, incubation centres are to be set up in collaboration with WBHIDCO supported by mobile e-application.

NKDA will also take initiatives to involve senior citizens of this city in connection with continuing education, implementing ICT.
NKDA will also promote solar powered lightings and other power efficient equipments like LED lamps etc in Bus Stands, parks and other secured public spaces like Government Offices.
Board approved the proposal.

There being no other issue for discussion, the meeting ended with vote of thanks to and from the chair.

Debashis Sen,
Chairman,
New Town Kolkata Development Authority

Memo No 698/ NKDA/ADMN-21/2009
Dated 08/12/2015

Copy forwarded for information and kind perusal to:

1. Sri Debashis Sen IAS, Principal Secretary, Urban Development Department
2. Smt. Kakoli Ghosh Dastidar, Member of Parliament
3. Sri Sabysachi Dutta, Member of Legislative Assembly
5. Representative of Municipal Affairs Dept. Project Director, Kolkata Urban Services for Poor & Ex-officio Additional Secretary, Municipal Affairs Department
6. Sri Anindya Karforma, DG (Building), Kolkata Municipal Corporation
7. Smt. Debjani Dutta, WBCS (Exc.) Joint Managing Director, WBHIDCO Ltd.

Chairman, NKDA
Member, NKDA
Member, NKDA
Member, NKDA
Member NKDA
Member, NKDA
Member, NKDA
8. Sri Debapriya Biswas WBCS(Exe.)
    NKDA
    Chief Executive Officer,NKDA
9. Sri Pradeep Roy
10. Sri Uttam Kumar Jana
11. Sri Sukrit Chatterjee
12. Sri Dilip Kr. Das
13. Sri Amit Kumar Bose
14. Sri Debjeet Ganguly WBCS(Exe.)
    NKDA
15. Sri Sukanta Kumar De
16. Sri Himadri De
17. Sri Abin De
    NKDA
18. Sri Ashoke Kr Dutta

Member,
Chief Engineer, NKDA
Superintendent Engineer, M/E,NKDA
Chief Architect, NKDA
Estate Manager-I, NKDA
Estate Manager-II NKDA
Administrative Officer –I,
Administrative Officer-II, NKDA
Finance Officer, NKDA
Executive Engineer-I,
Executive Engineer-II, NKDA

Gopali Chandra Ghose
Member Secretary,
New Town Kolkata Development Authority
3. Agreement/s With Para Statal Bodies, Boards, existing in the city for implementing the full scope of the SCP and sustaining the pan-city and area based developments

Memorandum of Understanding between New Town Kolkata Development Authority and WBHIDCO for Implementation of Smart City Plan in New Town Kolkata in collaboration with each other

Whereas Government of India has selected ninety eight number of cities as Smart Cities under the Smart Cities mission

And

Whereas New Town, Kolkata is one of these ninety eight cities earmarked as Smart Cities under the above mentioned mission and based on the inputs received from an extensive citizen interaction process, a Smart City Plan has also been prepared fine lining the Pan City solutions and area based smart interventions including the area for the city

And

Whereas, New Town Kolkata Development Authority (NKDA) constituted under The New Town Kolkata Development Authority Act, 2007 (The West Bengal Act XXX of 2007) for rendering various civic services and amenities within the city, is the implementing authority of this plan

And

Whereas The West Bengal Housing Infrastructure Development Corporation (WBWBHIDCO) is the planning authority for New Town, Kolkata and entrusted with infrastructural development in entire New Town Kolkata, West Bengal

And

Whereas a close convergence is a necessity between NKDA and Various parasatal bodies to implement the Smart City plan

Therefore

Today on 07/12/15, New Town Kolkata Development Authority, Represented by its Chief Executive Officer and West Bengal Housing Infrastructure Development Corporation represented by its Joint Managing Director reach the following understanding that:

1. WBHIDCO will Collaborate with NKDA to implement the full scope of the Smart City Plan (SCP) of New Town Kolkata including the area based and pan city solution.
2. WBHIDCO will be part of the Special Purpose Vehicle (SPV) which will be operationalized for implementing the Smart City Plan of New Town Kolkata as an equity partner.
3. Both the parties will support planning, implementing, managing and operating smart city projects in close association with each other.
4. WBHIDCO will provide all assistance as the planning authority and major infrastructure developer of New Town Kolkata.
5. Both the parties will ensure coordinated development of physical infrastructure so that it can be easily dovetailed with the smart projects to be implemented by the SPV.
6. Any such issues with regards to supporting and collaborating with NKDA and/or SPV to implement the Smart City Plan in a time bound and cost effective manner.

[Signatures]

Chief Executive Officer
New Town Kolkata Development Authority
93, M.A.R., Kolkata-700 106

Jt. Managing Director
WBHIDCO
Jt. Managing Director (Admin.)
WBHIDCO Ltd.
Memorandum of Understanding between New Town Kolkata Development Authority and PHED for implementation of Smart City Plan in New Town Kolkata in collaboration with each other

Whereas Government of India has selected ninety eight number of cities as Smart Cities under the Smart Cities mission

And

Whereas New Town, Kolkata is one of these ninety eight cities earmarked as Smart Cities under the above mentioned mission and based on the inputs received from an extensive citizen interaction process, a Smart City Plan has also been prepared fine tuning the Pan City solutions and area based smart interventions including the area for the city

And

Whereas, New Town Kolkata Development Authority (NKDA) constituted under The New Town Kolkata Development Authority Act, 2007 (The West Bengal Act XXIX of 2007) for rendering various civic services and amenities within the city, is the implementing authority of this plan

And

Whereas dedicated Circle of Public Health Engineering Directorate (PHED) under command of Superintending Engineer, New Town Kolkata Water Supply Circle with includes three Civil Divisions and one mechanical division are functioning as executing agency financed by WBHDDO and NKDA in the field of Water Supply, Storm Water Drainage, Sanitation and sewage (installation of infrastructure and operation and maintenance)

And

Whereas a close convergence is necessary between various parastatal bodies to implement the Smart City plan

Therefore

Today on 07/12/15, New Town Kolkata Development Authority, Represented by its Chief Executive Officer and PHED represented by its Superintending Engineer, New Town Kolkata Water Supply Circle reach the following understanding that:

1. PHED will collaborate with NKDA to implement the water supply, sewerage and drainage related components of the Smart City Plan (SCP) of New Town Kolkata including the applicable area based and pan city solutions
2. PHED will support planning, implementing, managing and operating smart city projects especially the water supply, sewerage and drainage related components
3. PHED will guide the SPV in implementation of the smart solutions related to water supply, sewerage and drainage related components
4. PHED will enable monitoring of the Smart City Plan of New Town Kolkata with regards to water supply, sewerage and drainage related components
5. Any such issues with regards to supporting and collaborating with NKDA and/or SPV to implement the Smart City Plan is a time bound and cost effective manner

Chief Executive Officer
New Town Kolkata Development Authority

Superintending Engineer, PHED
New Town Kolkata Water Supply Circle

Annex 4: 18
Memorandum of Understanding between NewTown Kolkata Development Authority and NTESCL for Implementation of Smart City Plan in NewTown Kolkata in collaboration with each other

Whereas Government of India has selected ninety eight number of cities as Smart Cities under the Smart Cities mission

And

Whereas New Town, Kolkata is one of these ninety eight cities earmarked as Smart Cities under the above mentioned mission and based on the inputs received from an extensive citizen interaction process, Smart City Plan has also been prepared fine lining the Pan City solutions and area based smart interventions including the area for the city

And

Whereas, New Town Kolkata Development Authority (NTKDA) constituted under The New Town Kolkata Development Authority Act, 2007 (The West Bengal Act XXX of 2007) for rendering various civic services and amenities within the city. is the implementing authority of this plan

And

Whereas New Town Electric Supply Company Ltd (NTESCL) was constituted for working as a Joint Venture Company of WISEDCL and WBHIDCO for distribution of power exclusively in New Town, Kolkata

And

Whereas a close convergence is necessary between various parastatal bodies to implement the Smart City plan

Therefore

Today on 07/12/15, New Town Kolkata Development Authority, Represented by its Chief Executive Officer and NTESCL represented by its Managing Director reach the following understanding that:

1. NTESCL will collaborate with NTKDA to implement the power/ electricity distribution related components of the Smart City Plan (SCP) of New Town Kolkata including the applicable area based and pan city solutions
2. NTESCL will be part of the Special Purpose Vehicle (SPV) which will be operationalized for implementing the Smart City Plan of New Town Kolkata
3. NTESCL will nominate one senior official as the Board member of the SPV
4. NTESCL will support planning, implementing, managing and operating smart city projects especially the power sector related components
5. NTESCL will provide all assistance as the dedicated electricity distribution company of New Town Kolkata
6. NTESCL will ensure coordinated development of electricity distribution infrastructure including smart grid, smart meters and other smart solutions so that it can be easily dovetailed with the smart projects to be implemented by the SPV
7. NTESCL will enable monitoring of the Smart City Plan of New Town Kolkata with regards to power sector
8. Any such issues with regards to supporting and collaborating with NTKDA and/or SPV to implement the Smart City Plan in a time bound and cost effective manner

Chief Executive Officer
New Town Kolkata Development Authority
New Town Kolkata Development Authority
03, M.A.R., Kolkata-700 156

Managing Director
New Town Electric Supply Co. Ltd.
Memorandum of Understanding between NewTown Kolkata Development Authority and NTTIDCO for implementation of Smart City Plan in NewTown Kolkata in collaboration with each other

Whereas Government of India has selected ninety eight number of cities as Smart Cities under the Smart Cities mission

And

Whereas New Town, Kolkata is one of these ninety eight cities earmarked as Smart Cities under the above mentioned mission and based on the inputs received from an extensive citizen interaction process, a Smart City Plan has also been prepared fine lining the Pan City solutions and area based smart interventions including the area for the city

And

Whereas, New Town Kolkata Development Authority (NTKDA) constituted under The New Town Kolkata Development Authority Act, 2007 (The West Bengal Act XXX of 2007) for rendering various civic services and amenities within the city, is the implementing authority of this plan

And

Whereas the New Town Telecom Infrastructure Development Company Ltd (NTTIDCO), a joint venture company of WBFIL and WBIDCO has been constituted to implement and improve the telecommunications infrastructure in New Town Kolkata, West Bengal

And

Whereas a close convergence is necessary between Various parastatal bodies to implement the Smart City plan

Therefore

Today on 07/12/15, New Town Kolkata Development Authority, Represented by its Chief Executive Officer and NTTIDCO represented by its Chairman reach the following understanding that:

1. NTTIDCO will collaborate with NTKDA to implement the telecom and IT infrastructure related components of the Smart City Plan (SCP) of New Town Kolkata including the applicable area based and pan city solutions
2. NTTIDCO will be part of the Special Purpose Vehicle (SPV) which will be operationalized for implementing the Smart City Plan of New Town Kolkata
3. NTTIDCO will nominate one senior official as the Board member of the SPV.
4. NTTIDCO will support planning, implementing, managing and operating smart city projects especially the telecom and IT infrastructure related components
5. NTTIDCO will provide all assistance as the dedicated Telecom/ IT infrastructure development agency of New Town Kolkata.
6. NTTIDCO will ensure coordinated development of telecom and IT infrastructure so that it can be easily dovetailed with the smart projects to be implemented by the SPV
7. NTTIDCO will enable monitoring of the Smart City Plan of New Town Kolkata with regards to Telecom and IT infrastructure
8. Any such issues with regards to supporting and collaborating with NTKDA and/or SPV to implement the Smart City Plan in a time bound and cost effective manner

[Signatures]

Chief Executive Officer
New Town Kolkata Development Authority

Chairman
NTTIDCO

NEW TOWN TELECOM INFRASTRUCTURE DEVELOPMENT COMPANY LIMITED
Memorandum of Understanding between New Town Kolkata Development Authority and WEBEL for implementation of Smart City Plan in New Town Kolkata in collaboration with each other

Whereas Government of India has selected ninety eight number of cities as Smart Cities under the Smart Cities mission

And

Whereas New Town, Kolkata is one of these ninety eight cities earmarked as Smart Cities under the above mentioned mission and based on the inputs received from an extensive citizen interaction process, a Smart City Plan has also been prepared fine lining the Pan City solutions and area based smart interventions including the area for the city

And

Whereas New Town Kolkata Development Authority (NKDA) constituted under The New Town Kolkata Development Authority Act, 2007 (The West Bengal Act XXX of 2007) for rendering various civic services and amenities within the city, is the implementing authority of this plan

And

Whereas WEBEL, headquartered in Kolkata, was incorporated in 1974 and is the nodal agency of the Government of West Bengal for developing Information Technology, Electronics and ITES industries in the State of Bengal

And

Whereas a close convergence is necessary between various parastatal bodies to implement the Smart City plan

Therefore

Today on 07/12/15, New Town Kolkata Development Authority, Represented by its Chief Executive Officer and WEBEL represented by its Managing Director reach the following understanding that:

1. WEBEL will collaborate with NKDA to implement the IT related components of the Smart City Plan (SCP) of New Town Kolkata including the applicable area based and pan city solutions
2. WEBEL will be part of the Special Purpose Vehicle (SPV) which will be operationalized for implementing the Smart City Plan of New Town Kolkata
3. WEBEL will nominate one senior official as the Board member of the SPV.
4. WEBEL will support planning, implementing, managing and operating smart city projects especially the software and IT infrastructure related components
5. WEBEL will provide all assistance as the dedicated IT development agency.
6. WEBEL will ensure coordinated development of telecom and IT infrastructure so that it can be easily dovetailed with the smart projects to be implemented by the SPV
7. Any such issues with regards to supporting and collaborating with NKDA and/or SPV to implement the Smart City Plan in a time bound and cost effective manner

[Signatures]

Chief Executive Officer
New Town Kolkata Development Authority

Managing Director
WEBEL
For West Bengal Electronics Industry Development Corporation Limited
4. Resolution of NKDA incentivizing use of energy efficient light, decentralized SWM, dual piping, for recycling gray water order to curb unauthorized encroachment, no littering

Minutes of the 30th meeting of the New Town Kolkata Development Authority
held on 4th December 2015 at 12.00 noon at the conference hall of the Authority.

Members present
1. Sri Debasis Sen, IAS
   Principal Secretary
   Urban Development Dept.
   Chairman, NKDA
2. Sabyasachi Dutta, MLA
3. Sri Gopal Chandra Ghose, WBCS(Exe)
   Special Secretary
   Urban Development Dept.
   Member, NKDA
4. Sri Anindya Karfomar DG, Building
   Kolkata Corporation
   Member, NKDA
5. Smt. Debjani Dutta WBCS(Exe)
   Joint Managing Director, WBHIDCO
   Member, NKDA
6. Sri Debapriya Biswas, WBCS(Exe)
   CEO, NKDA
   Member, NKDA

Others present
1. Sri Pradip Roy
2. Sri Sukanta Kumar De
3. Sri Himadri De
   Chief Engineer, NKDA
   Administrative Officer, NKDA
   Finance Officer, NKDA

Sri Debasis Sen, IAS Chairman, Newtown Kolkata Development Authority took the chair. He welcomed all the members of the Authority in the meeting. There after he initiated the formal discussion of the meeting and advised Member Secretary to place the agenda of the meeting for discussion in order.

1. Confirmation of the proceedings of the 29th meeting of New Town Kolkata Development Authority.

Sri Gopal Chandra Ghose Member Secretary, NKDA read out the proceedings of the 29th meeting held on 11.09.2015 for information and confirmation of the members. Board confirmed the proceedings.
A. Provision for providing incentives for using energy efficient lights and other equipments.

B. In order to curb unauthorized encroachments and to enhance the beautification of the city, provision of landscaping of the frontal area from property line up to the edge of the box drain by plantation of grass and decorative shrubs (under no circumstances any other plant variety will be allowed) and enclosing the said area by erecting bamboo fencing of height 1.2 Mts Maximum. However, creation of such landscaping shall not create any type of right over the land. The frontal area landscaping plan must be presented before NKDA for approval. Whether this provision will be made mandatory or incentivised by making suitable amendments in the NKDA Building Rules 2009, may also kindly be decided.

C. As per provision of Rule No 28(2) of NKDA Building Rules 2009, there are provisions for incentives for rain water harvesting, use of renewable energy, solar passive architecture and use of fly ash bricks. As provided in the Rule, for each item 2% of the building sanction fees shall be reduced. Now it is proposed that for recycling of grey water (dual piping) and decentralized solid waste treatment, the same benefit may be extended. Whether any further incentive in form of concession in property taxes and/or allowing additional FAR may also be kindly considered.

D. As per the provisions of the Smart City Guidelines, at the implementation stage of the SCP a Special Purpose Vehicle needs to be formed which will act as the executing agency for all smart solutions. As prescribed the share of State Government and NKDA jointly shall not be below 50% of the holdings in the said SPV and the holding pattern of both the parties will be 50:50. In this context the following structural arrangement of the SPV is proposed:

1. SPV will be a Limited Company, with the following shareholding pattern: - State Government: 25.5%; ULB or NKDA: 25.5%; WBHIDCO (a fully Government of West Bengal owned public sector undertaking) may be requested to be a shareholder with 49% equity.

2. Representative from the Central Government (as prescribed in the Guidelines), Nominated Officers from NKDA, HIDCO, NTTIDCO, NTSECL, WEBEL, Representatives from Industry Associations like NASSCOM, Independent Director from MoCA etc. may be accommodated in the Board of SPV. Chairman NKDA may be the
Chairman of Board of Directors of the SPV. A Chief Executive Officer having suitable qualifications and experience, may be appointed from private/public sector. Till such CEO is selected, provision of one interim CEO may be made by the Board. If required the SPV may be housed at the office premises of NKDA or WBHIDCO may be requested to provide space.

E. Agreements by NKDA for smart utility services (as detailed in the SCP) may be done with agencies like with WBHIDCO, NTSECL, NTITIDCO, PHED, WEBEL etc for partnering the delivery of the Smart City Plan.

F. To maintain the cleanliness of the Eco-Park, New Town, a fine of Rs. 100/- may be imposed on the visitors found littering within the premises, if approved by the Board. Later this provision may be extended all over the city, in phases.

G. The Smart City Plan made in Collaboration with Deloitte Touche Tohmatsu may kindly be approved.

After point wise discussion meeting approved all the proposals with the following rectifications

Proposal D

(2) CEO NKDA may be the Chairman of Board of Directors of the SPV.

Proposal F

The proposal was approved in the following manner:
To maintain the cleanliness of the Eco-Park, New Town, a fine of Rs. 100/- will be imposed on the visitors found littering within the premises and this provision shall also be applicable to Action Area-1A, 1B, 1C of New Town, Kolkata i.e. the area selected for area based development in the Smart City proposal.

Proposal-G

The Board approved the Smart City Proposal / Plan including financial plan as reproduced below in brief:

A. Total estimated Plan Size for implementing the projects conceived as part of this Smart City Plan is: INR 2928.26 crores.

B. External Contribution estimated as part of Convergence with from government programs/ schemes/ projects is calculated at INR 1089.74 crores, out of which estimated budget for
   o developing physical infrastructure: INR 926.00 crores
NKDA will also promote solar powered lightings and other power efficient equipments like LED lamps etc in Bus Stands, parks and other secured public spaces like Government Offices.
Board approved the proposal.

There being no other issue for discussion, the meeting ended with vote of thanks to and from the chair.

Debashis Sen,
Chairman,
New Town Kolkata Development Authority

Memo No 698/NKDA/ADMN-21/2009
Dated 08/12/2015

Copy forwarded for information and kind perusal to:

1. Sri Debashis Sen IAS,
   Principal Secretary, Urban Development Department
2. Smt. Kakoli Ghosh Dastidar, Member of Parliament
3. Sri Sabysachi Dutta, Member of Legislative Assembly
4. Smt. Mammeet Kaur Nanda, IAS,
   District Magistrate, North 24-Parganas
5. Representative of Municipal Affairs Dept.
   Project Director, Kolkata Urban Services for Poor &
   Ex-officio Additional Secretary, Municipal Affairs Department
6. Sri Anindya Karforma, DG (Building),
   Kolkata Municipal Corporation
7. Smt. Debjani Dutta, WBCS (Exc.)
   Joint Managing Director, WBHIDCO Ltd.

Chairman, NKDA
Member, NKDA
Member, NKDA
Member, NKDA
Member, NKDA
Member, NKDA
Member, NKDA
8. Sri Debapriya Biswas WBCS(Exe.)
    NKDA
    Chief Executive Officer, NKDA
9. Sri Pradeep Roy
10. Sri Uttam Kumar Jana
11. Sri Sukrit Chatterjee
12. Sri Dilip K. Das
13. Sri Amit Kumar Bose
14. Sri Debjeeet Ganguly WBCS(Exe.)
    NKDA
15. Sri Sukanta Kumar De
16. Sri Himadri De
17. Sri Abin De
    NKDA
18. Sri Ashoke Kr Dutta

Member,

Chief Engineer, NKDA
Superintendent Engineer, M/E, NKDA
Chief Architect, NKDA
Estate Manager-I, NKDA
Estate Manager-II, NKDA
Administrative Officer-I,
Administrative Officer-II, NKDA
Finance Officer, NKDA
Executive Engineer-I,
Executive Engineer-II, NKDA

Gopal Chandra Ghose
Member Secretary,
New Town Kolkata Development Authority
5. Resolution of NKDA for sharing of Property Tax and Water Charges from Action Area 1A, 1B and 1C with the SPV

Minutes of the 30th meeting of the New Town Kolkata Development Authority
held on 4th December 2015 at 12.00 noon at the conference hall of the Authority.

Members present
1. Sri Debashis Sen, IAS
   Principal Secretary
   Urban Development Dept.  
   Chairman, NKDA
2. Sabyasachi Dutta, MLA
   Member, NKDA
3. Sri Gopal Chandra Ghose, WBCS(Exe)
   Special Secretary
   Urban Development Dept.
   Member Secretary, NKDA
4. Sri Anindya Karformar DG, Building
   Kolkata Corporation
   Member, NKDA
5. Smt. Debjani Dutta WBCS(Exe)
   Joint Managing Director, WBHIDCO
   Memer, NKDA
6. Sri Debapriya Biswas, WBCS(Exe)
   CEO, NKDA
   Member, NKDA

Others present
1. Sri Pradip Roy
   Chief Engineer, NKDA
2. Sri Sukanta Kumar De
   Administrative Officer, NKDA
3. Sri Himadri De
   Finance Officer, NKDA

Sri Debashis Sen, IAS Chairman, Newtown Kolkata Development Authority took the chair. He welcomed all the members of the Authority in the meeting. There after he initiated the formal discussion of the meeting and advised Member Secretary to place the agenda of the meeting for discussion in order.

1. Confirmation of the proceedings of the 29th meeting of New Town Kolkata Development Authority.

Sri Gopal Chandra Ghose Member Secretary, NKDA read out the proceedings of the 29th meeting held on 11.09.2015 for information and confirmation of the members. Board confirmed the proceedings.
forwarded to the Bank authority for execution. But they have then verbally communicated that only permissive possession would not serve their purpose the agreement is required to be made that NKDA has full authority to execute the tenancy agreement and they were requested to submit the proposal in writing mentioning the detail.

Meeting instructed CEO to come back to the Board after clearing the legal issues.

7. **Imposition of Property Tax in New Town, Kolkata**

Chief Executive Officer informed the meeting that after receipt of draft valuation list and assessment of Property Tax from the West Bengal Valuation Board, it is learnt that provision of Unit Area Assessment System has been incorporated in the Chapter-X of the West Bengal Municipal Act, 1993 as an alternative method of assessment of property tax. Since, provisions of Chapter-X of the West Bengal Municipal Act, 1993 is applicable mutatis-mutandis in the jurisdiction of NKDA (section 36B of the NKDA Act, 2007), now this option is also available to NKDA. Unit Area Assessment System is a modern concept and method for assessment of property tax with greater degree of transparency and simplicity. Though the assessment list of property tax prepared by the West Bengal Valuation Board is ready for draft publication, since the publication has not been made, we have the scope to start afresh with the Unit Area System.

After detailed discussion over the issue, meeting unanimously resolved to adopt the Unit Area System of assessment.

8. **Participation in Stage 2 Challenge in Smart City Competition – Smart City Proposal.**

Chief Executive Officer placed some proposals for incorporation in the Smart City Plan which will have to be forwarded to the Govt. of India shortly. In these respect he stated that New Town Kolkata is an emerging Smart city under the Smart Cities Mission of Government of India. A Smart City apart from being a technologically enabled city must also be a clean and green city, where the citizens and stake holders share the responsibility to keep it as such. The draft SCP has been prepared after extensive citizen engagement and is being placed before the Board. The following provisions are placed before the Board for kind approval in order to incorporate the same in the plan:
o developing smart infrastructure/ projects: INR 163.7 crores
C. External Contribution from private sector as part of PPP projects is estimated at INR 693.00 crores
D. Thus, total project cost proposed for Smart City Proposal of New Town Kolkata is:
   **INR 1145.52 crores** (D = A-B-C).

   It has also been decided by the Board that 45% of property tax to be collected from Action Area 1A, 1B, 1C and and 50% of water tax / charges collected from entire New Town, Kolkata shall be shared with the SPV to ensure its sustainability.

9. Revised Administrative Approval and Financial Sanction (AAFS) for the work of Construction” UPASANA GRIHA” at AA-1D, under NKDA, New Town, Kolkata.

Chief Executive Officer informed the meeting that Administrative Approval and Financial Sanction for an amount of Rs. 60,00,000.00 (Sixty Lakh) only was accorded in the 25th Meeting of the Board held on 13.12.2014 for construction of UPASANA GRIHA at AA-1D New Town, Kolkata. But at the time of actual execution of work some item of work have been greatly changed as per decision of the higher Authority like:

- Malleable Cast Iron Framing in place of Wooden Framing.
- Pavement Work with Paver Block etc.

While implementing the above changes in field a further revised estimate has been framed and the value of original tender has enhanced to Rs. 97,88,533/- (Ninety Seven Lakh Eighty Eight Thousand Five Hundred Thirty Three) only and the estimate has been Technically Sanctioned by the Competent Authority.

Board accorded Revised Administrative Approval and Financial Sanction for the project construction work of Upasana Griha.

**Miscellaneous:**

1. POC/OC for the project of Millennium Tower and East Enclave undertaken by West Bengal Housing Board (WBHB)

   Member Secretary informed the meeting that the housing complexes of Millennium Tower & East Enclave were constructed by West Bengal Housing Board long before formation of New Town Kolkata Development Authority. The Building plans were
NKDA will also promote solar powered lightings and other power efficient equipments like LED lamps etc in Bus Stands, parks and other secured public spaces like Government Offices.
Board approved the proposal.

There being no other issue for discussion, the meeting ended with vote of thanks to and from the chair.

Debashis Sen,
Chairman,
New Town Kolkata Development Authority

Memo No 6981/NKDA/ADMN-21/2009
Dated 08/12/2015

Copy forwarded for information and kind perusal to:

1. Sri Debashis Sen IAS,
   Principal Secretary, Urban Development Department
2. Smt. Kakoli Ghosh Dastidar, Member of Parliament
3. Sri Sabysachi Dutta, Member of Legislative Assembly
4. Smt. Mannmeet Kaur Nanda, IAS,
   District Magistrate, North 24-Parganas
5. Representative of Municipal Affairs Dept.
   Project Director, Kolkata Urban Services for Poor &
   Ex-officio Additional Secretary, Municipal Affairs Department
6. Sri Anindya Karforma, DG (Building),
   Kolkata Municipal Corporation
7. Smt. Debjani Dutta, WBCS (Exc.)
   Joint Managing Director, WBHIDCO Ltd.

Chairman, NKDA
Member, NKDA
Member, NKDA
Member, NKDA
Member, NKDA
Member, NKDA
8. Sri Debapriya Biswas WBCS(Exec.)
   NKDA
   Chief Executive Officer, NKDA

9. Sri Pradeep Roy

10. Sri Uttam Kumar Jana

11. Sri Sukrit Chatterjee

12. Sri Dilip Kr. Das

13. Sri Amit Kumar Bose

14. Sri Debiject Ganguly WBCS(Exec.)
   NKDA

15. Sri Sukanta Kumar De

16. Sri Himadri De

17. Sri Abin De
   NKDA

18. Sri Ashoke Kr Dutta

Member,

Chief Engineer, NKDA
Superintendent Engineer, M/E, NKDA
Chief Architect, NKDA
Estate Manager-I, NKDA
Estate Manager-II, NKDA
Administrative Officer-I,

Administrative Officer-II, NKDA
Finance Officer, NKDA
Executive Engineer-I,

Executive Engineer-II, NKDA

Gopali Chandra Ghose
Member Secretary,
New Town Kolkata Development Authority
6. Preliminary Human Resource Plan for the SPV and Institutional Arrangement for Operationalizing the SPVs

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<tr>
<th>Sl. No.</th>
<th>Name</th>
<th>Designation</th>
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<tr>
<td>1</td>
<td>Sri Debasish Sen, IAS</td>
<td>Chairman</td>
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<td>2</td>
<td>Sri Gopal Chandra Ghose,</td>
<td>Member Secretary</td>
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<td>Sri Debapriya Biswas,</td>
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<td>Executive Engineer-I</td>
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<td>9</td>
<td>Sri Ashok Kr. Dutta</td>
<td>Executive Engineer-II</td>
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<td>10</td>
<td>Sri Himadri De</td>
<td>Finance Officer</td>
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</tbody>
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Minutes of follow-up meeting to Chalk out Human Resource Plan & Institutional arrangements for operationalization of SPV to be constituted for implementation of Smart City Plan for New Town, Kolkata

Date: 07-12-2015

Venue: Office of the New Town Kolkata Development Authority, New Town, Kolkata

Attended by:

1. Sri Debashis Sen, IAS Chairman, NKDA & Chairman WBHIDCO
   Principal Secretary
   Urban Development Dept.

2. Sri Gopal Chandra Ghose, WBCS(Exe) Member Secretary, NKDA
   Special Secretary
   Urban Development Dept.

3. Sri Debapriya Biswas, WBCS(Exe) CEO, NKDA
   WBCS(Exe)

4. Sri Pradeep Roy Chief Engineer, NKDA
   WBCS(Exe)

5. Sri Sukrit Chatterjee Chief Architect, NKDA
   WBCS(Exe)

6. Sri Uttam Jana Superintending Engineer, NKDA
   WBCS(Exe)

7. Sri Debjeeet Ganguly, WBCS(Exe) Administrative Officer, NKDA
   WBCS(Exe)

8. Sri Abin De Executive Engineer, NKDA
   WBCS(Exe)

9. Sri Ashoke Dutta Executive Engineer, NKDA
   WBCS(Exe)

Sri Debashis Sen, IAS, Chairman, New Town Kolkata Development Authority (NKDA) and Chairman WBHIDCO took the chair and initiated discussion to chalk out a plan for institutional arrangements for operationalization of the SPV to be formed to implement of the Smart City Plan of New Town, Kolkata. This is in the context of the
decision of the 30th Board meeting of New Town Kolkata Development Authority held on the 4th December, 2015.

PRELIMINARY HUMAN RESOURCE PLAN FOR SPV:
A. As per decision of the Board of NKDA on 4th December, 2015 taken in the context of the guidelines of the Smart Cities Mission, Government of India, the SPV will be primarily managed by a Board of Directors, comprising the Joint Managing Director of HIDCO, Chairman NTIDCO, Managing Director NTESCL, Managing Director / representative from WEBEL, representative of District Magistrate of North 24 Parganas, representatives from Central Government, representative from state government, representation from industry association (NASSCOM), representative from academic institutions- University of Engineering and Management, Kolkata, functional directors, Independent Director (MoCA) and CEO of the SPV.
B. It was also decided in that Board Meeting that Chairperson of the SPV will be the CEO of NKDA and will be a member of the Board
C. CEO of the SPV will be supported by a team of experts – Engineering, Urban Development, Finance & Accounting, Procurement, Legal, Company Secretary and Information Technology.
D. To start with, for initial 1-2 years, officials of NKDA and WBHIDCO will be deputed to the SPV till the SPV gets its own officers & staffs. However, attempt should be made to make the SPV self sufficient at the earliest. There should also be an overlapping period of functioning of officials of SPV from NKDA / WBHIDCO and own officials of SPV to ensure smooth functioning of the organization.
E. The preliminary structure of the SPV is given in Annexure 1, below.

INSTITUTIONAL ARRANGEMENT FOR OPERATIONALIZATION OF THE SPV
F. For facilitating the initial operation of the SPV and its implementation, space within the premises of NKDA / HIDCO may be provided, as mentioned in point 8D(2) of the 30th Board Meeting Resolution, dated, 4th of December, 2015.
Further NKDA / HIDCO will utilize their legal consultants & Law officer to form the limited liability company.

G. Governance mechanism for maximizing and monitoring performance and optimizing risk of the organization and its stakeholders include:
   i. Independent committees reporting to the Board of SPV – Procurement Committee, Audit Committee, Finance and Accounts Committee
   ii. Procurement manual, financial manual and Human Resource manual for the SPV

INSTITUTIONAL ARRANGEMENT WITH EXISTING SPVs OPERATIONAL IN THE CITY

H. The city has three other SPVs operational in the city – HIDCO, NTTIDCO, NTESCL, along with WEBEL which is a state level nodal agency (SPV) for implementing IT solutions for government.

I. NKDA has signed MoUs with all the above four for implementation of the Smart City Plan, as mentioned in point 8E of the 30th Board Meeting Resolution, dated, 4th of December, 2015.

J. As per decision of the Board of NKDA taken on 4th December, 2015, MoU for collaborating with NKDA in implementation of the Smart City Plan has also been signed between NKDA with Superintending Engineer, Public Health Engineering Directorate, New Town Kolkata Water Supply Circle consisting of four divisions exclusively dedicated for Water Supply, Sanitation & Sewerage and Storm Water Drainage of New Town, Kolkata.

As there was no other point to discuss, the meeting ended with thanks from and to the chair.

Debashis Sen
Chairman NKDA & Chairman WBHIDCO

Page 3 of 4
ANNEXURE 1

BOARD OF DIRECTORS

Chairman, CEO NKDA

Representative, Central Government
Representative, State Government
District Magistrate/Representative, North 24
Parganas
Joint Managing Director, HIDCO
Chairman, NTTIDCO
Managing Director, NTESCL
Managing Director/Representative, WEBEL
Industrial Association (NASSCOM)
Representative from Academic Institutions
Independent Director, MoCA

CEO SPV

IMPLEMENTATION TEAM

Engineering Expert
Urban Expert
Finance & Accounts Expert
Procurement Expert
Legal Expert
Company Secretary
Information Technology Expert

HIDCO / NKDA to appoint
CEO to act in the interim
period till the time of
approval and
appointment by MoUD

Page 4 of 4

Annex 4: 36
7. Institutional Arrangement with other existing SPVs in the City

<table>
<thead>
<tr>
<th>Sl. No.</th>
<th>Name</th>
<th>Designation</th>
<th>Signature</th>
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<tr>
<td>1</td>
<td>Sri Debashis Sen, IAS</td>
<td>Chairman</td>
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<td>2</td>
<td>Sri Gopal Chandra Ghose,</td>
<td>Member Secretary</td>
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<td></td>
<td>WBCS (Exe.)</td>
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<td>3</td>
<td>Sri Debapriya Biswas, WBCS</td>
<td>Chief Executive Officer</td>
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<td>(Exe.)</td>
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<td>4</td>
<td>Sri Pradeep Roy</td>
<td>Chief Engineer</td>
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<td>5</td>
<td>Sri Suknt Chatterjee</td>
<td>Chief Architect</td>
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<td>6</td>
<td>Sri Uttam Kr. Jana</td>
<td>Superintending Engineer</td>
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<td>7</td>
<td>Sri Debjeet Ganguly, WBCS</td>
<td>Administrative Officer</td>
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<td>(Exe.)</td>
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<td>8</td>
<td>Sri Abin De</td>
<td>Executive Engineer-I</td>
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<tr>
<td>9</td>
<td>Sri Ashok Kr. Dutta</td>
<td>Executive Engineer-II</td>
<td></td>
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<tr>
<td>10</td>
<td>Sri Himadri De</td>
<td>Finance Officer</td>
<td></td>
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</table>
Minutes of follow-up meeting to Chalk out Human Resource Plan & Institutional arrangements for operationalization of SPV to be constituted for implementation of Smart City Plan for New Town, Kolkata

Date: 07-12-2015

Venue: Office of the New Town Kolkata Development Authority, New Town, Kolkata

Attended by:
1. Sri Debasis Sen, IAS Chairman, NKDA & Chairman WBHIDCO  
   Principal Secretary  
   Urban Development Dept.
2. Sri Gopal Chandra Ghose, WBCS(Exe) Member Secretary, NKDA  
   Special Secretary  
   Urban Development Dept.
3. Sri Debpriya Biswas, WBCS(Exe) CEO, NKDA  
4. Sri Pradeep Roy Chief Engineer, NKDA
5. Sri Sukrit Chatterjee Chief Architect, NKDA
6. Sri Uttam Jana Superintending Engineer, NKDA
7. Sri Debjeet Ganguly, WBCS(Exe) Administrative Officer, NKDA
8. Sri Abin De Executive Engineer, NKDA
9. Sri Ashoke Dutta Executive Engineer, NKDA

Sri Debashis Sen, IAS, Chairman, New Town Kolkata Development Authority (NKDA) and Chairman WBHIDCO took the chair and initiated discussion to chalk out a plan for institutional arrangements for operationalization of the SPV to be formed to implement of the Smart City Plan of New Town, Kolkata. This is in the context of the
decision of the 30th Board meeting of New Town Kolkata Development Authority held on the 4th December, 2015.

PRELIMINARY HUMAN RESOURCE PLAN FOR SPV:

A. As per decision of the Board of NKDA on 4th December, 2015 taken in the context of the guidelines of the Smart Cities Mission, Government of India. The SPV will be primarily managed by a Board of Directors, comprising the Joint Managing Director of HIDCO, Chairman NTITIDCO, Managing Director NTESCL, Managing Director / representative from WEBEL, representative of District Magistrate of North 24 Parganas, representatives from Central Government, representative from state government, representation from industry association (NASSCOM), representative from academic institutions- University of Engineering and Management, Kolkata, functional directors, Independent Director (MoCA) and CEO of the SPV.

B. It was also decided in that Board Meeting that Chairperson of the SPV will be the CEO of NKDA and will be a member of the Board

C. CEO of the SPV will be supported by a team of experts – Engineering, Urban Development, Finance & Accounting, Procurement, Legal, Company Secretary and Information Technology.

D. To start with, for initial 1-2 years, officials of NKDA and WBHIDCO will be deputed to the SPV till the SPV gets its own officers & staffs. However, attempt should be made to make the SPV self sufficient at the earliest. There should also be an overlapping period of functioning of officials of SPV from NKDA / WBHIDCO and own officials of SPV to ensure smooth functioning of the organization.

E. The preliminary structure of the SPV is given in Annexure 1, below.

INSTITUTIONAL ARRANGEMENT FOR OPERATIONALIZATION OF THE SPV

F. For facilitating the initial operation of the SPV and its implementation, space within the premises of NKDA / HIDCO may be provided, as mentioned in point 8D(2) of the 30th Board Meeting Resolution, dated, 4th of December, 2015.
Further NKDA / HIDCO will utilize their legal consultants & Law officer to form the limited liability company.

G. Governance mechanism for maximizing and monitoring performance and optimizing risk of the organization and its stakeholders include:
   i. Independent committees reporting to the Board of SPV – Procurement Committee, Audit Committee, Finance and Accounts Committee
   ii. Procurement manual, financial manual and Human Resource manual for the SPV

INSTITUTIONAL ARRANGEMENT WITH EXISTING SPVs OPERATIONAL IN THE CITY

H. The city has three other SPVs operational in the city – HIDCO, NTTIDCO, NTESCL, along with WEBEL which is a state level nodal agency (SPV) for implementing IT solutions for government.

I. NKDA has signed MoUs with all the above four for implementation of the Smart City Plan, as mentioned in point 8E of the 30th Board Meeting Resolution, dated, 4th of December, 2015.

J. As per decision of the Board of NKDA taken on 4th December, 2015, MoU for collaborating with NKDA in implementation of the Smart City Plan has also been signed between NKDA with Superintending Engineer, Public Health Engineering Directorate, New Town Kolkata Water Supply Circle consisting of four divisions exclusively dedicated for Water Supply, Sanitation & Sewerage and Storm Water Drainage of New Town, Kolkata.

As there was no other point to discuss, the meeting ended with thanks from and to the chair.

Debashis Sen
Chairman NKDA & Chairman WBHIDCO
THE KOLKATA GAZETTE, EXTRAORDINARY, AUGUST 10, 2009

29. Basement. —

The condition of basement shall be as follows:-

(a) no portion of the basement shall be allowed to encroach upon the mandatory open spaces;
(b) the portion of the basement beyond the building profile shall flush with the ground level if the same is not taken in the ground coverage. The structure of such basement should be so designed that it should be capable of taking the load of heavy vehicles like fire engines etc.;
(c) every basement shall be in every part at least 2.5 meters in height from the floor to underside of the roof slab or beam or ceiling and with maximum height not more than 4.75 meter;
(d) adequate ventilation shall be provided for the basement. The standard of ventilation shall be of acceptable limit. Any deficiency may be met by providing adequate mechanical ventilation in the form of blowers, exhaust fans (one exhaust fan (500 mm dia, 1400 rpm, heavy duty) for 50 square meters basement area), air-conditioning system, etc.;
(e) the minimum height of the ceiling of any basement shall be 0.9 meters and maximum of 1.2 meter above the average roof level on the front side of the building, if not flushed with the ground level;
(f) adequate arrangement shall be made such that surface water does not enter the basement;
(g) the walls and floors of the basement shall be watertight and be so designed that the effect of the surrounding soil and moisture, if any, are taken into account in design and adequate damp proofing treatment is given;
(h) all the staircases from the basement shall be segregated on the ground floor level.
(i) In case the Development Authority allows the partitions in the basements, no compartment shall be less than 50.0 square meters in area and each compartment shall have ventilation standards as laid down in sub-clause (d) above separately and independently. The basement partition shall however, conform to the norms laid down by West Bengal Fire and Emergency Services.
(j) The other provisions of prevailing National Building Code shall be used for guidance.

30. Miscellaneous. —

(1) The construction of advertising signs and outdoor display structures shall be in accordance with the provisions of Signs and Outdoor Display Structure of the provisions of the National Building Code of India, and orders issued by the Development Authority from time to time.

(2) Every building shall display, in a prominent place on the front side, the premises number and the road or street name or number as assigned to it by the planning authority, so as to be conveniently visible from the road or street as per the specifications laid down by the Development Authority.

(3) All construction materials shall be stored within the plot. As soon as the construction of any building is completed, all rubbish, refuse or debris of any description shall be removed to the satisfaction of the Development Authority by the Owner from the site or sites on which erection of building have taken place or from any adjoining land which may have been used for deposition of materials or debris.

31. Boundary wall or compound wall and compound gate. —

(1) Except with the special permission of the Development Authority, the maximum height of the compound wall shall not be 1.5 meter above the centre line of the Means of access. Compound wall up to 2.4 meter height may be permitted if the top 0.9 meter is of open type constructions. Provided that the provisions of this sub-rule are not applicable to boundary walls of jails, electric substations, transformer stations, institutional buildings like sanatorium, hospitals, industrial buildings like workshops, factories, storage buildings, educational buildings like schools, colleges, including hostels, and other uses of public-utility undertakings. Provided further that the height of the compound wall of the buildings mentioned hereinabove provision may be permitted up to 2.4 meters.

(2) For project, which requires 'No Objection Certificate' from the Directorate of the Fire and Emergency Service, the width and height of the access gates into the premises shall not be less than 4.5 meters and 5 meters respectively abiding means of access.
NEW TOWN KOLKATA DEVELOPMENT AUTHORITY

(A Statutory Authority Under Government of West Bengal)
3, Major Arterial Road, New Town, Kolkata - 700 158


As per order of the Hon’ble High Court in W.P. No. 23004(W) of 2009 and Minutes of 21st Meeting of New Town Kolkata Development Authority dated 08.10.2013 regarding amendments of building rules in reference to Rule No.174 and Rule 168(14) of the West Bengal Municipal (Building) Rule 2007. In view of the order, it has been decided by the Competent Authority that:

1. Provision for use of solar energy in the form of solar heater and/or solar photo cells shall be included in the Building Plan in case of any new building exceeding 15.5 m in height or expansion of any existing building causing height to exceed 15.5 m.

2. All existing and upcoming commercial and business establishments having more than 1.5 MW of contract demand will be required to install solar rooftop systems to meet at least 2% of their electrical load. Further, all the existing and upcoming schools and colleges, hospitals, large housing societies and Government establishments having a total contract demand of more than 500 KW will be required to install solar rooftop systems to meet at least 1.5% of their total electrical load.

3. It was also proposed to allow reduction of property tax to the tune of 10% (Maximum) of property tax for the buildings who will install Solar Energy units.

It has been resolved to approve the proposal in tune with the order of Hon’ble High Court, Kolkata. Applicants for sanction of Building Plan are requested to accommodate the above provisions before submitting the Building Plan.

By order

New Town Kolkata Development Authority

Phone: 033-2324-2324 / 2132, 2706-2351, 18003451571
Fax: 033-2324-2147
Website: www.nkdmca.org
9. Buildings in Metro Rail corridor with higher FAR

The Government of West Bengal

Urban Development Department

"NAGARAYAN",
DF-8, Sector-I, Salt Lake,
Kolkata - 700 064

NOTIFICATION

No. 4150-UD/O/M/HID/41-3/2011 Dated, Kolkata, 18th December, 2014 — In exercise of the powers conferred by section 159 read with section 65 of the New Town Kolkata Development Authority Act, 2007 (West Bengal Act XXX of 2007) (hereinafter referred to as the said Act), the Governor is hereby pleased to make, after previous publication as required under sub-section (1) of section 159 of the said Act, the following amendments in the New Town Kolkata (Building) rules, 2009 (hereinafter referred to as the said rules) :-

Amendments

In the said Rules:—

1) In Rule 21

After table IV the following provisions will be inserted—

Provided that some incremental FAR to buildings may be allowed over and above the FAR ordinarily allowable under existing rules in the following manner:

a) **10% additional FAR** is to be allowed in cases of green buildings and certification of green buildings will be done by the designated authorities / agencies to be notified.

b) **15% additional FAR** is to be granted in case of mass housing projects, hospitals, IT buildings, mega commercial projects etc., if there are adequate urban infrastructure and facilities available in the locality to cater to the enhanced civic demands.
c) In order to encourage big residential complexes, old residential high-rise buildings, commercial malls, hospital & educational buildings etc. to provide additional parking facilities over and above the minimally prescribed parking spaces, the additionally provided parking space should not be counted as consumption of FAR.

d) In areas within 500 meters on either side of the 'under construction Metro Corridor where construction work has actually begun' a maximum of 15% additional FAR is to be allowed over the prescribed amount for properties abutting 15 meter to 24 meter wide roads and a maximum of 20% additional FAR is to be allowed over the prescribed amount for properties abutting more than 24 meter wide roads.

e) In no case the benefits as mentioned above in point nos. (a) to (d) shall be clubbed.

Provided further that:

i) The grant of additional FAR must be in conformity with the LUDCP and must not contravene the norm for structural stability and or any norm of other regulatory authorities (e.g. Environment Department, Pollution Control Board, Fire & Emergency Services Authority, Airport Authority etc.).

ii) The rate / fee / charge payable for the additional FAR should be decided in terms of "Lease Premium rates" of WBHIDCO Ltd.

iii) All incremental fees / charges collected on account of grant of additional FAR will be payable to WBHIDCO Ltd. directly.

By order of the Governor,

DEBASHIS SEN,
Principal Secretary to the Government of West Bengal
Urban Development Department.
10. Copy of MoU with Future City Catapult, UK

MEMORANDUM OF UNDERSTANDING
WITH REGARDS TO SMART CITY IN NEW TOWN KOLKATA

THIS MEMORANDUM OF UNDERSTANDING ("MOU") is made on 27th July 2015

BETWEEN

FUTURE CITIES CATAPULT LIMITED with company number 08041915
whose registered office is at One Seaforde Street, London, EC1R 0BE
("the CATAPULT")

AND

WEST BENGAL HOUSING & INFRASTRUCTURE DEVELOPMENT CORPORATION with principal offices at Premises No.35-1111, Major Arterial Road, 3rd Rotary, New Town, Kolkata-700156 ("WBHIDCO").

Collectively referred to as the "Parties".

RECITALS

(A) WBHIDCO wish to ensure that New Town near Kolkata is a 'smart city'. It is hoped that this opportunity generates interest from international investors.

(B) Based in London, the Catapult brings together industry, universities and city leaders so that they can work with each other to solve the problems that cities face, now and in the future. The Catapult helps them turn ingenious ideas into working prototypes that can be tested in real urban settings.

(C) The Parties wish to work together to establish mutual benefits in creating an internationally high standard city that is technologically smart and meets the needs of its citizens.

1. SCOPE OF AGREEMENT

1.1 The Parties will enter into discussions to determine a scope for future working for the purposes of creating a strategy and plan of action.

1.2 The Parties agree to enter into initial discussions from which specific projects and activities may be established. These specific projects will be governed by separate contracts for services or collaborative agreements to be determined as part of the discussions.
PRINCIPLES OF WORKING

1.1 The Parties agree to adopt the following principles when carrying out the work necessary to achieve the stated objectives ("principles"):  
1.1.1 Collaborate and co-operate.  
1.1.2 Be open. Communicate openly about (but not limited to) major concerns, issues or opportunities relating to the achievement of the initiative;  
1.1.3 Adopt a positive outlook. Behave in a realistic, positive and proactive manner;  
1.1.4 Adhere to statutory requirements and best practice.  
1.1.5 Act in good faith to support achievement of the key objectives and compliance with these Principles.

TERM AND TERMINATION

2.1 This MOU shall commence on the date of signature by both parties, and shall expire on 30 December 2015 unless terminated by either party with 30 calendar day's notice.

CHARGES AND LIABILITIES

3.1 Except as otherwise provided within this MOU the Parties shall each bear their own costs and expenses incurred under this MOU.  
3.2 The Parties shall remain liable for any losses or liabilities incurred due to their own or their employee's actions and neither party intends that the other party shall be liable for any loss it suffers as a result of this MOU save for losses that it is responsible for under relevant legislation that are directly attributable to the actions of that party.

STATUS

4.1 Nothing in this MOU shall create, or be deemed to create, the relationship of principal and agent or employer and employees or a joint venture or partnership between the Parties.

GOVERNING LAW AND JURISDICTION

5.1 The Parties shall observe and comply with all applicable statutory enactments and requirements of statutory authorities for all relevant regulations, rules and instructions within the jurisdiction that they operate from for the time being in force.

OBLIGATIONS OF CONFIDENTIALITY AND NON-USE

6.1 In consideration of either Party disclosing or making available information to the other the Information, the recipient shall:  
6.1.1 keep the Information completely and strictly confidential and shall not disclose, reproduce, publish or distribute the whole or any part of the Information to any third party unless previously authorised in writing by the Party disclosing and subject to the provisions of this clause 7;  
6.1.2 not without the prior written permission of the Disclosing Party use Information disclosed to it under this MOU other than for the purpose agreed between the parties prior to disclosure;
6.1.3 restrict access to the Information disclosed to it under the terms of this MOU to those of its staff (including employees, officers, consultants, contractors and other representatives) who need to know the same for the purpose agreed and not share the Information or acknowledge receipt of the fact they have received the Information externally;

6.1.4 treat the Information with the same degree of care and with sufficient protection from unauthorised disclosure as the recipient uses to maintain its own confidential or proprietary information; and

6.1.5 acknowledge that the recipient will ensure that its authorised staff, consultants, contractors and other representatives know, understand and guarantee to maintain the confidentiality and disclosure requirements outlined in this MOU.

7. ENTIRE UNDERSTANDING

7.1 This Memorandum shall come into force upon its signature.

7.2 This MOU constitutes the entire understanding between the Parties relating to the subject matter of this MOU and, save as may be expressly referred to or referenced herein, supersedes all prior representations, writings, negotiations or understandings with respect hereto.

7.3 The Parties acknowledge that the breach of these terms may adversely affect the reputation of the Parties.

7.4 Either Participant may terminate this Memorandum at any time, but should provide sixty (60) days prior written notification to the other Participant. The Participants should endeavour to complete or continue specific activities then underway, if they so choose.

IN WITNESS WHEREOF the undersigned being duly authorised by the respective participants have signed the Memorandum at

Signed for and on behalf of the FUTURE CITIES CATAPULT

By: [Signature]
Name: [Name]
Title: [Title]

Signed for and on behalf of the WBHIDCO

By: [Signature]
Name: [Name]
Title: [Title]
SAMPLE DELIVERABLE FOR FCC

INTELLIGENT GOVERNMENT SERVICES
THE ONE STOP SHOP

The One Stop Shop is a simple interface where citizens, businesses and investors can access and share information in a single place.

Behind the virtual interface, Newtown’s city services are integrated around a central database containing digitised, public information.

The One Stop Shop reduces inefficient administrative processes, provides a seamless user experience and helps attract inward investment.

JAMES OPENS THE ONE STOP SHOP APPLICATION ON HIS DEVICE

Citizens can access the online portal from their mobile device, or from a central place in the city, using a unique identification code.

HE CHECKS HIS MY BUSINESS NOTIFICATIONS

Personalised information is displayed on the status of building plan approvals and trade licenses.

HE SCANS AVAILABLE CO-WORKING SPACES AND BOOKS AN APPOINTMENT

Interactive maps visualise vacant land and real estate for developers, investors and entrepreneurs.

JAMES AND HIS FAMILY MAKE PLANS FOR THE WEEKEND

Citizens can browse local activities and plan their journey in advance.
11. Copy of MoU with CII
MEMORANDUM OF UNDERSTANDING BETWEEN CONFEDERATION OF INDIAN INDUSTRY (CII) AND GOVERNMENT OF WEST BENGAL

This “non-binding” Memorandum of Understanding (MOU) is made in Kolkata, India on 14th day of October, 2015 between the undersigned:

CONFEDERATION OF INDIAN INDUSTRY (CII), having its headquarters at The Mantosh Sondhi Centre 23, Institutional Area, Lodi Road, New Delhi ("CII", which expression will include its successors and permitted assigns, unless repugnant to the context or meaning), acting through Dr. Saugat Mukherjee, Regional Director - Eastern Region Confederation of Indian Industry of the first part

And

Department of Urban Development, Government of West Bengal (hereinafter referred to as “Department” which expression will include its successors and permitted assigns, unless repugnant to the context or meaning) acting through Mr. Sutanu Prasad Kar, Mission Director – Smart Cities Mission of West Bengal of the second part.

CII and Department are hereinafter individually referred to as "Party" and collectively as "Parties", as the context may require.

Whereas,

1. The Government of India has envisaged “Smart Cities Mission” considering the need for an all-round, socio economic development of the country. The initiative intends to develop 100 cities and towns in the country as smart cities and is expected to generate a large number of opportunities for the industry in terms of deploying state of the art technologies, provision of value added and sustainable services, and, investment opportunities.
2. The Confederation of Indian Industry (CII) works to create and sustain an environment conducive to the development of India, partnering Industry, Government, and civil society, through advisory and consultative processes.

3. CII is a non-government, not-for-profit, industry-led and industry-managed organization, playing a proactive role in India’s development process. Founded in 1895, India’s premier business association has over 7400 members, from the private as well as public sectors, including SMEs and MNCs, and an indirect membership of over 100,000 enterprises from around 250 national and regional sectoral industry bodies. CII charts change by working closely with Government on policy issues, interfacing with thought leaders, and enhancing efficiency, competitiveness and business opportunities for industry through a range of specialized services and strategic global linkages. It also provides a platform for consensus-building and networking on key issues.

4. CII charts change by working closely with Government on policy issues, interfacing with thought leaders, and enhancing efficiency, competitiveness and business opportunities for industry through a range of specialized services and strategic global linkages. It also provides a platform for consensus-building and networking on key issues.

5. Extending its agenda beyond business, CII assists industry to identify and execute corporate citizenship programmes. Partnerships with civil society organizations carry forward corporate initiatives for integrated and inclusive development across diverse domains including affirmative action, healthcare, education, livelihood, diversity management, skill development, empowerment of women, and water, to name a few.
6. In its 120th year of service to the nation, the CII theme of “Build India-Invest in Development, A Shared Responsibility”, reiterates Industry’s role and responsibility as a partner in national development. The focus is on four key enablers: Facilitating Growth and Competitiveness, Promoting Infrastructure Investments, Developing Human Capital, and Encouraging Social Development.

7. With 66 offices, including 9 Centres of Excellence, in India, and 8 overseas offices in Australia, Bahrain, China, Egypt, France, Singapore, UK, and USA, as well as institutional partnerships with 312 counterpart organizations in 106 countries, CII serves as a reference point for Indian Industry and the international business community.

8. CII has constituted a committee on Smart Cities to undertake the following:

(i) Policy Advisory: recommend changes to the existing policy framework required to enable development of identified cities as “smart cities”;

(ii) Pilot Projects: identification of pilot projects/showcase projects/developmental projects to enable creation of the necessary infrastructure including any Upgradation and renovation of existing facilities so as to provide smart city capabilities and services to the residents of the identified cities;

(iii) Project Advisory and Implementation: to advise on all aspects of implementation of identified projects (hereinafter collectively referred to as “Scope of Services”) as an initiative to enable the implementation of the “smart city” initiative of the Government of India.

CII National Mission on Smart Cities strives to tie up with firms across the globe and offer proven smart urban solutions to Indian Cities. Going ahead, the Mission has also signed MoUs with Four (4) Country Consortiums, namely – German (led by Siemens), US (led by Cisco), Indian (led by Essel)
and Japanese (led by Hitachi). We have finalized such arrangement with Spain as well.

Objective our partnership is to render the full range of services as an integrated package, as no single entity would have capability across the entire spectrum. Further the Mission believes that procurement policies should be based on Project Life Cycle Costs and Quality & Cost Based Selection (QCBS).

We at the CII National Mission on Smart Cities sincerely believe that while these concepts may not exist in the country right now, they are imminent if we have to achieve sustainable & futuristic urbanization as proposed under the SCM.

9. The State of West Bengal, which spreads across an approx area of 88,752 sq.kms, and has a population of 91,276,115 (as per 2011 census). West Bengal is gradually emerging as a prominent location for urbanisation.

10. However, the State of West Bengal is facing the following urban challenges. Some of them are:

   1. Urban mobility
   2. Creation of new habitats
   3. Creation of employment opportunities.

11. CII is desirous of associating and collaborating with the State of West Bengal to provide support in meeting its urban challenges, some of which are illustrated above, and developing identified cities in West Bengal as smart cities through mobilization of the industry expertise and resources.

NOW THEREFORE, in consideration of the mutual promises and covenants contained herein, the Parties agree as follows:

1. **Purpose:**
The Parties are entering into this MOU to record the terms and conditions on which CII will provide the Scope of Services to the Department for the development of cities identified under SCM as “Smart Cities”.

Annex 4: 54
2. Responsibilities:

2.1 CII's Responsibilities:
CII hereby agrees that it will undertake, either itself or through one or more of the committee members, reasonable endeavours to provide the Scope of Services in accordance with and to the extent requested by the Department with the objective of developing identified cities as “smart cities”, which will also include the following:

2.1.1 CII will jointly work with Department and all other stakeholders such as industry experts, civil society and other stakeholders to develop vision, goals & strategies for identified Cities as Smart Cities and thereafter support implementation of the same.

2.1.2 CII, through its committee members, will work in collaboration with the Department in sectors illustrated in para-5 above and in areas like:
1. Think tank and Leadership participation from Industry in Consultative Stakeholder participation for creation of Smart City
2. Inclusion of Citizen Groups like Young Indians and Corporate Members and Non Members in participating in this movement
3. Suggesting Financial plans for various sectors & creation of innovative sources of the Municipal Finance
4. Inviting Stakeholders (Indian and Multi-national Service providers) once the terms of reference are clear to define Scope of work
5. Facilitation of overall Project and realisation including Stakeholder Surveys on Satisfaction Index and engagement with the Steering Committee on the same
6. Associate with media partners and communicate the success of the Smart City movement.

7. Project based support for projects in areas like:
   I. Transport
   II. Solid Waste Management
   III. Water Supply
   IV. Housing
   V. Sewerage
   VI. Health
   VII. Education
   VIII. Storm Water Drainage

8. Capacity building to plan, design and execute projects efficiently

9. Workshop to identify challenges and solutions

10. CII in association with the Department will mobilize the private and public sector industry expertise to share the smart city vision in identified cities under SCM through campaigning and national/international conferences, thereby promoting identified cities as smart cities.

11. CII in association with the Department will align the interest of industry members with those of the government and also will provide technology support to the identified Smart Cities through the CII smart city committee.

12. CII will assist the Department through required consultation and advisory inputs on policy advocacy relevant to the development of the identified cities under the smart cities initiative.

13. CII will also assist the Department through the process of “City Challenge” competition and thereby support the city to get designated as a smart city.

2.2 Department’s Responsibilities:

2.2.1 Department will appoint a nodal officer who will be the contact point for the interaction with the Department and will also be responsible for the smart city initiative.
2.2.2 Department will allow CII to conduct smart city workshops/ conferences/conclaves as and when required to promote West Bengal as an investment destination.

2.2.3 The nodal officer and the consultants appointed by the Department will work jointly with CII to drive the smart city initiative for West Bengal.

3. Terms and Termination:
Both the Parties may terminate this MoU at any time by notice with immediate effect if it reasonably believes that its performance, or any aspect of it, results, or might breach any legal, regulatory, ethical or audit independence requirement in the jurisdiction, or for any other reason.

4. Other Terms:
4.1 Sharing of Information:
As may be appropriate from time to time, each Party may share information with the other on a regular basis regarding the arrangement under this MoU. Both the parties will be solely and entirely responsible for any third party information or materials, that they will share with each other, with regards to its requisite rights, authorizations or agreements, in place, enabling accessibility and usage of such information.

4.2 Confidentiality:
The Parties agree and acknowledge that sensitive information and confidential data will be exchanged between the Parties pursuant to this MoU. Such data will be marked confidential ("Confidential Information"). Each Party agrees that it will maintain confidentiality of the Confidential Information disclosed to it by the other Party under this MoU and will ensure that this clause is strictly adhered to by its officers, employees, agents, consultants and representatives. In case of expiry or termination of this MoU, each party will promptly return all confidential information, to the disclosing Party upon request after expiry/termination of this MoU.
4.4 \textbf{Counterparts:}

The Memorandum of Understanding (MOU) may be signed in any number of counterparts, all of which taken together will constitute one and the same instrument. All and each Department may enter into the Memorandum of Understanding (MOU) by signing one such counterpart and each Department may be signed, executed and transmitted by facsimile transmission and will be as valid and effectual as if executed as an original.

4.5 \textbf{Entire Agreement:}

This MoU contains the entire understanding between the Parties hereto and supersedes all prior arrangements, understandings and agreements, written or oral, on the subject hereof. Any part of this MoU which is not enforceable due to any reason whatsoever will be deemed to be inoperative and the rest of the MoU will continue to be valid and binding on the Parties hereto.

4.6 \textbf{Representation:}

Each Party hereby represents to the other that it has all necessary power and authority to execute and deliver this MoU.

4.7 \textbf{Cooperation:}

CII and State of West Bengal acknowledge that they have entered into the Memorandum of Understanding (MOU) in good faith and will cooperate in good faith to achieve the objectives set herein.

4.8 \textbf{Relaxation:}

This MoU does not bar the Department to enter into other MoUs with other Confederations / Chambers / Associations on the subject of Smart Cities and
Similarly does not bar CII from signing similar MoUs with other State Governments or Government Agencies.

In witness whereof, the undersigned Parties have executed this MoU as of the date indicated above:

On Behalf of

Confederation of Indian Industry

By: The Regional Director - Eastern Region  Confederation of Indian Industry

Name: Dr. Saugat Mukherjee
Title: 
Date: 14/10/15

On Behalf of

State of West Bengal

By: The Mission Director – Smart Cities Mission of West Bengal

Name: Mr. Sutanu Prasad Kar
Title: 
Date: 14/10/15
12. OO for Wi-Fi on MAR-
28. Proposal for implementation of WiFi Network along the Main Traffic Corridor from Haldiram City Centre II through MAR III New Town, Nabagiganta upto Chingirighata with hot spot at Eco Island at Eco Park (Open Air Theatre)

Chairman informed that West Bengal at present has become a major destination for IT&TeEs Companies due to favourable infrastructure and professionally skilled manpower availability in large number and also for relaxed cost advantage. With active State Govt. support, New Town, Rajarhat, Salt Lake Sector-V have emerged as the IT Hub of the State and to elevate the status of additional infrastructural developments, the next higher platform is to make New Town Kolkata a truly smart city and as a first step, HIDCO along with NDITA as desired by Hon’ble MIC (UD) and Chairman, NDITA, proposes to offer WiFi connectivity along the main traffic Corridor from Airport to IT Hub of New Town Rajarhat & Salt Lake Sector-V through EM Bye Pass ultimately to Nabanna with several hotspots in between covering a distance of more than 35 Kms.

He added that the first phase will cover 16.5 Kms. Corridor from VIP Road, Haldiram Bridge, City Centre II through MAR 1111 to Technopolis and from Nicco Park to Chingirighata at EM Bypass along with hotspots at Eco Island and at Eco-Park at the Open Air Theatre beside Children’s Park. This system of WiFi Network will benefit not only a large number of people working in New Town, Sector V, but also to anybody/visitors travelling through this road and utilize the transit time by availing of high-speed Internet connectivity with the proposed WiFi infrastructure throughout this Corridor.

HIDCO would like to execute the entire system through its subsidiary company, i.e. New Town Telecom Infrastructure Dev. Co. Ltd. (NTTIDCO Ltd.) and that cost of the first phase of the project is estimated at Rs.9.89 crores including 3 years’ O&M and be implemented with CESCO equipment and two hours in-built battery back-up for outdoor equipment. It is also estimated that if a fee of Rs.40/- per hour is imposed after initial free internet connection for half an hour and that in the process if 239% of total net connectivity hours be used as paid net hours compared to the total available net connectivity hours of use, the project is likely to become viable and that with implementation of this project the status of New Town Kolkata as well as the State of West Bengal will highly be technologically advanced state in the country keeping in mind that this state is the focal point of Eastern India.

He also added that as this project shall be enjoyed/beneficial to the potential visitors and the people having establishments along the street within WBHIDCO and Nabagiganta Industrial Township area, proposal is being made for consideration of proportionate cost sharing as may be negotiated/formulated and mutually be agreed upon between HIDCO & NDITA.

Accordingly, after a brief discussion the following Resolution was passed:-

Resolved that, with the background of advent of technology and West Bengal emerging as a destination of IT&TeEs Co. for infrastructural advantage and availability of professionally skilled manpower, approval be and is hereby accorded to implementation of WiFi Network System along the MAR-1111 Corridor from Haldiram Bridge upto Chingirighata as green Corridor of about 16.5 Km. including 5.5 Km. road in NDITA jurisdiction and hotspots zones in Eco-Island and at Open Air Theatre beside Children’s
park etc. at Eco-Park to be executed by NTIDCO Ltd. (a subsidiary company of HIDCO) as a depository work with CISCOR Equipment and two hours in-built battery back-up for outdoor equipment and that such Green WiFi Sarani along with 16.5 Km. stretch at a budgetary cost estimate of Rs.9.99 crores with 3 years’ O&M subject to appropriate cost towards marketing and that such total cost be proportionately borne by HIDCO and Nabadiganta Industrial Dev. Authority as may be negotiated/formulated and mutually be agreed upon and that a fee at Rs.40/- per hour or as may be decided subsequently based on market condition be imposed after initial free internet connection for half an hour to the potential users of such facility.

It was also resolved that CMD be and is hereby authorized to do all such other acts and things as he may deem fit and appropriate in this regard.”

29. Proposed Solar Dome at Eco Park in New Town

Chairman informed that as decided by the Competent Authority of the Govt. of West Bengal, WBSEDCL intends to develop an iconic landmark Solar Dome in the Eco Park at New Town with the assistance of WBHIDCO and research has revealed that such a Solar Dome structure with Solar Panels has not been built in India and also rare in global scenario, preliminary estimate can not be prepared, although some type of geodesic Domes are visible in South East Asia and mostly in the Countries with a colder climate and that this Solar Dome shall create a landmark structure in Eco-park utilizing a combination of innovative systems to harvest solar energy with the process of integration of Solar Modules on the surface of the Dome which would be about 50 Mtr. in diameter with a height of around 100 ft. and be visible from a distance and would also serve as a renewable energy sign post in the Eco park to create public awareness in solar energy and that the Dome may contain large Marine Fish Aquariums and the interior Dome lighting can be done as in planetariums. This Solar Dome project if implemented can also become a national and international tourist attraction and that as per estimate of WBSEDCL, a fund of Rs.50 lakhs is initially required for inviting a request for proposal from the Consultancy Firms for providing comprehensive Consultancy Services for planning, design and detail engineering including landscape design and project management services for the Solar Dome in International Competitive Bidding format.

Accordingly, after a brief discussion the following Resolution was approved:-

“Resolved that, in view of the approval in-principle by Govt. of West Bengal and as per proposal made by WBSEDCL, approval be and is hereby accorded for setting-up of a Solar Dome at Eco Park in New Town so as to create a landmark structure in Eco Park having about 50 Mtr. in diameter with a height of around 100 ft. and be visible from a distance and would also serve as a renewable energy sign post and also for creating public awareness in solar energy and for the purpose a fund of Rs.50 lakhs be also approved for inviting a request for proposal from the Consultancy Firms for providing comprehensive consultancy services for planning, design and detail engineering including landscape design and project management services for the Solar Dome in International Competitive Bidding format as detailed in the Board Note and its Annexures.

It was also resolved that CMD be and is hereby authorized to do all such other acts and things as he may deem fit and appropriate in this regard.”
ORDER

Administrative Approval and financial sanction are hereby accorded for an amount of Rs. 522.00 Lakh (Rupees Five Hundred Twenty-two Lakh) only for the works stated below. Salient features of the works are being furnished hereunder.

"Implementation of Wi-Fi Network Working along the Main Traffic Corridor from Haldiram City Centre-II through MAA-1111 upto Roshpur Canal Bridge at New Town Kolkata."

1. Location : From Haldiram City Centre-II through MAA-1111 upto Roshpur Canal Bridge at New Town Kolkata
2. Purpose : Wi-Fi connectivity along the main traffic corridor of New Town Kolkata.
3. Period of Work : N.A
4. Approval of the Works Committee : N.A
5. Technical Approval : Technically Approved by the Chief Engineer (Electrical), WBHIDCO Ltd.
6. Approval of the Board : Approved in the 81st Meeting of the Board of Directors, WBHIDCO Ltd. held on 14.06.2014 vide Agenda Item No. 28
7. Preparation and Submission of Estimate : Estimate prepared by New Town Telecom Infrastructure Development Co. Ltd (NTTIDCO) and submitted by the Chief Engineer (Electrical), WBHIDCO Ltd.
8. Major Provision : 1st Phase of the Project will cover approximately 10.5 Km of MAA Street No. 1111 including Eco-Tourism Park of New Town. Provision has been made to supply and installation of Wi-Fi Access Point with Switches and other related accessories, CISCO Equipment and two hours I-Built battery back-up for outdoor equipment, Hardwares and Softwares, SMS Gate way system, power supply for equipment, cables, outdoor enclosure with cost of construction of Control Room and its equipment and annual Lease Line Charges and SMS Gate way with one year Operation & Maintenance and Management Cost.
10. Source of Fund : WBHIDCO Fund (DEPOSITE WORK)
11. Chargeable Head : Adv. to NTTIDCO (Wi-Fi Connectivity)

This order is issued with the approval of the Competent Authority of WBHIDCO Ltd.

[Signature] (Executive Director (Engg))
WBHIDCO Ltd.

Date: 27.06.2014

[Signature] (Executive Director) (Engg)
WBHIDCO Ltd.

WEST BENGAL HOUSING INFRASTRUCTURE DEVELOPMENT CORPORATION LTD.

(A Govt. of West Bengal Undertaking)

"HIDCO BHABAN", Premises No.: 35 - 1111, Major Arterial Road, 3rd Rotary, New Town, Kolkata-700156

Annex 4: 63
13. OO for M-governance system

NEW TOWN KOLKATA DEVELOPMENT AUTHORITY
(A Statutory Authority Under Government of West Bengal)
3, Major Arterial Road, New Town, Kolkata - 700 156

Memo No. 3859 /NKDA/Admn-172/2011 Dated: 03/10/2013

To
Data Flow System,
19/1, Radhanath Banerjee Lane
Bally, Howrah-711 201

Sub: Acceptance-cum- Work Order - Introducing Mobile based grievance Management System with the existing official website of NKDA.

Ref: Your Memo No. all dated 01/10/2013

Dear Sir,

In connection with the letter under reference on the subject stated above, this is to inform you that your lowest rate amounting to Rs. 97,650.00 (Rupees Ninety Seven Thousand Six Hundred Fifty Only) has been accepted in respect of N IQ issued under Memo No. 3658/ NKDA/Admn-172/2011 dated 24/09/2013 by New Town Kolkata Development Authority.

The offered value is inclusive of all charges as per terms, conditions and provision of the N IQ and scope of work etc.

The Security Deposit @ 10% will be deducted from the bill and it will release after satisfactory completion of 01(one) year maintenance of the application.

Yours faithfully,

Chief Executive Officer
New Town Kolkata Development Authority

Memo No. 3859/1 (2)/NKDA/Admn-172/2011 Dated: 03/10/2013

Copy forwarded for information and necessary action to:
1. The Finance Officer, NKDA
2. PA to Chairman, NKDA

Administrative Officer
New Town Kolkata Development Authority

Phone : 033-2324-2324 / 2132, 2706-2351, 18003451571
Fax : 033-2324-2147
Website : www.nkdamar.org

Annex 4: 64
No. 2726/HIDCO-Admn-3027/2015

Date : 26.08.2015

To

M/s INDUS NET TECHNOLOGIES PVT. LTD. (CIN : U72100WB2007PTC115875)

#532 Module, SDF Building, 4th Floor, Salt Lake City, Kolkata - 700 091
Ph.: 033-2357 6070 e-mail: info@indusnet.co.in

Sub: Work order for DESIGN IMPLEMENTATION & MAINTENANCE OF WEB-BASED MOBILE APPLICATION FOR WBBHIDCO LTD & ITS RELATED PROJECTS

Ref.: Your Quotation - Date : 22.08.2015 against RFP vide Memo No. 7549/HIDCO-Admn-3027/2015 Dated : 08.08.2015.

Sir,

Your proposal for DESIGN IMPLEMENTATION & MAINTENANCE OF WEB-BASED MOBILE APPLICATION FOR WBBHIDCO LTD. AND ITS RELATED PROJECTS, dated 22.08.2015 has been accepted by the competent authority of WBBHIDCO Ltd. on following Terms & Conditions : -

1. Total charges of Rs 5,14,938.00/- (Rupees Five Lakh Fourteen thousand Nine hundred Thirty Eighty) inclusive of all costs, taxes & levies for DESIGN IMPLEMENTATION & MAINTENANCE OF WEB-BASED MOBILE APPLICATION FOR WBBHIDCO LTD. AND ITS RELATED PROJECTS in Android, iOS & Windows platform. This amount is valid for whole period of the contract for the work as specified in “Annexure I” with this work order.

2. You shall take up the work within 1 (One) day from the date of receipt of this Work Order under intimation to the System Manager, WBBHIDCO Ltd. The date of receipt of this Work Order will be considered as date of actual commencement of work at WBBHIDCO Ltd. and will be taken as the start date (Day 0) of the project.

3. M/S INDUS NET TECHNOLOGIES PVT. LTD. will be required to deposit 10% of the contract amount i.e. Rs. 51,493.80 (Rupees Fifty One Thousand Four Hundred Ninety Three and Eighty Paise) only with the Customer/WBBHIDCO Ltd. as Security Deposit including Performance Guarantee where Bid Security of Rs. 10,000/- (Rupees Ten Thousand) only in the form of Bank Draft is already submitted with the bid, shall be converted into part of Security Deposit and rest amount of Rs. 41,493.80 (Rupees Forty One Thousand Four Hundred Ninety Three and Eighty Paise) only need to be submitted within a period of 20 days from the date of issue of Work Order. Refund of Security Deposit shall only be made after successful completion of work including completion of service period as indicated in the RFP.

4. The following indicative Outputs (Milestones), Time Schedule and Payment Milestones system will be followed for this contract. These payments would be made based upon the satisfactory completion of all the milestones (mentioned above) relevant for that period signed by the competent authority of WBBHIDCO Ltd. and presentation of bills.

<table>
<thead>
<tr>
<th>SL No.</th>
<th>Milestones</th>
<th>Timeline</th>
<th>Payment Terms</th>
<th>Amount (in Rs.)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Date of issue of Work Order</td>
<td>WO+1 days</td>
<td>T</td>
<td>1,28,734.50</td>
</tr>
<tr>
<td>2</td>
<td>Acceptance of 1st phase Target date 15th September 2015</td>
<td>T + 20 Days</td>
<td>25%</td>
<td></td>
</tr>
<tr>
<td>2.1</td>
<td>Locate Address: Locate hospital, Police station, Grocery shop, Bill payment area/building,</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2.2</td>
<td>Malls, Hoses etc along with driving direction.</td>
<td></td>
<td></td>
<td></td>
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<tr>
<td>2.3</td>
<td>Ekante Suite - Basic Details, which includes Overview, Gallery,</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2.4</td>
<td>Places of Interest - Point of interest’s overview, gallery, locations in MAP</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2.5</td>
<td>Digital Library - Information on Digital Library, list of book availability</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2.6</td>
<td>Events - List of the Current &amp; Upcoming Events, Event details, location etc</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2.7</td>
<td>Profile Management - Users complete profile details.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2.8</td>
<td>Bus Schedule - List of the routes available.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2.9</td>
<td>Feedback Zone (My Feedback &amp; My idea) - My Feedback (Form posting).</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>3</td>
<td>Acceptance of 2nd phase Target date 15th October 2015</td>
<td>T + 50 Days</td>
<td>25%</td>
<td>1,28,734.50</td>
</tr>
<tr>
<td>3.1</td>
<td>Locate Address - Search new address street etc (either with Google Map/ GIS MAP integration)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>3.2</td>
<td>Ekante Suite - Locations, driving direction.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>3.3</td>
<td>Places of Interest - Video tour (wherever applicable), Audio tour, Schedule, Ticket price.</td>
<td></td>
<td></td>
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</tr>
<tr>
<td>3.4</td>
<td>Digital Library - Place purchase order.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>3.5</td>
<td>Audio Tours (New Town &amp; Eco Park) - Module, first phase of Audio tour of Eco Park</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>3.6</td>
<td>My Reservation - Details of user’s reservation &amp; booking history</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>3.7</td>
<td>Offers &amp; Promotions - Listing of all offers &amp; promotion details</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>3.8</td>
<td>Bus Schedule - Time table of each &amp; every bus routes.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>3.9</td>
<td>Feedback Zone (My Feedback &amp; My Idea) - My Idea (Form posting).</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

WEST BENGAL HOUSING INFRASTRUCTURE DEVELOPMENT CORPORATION LTD.

(A Govt. of West Bengal Undertaking)

“HIDCO BHARAN”, Premises No.: 35 - 1111, Major Arterial Road, 3rd Rotary, New Town, Kolkata -700156

Telephone : (033) 2324 6037/6038, Fax No. : (033) 2324-3016/6009, e-mail : housing@cal2.vsnl.net.in / wbhidcoltd@gmail.com. Website : www.wbhidcoltd.com
Annex 4: 66

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**Acceptance of 3rd phase: Target date - 5th November 2015**

<table>
<thead>
<tr>
<th>Activity Description</th>
<th>Timeline</th>
<th>Payment Terms</th>
<th>Amount (in Rs.)</th>
</tr>
</thead>
<tbody>
<tr>
<td>4.1 Ekante Suite - Booking Cafe &amp; Cottage with payment gateway integration</td>
<td>T + 70 Days</td>
<td>25%</td>
<td>1,28,734.50</td>
</tr>
<tr>
<td>4.2 Audio Tours (New Town &amp; Eco Park) - Complete Audio Tour of New Town &amp; Eco Park</td>
<td>T + 90 days = F</td>
<td>20%</td>
<td>1,02,987.60</td>
</tr>
<tr>
<td>5.1 Finalizing Access Control</td>
<td>T + 90 days = F</td>
<td>20%</td>
<td>1,02,987.60</td>
</tr>
<tr>
<td>5.2 Final Acceptance</td>
<td>T + 90 days = F</td>
<td>20%</td>
<td>1,02,987.60</td>
</tr>
<tr>
<td>6.1 Change Management Strategy</td>
<td>T + 90 days = F</td>
<td>NIL</td>
<td>NIL</td>
</tr>
<tr>
<td>6.2 Implementation</td>
<td>T + 90 days = F</td>
<td>NIL</td>
<td>NIL</td>
</tr>
<tr>
<td>6.3 Training Needs Assessment</td>
<td>T + 90 days = F</td>
<td>NIL</td>
<td>NIL</td>
</tr>
<tr>
<td>6.4 Training Plan</td>
<td>T + 90 days = F</td>
<td>NIL</td>
<td>NIL</td>
</tr>
<tr>
<td>6.5 Training and user manuals</td>
<td>T + 90 days = F</td>
<td>NIL</td>
<td>NIL</td>
</tr>
<tr>
<td>7.1 The final acceptance of the complete system in production environment</td>
<td>T + 90 days = F</td>
<td>NIL</td>
<td>NIL</td>
</tr>
<tr>
<td>7.2 On expiry of first 12 Months of Warranty period from the date of final acceptance</td>
<td>F + 12 Months</td>
<td>5%</td>
<td>25,746.90</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td>100%</td>
<td>100%</td>
<td>5,14,938.00</td>
</tr>
</tbody>
</table>

The contract price as mentioned above includes the charges for all design, implementation, maintenance & support for the same including 1(one) year / 12(twelve) months free of cost.

No other charges in any other form will be borne by us for this work except in special circumstances to be mutually agreed upon subject to maximum 5% of the contract amount, i.e. Rs. 25,746.90/- (Rupees Twenty Five Thousand Seven Hundred Forty Six and Ninety Six) only.

The RFP vide Memo No.: 2549/HIDCO-Admin-3027/2015 Dated: 08.08.2015 shall be deemed to form and be read as an integrated part of the Work Order, a copy of which is enclosed and marked as "Annexure I".

This issues with the approval of the competent authority.

Yours faithfully,

[Signature]
System Manager (IT), WBHIDCO Ltd.

No. 2726/1(5)/HIDCO-Admin-3027/2015

Copy forwarded for kind information to:

1) The Joint Managing Director, WBHIDCO LTD
2) The Chief Finance Officer, WBHIDCO LTD
3) The Chief Engineer (Electrical), WBHIDCO LTD
4) The General Manager (Admin.), WBHIDCO LTD
5) The TS & OSD to Chairman, WBHIDCO LTD

Date: 26.08.2015

[Signature]
System Manager (IT), WBHIDCO Ltd.

WEST BENGAL HOUSING INFRASTRUCTURE DEVELOPMENT CORPORATION LTD.

"HIDCO BHABAN", Premises No.:35 - 1111, Major Arterial Road, 3rd Rotary, New Town, Kolkata-700156
Telephone : (033) 2324-6037/6038, Fax No. : (033) 2324-3016/6099, e-mail : housing@ca2.vsnl.net.in / wbhidcoltd@gmail.com
Website : www.wbhidcoltd.com

Annex 4: 66
14. MNRE GO approving New Town Kolkata as a Solar City and snippets of the Solar City DPR

Refer to the website http://mnre.gov.in/file-manager/UserFiles/Master-Plan-Solar-City/New-Town-Kolkata_solar_city_master_plan.pdf for the full version of the DPR.
The Secretary
Ministry of New and Renewable Energy
CGO Complex, Lodi Road,
New Delhi – 110003

Dear Sir,

We are grateful to MNRE, Govt. of India for sanctioning Solar City Project to New Town, Kolkata. You might be aware that New Town is a unique city coming up in the Country an eco-friendly concept. New Town will have a green economy zone with only non-polluting industries. Out of a total area of 3075 Hectares, 1860 Hectares has been kept reserved for open spaces, green zones and water bodies.

We have already proposed that our buildings will be better insulated, and lit up with natural lighting and considerable energy demand will be covered by renewable sources. However, it is essential to ensure that our green energy initiatives remain affordable for everyone. We strongly believe that New Town Kolkata will become a very special Solar City due to its very special character.

Under such circumstances, I would request you to kindly consider New Town Solar City Project as a very special one and declare the same as a “Model Solar City”. I would further request you to pay a visit to New Town and see our various green initiatives.

Regards,

Yours sincerely,

[Signature]

Principal Secretary,
Urban Development Department,
Govt. of West Bengal,
& Chairman, New Town Kolkata Development Authority
NEW TOWN KOLKATA DEVELOPMENT AUTHORITY
(A Statutory Authority Under Government of West Bengal)
3, Major Arterial Road, New Town, Kolkata - 700 156

Memo No: 3561/NKDA/Admn-186/2011(part) Date: 17/09/2013

To
The Secretary
Ministry of New and Renewable Energy
CGO Complex, Lodi Road,
New Delhi – 110003

Ref No: 1) G.O. No. 5/32/2011-12/ST dated 08.02.2012 of Ministry of New and Renewable energy
(MNRE), Govt. of India.

2) D.O. No. 674-5/UD dated 11.09.2013 of Urban Development Authority, Govt. of West Bengal.

Sub: Commitment about the funds to be provided by New Town Kolkata Development Authority (NKDA)
under Model Solar City Programme.

Dear Sir,

With reference to the above mentioned D.O. Letter by Principal Secretary, Urban Development
Department, Govt. of West Bengal, I am directed to convey the commitment of this Authority to provide
fund, upto Rs. 10 crores (Rupees Ten crores only) for this project, under "Model Solar City Programme" as per application from in Annexure IV.

Under such circumstances, I would request you to kindly consider New Town Solar City project same as a
"Model Solar City".

Regards,

Yours sincerely,

Chief Executive Officer
New Town Kolkata Development Authority

Copy forwarded for information and necessary action to:
1. Principal Secretary, Urban Development Department, Govt. of West Bengal.
2. Dr. Arun K. Tripathi, Director, Ministry of New and Renewable Energy, Block-14, CGO Complex,
   Lodi Road, New Delhi-110 003, India
3. The Director, West Bengal Renewable Energy Development Agency, Bikalpa Shakti Bhavan, Salt
   Lake, Kolkata-700 091
4. Chief Engineer, New Town Kolkata Development Authority.
5. Finance Officer, New Town Kolkata Development Authority.
6. PA to Chairman, New Town Kolkata Development Authority.

Chief Executive Officer
New Town Kolkata Development Authority

Phone: 033-2324-2324 / 2132, 2706-2351, 18003451571
Fax: 033-2324-2147
Website: www.nkdamar.org

Annex 4: 69
15. GO / OO confirming that New Town will be covered under Digital India Program
Memorandum of Understanding between New Town Kolkata Development Authority and WEBEL for implementation of Smart City Plan in New Town Kolkata in collaboration with each other

Whereas Government of India has selected ninety eight number of cities as Smart Cities under the Smart Cities mission

And

Whereas New Town, Kolkata is one of these ninety eight cities earmarked as Smart Cities under the above mentioned mission and based on the inputs received from an extensive citizen interaction process, a Smart City Plan has also been prepared fine lining the Pan City solutions and area based smart interventions including the area for the city

And

Whereas, New Town Kolkata Development Authority (NKDA) constituted under The New Town Kolkata Development Authority Act, 2007 (The West Bengal Act XXX of 2007) for rendering various civic services and amenities within the city, is the implementing authority of this plan

And

Whereas Webel, headquartered in Kolkata, was incorporated in 1974 and is the nodal agency of the Government of West Bengal for developing Information Technology, Electronics and ITES industries in the State Bengal

And

Whereas a close convergence is necessary between various parastatal bodies to implement the Smart City plan

Therefore

Today on 07/12/15, New Town Kolkata Development Authority, Represented by its Chief Executive Officer and WEBEL represented by its Managing Director reach the following understanding that:

1. Webel will collaborate with NKDA to implement the IT related components of the Smart City Plan (SCP) of New Town Kolkata including the applicable area based and pan city solutions
2. Webel will be part of the Special Purpose Vehicle (SPV) which will be operationalized for implementing the Smart City Plan of New Town Kolkata
3. Webel will nominate one senior official as the Board member of the SPV
4. Webel will support planning, implementing, managing and operating smart city projects especially the software and IT infrastructure related components
5. Webel will provide all assistance as the dedicated IT development agency
6. Webel will ensure coordinated development of telecom and IT infrastructure so that it can be easily dovetailed with the smart projects to be implemented by the SPV
7. Any such issues with regards to supporting and collaborating with NKDA and/or SPV to implement the Smart City Plan in a time bound and cost effective manner

[Signatures]

Chief Executive Officer
New Town Kolkata Development Authority

Managing Director
WEBEL
Pan West Bengal Electronics Industry Development Corporation Limited
The Principal Secretary  
Urban Development Department  
Government of West Bengal  
Nagarayan Bhavan  
Salt Lake  
Kolkata 700064  

Sir,

Reference to my discussion with you regarding solution and proposal on Smart Parking to contain revenue leakage.

Please find enclosed Solution document for your kind perusal.

With regards,

Yours sincerely,

[Signature]

UPENDER JIT SINGH  
MANAGING DIRECTOR

Enc. As above

A Govt. of West Bengal Undertaking
16. Bidhannagar Police Commissionerate’s Safe City Program

This is to confirm that New Town, Kolkata under Bidhannagar Police Commissionerate is covered under safe city program.
17. OO for implementing Pneumatic Solid Waste Management in Eco Park

NEW TOWN KOL KATA DEVELOPMENT AUTHORITY
(A Statutory Authority Under Government of West Bengal)
3, Major Arterial Road, New Town, Kolkata - 700 156

Memo No: - 6134/NKDA/Engg – 558/2015
Date: - 16.10.2015

ORDER

Administrative Approval and Financial Sanction has been accorded for an amount of Rs. 14,01,00,000.00 (Rupees Fourteen crore one lakh) only for the work named below, salient features of the work being furnished hereinunder.

1. Name of work: Implementation (Supply, Installation, Testing & Commissioning) of an Automated Vacuum Refuse Collection System on Turn-key basis in Eco Park, New Town, Kolkata along with 05 (five) years comprehensive operation and maintenance.
2. Location: Eco-Park, New Town, Kolkata
3. Purpose: Prevent littering on the area and collection of solid waste.
4. Brief description of work: As stated above.
5. Period of Work (Approx): 09 (Nine) months for the original work with 05 (five) years Operations and Maintenance.
8. Date of Administrative Approval: 29th Board meeting of New Town Kolkata Development Authority on 11.09.2015.
9. Approval of Technical Sanction for revised estimate and drawing (if any): N.A.
10. Authority executing the work: Executive Engineer – I, New Town Kolkata Development Authority.
11. Nature of work (Deposit work / Regular work): Regular Work
12. Source of Fund: NKDA
13. Chargeable Head of Account: 410-40-17 (Waste Treatment Plant)

Administrative Approval is accorded subject to the following conditions-

i) Prior approval of the New Town Kolkata Development Authority is required to be obtained in case of incurring excess expenditure necessitating preparation of Revised Estimate with detailed justification.
ii) Expenditure is to be restricted to Budget Grant of the year.

Sd/-

Chief Executive Officer
New Town Kolkata Development Authority

Copy forwarded for information and necessary action to:
1. Chief Engineer, New Town Kolkata Development Authority.
2. Finance Officer, New Town Kolkata Development Authority.

Phone: 033-2324-2324 / 2132, 2706-2351, 18003451571
Fax: 033-2324-2147
Website: www.nktkdmar.org

Annex 4: 74
18. Letter referring to implementation of HP’s Telemedicine Kiosk and Intel’s Smart Traffic solution as pilot projects

Hewlett Packard Enterprise

From: Bhatia, Sushil
Sent: Tuesday, December 01, 2015 10:08 AM
To: debaphire.sushil@hp.com; sushilbhatia@bharti.com
Cc: Rao, Lu; Bakaya, Ambros; Karivedla, Satish; sushilbhatia@bharti.com
Subject: collaboration between Urban development and HP

Respected Sir,

I would like to thank you for the valuable time given at your office to discuss potential collaboration of deployment of e health Center in New town Kolkata under “Smart city initiative” please find below the summary of discussion that we had today and follow up actions:

- HP to collaborate with Urban Development (UD), West Bengal to deploy 2 eHCs in new town area.
- These eHCs will be donated to UD as part of HP’s CSR policy.
- Tentative deployment dates: January 2nd week.
- HP to provide complete set up of health centers at the mutually agreed locations.
- Urban Development to be responsible for implementation of the services either directly or through third party.
  - Joint meeting between HP, Urban Development and Ohio hospital (new town) was held in Kolkata to discuss potential collaboration where in Ohio hospital can provide medical services (manpower, doctors and consumables) at subsidized rates to the citizens of new town in these health centers.
  - Ohio hospital to come back with definitive answer by Thursday if they would like to be part of this collaboration.
  - In case above does not materialize Urban development will go ahead with their own manpower (paramedics, doctors and staff) through NIDDA.
- HP to help for a possible collaboration with NH hospital for specialist referral at an mutually agreed terms and conditions.
- HP to provide continued support to these centers for period of 2 years.

Next step forward:
- UD to provide vetted MOU from their side for HP to seek legal and other internal clearance of the same.
- Tentative date of signing of MOU: December 15th (subject to HP internal clearances).
- site RECCL.
- Identification of doctors studio site.
Email from Intel

To,

Shri Debashis Sen, IAS
Principal Secretary
Urban Development Department
Government of West Bengal & Chairman WBHIDCO Ltd.
Kolkata, West Bengal
Mail id: debashis.sen@wbhidco.in; debashisen@gmail.com

Sub : Smart City project for Govt. of WB
Ref: Workshop on Smart Solutions for Service Deliveries in Cities Organizer : NASCOM along with Govt. of WB, dated : 29-Oct-2015

Dear Sir,

During our presentation on the Smart City Workshop organized by NASCOM along with Govt. of WB, we have discussed to take one of the workflow as a part of the complete solution demonstration. As per your guidance, we had several meetings with the team of consultants and a follow-up meeting in NKDA offices on Wednesday, 18th Nov. In this regard, we would like to propose the following options for Smart City Solution. We request the team to select one of the three options which you think is most relevant to NKDA and we will work with our ecosystem partners to demonstrate the same accordingly.

1. Air Quality Monitoring System: Solution to monitor the level of pollutants in Air and display the information to citizens and authority. Pollutants include Gases such as Nitrogen Dioxide, Nitric Oxide, Sulphur Dioxide, and Carbon Monoxide of different size.

   Solution Overview
   - Powerful edge device that includes a Sensor Point Unit and Intel® Internet of Things Gateway
   - Edge processing with secure remote configuration management
   - Multiple-layer security from Edge to Server/Cloud with Device Attestation
   - Cloud-based analytics, data management and visualization
   - Scalable platform that can be used across market segments
   - Serviceable, easy to install, close to EPA standards, outdoor environment compatible

   Key Benefits/Value
   - Automated and mass-deployable industrial and city air quality compliance monitoring and management
   - High accuracy in sensing/monitoring
   - Flexible and rich trend analysis and visualization
   - Improved citizen and community health

2. Bus Information Dissemination to Citizens: Capture the Bus Route and Destination of a standing bus at a bus stop and display the information at the next bus stop to citizens before the bus reaches that stop.

   Solution Overview
   IoT technologies enable data sharing that can lead to a multitude of new opportunities. Included in the solution are
   - Intelligent Transportation Camera
   - Network Video Recorder (NVR)
   - Wireless Gateway
   - Server and Client PC for Reports
   - Signage/Display to share information with citizens

   Key Benefits/Value
• Capture the Bus Route and Destination of a standing bus at a bus stop and display the information at the next bus stop to citizens before the bus reaches that stop
• Presents more travel information, enhancing the customer experience
• In addition, provide general information: short news clips, sports, culture, events and weather.
• Enables new passenger revenue streams, such as on-demand video

3. **Smart Parking System (Deployed in a Mall or Convention Center):** Real Time Parking information for citizens, access to Parking Guidance and Payment System via Citizen App and Smart web portal.

**Solution Overview**
- Smart Parking solution is a modular, infrastructure-based sensor system
- Identifies available parking spaces and how long each space has been occupied
- Provides an overview of improper usage of any non-parking areas

**Key Benefits/Value**
- Reduced congestion and chaos
- Lowered cost of parking enforcement
- Revenue generation through partners (during actual deployment)

Your team can select any one of the above mentioned solution for POC and revert. Based on the solution selected by your team, we will provide a detailed solution proposal.

Linson Joseph  
Director – Government and Education  
Intel Technology India Pvt Ltd  
136, Old Airport Road,  
Bangalore - 560017  
Mob : +91 984542140
19. O.O for setting up organic farming with solar panels on market roof in Action Area 1

U/o Note

As discussed on 3.10.15, we may invite quotations / bids for project at rooftops of 1A/1C markets so as to do rooftop organic farming using recycled water and solar PV panels for sheds. This would be a demonstration project under Smart City programme. CE./EE(Abin De) may be requested to do the needful.

(Debashis Sen)
Chairman NKDA

CEO, NKDA

U.O./ND. 3028-S/UD.
DH. 07/10/2015

Pls. do the needful as instructed.

Chetan
08-10-15

Pls. proceed as instructed and discussed in my dubs on 05.10.15.

09-10-15

Member Secretary informed the meeting that the Competent Authority of New Town Kolkata Development Authority has decided to make an innovative project of Rooftop Organic Farming of vegetables with Re-cycled rain water under solar photo voltaic panels on the roof top of Community Market in CB Block, Action Area –IC, New Town Kolkata. Such roof top farming activity will be taken within an enclosure consisting of M.S Frame. This would be a pilot project under Smart City Programme and this project likely to be first in Eastern India. Lump-sum turnkey tender is to be invited for the rooftop organic farming as most of the rates are unknown for such work. The work also includes 5 years of comprehensive operation and maintenance of the project.

After detailed discussion regarding viability of the project and being satisfied Board approved the proposal in principal.

3. Allotment of space to Department of Posts, Govt. of India for opening Post Office at ID Community Market.

Chief Executive officer, NKDA placing the agenda to the Board stated that Senior Superintendent of Post Offices, East Kolkata Division requested the authority to allot a space of around 600 Sq. ft. at Action Area –I on rental basis for shifting of existing New Town Post Office due to some inconveniences. They have also prayed for allowing the said space at ID (DF Block) Community Market, if available.

Incidentally the ID (DF Block) Community Market is almost complete and ready for distribution. A space of 600 sq. ft. may be available to allot on rental basis @ Rs.45/-per sq. ft., as determined by the Collector, North 24 Parganas. CEO also stated to the meeting that the postal authority has requested to provide the space at a rent fixed by Fair Rent Assessment Committee of their Department.

Board approved the proposal of allotment of the space for the development of the New Town and also allowed the proposal of postal Dept. for assessment of fair rent by their Fair Rent Assessment Committee.

20. NKDA resolution stating all government buildings will promote solar powered lightings, promote e-health and e-education

Minutes of the 20th meeting of the New Town Kolkata Development Authority held on 4th December 2015 at 12:00 noon at the conference hall of the Authority.

Members present
1. Sri Debashis Sen, IAS
   Principal Secretary
   Urban Development Dept.
   Chairman, NKDA
2. Sabyasachi Dutta, MLA
   Member, NKDA
3. Sri Gopal Chandra Ghose, WBCS(Exe)
   Special Secretary
   Urban Development Dept.
   Member Secretary, NKDA
4. Sri Anindya Karformar DG, Building
   Kolkata Corporation
   Member, NKDA
5. Smt. Debjani Dutta WBCS(Exe)
   Joint Managing Director, WBHIDCO
   Member, NKDA
6. Sri Debapriya Biswas, WBCS(Exe)
   CEO, NKDA
   Member, NKDA

Others present
1. Sri Pradip Roy
   Chief Engineer, NKDA
2. Sri Sukanta Kumar De
   Administrative Officer, NKDA
3. Sri Himadri De
   Finance Officer, NKDA

Sri Debashis Sen, IAS Chairman, Newtown Kolkata Development Authority took the chair. He welcomed all the members of the Authority in the meeting. Thereafter he initiated the formal discussion of the meeting and advised Member Secretary to place the agenda of the meeting for discussion in order.

1. Confirmation of the proceedings of the 29th meeting of New Town Kolkata Development Authority.

Sri Gopal Chandra Ghose Member Secretary, NKDA read out the proceedings of the 29th meeting held on 11.09.2015 for information and confirmation of the members. Board confirmed the proceedings.
5. Powers to Implement and monitor the Smart City Proposal with operational freedom, in close coordination/Collaboration/Understanding with NKDA, HIDCO, NTESCL, NTTIDCO, PHED and any other government/Pvt institutions/ departments as it deems fit.
6. Powers to Comply with the requirements of State Government and MoUD as required
7. Powers to Incorporate joint ventures, subsidiaries and enter into Public Private Partnerships as may be required
8. Powers to Enter into contracts, partnerships and service delivery arrangements as may be required
9. Powers to Determine and collect user charges as authorized by the ULB/ State Government.
10. Powers to Undertake citizen periodic feedback on the smart projects
11. Powers to collaborate with other state government institutions and departments on convergence related projects.
12. Powers to formulate its own procurement policy, finance & accounts policy, human resource policy and other related policy considering the relevant / applicable polices, acts and rules of state/ central government.
   • Any other duties / responsibilities entrusted to it by this authority from time to time.

Board unanimously approved the proposal.

4. Some Proposed Smart initiatives

Chief Executive Officer intimated the meeting that in Connection with implementation of a complete e-governance/m-governance solution with a human interface is proposed to be undertaken by NKDA as a part of Smart City initiative. For ensuring e-delivery of health services to the stake holders of this city and to increase the accessibility to primary health services, telemedicine kiosks are proposed to be set up under the Smart City initiative. Assistance in this regard may be requested from important national/international players in this field like HP or any other renowned company.
It is also proposed that in order to facilitate start ups in this city, incubation centres are to be set up in collaboration with WBHIDCO supported by mobile e-application.
NKDA will also take initiatives to involve senior citizens of this city in connection with continuing education, implementing ICT.
NKDA will also promote solar powered lightings and other power efficient equipments like LED lamps etc in Bus Stands, parks and other secured public spaces like Government Offices. Board approved the proposal.

There being no other issue for discussion, the meeting ended with vote of thanks to and from the chair.

Debashis Sen,
Chairman,
New Town Kolkata Development Authority

Memo No 6981/NKDA/ADMN-21/2009

Dated 03/12/2015

Copy forwarded for information and kind perusal to:

1. Sri Debashis Sen IAS,
   Principal Secretary, Urban Development Department
2. Smt. Kakoli Ghosh Dasgupta, Member of Parliament
3. Sri Sabysachi Dutta, Member of Legislative Assembly
4. Smt. Manmeet Kaur Nanda, IAS,
   District Magistrate, North 24-Parganas
5. Representative of Municipal Affairs Dept.
   Project Director, Kolkata Urban Services for Poor & Ex-officio Additional Secretary, Municipal Affairs Department
6. Sri Anindya Karmarkar, DG (Building),
   Kolkata Municipal Corporation
7. Smt. Debjani Dutta, WBCS (Exe.)
   Joint Managing Director, WBHIDCO Ltd.

Chairman, NKDA
Member, NKDA
Member, NKDA
Member, NKDA
Member, NKDA
Member, NKDA
Member, NKDA

Page 12 of 13
8. Sri Debapriya Biswas WBCS(Exe.)
   NKDA
   Chief Executive Officer, NKDA
9. Sri Pradeep Roy
10. Sri Uttam Kumar Jana
11. Sri Sukrit Chatterjee
12. Sri Dilip Kr. Das
13. Sri Amit Kumar Bose
14. Sri Debjyoti Ganguly WBCS(Exe.)
   NKDA
15. Sri Suktanta Kumar De
16. Sri Himadri De
17. Sri Abin De
   NKDA
18. Sri Ashoke Kr Dutta

Member,

Chief Engineer, NKDA
Superintendent Engineer, M/E, NKDA
Chief Architect, NKDA
Estate Manager-I, NKDA
Estate Manager-II NKDA
Administrative Officer –I,
Administrative Officer-II, NKDA
Finance Officer, NKDA
Executive Engineer-I,
Executive Engineer-II, NKDA

Gopai Chandra Ghose
Member Secretary,
New Town Kolkata Development Authority
21. OO for use of Solar Energy on the canal front

NEW TOWN KOLKATA DEVELOPMENT AUTHORITY
(A Statutory Authority Under Government of West Bengal)
3, Major Arterial Road, New Town, Kolkata - 700 156

Memo No.: 4688 / NKDA/Engg - 368/2012

ORDER

Administrative Approval and Financial Sanction are hereby accorded for an amount of Rs. 9,00,00,000.00 (Rupees Nine crore ninety lakhs) only for the work named below, salient features of the work being furnished hereunder:

1. Name of work: Supplying, installation, commissioning with Five years comprehensive maintenance of 500 kW (100 kW x 5) on Grid SPV Power Plants on Canal top (roof top category) at different zones beside Eco-Park, New Town, Kolkata.

2. Location: Beside Eco-Park in Action Area – IIB, New Town, Rajarhat.


4. Brief description of work:

5. Period of Work (Approx): 06 (Six) months with 05 (five) years operation and Maintenance.

6. Approval of Works Committee:

7. Administrative Approval accorded by: NKDA Board

8. Date of Administrative Approval:

9. Approval of Works Committee for revised estimate and drawing (if any):

10. Authority executing the work: Executive Engineer – I, New Town Kolkata Development Authority

11. Nature of work (Deposit work / Regular work):

12. Source of Fund: NKDA General Fund


Administrative Approval is accorded subject to the following conditions:

i) Prior approval of the New Town Kolkata Development Authority is required to be obtained in case of incurrence excess expenditure necessitating preparation of Revised Estimate with detailed justification.

ii) Expenditure is to be restricted to Budget Grant of the year.

Sd/-
Chief Executive Officer
New Town Kolkata Development Authority
Date: 11.09.2014

Copy forwarded for information and necessary action to:

1. Chief Engineer, New Town Kolkata Development Authority.
2. Finance Officer, New Town Kolkata Development Authority.

Exe Cutive Engineer – I
New Town Kolkata Development Authority

Phone: 033-2324-2324 / 2132, 2706-2351, 18003451671
Fax: 033-2324-2147
Website: www.nkdam.org

Annex 4: 84
No. 5/17/2011-12/ST (Vol II)  
Ministry of New and Renewable Energy  
(Solar Cities & Rooftop Grid Connected Division)  

***  

Summary record of the meeting of the committee on Solar Cities held on 30th September, 2013, at MNRE, New Delhi.  

The 6th meeting of the committee constituted under the Chairmanship of Shri Tarun Kapoor, Joint Secretary, MNRE regarding evaluation and acceptance of the Master Plans being prepared by various cities under "Development of Solar Cities" Programme was held 30th September, 2013 in MNRE, New Delhi. The following Committee members were present in the meeting:-  

1. Shri Tarun Kapoor, Joint Secretary, MNRE  
2. Shri V.H.Buch, Ex. Director, GEDA  
3. Shri Girja Shankar, AEE, BEE  
4. Dr. A.K.Tripathi, Scientist 'F', MNRE  

Shri Hiren Chandra Borah, Scientist B, MNRE was also present in the meeting. A list of participants is given in Annexure.  

2. At the outset, Dr. A.K.Tripathi, welcomed the participants and presented an overview of the Solar Cities. He requested the consultant /SNA/Municipal Corporation to make brief presentations, highlighting the major issues and innovations included by them in the Master Plan. He suggested the consultants to prepare the few good project reports for installation of Renewable Energy Projects and include the details of existing Renewable Energy Projects in the Solar City. He also asked the consultants and the participants to give their views on the issue "When to declare a city as Solar City".  

3. Shri Tarun Kapoor, Joint Secretary and the Chairman mentioned that the focus should be the installation of renewable energy projects in the respective solar cities. He asked about the parameters to be considered for declaring a Solar City. The Chairman also emphasized on concentrating the renewable energy systems including rooftop SPV systems sector wise i.e. residential, industrial, commercial, municipal sectors etc.  

4. Shri Debasish Sen, Principal Secretary (UD), Government of West Bengal mentioned that New Town Kolkata Solar City may be taken under Model Solar City category for which the balance funds will be provided by Government of West Bengal. He expressed deep interest in providing all cooperation and funds towards renewable energy projects installations in the Solar City.  

5. Shri Harshdeep Kumble, Municipal Commissioner, Aurangabad Municipal Corporation expressed the commitment of the Municipal Corporation for developing Aurangabad a Solar City in true sense. Dr.Tripathi, informed him that the Hon'ble Mayor of Municipal Corporation Aurangabad and the Hon'ble MP Mr.Khare recently visited the office of the Joint Secretary, and mentioned about their commitment regarding setting up of renewable energy projects in the city. Mr. Kumble suggested that many heritage buildings of Aurangabad City are proposed to be taken for installation of renewable energy systems.
6. The presentations on the Master Plans of Chamoli Gopeshwar, New Town Kolkata, and Aurangabad, were made by the respective consultants in presence of the representatives of respective Municipal Corporations and SNAs. The consultants highlighted major issues and the discussions were held on the preparations and content on each Master Plan. The observations of the committee against each Master Plan are summarized as follows:

<table>
<thead>
<tr>
<th>S. No</th>
<th>Solar City</th>
<th>Consultant</th>
<th>Comments of the Committee/MNRE</th>
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<tbody>
<tr>
<td>1.</td>
<td>Aurangabad</td>
<td>M/s Darashaw and Company Pvt. Ltd., Mumbai</td>
<td>• The calculation tables of the RE and EE strategies may kindly be reviewed once again and the recent benchmark cost and applicable subsidy be updated please. This will accordingly reduce the estimated project cost in the master plan.</td>
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<tr>
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<td></td>
<td>• As the MNRE’s schemes on Green Building have been modified recently the relevant provisions of the new modified schemes may be included in place of the earlier provisions.</td>
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<td>• The calculation of estimated GHG may be rechecked and unit may be incorporate in the necessary places.</td>
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<tr>
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<td>• Some innovative ideas, city specific i.e. for heritage buildings may be suggested about RE applications, technology, management issues, cost sharing etc.</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>• The details of existing renewable energy applications/ installations in Aurangabad City may be included in the master plan.</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>• Minimum technical requirement of Renewable Energy and Energy Efficiency projects may be included in the Master Plan.</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Subject to above modifications, the Master Plan of Aurangabad City was recommended for acceptance. The committee also in principally agreed to the 320 kW rooftop solar power plants at different locations for which detail project proposal may be submitted by Aurangabad Municipal Corporation/MEDA.</td>
</tr>
<tr>
<td>2.</td>
<td>New Town Kolkata</td>
<td>M/s Darashaw and Company Pvt. Ltd., Mumbai</td>
<td>• The calculation tables of the RE and EE strategies may be reviewed once again and the recent benchmark cost and applicable subsidy may be updated please. This will accordingly reduce the estimated project cost in the master plan.</td>
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Page 2 of 5

Annex 4: 86
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- As the MNRE's schemes on Green Building have been modified recently, the relevant provisions of the new modified schemes may be included in place of the earlier provisions.
- The calculation of estimated GHG may be rechecked and units may be incorporated at the necessary places.
- Minimum technical requirement of RE and EE projects may be included in the Master Plan.
- The different models of implementation including ECSO mode, PPP mode etc. may be considered.
- The possibility of battery operated system along with solar charging system may also be included in the master plan.
- Minimum technical requirement of Renewable Energy and Energy Efficiency projects may be included in the Master Plan.

Subject to above modifications, the Master Plan of New Town Kolkata City was recommended for acceptance. The Committee also in principle agreed to the aggregate capacity of 500 kW grid connected Canal Rooftop projects for which detailed project proposal may be submitted by NIIDA/WBBEDA.

3. Chamoli Gopeshwar M/s ICLEI, South Asia, New Delhi
- Existing RE projects list may be included.
- Few preliminary proposal may be included for which detailed project report may be prepared for installation of projects
- Minimum technical requirement of RE and EE projects may be included in the Master Plan
- Some innovative ideas, city specific may be suggested about RE applications, technology, management issues, cost sharing etc.
- The details of bye-laws made by municipal corporations/local Govt. in respect of renewable energy applications, energy efficiency, green buildings etc. may be included and the suggestions may be given for any new bye-laws to be made.
- The streetlight specifications of the HPSV lights may kindly be once again reviewed.
- The calculation tables of the RE and EE strategies may kindly...
22. OO / Letter for existing and proposed hawker’s corner in Action Area 1

NEW TOWN KOLKATA DEVELOPMENT AUTHORITY
(A Statutory Authority Under Government of West Bengal)
3, Major Arterial Road, New Town, Kolkata - 700156

Memo No. 2258 / NKDA/Pegg – 335/2012
Date: 27-6-13

ORDER

Administrative Approval and Financial Sanction are hereby accorded for an amount of Rs.1,33,546.00 (Rupees One crore thirty three lakhs fifty four thousand six hundred) only for the work named below, salient features of the work being furnished hereunder:

1. Name of work : Construction of Temporary Food Court behind Sisira Titlia Park at AD Block, New Town, Kolkata – 700156 including fencing and boundary wall, walkway and rain prominent infrastructure, water supply & sanitation facility, landscaping and electrification etc.


3. Purpose : For rehabilitation and resettlement of food vendors in and around DLF Buildings.

4. Brief description of work : As stated above.

5. Period of Work (Approx) : 08 (eight) months.

6. Approval of Works Committee : N. A.


8. Date of Administrative Approval : 17th Board meeting of New Town Kolkata Development Authority held on 28.11.2012.

9. Approval of Works Committee for revised estimate and drawing (If any) : N.A.

10. Authority executing the work : Executive Engineer – I, New Town Kolkata Development Authority.

11. Nature of work (Deprot work / Regular work) : Regular Work.


Administrative Approval is accorded subject to the following conditions:

i) Prior approval of the New Town Kolkata Development Authority is required to be obtained in case of incurring excess expenditure necessitating preparation of Revised Estimate with detailed justification.

ii) Expenditure is to be restricted to Budget Limit of the year.

[Signature]
Chief Executive Officer
New Town Kolkata Development Authority

[Signature]
Executive Engineer – I
New Town Kolkata Development Authority

Copy forwarded for information and necessary action to:
1. Chief Engineer, New Town Kolkata Development Authority.
2. Finance Officer, New Town Kolkata Development Authority.
3. Assistant Engineer – I / II, New Town Kolkata Development Authority.

Phone: 033-2324-2324 / 2132, 2706-2351, 18003451571
Fax: 033-2324-2147
Website : www.kolarmc.org

Annex 4: 88
NEW TOWN KOLKATA DEVELOPMENT AUTHORITY

(A Statutory Authority Under Government of West Bengal)
3, Major Arterial Road, New Town, Kolkata - 700 156

Memo No: 6135/NKDA/Engg – 506/2014
Date: 16.10.2015

ORDER

Revised Administrative Approval and Financial Sanction has been accorded for an amount of Rs. 3,06,54,808.00 (Rupees Three crores sixty one lakh ninety six thousand eight hundred and eight) only for the work named below.

1. Name of work: Development of Hawker Rehabilitation Area including Civil works and Electrical works in front of Unitech and Infa-space in Plot No. D/17 at Action Area – 1D, New Town, Kolkata.
3. Purpose: To rehabilitate the Hawkers in New Town;
4. Brief description of work: As stated above;
5. Period of Work (Approx): 12 (twelve) months;
6. Technical Sanction accorded by: Chief Engineer, New Town Kolkata Development Authority;
7. Administrative Approval accorded by: New Town Kolkata Development Authority Board;
8. Date of Administrative Approval: 29th Board meeting of New Town Kolkata Development Authority on 11.09.2015;
9. Approval of Technical Sanction for revised estimate and drawing (if any): N/A.
10. Authority executing the work: Executive Engineer – I, New Town Kolkata Development Authority;
11. Nature of work (Deposit work / Regular work): Regular Work;
12. Source of Fund: General Fund;
13. Chargeable Head of Account: 412 – 30 - 14

Administrative Approval is accorded subject to the following conditions:

i) Prior approval of the New Town Kolkata Development Authority is required to be obtained in case of incurring excess expenditure necessitating preparation of Revised Estimate with detailed justification.

ii) Expenditure is to be restricted to Budget Grant of the year.

Sub:-

Chief Executive Officer
New Town Kolkata Development Authority

Copy forwarded for information and necessary action to:

1. Chief Engineer, New Town Kolkata Development Authority.
2. Finance Officer, New Town Kolkata Development Authority.

Phone: 033-2324-2324 / 2132, 2706-2351, 18003451571
Fax: 033-2324-2147
Website: www.nttkamar.org

Annex 4: 89
23. Proposal mandating Senior Citizen's involvement for community education through physical and virtual classroom

By KarmYog for 21st Century Foundation
The Background:

In July 2015, KarmYog for the 21st Century Foundation (KarmYog21C)—a reputed NGO committed to the professional and personal development of mankind through meaningful education—embarked on a unique experimental program in association with HIDCO in New Town, Kolkata.

The purpose of the experiment was to develop a green educational platform based on the convergence of philanthropy, technology and entrepreneurship that would serve every section of the society.

Small, irregular tracts of contiguous land sandwiched between Bagjola Canal and residential plots in Action Area 1 of New Town were being rapidly encroached by those at the bottom of the economic pyramid of the fast developing city. HIDCO leased several small pieces of such land that could not be used for planned urban infrastructure on easy terms, for developing nurseries and green belts.

KarmYog21C leased several of these plots with the intention of developing a pilot for a ‘Smart Green Village’ at the heart of the future Smart City.

Just 4 months later—stewarded by pioneering educationist and creator of award-winning OmniDELTM system of education Shri sourabh J. sarkar—“KarmYog Greens: a smart village for smart people” is getting ready to open its doors to citizens of New Town.

Not only has it arrested the threat of these otherwise unusable tracts of land from falling prey to encroachers and slum dwellers, but has converted unhygienic refuse of garbage piles into a green oasis that is fostering a new era in meaningful mass education.

What started as an experimental pilot project has laid the foundation for being scaled up to a green laboratory that will continuously explore, develop and add layers of smartness as cities search for sustainable solutions for some of the toughest problems faced by emerging urban communities.

Tracts of irregular shaped, garbage-filled and otherwise unusable canal banks that were fast turning into slums, have been converted into a green oasis for exploring smart solutions for a smart city

The Proposal:

In concomitance with the Mission Statement and Guidelines for Smart Cities, we now propose to take the HIDCO-KarmYog21C association forward and extend the “KarmYog Green Village” and
create smaller units that are embedded within neighborhoods across the length and breadth of NewTown. Since the concept is based on the proven and scalable OmniDELTM model, it will be easy to replicate this in other smart cities across the country. Plots earmarked as green-verges and/or irregular plots of land along the banks of the many canals within NewTown will be used to establish cement-free green villages. These will serve as learning hubs or conservatories as found in cities of developed countries. They will also facilitate the creation of Communities of Learning & Development that will promote citizen involvement in the continuous endeavor to design smart solutions for a smart city.

The use of the OmniDELTM (Omni Dimensionally Engaging Learning), recently awarded the best learning methodology by National Skill Development Corporation, will bring state of the art teleeducation technology without compromising the essential element of human-touch. The KarmYog Village will include Green Trade Facilitation Counters and Micro R&D Labs for nurturing and commercializing indigenous horticulture, kitchen-farming as well a variety of other fields such as visual and performing arts. This will help local talent—especially bottom-of-pyramid children and young adults whose families had given-up their farm-land—to develop skills, competencies and engage in a process of earning a decent livelihood. It will also help them integrate with the process of urban development in a meaningful manner. Beyond the economic and material dimension, the experiential and hands-on educational village will nurture everlasting human values by focusing on the three areas of development:

1. Vocational Skills for employability and enlightened livelihood
2. Performing-arts & Crafts for recreation & entertainment transcending commerce & competition
3. Wellness and Lifestyle for individual and social sustainability

Within the Village, the community will embody the very essence of sustainable and inclusive growth, upholding truly green modes of mobility, sanitation and solid waste management. Affordable dwelling, smart production and consumption patterns, self-induced and technology aided safety and security measures will be part and parcel of each KarmYog Green Village unit. Despite being a village in spirit, it will use the most modern technologies, systems and processes to govern and manage the affairs of the community. It will bring together the best from both sides of the rural and urban divide and help to eradicate the boundary between the two.
Key Outcomes:
- Establish KarmYog Green Village units as hubs for Learning and Development that will provide an on-the-ground template that will constantly influence citizens to explore ways to provide themselves and each other a decent quality of life along with clean and sustainable environment.
- Set an example that will influence public opinion around sustainable and inclusive growth. This will create a replicable model which will act as a light-house to other aspiring cities.
- Specifically, over 15,000 of the poorest in and around New Town will participate in a “livelihood, lifestyle and social hygiene” program over a 3 year period, that will improve their capacity to live better lives individually, in their families, in their communities and become models of how to be more constructive with the environment.

What KarmYog requires from HIDCO:
- Leasing of Green-verges or other unusable land to KarmYog on easy terms, with the mandate to facilitate the development of the Green Village units.
- Basic infrastructure, safety and security measures in terms of street-lighting and access facilities along the canal bank areas around the Green-Village units.
- Facilitation for services such as water, sanitation, electricity, statuo-legal licenses and approvals from the local civic authorities.
- Financial subsidy either as grant of Loan on easy terms to cover the seed-funding needs for setting up the Green Villages. As per the pilot project implemented, it has been observed that a minimum sum of Rs. 25 Lacs per unit (0.5 acre of land) is needed as a seed fund for operationalizing The KarmYog Green Village.

The Green Village serves as a learning hub which connects disparate sections of society via the convergence of philanthropy, technology and micro-entrepreneurship

KarmYog Credentials:

**Strong local standing:** one of the first technology development organizations start operations from Sector-V, Salt Lake in 1996.

**Pioneers of using technology and multimedia for mass education:** First organization from India to develop ADL (Americal Defence Laboratory) compliant Learning Management System, in 2001.

**Global experience:** Provided multimedia based learning solutions to over 300 companies across 4 continents during the last 20 years.
Official partner of National Skill Development Corporation (NSDC): Received funding from NSDC for applying OmniDELTM methodology in the Education sector. Recipient of the Best Pedagogy Award from NSDC in 2014.

Recipient of $1M grant from the Tata Trusts for further development of OmniDELTM and use it for education in the areas of indigenous horticulture & farming, vocational skills, dignity of labor, health and hygiene.

Established Indian Idol Academy as an exclusive global partner of Fremantle Media. This is the world’s first technology based academy for music and singing and has already attracted thousands of learners across 60 cities around India through KarmYog21C’s Certified Mentor Network.

Stellar leadership & management team: The KarmYog21C Ecosystem is led by IIT alumnus and eminent educationist shri. sourabh J. sarkar. He is supported by a committed management team as well as advisors, angel investors and donors from around the globe.

Successfully implemented pilot Green Village: Provides alternative to slum expansion, provides environment for poor to learn new livelihood and lifestyle skills, pathway to better social hygiene.

Gardeners attending an OmniDEL session in the KarmYog Green Village. State of the art technology along with
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About OmniDEL™

OmniDEL™ or Omni-Dimensionally Engaged Learning supports a unique approach to education and training. It is a comprehensive Learner Engagement Platform that harnesses the best from every pedagogic model: eastern, western, traditional & modern.

An OmniDEL™ program integrates the 4 most important aspects of learning and development:

- **Engagement:** learners & experts
- **Technology:** hardware and software
- **Content:** multimedia for individual and group learning
- **Distribution:** mass to niche

The **Learner engagement** in an OmniDEL™ learning sessions multi-dimensional: physical, praanic (energetic), mental & spiritual. Learning-ware is designed and developed to ensure that the learner and expert can engage using all the aspects of their being.

The **Technology platform** that facilitates the OmniDEL™ approach includes Learning &Content Management System (LCMS), a Performance & Competency Management System (PCMS), Tab-based Mentoring (TBM) and Smartphone Apps to support every stage of learning and development.

The **Content** of an OmniDEL™ learning-ware includes a range of interactive multimedia based modules that are specially designed to facilitate both individual and group learning experiences. The best of Animation, Graphics, Digital Audio & Video is used to bring alive experts and their expertise.

The **Distribution model** of an OmniDEL™ learning program is a hybrid of technology components and human competencies. A network of franchisees and mentors across geographies use the state of the art technology and learning-ware to provide a holistic yet scalable learning experience to every learner.
24. Proposal from IIT Kharagpur for participatory governance using analytics

The Perspective

Participatory governance can be defined as institutional processes that allow citizens to participate in decision-making processes through voting, or in similar ways, and exercise voice. Ideally this would result in the state implementing policies that would better reflect the needs of its citizens. However, before the age of Internet, its scope was limited mostly to local governance as it was not possible to scale up. With the advent of the Internet, it became possible to support the application of participatory methods to national and global governance.

Social media is far harder to control and collectively far more honest than the traditional media outlets (newspaper and TV). As a result it can facilitate openness and transparency, perhaps even more so than the traditional mainstream outlets. Social media not only facilitated but perhaps even imposed good governance by ensuring transparency and accountability. It’s also a channel to reach much faster to a large volume of citizen with minimal cost and effort.

The Challenges

Chaotic: Social media is by its very nature, fragmented, diverse, and disorganized. Social media today is widely dispersed and highly differentiated. It is an amalgam of different services/websites such as Facebook.com, Twitter.com, YouTube, Flickr, Google Buzz as well as real time feed aggregators such as FriendFeed. Social media is also available on different platforms such as mobile and PC, both with different set of attributes.

Huge: In the US alone, 75% of the online population uses social media. Social media data is constantly growing – both social networking sites and blogging sites grew by around 50% in the last year and time spent grew by 82% (Nielsen study). The size of social media, taken as a whole, can be overwhelming. As of June 2010, there are 65 million tweets per day. Facebook chat usage is currently over 1 billion messages per day.

Free: As there are no filters on social media, it is spontaneous, honest and hard to control. This can make social media data valuable for improved governance but can also pose some problems as there will be lots of data that are incorrect, misleading or spam.

Collectively good but individually unreliable: Partially due to the lack of filtering and controls, there is a large variation in the reliability and quality of the data. As a collective source, social media data can be reliable, but individual sources vary enormously in quality.
Unstructured (Data): Spontaneity and first hand feedback, makes social media data completely unstructured, but with full of valuable insights. Biggest challenge is to make this data structured and use it to solve real life problems of the people. Technologies to make sense of social data to make it usable

Natural Language Processing (NLP) is a statistical technique, through which machine can process large amount of unstructured text/comment/tweet and bring out the actual meaning/insight in a structured manner

From huge volume of unstructured feedback, NLP will help Government to have a structured bird eye view about different aspects (Police, Transportation, Healthcare, Water, Road etc) of city and citizen sentiment (positive, negative, neutral) about each of these aspects

Moreover, it is less prone to human error/biasness, as it will be completely processed by machine in an automated way

Description of the Technology

Xpresso is the proprietary NLP engine from Abzooba, designed to bring out deep and nuanced human sentiment and expression from large gamut of unstructured data.

The next generation natural language understanding engine powered by deep learning, that provides deeper and more granular insights from any kind of unstructured text available in digital format. XPRESSO has ability to understand the nuances of human expressions and discover the aspects/categories from the unstructured text, and the sentiment, and emotions associated with the different aspects. XPRESSO combines breakthrough innovation and state-of-the-art technologies and tools to provide accuracies of over 85%. The core research group is headed by alumnus is Stanford University, and its team members consists of experts in their respective fields from premier institutions like Stanford, Berkeley, and IITs in India.

What will it do

XPRESSO extracts actionable information from any unstructured text in digital format. Domain agnostic due to some of its features. Ability to work with a high volume, velocity and variety of data from disparate sources. It provides a structured Json output pluggable to any visualization tool or any other work flow management application. It will provide one view of trending topic and sentiment around it, by ingesting data from disparate sources.

XPRESSO is able to (machine) learn the relevant entities and their hierarchical relationships for any new domain in an unsupervised way. This is a key strength that allows XPRESSO to be customized for multiple new domains in very short periods of time, and at relatively small costs

Following is couple of examples to demonstrate Xpresso capability –

- “Washbasin” is part of a washroom / toilet – it can pick up
It can differentiate between – “This washer uses a lot of power” (negative), “and has a lot of power” (positive)

Potential Benefits

Using Xpresso, Government can use social media as an alternate channel to identify citizen sentiment for corrective measures and better governance. Also, they can use this as an early warning system to anticipate issues related to citizen welfare.

Government can view real time insights about different aspects of city like Transport, Healthcare, and Safety from social conversation around the city and relate citizen sentiment and expression with same. This will help authority to take actions on alarming issues. It can really act as an early warning system for corrective measures.

Government can have a bird-eye view about the citizen sentiment (which they express on social media) about different aspects like Police, Traffic, Road, and Healthcare. If any of these aspects have higher percentage of negative sentiment or large number of complaints, Authority can drill down to view the exact complaint made by the citizen and take appropriate action.
24. Proposal from Uber for implementing Smart Mobility for New Town Kolkata

UBER

To,
Debashis Sen, IAS
Principal Secretary
Urban Development Department
Government of West Bengal

Date: 3 December 2015

Respected Sir,

SUBJECT: ANNEXURE TO SMART MOBILITY MEMORANDUM OF UNDERSTANDING BETWEEN UBER B.V. AND THE HON’BLE GOVERNMENT OF WEST BENGAL

We thank you for this opportunity to partner with the Hon’ble Government of West Bengal to promote smart mobility within the state. We are certain that our partnership will not only help better business within the state but will also contribute greatly to the development of urban planning and smart mobility services within the state of West Bengal.

Uber is a technology company that provides a mobile application that allows riders to connect with licensed transportation providers registered on Uber’s platform for the provision of transportation services directly to riders. Uber is operational in over 660 cities in 66 countries, and provides a platform for hundreds of thousands of its independent driver-partners registered on the Uber platform to earn a meaningful livelihood as a result of its business. Uber currently functions in 22 cities across India, with Chandigarh being a principal city. Since its entry into Chandigarh and based on the data it has collected over the last two years, Uber has determined a great potential in the state to create economic opportunities for thousands of drivers to earn income on Uber’s platform, and for the implementation of a well-organised peer-to-peer ridesharing service within the state.

A. Uber understands that a connected population is beneficial in terms of not only keeping citizens involved in state action but also to increase knowledge, awareness and training in terms of use of technology in the state. In view of this, Uber wishes to turn Kolkata into a “Smart City” and would like to work with the Government to create smarter ways for riders to access Uber.

B. Given the growth of its business in Kolkata and throughout India, Uber is considering increasing its operations further in the State of West Bengal. Uber is keen to partner with the Government of West Bengal to increase business opportunities within the state and to actively engage in the economic development and support smart mobility initiatives of West Bengal.

C. Uber will aim to make significant economic contributions in West Bengal over the next five years through: (i) increase of its full time employment in its offices within West Bengal; (ii) generating approximately 40,000 (forty thousand) driver partner entrepreneurship opportunities for drivers within the state of West Bengal, including those candidates that are enrolled and trained at motor driving skills training programs operated by the Government of West Bengal; and (iii) increasing the number of cities in West Bengal in which it will commence operations. This will significantly increase Uber’s operations and presence in the state of West Bengal and will also assist in the creation of a large number of contract based livelihood
opportunities for people from the state of West Bengal.

In furtherance of Uber’s vision to foster technological innovations and smart mobility, Uber wishes to introduce ridesharing services (peer-to-peer transportation using private vehicles) in the State of West Bengal. Within an agreed-upon timeframe upon execution of the MOU. Uber, with the support of the Government, will roll out certain innovative projects to promote the ideologies of smart mobility.

I. Uber’s Proposal To The Government Of West Bengal

A. Uber’s Contribution to Smart Mobility

B. Uber’s Contribution to Smart Mobility and Economic Contributions to State of West Bengal:

Uber proposes to contribute INR 50 Crores (Rupees Fifty Crores) to the increase of its business operations and assist in the economic development of the state of West Bengal. The Economic Contribution will be utilised for, but will not be limited to, the following broad purposes:

a. Uber understands that a connected population is beneficial in terms of not only keeping citizens involved in state action but also to increase knowledge, awareness and training in terms of use of technology in the state. In view of this, Uber wishes to turn Kolkata into a “Smart City”. Uber, with the support of the Government, will roll out certain innovative projects to promote the ideologies of smart mobility including but not limited to the following:

i. Uber would commit to working with the Government in furtherance of the Ghati Dhara Scheme to connect unemployed youth, women and people from socially marginalized communities to connect them to vehicle financing, and guarantee placement on our platform and to create micro-entrepreneurship opportunities.

ii. Uber Wants: Enhance connectivity of citizens by providing riders with high-speed wifi during their Uber trips.

iii. Uber will assist the Government with predictive analysis.

iv. Peer to Peer Ridesharing: Launch peer to peer ridesharing services (using personal vehicles) in cities of West Bengal including but not limited to New Town, Kolkata, and Bidhannagar to promote car-sharing.

v. UberPool: Launch UberPool to promote safe carpooling on a large scale, which can help reduce congestion in the city.

vi. Uber will consider implementing innovative IT-based products and services such as UberEats and/or UberRush within the state of West Bengal.

vii. In partnership with the Government, provide first-mile/last-mile connectivity and multi-nodal integration with existing public transportation infrastructure, such as metro rails.

b. Generation of approximately 40,000 (forty thousand) driver partner entrepreneurship opportunities for new drivers within the state of West Bengal over the next 5 (five) years from the date of the MoU;
c. Increase of full time employment with Uber by creating approximately 40 full time equivalent employment opportunities over the next 5 (five) years from the date of the MoU;

d. In collaboration with the Government of West Bengal, Uber will assist the Government of West Bengal in the preparation, and finalisation of framework regulations for IT-Based Technology Transportation platforms that may be considered and implemented by the Government of West Bengal;

e. In collaboration with the Government of West Bengal, Uber will assist the Government of West Bengal in the preparation, and finalisation of framework regulations for peer-to-peer ridesharing programmes that may be considered and implemented by the Government of West Bengal.

II. CONDITIONS WHICH UBER IS COMMITTED TO ADHERE TO

Uber is committed to adhering the following conditions and technicalities:-

A. Profile of Uber

1) Uber must be a registered entity under the laws of India.

2) Uber, an on demand transportation technology platform, will be a digital intermediary/marketplace that canvases or solicits for a passenger to connect with a driver satisfying the necessary eligibility conditions and operating a validly registered vehicle under the laws of India and will be compliant with all applicable regulations prescribed under the Motor Vehicles Act as applicable and the Information Technology Act, 2000, including the intermediary guidelines.

4) Uber may provide various transportation options on its platform including taxi services, carpooling or ridesharing services.

5) Uber shall accept only rides booked through the Aggregator Platform and shall not solicit or accept street-hails.

B. Other General Conditions Uber is Committed to Adhere to.

Uber is committed to adhere to the following conditions for Administrative purposes:-

a) Provide an address within the area of operation in the jurisdiction of the State Transport Department for registered service of process along with details of Office in

b) Maintain accurate and up-to-date Records as described in subsection 2(h) and 2(p) of this part, of all of the drivers and driver vehicles from the State using the Uber’s on-demand transportation technology platform and to make them available on demand to the State Transport Authority.
c) Provide a list of drivers from the State using the on-demand technology transportation platform, including the full name of the driver, driver license number, the vehicle registration number and the chassis and engine number to the Transport Department on a quarterly basis.

d) Ensure that drivers using an Uber's on demand transportation technology aggregator platform must maintain compliance with the Permit conditions of the vehicle being operated by drivers using the Uber's on-demand transportation platform.

2) In order to promote passenger safety, Uber will:

   a) Ensure that the mobile application to connect drivers to riders displays for the passenger a clear picture of the driver and a picture or description (including license plate number) of the vehicle and such other details that allows the rider to verify that the driver of the vehicle is person whose details the rider has received via the on demand technology transportation aggregator.

   b) Develop and include a feature in the mobile application that provides riders the ability to share their location with a minimum 2 number of persons within their safety

   c) Develop and include a feature in the mobile application that gives riders the ability to contact local police in case of an emergency.

   d) Enable the driver to be connected to the data network of on demand technology transportation aggregators platform whenever the driver or vehicle is available on a Uber’s on-demand transportation technology platform including from when a trip is booked to when a trip ends.

   e) Enable data transfer of the location of vehicle, vehicle and driver to the data network of the Central or State Government whenever demanded.

   f) Verify the criminal background of each driver wishing to use the on-demand transportation technology platform.

   g) Verify vehicle information registered on the on-demand transportation technology platform with the information available with the Ministry of Road, Transport and Highways and or the State Transport Department on an annual basis.

   h) Ensure that each driver partner registered on the Aggregator platform maintains adequate insurance covering for third party risks as prescribed from time to time under the applicable laws of India.

   i) Obtain the following up-to-date records relating to the driver:

      i) a photograph of the driver;

      ii) the driver's driving license;

      iii) the driver's vehicle license plate number;

      iv) current home address of the driver;
v) RBI KYC bank account details of the driver; and

vi) Driver's contact information.

vii) Self attested EPIC card, PAN card.

viii) Residential address proof of the driver.

ix) Contact details and address of two family members.

j) Obtain the following up-to-date records relating to the driver's vehicle including its certification of registration as prescribed under the applicable laws of India, and Permit or any other document as prescribed and issued under the applicable laws of India, which may include, but not limited to, an All India Tourist Permit or a State Tourist Permit as the case may be;

k) Have the ability to track the real-time GPS location of the vehicles that make themselves available for duty on the Uber's on-demand transportation technology

l) Uber will ensure every Registered Vehicle on its platform should be of good condition and 8 years of age or less and shall have a safety inspection conducted annually by Uber or a third party with requisite expertise before being used to provide transportation services on Uber's platform. The Registered Vehicle must be equipped with the applicable standard safety equipment prescribed under the relevant laws of India, including the first aid box containing material as may be prescribed from time to time by the competent authority.

3) In the event of an incident of a criminal nature involving a trip booked through Uber's on-demand transportation technology platform, Uber will immediately inform and cooperate with relevant authorities upon lawful request.

4) Uber will establish a policy of zero tolerance for discrimination or discriminatory conduct while a driver is logged into the on-demand mobile application. Discriminatory conduct may include:

i) refusal of service;

ii) using derogatory or harassing language directed at passenger; or

iii) rating passenger on the basis of sex, race, caste, creed, religion, or nationality.

5) Uber shall upon receiving a written complaint from a passenger submitted through regular mail or electronic means containing a reasonable allegation that the driver from the State using the on demand transportation technology platform violated the zero tolerance policy for discrimination be immediately suspended, for the duration of the investigation by Uber.

6) A driver shall not refuse to provide service to an individual with a disability solely because the individual's disability results in appearance or involuntary behavior that may offend, annoy, or inconvenience the driver or another person.
a) However, it shall not constitute discrimination under this paragraph for a driver to refuse to provide service to an individual with disabilities due to violent, seriously disruptive, or illegal conduct by the individual(s).

7) Uber will implement a zero tolerance policy on the use of drugs or alcohol applicable to any driver provide notice of the zero tolerance policy on its website, as well as the procedures to report a complaint about a driver with whom the passenger was matched and for whom the passenger reasonably suspects was under the influence of drugs or alcohol during the course of the ride, and immediately deactivate said driver's access to the platform upon receipt of a passenger complaint alleging a violation of the zero tolerance policy. The suspension shall last the duration of the investigation by Uber.

III. FACILITATION AND SUPPORT FROM THE GOVERNMENT OF WEST BENGAL

Considering that Uber B.V. proposes to create economic opportunities for project value of Rs. 50 crores and provide employment to approximately 40 Full Time Employees and 40,000 independent driver-partners, and provide new initiatives to promote smart mobility, we understand that the Government of West Bengal will offer following support after signing of the MoU:

a. Identify, draft and execute a framework for on-demand transportation technology aggregators, and take other actions if necessary, which permits ridesharing (peer to peer transportation using private vehicles), within four (4) weeks of the signing of the MoU. In the interim period, Uber will voluntarily adopt the practices outlined in Section II.

b. Examine and provide Uber with favourable treatment for Uber’s proposed economic contribution into West Bengal, this would include available concessions for real estate, taxes/local levies, electricity and other utility charges as well as other concessions for making economic contributions to the State made available by Government of West Bengal to other companies looking to contribute to the economic growth within the State of West Bengal.

c. Will examine and promote the reduction of barriers to entry for drivers such as the one year requirement to obtain a commercial badge for those drivers who graduate from motor driving skills training programs operated by the Government of West Bengal, wishing to obtain said commercial permits and are from minority or Marginalized Sectors of Society.

d. May consider facilitating the speedy grant of any and all licenses, registrations and legal compliances required to be obtained by Uber.

Uber would again like to take this opportunity to thank Your Hon’ble Self for providing us with your valuable guidance and assistance in this regard. Uber wishes to express its excitement and gratefulness in being provided with the opportunity to work with the Hon’ble Government of West Bengal in the future.

Thanking You,
Yours sincerely,

Kiran Vivekananda
Head of Public Policy
Uber India
26. Cover letter of Proposal by University of Engineering & Management, Kolkata-
for conversion of organic waste

Ref. No. UEM/NKDA/2015-01

Dear Sir,

As per discussion with you, please find enclosed the relevant project proposal.

We would be highly obliged if it is considered for implementation. Please feel free to seek clarification on any aspect of the project.

It would be a great honour for our University to be associated with you in the development of Newtown as a smart city.

Thanking you,

Sincerely yours,

[Signature]

Prof. (Dr.) Rajiv Ganguly

Email: rajivganguly72@gmail.com

Encl: As above

Annex 4: 107
27. Proposal from WEBEL for Smart Parking

West Bengal Electronics Industry Development Corporation Limited

Webel Bhavan, Block - EP & CP, Sector V, Bidhan Nagar, Salt Lake, Kolkata - 700 091
Phone: +91 33 2339 2234/2238/3277/316 • Fax: +91 33 2367 1736/1708 • e-mail: contact@webel-india.com

01:WEBEL:130:15:1135

The Principal Secretary
Urban Development Department
Government of West Bengal
Nagarayan Bhavan
Salt Lake
Kolkata 700064

Sir,

Reference to my discussion with you regarding solution and proposal on Smart Parking to contain revenue leakage.

Please find enclosed Solution document for your kind perusal.

With regards,

Yours sincerely,

UPENDER JIT SINGH
MANAGING DIRECTOR

Enc. As above

A Govt. of West Bengal Undertaking
Smart Parking Solution at Eco Park, New Town

West Bengal Electronics Industry Development Corporation Limited
Webel Bhavan
Block - UP & GP,
Sector - V, Salt Lake,
Kolkata - 700 091
“PDA-DEVICE BASED CAR PARKING SYSTEM”

BRIEF DESCRIPTION OF THE SYSTEM:

- Car comes to the Parking area. The parking boy enter the data like car number, car type, date time auto pick up in the device.

- The data is stored in memory of PDA-device. At the time of exit of the data is updated into the device and a Token is printed out from the PDA-Device. The same data is sent to the remote Server through GPRS.

- The stored data can be viewed as a report from any computer/mobile from anywhere by a website, accessing the remote Server and a printout of the report is possible.
"PDA-DEVICE BASED CAR PARKING SYSTEM"

**USE CASE DIAGRAM FOR PDA-DEVICE BASED CAR PARKING SYSTEM:**

**STEP 1:** Parking control boy inserts car number, date-time etc. of the Car in the PDA-Device. The device stores data in its in-built memory & sends it to remote Server also through GPRS.

- **PDA-Device 1**
  - at parking area 1
- **PDA-Device 2**
  - at parking area 2
- **PDA-Device n**
  - at parking area n

Remote Server

Receives parking data from remote PDA devices

Token Print from PDA to the Driver.
**STEP2:** Manager can see the detail report, take print out of car parking from anywhere, any time through Mobile/PC/Tablet by accessing the Server, using username & password.

- **PC 1** (to see detail report)
  - (Internet link)

- **Mobile** (to see detail report)
  - (GPRS link)
  - Remote Server (Sends parking data to client machines)

- **PC 2** (to see detail report)
  - (Internet link)

- **Tablet** (to see detail report)

- All report Print from Client machines
“PDA-DEVICE BASED CAR PARKING SYSTEM”

FLOW OF THE OVERALL SYSTEM FOR PDA-DEVICE BASED CAR PARKING:

Start

"Entry of Parking area"

PDA-Device ready at Parking gate.

Car 1 comes at parking gate.

Car 2 comes at parking gate.

Car 'n' comes at parking gate.

Parking boy, inserts the car detail in the PDA-

Data stores at inbuilt memory of PDA-Device

Data stored at Remote

Print out Token from PDA

Exit of the car from parking lot.

Data Update in

End

Process for remote
“PDA-DEVICE BASED CAR PARKING SYSTEM”

SYSTEM BLOCK DIAGRAM WITH DATA STORE:

- PDA1: Collect data & store in Memory & Remote Server
- PDA2: Collect data & store in Memory & Remote Server
- PDA3: Collect data & store in Memory & Remote Server
- PDA4: Collect data & store in Memory & Remote Server

Car parking data

- Client1 access data from remote Server & display Report
- Client2 access data from remote Server & display Report
- Client3 access data from remote Server & display Report
- Client4 access data from remote Server & display Report

Print

Annex 4: 114
"PDA-DEVICE BASED CAR PARKING SYSTEM"

**ELECTRONICS GATE IMPLEMENTATION:**

Step 1: The car comes at parking gate.

Step 2: Video capture is started.

Step 3: Parking boy enters the detail data in to PDA device & opens the gate (it can be fully automatically by Ir-Sensor) & video capture of the car with number plate will be started automatically for few seconds.

Step 4: Driver wants to exit from the parking lot after some time.

Step 5: Parking boy collects payments through the PDA Device & opens the gate (it can be fully automatically by Ir-Sensor) & video capture of the car with number plate will be started automatically for few seconds.

"Picture shows the Electric Gate open & close with video recording facility."
"PDA-DEVICE BASED CAR PARKING SYSTEM"

OUR EXPERIENCE & ACHIEVEMENT AT PARKING SOLUTION AT – NKDA, Kolkata:

We are already experienced & successfully installed the PDA based car parking system at NKDA (NEW TOWN KOLKATA DEVELOPMENT AUTHORITY, Kolkata). It’s already running at Axiomall, Newtown, Kolkata and many other places. The sample Device is shown below.

We have successfully installed this parking system and are maintaining the same at various parking areas of NKDA.
REQUEST FOR INFORMATION:

To give a commercial proposal we would need the following information:

- Parking open hours
- Total static capacity (maximum number of parked vehicles)
- Average flow (number of vehicles per hour)
- Peak flow expected
- Number of entry and exit gates

Thank You
28. Letter highlighting Airtel’s proposal for setting up Wi-Fi in Mother’s Wax Museum

7th December, 2015
Chairman,
NKDA
NewTown, Kolkata

Sub: POC for WiFi at Mother’s Wax Museum.
Dear Sir,
Greetings from Airtel III!
This is in reference to the discussion with you, we are planning to do WiFi at Mother’s Wax Museum.
We have done the survey and we will get back to you shortly on the next plan of action.
Assuring best service at all times.

Full Bharti Airtel Ltd,

Sujit Mitra.
Manager
Mobile: 9163664602
29. Email and proposal highlighting IIT Kharagpur's Bi-cycle Track Plan

Subject: Proposal for public bicycle hire system by IIT Kharagpur, Debaratim Pandit

From: Debaratim Pandit <debaratim@iitkgp.ac.in> on Fri, 06 Nov 2015 13:22:12
To: WBHDCC_Chief_Planner_P B Bhattacharya <p.b.bhattacharya@wbhdcc.in>
Cc: deanr@iitkgp.ac.in

1 attachment(s) - bicycle proposal report.pdf (412.5 KB)

Dear Sir,

In reference to your letter No. BD/HDCC/Pnp/986/2015 dated 3.11.2015, I am hereby sending the proposal, financial estimate and delivery and payment schedule for the consultancy project on "Cycle hire system in Action Area 1 in New Town, Kolkata" on behalf of IIT Kharagpur. Let me know if you need further clarification in this regard.

Thanking you,
Best Regards,
Debaratim.

Dr. Debaratim Pandit, PhD(Univ. of Tokyo)
Associate Professor,
Professor in-charge, Research Scholar Coordination,
Professor in-charge, Computer/Informatics Lab
Department of Architecture and Regional Planning,
Indian Institute of Technology, Kharagpur.
Ph:+91-3222-253202, Mobile: +91-9433044708
Email:
PROPOSAL FOR DEVELOPING CYCLE HIRE SYSTEM IN ACTION AREA 1
IN NEW TOWN, KOLKATA

Bicycle sharing is a tried and tested sustainable transportation mode deployed in numerous cities around the world. While, the concept of a public sharing system of bicycles has been around since 1965, it is in Europe where it has evolved to its present form. Rest of the world has also started to adopt this form of public transport for its immense environmental and health benefits during the last two decades. Bicycle sharing has now spread to the Americas, Australia and Asia. The largest city wide bicycle sharing systems today are seen in China. India has been slow to respond to this world movement. There have been some small scale pilot projects that were introduced in Bangalore, Pune, which failed to create an impact. Recently, more comprehensive systems has been thought for Chennai, Gandhinagar and Delhi.

India has a vastly different socio-economic scenario as compared to the cities where this system has been developed. It is therefore imperative to understand the context of our country and to retrofit the concept of public bicycle sharing for maximising its utility, keeping the cost component to a minimum. In view of this approach, we propose a hybrid system of bicycle sharing that can be most suited to the area of study, based on the target users.

Success of a bicycle share system depends on the following criteria:

- Accessibility of the bicycle stations from transit nodes and residential areas.
- Closely spaced network of stations and availability of the bicycling infrastructure.
- Availability of bicycles at high demand locations at peak hour.
- Availability of parking spaces at important destinations.
- User friendly mode of operation.

There have been many bicycle share systems that have not performed to satisfaction. Through the International experiences, it is known that the reasons for failure of a system are as follows:

- Inadequate scale of operation (in terms of coverage area, number of bicycles and docks).
- Sparsely placed stations that make them inaccessible.
- Lack of bicycle friendly roads.
- Lack of bicycles or docking spaces at peak hours.
- Discouraging traffic rules.
- Lack of maintenance.
- Vandalism and theft.
A key aspect of public bicycle sharing (as with any mode of other public transit) is its financial viability. It is extremely important to ensure that the system is able to generate revenues for its maintenance costs. The capital cost can only be recovered as social benefit and environmental benefit. It is most desirable to have a project sponsor to cover the capital cost of the system in return of the rights to advertise through the system for a given period of time. Examples can be seen in New York and London, where the entire system is sponsored. A completely different approach is adopted by China, where the system is entirely run by the government.

The methodology that will be adopted in this project is specifically aimed at bringing down the capital cost, which can make sponsoring the system to be a lucrative opportunity for corporate investors. The main area of difference of our approach is to encourage private bicycle owners, corporate users, and both regular and casual public bicycle users to use the bicycling infrastructure, and proposing a hybrid system of bicycle sharing that has automatic, semi-automatic and manual operation modes, brought together in a seamless operation system that is user friendly.

Section 1: The following section details out the scope of work as per the different objectives.

1. Recommendation, with reason, the alignment of cycle track
2. Recommendation of location of cycle station, repair klt, kiosk etc.

<table>
<thead>
<tr>
<th>Data collection:</th>
<th>1 week</th>
<th>To be provided by the client</th>
</tr>
</thead>
<tbody>
<tr>
<td>Development plan reports, Action area 1 infrastructure reports, Detailed land use plan</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Demographic profile of action area 1 (current status)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Road sections</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Existing tender documents at HIGCO</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Plan and map preparation:</th>
</tr>
</thead>
<tbody>
<tr>
<td>5 Catchment area analysis, TAZ analysis, Floating population analysis, Station location analysis</td>
</tr>
<tr>
<td>6 User preference, travel diary, Deterrent factor analysis, cordon point surveys</td>
</tr>
<tr>
<td>7 Software based travel demand analysis through 4 stage model</td>
</tr>
<tr>
<td>8 Demand estimate for required type of bicycling system at each station and for existing roads for developing cycle lane network</td>
</tr>
<tr>
<td>9 Other facilities required along the bicycle lane network</td>
</tr>
<tr>
<td>10 Scenario analysis for current and horizon year</td>
</tr>
<tr>
<td>11 Preparation of reports and presentations</td>
</tr>
</tbody>
</table>

Deliverables:

a. Report and maps on location of stations, bicycle docks, bicycle stands, their size and mix at different locations

b. Location of facilities such as information/booking kiosks, weather protection shelters, repair stations

c. Alignment and hierarchy of cycle lane network.

Annex 4: 121
3. Preparation of cycle track design  
4. Preparation of fit for construction drawings, specification and BOQ of all civil works.

<table>
<thead>
<tr>
<th>Data collection:</th>
<th>Volume of time</th>
<th>Method</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Detailed maps of roads</td>
<td>1 week</td>
<td>To be provided by the client</td>
</tr>
<tr>
<td>2. Planned road sections of each road types</td>
<td>1 week</td>
<td>Survey</td>
</tr>
<tr>
<td>3. Existing road tender at HIDCO</td>
<td>1 week</td>
<td>Survey</td>
</tr>
<tr>
<td>Plan, map and drawing preparation:</td>
<td></td>
<td></td>
</tr>
<tr>
<td>4. Present road sections and condition (infrastructure mapping and inventory listing)</td>
<td>1 week</td>
<td>Survey</td>
</tr>
<tr>
<td>5. Traffic volume survey</td>
<td>2 weeks</td>
<td>Analysis</td>
</tr>
<tr>
<td>6. Gap analysis of proposed and existing infrastructure</td>
<td>4 weeks</td>
<td>Proposals</td>
</tr>
<tr>
<td>7. Recommendations for type of segregation of motorised and non-motorised traffic for each link and intersection based on present road sections, ROW and traffic volume &amp; mix.</td>
<td>4 weeks</td>
<td></td>
</tr>
<tr>
<td>8. Preparation of reports</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Deliverables  
b. Suggested types of lane/track types for each road.  
c. Typical road sections and construction/working drawings for different type of bicycle lane/tracks including lane markings, signage, materials for bicycle lane surface etc. and suggestions on B.O.Q.  
d. Suggestions for road geometry modifications at intersections, typical section and working/construction drawings and suggestions on B.O.Q.  
e. Details of safety measures and prevention of motorised vehicles from using bicycle facilities.  
f. Suggestions on items to be included in tender document. ***

** Preparation of detail tender document and B.O.Q. will depend on the extent of the plan/bicycle lane network.**

**WBHIDCO decides to take up in the first phase. This could be prepared as per requirement in-house by WBHIDCO using the above deliverables.
5. For cycle, cycle station, repair kit, kiosk, etc., preparation of specification and BOQ and help in selection of appropriate implementing agency considering quality and financial control.

1. Explore national and international designs of components such as bicycle, docks, stands and stations
2. Explore mechanisms and fabrications required: Steel, electrical, electronics and security components
3. Meetings with vendors as suggested & facilitated by WBHDCO
4. Design of bicycle and other components
5. Branding of service including name, design of garages and docks, colour schemes, social media, sponsor integration if any.
6. Specifications of bicycle stations, docks and stands. Automated feedback mechanism from docks and stations to record bicycle entry and exit. User interface at dock for bike release or return.
7. Tender documents
   a. Locations who detail working drawing for each bicycle station, dock and stands.
   b. Tender documents for implementation.

*On WBHDCO's recommendation we will partner several organisations to finalise design and will help in selection of appropriate agency. Quality control and financial control during construction is outside the scope of the present contract but could be taken up as a separate contract during implementation of different phases.

6. Recommendation of payment system through e-wallet
7. Recommendation on cycle circulation

The system includes three major components, a) the payment system b) inventory management system and the c) redistribution and management system.

<table>
<thead>
<tr>
<th>No.</th>
<th>Task Description</th>
<th>Time Required</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>User surveys to determine appropriate payment system</td>
<td>3 weeks Survey</td>
</tr>
<tr>
<td>2</td>
<td>Willingness to pay of the users</td>
<td>2 weeks Analysis</td>
</tr>
<tr>
<td>3</td>
<td>Defining payment scheme and mechanism</td>
<td>2 weeks</td>
</tr>
<tr>
<td>4</td>
<td>Payment system at docks.</td>
<td>2 weeks</td>
</tr>
<tr>
<td>5</td>
<td>Payment system at garages.</td>
<td>2 weeks</td>
</tr>
<tr>
<td>6</td>
<td>Payment through website and android app.</td>
<td>2 weeks</td>
</tr>
<tr>
<td>7</td>
<td>Integration of automated (app, website), semi-automated (terminals at docks and stations) and manual system of payment services and deployment of website and app.</td>
<td>2 weeks</td>
</tr>
<tr>
<td>8</td>
<td>Deployment of inventory (bikes &amp; docks) management and tracking software integrating users, bicycles and bicycle docks &amp; stations.</td>
<td>4 weeks</td>
</tr>
<tr>
<td>9</td>
<td>Access code generation and input mechanism</td>
<td>2 week</td>
</tr>
<tr>
<td>10</td>
<td>Deployment of redistribution and management software to facilitate decision on redistribution of cycles using real-time data (Demand from CCTV &amp; inventory from inventory management software) by operation and maintenance agency.</td>
<td>2 weeks</td>
</tr>
<tr>
<td>11</td>
<td>Deploying and customisation of e-wallet gateway</td>
<td>2 weeks</td>
</tr>
<tr>
<td>12</td>
<td>Bank accounts and financial mechanism</td>
<td>2 weeks</td>
</tr>
</tbody>
</table>

Annex 4: 123
All software systems deployed needs to be maintained with a separate service contract. Feedback from initial use will be used to adjust the bicycle sharing operation during this period.

8. Recommendation on anti-theft solutions (will be integrated in all systems design)
   • Locking mechanism at cycle stands.
   • RFID tagging of cycles.
   • GPS tracking of mobile phones of users based on user permission.
   • Registration of users using unique ID and cash deposit.
   • Unique design of bicycles and docks to discourage tampering by unauthorized persons.
   • CCTV surveillance at large parking facilities.
   • Manned parking stations with hand held cycle code readers.

9. Recommendation on day to day operation and maintenance of the system.
   • Manual will be provided for maintenance of infrastructure, operation of different software and terminals and redistribution mechanism and strategy.
   • Bicycle maintenance has to be taken care by bicycle vendor.
   • Custom redistribution vehicle maintenance by vehicle manufacturing company
   • Maintenance of accounts by independent agency WBB/DCO.
30. Letter highlighting coverage of LED lights in New Town

NEW TOWN KOLKATA DEVELOPMENT AUTHORITY

(A Statutory Authority Under Government of West Bengal)

3, Major Arterial Road, New Town, Kolkata - 700 156

Data: 07/11/15

TO WHOM IT MAY CONCERN

This is to certify that the data mentioned below and incorporated in the Smart City Proposal for New Town Kolkata is appropriate and authentic to the best of our knowledge.

LED Lights

Percentage replacement of conventional lights with LED lights: 34% (1387 of 4088)

[Signature]

Superintending Engineer

New Town Kolkata Development Authority

Phone: 033-2324-2324 / 2132 / 2148, 18003451671
Fax: 033-2324-2147
Website: www.nkidamar.org

Annex 4: 125
31. Letter on the Gateway to Kolkata Project confirming the location along with picture

**New Town Gate on Biswa Bangla Sarani, New Town, Kolkata.**

The state of Art Gate at New Town will be constructed in the 3rd Rotary in front of HIDCO Bhaban at New Town, Kolkata.

- This gate will be a unique signature structure and will establish an emblem of New Town, Kolkata. There will be two bowstring girders joining at the middle at a height of 55m from road level.
- The foot step of the four arch beams will rest on green verge of the intersection of 3rd Rotary. There will be a hanging corridor at a height of 25m from road level of size 4.00m x 3.50m (high) made of structural steel which is unique features of the Gate.
- The ring will house the cafeteria and other outlets like souvenir shop etc. people have free walk through the corridor. The ring corridor will be totally A.C.
- There will be a stair at two arches to climb up to the ring and one lift of Glass facia to climb up to 25m. The ring will be made of Glass structural glazing on one side to have a look through from a height of 25m and aesthetic PVDF cladding on the other side of the ring along with covering the top.
- There will be a globe rotating centrally from top with the signage of Biswa Bangla.
- Entire structure will be specially illuminated as a signature structure.

*Forwarded to SMD*

*12/15*
32. One time Environmental Clearance for entire New Town Kolkata

By Massenger
(For internal circulation only)

WEST BENGAL POLLUTION CONTROL BOARD
Purba Bhawan
10A, Block—L.A. Sector—III
Salt Lake, Calcutta 700 091


Dated: 19.05.99

From:
Member Secretary
West Bengal Pollution Control Board

To:
Sri Janaj Mitra
Spl. Secretary
Housing Department Govt. of West Bengal
New Secretariat Building, 1.K.S. Roy Road
Calcutta 700001

Ref: Your letter No. — nil

Dear Sirs,

In response to the application for Consent to Establish (NOC) for proposed Unit of 15 Ltr.
New Town, Calcutta Projects

Annex Area-I as indicated in Drawing No. of the Project Report of
HIDCO - dated: May 1999, Rajarhat, Dt. 24 - Parganas (N)

this is to inform you that this Board hereby grants the Consent to Establish (NOC) from the environmental point of view
subject to the following conditions and special conditions annexed:

1. The quality of sewage and trade effluents to be discharged from your factory shall satisfy the permissible limits
as prescribed in IS 2489 (p:1) of 1974; and or its subsequent amendment and Environment (Protection) Rules, 1986;

2. Suitable measures to treat your effluent shall be adopted by you in order to reduce the pollution load so that the
quality of the effluent satisfies the standards mentioned above;

3. You shall have to apply to this Board for its consent to operate and discharge of sewage and trade effluent according
as per provisions of the Water (Prevention & Control of Pollution) Act, 1974. No sewage or trade effluent shall be
discharged by you without prior consent of this Board;

4. All emissions from your factory shall conform to the standards as laid down by this Board;

5. No emission shall be permitted without prior approval of this Board and you shall apply to this Board for its consent
to operate and discharge of sewage and trade effluent as per provision of the Air (Prevention & Control of Pollution) Act, 1982;

6. No industrial plant, furnace, flues, chimneys, control equipment etc. shall be constructed/reconstructed/renewed;
No.: ENP/ 14W-6/99 (PL-I) 

Dated: 20th March, 2001

From: The Special Secretary to the Government of West Bengal

Shri Sanjoy Mitra, 
Special Secretary, Housing Department, 
Government of West Bengal & Managing Director, HIDCO, 
Salt Lake Stadium Complex, 
Gate No.3, Sector - III, Salt Lake, 
Calcutta-700 091

Subject: Environment Clearance of Action Area II of the proposed New Town, Calcutta at Rajarhat.

Sir,

I am directed to refer to your letter no.114/HIDCO/plng/27/99/297 dated 21-09-2000 and subsequent communications regarding the subject mentioned above. The proposal involves development of Action Area II of a total area of 740 ha of land within the proposed New Town, Calcutta at Rajarhat. The proposal was referred to the State Level Expert Committee for Environment Impact Assessment for environment clearance and the Committee has recommended environment clearance for the proposed development of Action Area II. The Department of Environment after due examination of the relevant papers and the recommendation of the Expert Committee accords environment clearance of the proposed development of Action Area II of the New Town, Calcutta at Rajarhat subject to the strict compliance of the conditions mentioned below:

A. Specific Condition:

1) The Project Authority(PA) should regularly sprinkle water around vulnerable areas of the construction site in a suitable method to control propagation of fugitive dust.

2) Rehabilitation and resettlement should be done in accordance with the norms of Govt. of India and the Govt. of West Bengal.

3) To ensure proper drainage facilities improvement work of Bagalia Khal should be taken up simultaneously with the development of the proposed Township. The Project Authority should keep close contact with the Irrigation and Waterways Department for the said purpose. The project authority should contribute an amount of Rs.30 crores from the funds earmarked for development of AA II to the I&W Directorate for Bagalia khal Improvement works. This is in addition to the amount for AA I.

4) It should be ensured that the waste water generated from various sources would be adequately treated before discharging into the nearby canals like Bagalia and Kodapur Khal. The treated effluent should conform to the stipulated standards specified by the WBPCB.

5) Solid waste generated should be scientifically managed and disposed in the secured landfill. Separate management for bio-medical waste should be made as per the existing rules. In the initial stage leachate may be conveyed by a tanker to a

C-KLD DATA/006/AMITABH/NEWTOWN.doc
All Communications to Government
Should give the Number, Date and
Subject at top previous Correspondence
and be addressed to the Secretary
of the Department concerned.

No. ENPi/90/4/W-8/99(Pt.II)

From: The Joint Secretary

To: The Special Secretary,
Housing Department
Government of West Bengal &
Managing Director, HIDCO,
Salt Lake Stadium Complex,
Gate No. 3, Sector -III, Salt Lake,
Kolkata – 700 091

Subject: Environmental Clearance of the Remaining Area (other than Action Area I and Action Area II) of the proposed New Town, Kolkata Project.

Dated: January 30/1/2003

Sir,

I am directed to refer to your letter no. 285/HIDCO/PLNG-27/96/8122 dated 28.5.02 and subsequent communications regarding the subject mentioned above. The proposal involves the development of the remaining area measuring about 1713 hectares (other than the Action Area I measuring 622 hectares and Action Area II measuring 740 hectares, the total area of the project being about 3075 hectares) located at Rajarhat P.S. in North 24 Parganas and Bhaglar P.S. in South 24 Parganas. The proposal was referred to the State Level Expert Committee for Environmental Impact Assessment for examination. The Committee has recommended the environmental clearance of the proposed development for the remaining area. In terms of Notification No. 4897-A.R. dated 8th December,1986 of the Government of West Bengal, the Department of Environment after due examination of the relevant papers and the recommendations of the Expert Committee accords environmental clearance to the proposed development of the remaining area of the New Town, Kolkata, subject to the strict compliance of the conditions mentioned below:

A. Specific Condition:

1. Regular sprinkling of water around vulnerable areas of the construction site in a suitable manner to control propagation of suspended particulate matter may be undertaken.

2. Rehabilitation and resettlement should be done in accordance with the norms of the State Government.

D:\Work\Subin\W1999\4W-8/99(Pt.II).doc

Cont.........
33. Notification by NTESCL/WBSEDCL for Time-of-the-day-Tariff for electricity for Commercial

NEW TOWN ELECTRIC SUPPLY COMPANY LIMITED
(A JOINT VENTURE OF WBSEDCL & WBHIDCO LTD.)
FRANCHISEE of W. B. State Electricity Distribution Co. Ltd.

Memo No. / BULK GENERAL / NTESCL 5759
Dated: 09.12.2015

To:
The Chief Executive Officer
New Town Kolkata Development Authority
03 MAR, New Town
Kolkata – 700156

Sub: TOD METER
Ref: Your email dt. 09.12.2015

Dear Sir:

It is to inform you that we are using TOD Meters for our Bulk Consumers who are interested to avail TOD Tariff. At present we are giving TOD Tariff in 3 Slabs – Day Normal Hours, from Morning to Evening (i.e. in the summer season – 06.00 hrs to 18.00 hrs and in the winter season it is 06.00 hours to 17.00 hours). After that it is evening peak hours TOD Tariff (i.e. 18.00 hours to 23.00 hours in the summer and 17.00 hours to 22.00 hours in the winter) and after that i.e. from 22.00 hrs/23.00 hrs to 06.00 hours it is Night Lean Hours. In the 3rd phase i.e. in the Night Lean Hours the tariff is lower than the other time.

Hence, to enjoy lower Tariff Bulk Consumers are interested for such tariff of TOD Meters. It is optional to the Bulk Consumers whether they will enjoy TOD meter facilities or not.

This is for your information please.

Yours faithfully:

(P P Biswas)
Managing Director

Registered Office & Electric Supply Office:
09-02, M.A.R. New Town, Rajarhat, Kolkata - 700 156, Phone: 033 2324 0061 / 64 / 67
CIN: U40109 WB 2003 PLC 096966

Administrative Office:
“FINANCE CENTRE”, 2nd floor, CBD, Plot No. 1, Action Area - II, New Town, Rajarhat, Kolkata - 700 156
Phone: 033 2324 4615
Tele-Fax: 033 2324 4840, e-mail: ntesc@yahoo.com

Annex 4: 131
34. Letter from NKDA confirming the relevant data used for answering questions 1, 2 and 3 of City profile
NEW TOWN KOLKATA DEVELOPMENT AUTHORITY
(A Statutory Authority Under Government of West Bengal)
3, Major Arterial Road, New Town, Kolkata - 700 156

Date: 03/12/2015

TO WHOM EVER IT MAY CONCERN

This is to certify that the data mentioned below and incorporated in the Smart City Proposal for New Town Kolkata is appropriate and authentic to the best of our knowledge.

Non-Residential Units in New Town

- IT / Finance / Telecom companies – 78
- Hospitality units – 116
- Government Offices – 30
- Commercial establishments including IT/ Financial Retail / Engineering / Government offices (number): Greater than 1200
- Institutional / Commercial building: 61
- Cultural / Recreational Centers (numbers): 16
- Haats / Melas (number per year): 14
- Theme parks / Parks (number)/Playground: 23

New Town Kolkata Development Authority

Phone: 033-2324-2324 / 2132 / 2148, 18003461571
Fax: 033-2324-2147
Website: www.nkdamer.org

Annex 4: 133
NEW TOWN KOLKATA DEVELOPMENT AUTHORITY
(A Statutory Authority Under Government of West Bengal)
3, Major Arterial Road, New Town, Kolkata - 700 156

Date: 03/12/2015

TO WHOM IT MAY CONCERN

This is to certify that the data mentioned below and incorporated in the Smart City Proposal for
New Town Kolkata is appropriate and authentic to the best of our knowledge.

Building Plan Approval
Building Plan approval process is online and requires 30 days (average) and has been the
same between F.Y 12-13 and F.Y 14-15

<table>
<thead>
<tr>
<th>Year</th>
<th>No. of Building plans sanctioned</th>
</tr>
</thead>
<tbody>
<tr>
<td>F.Y 12-13</td>
<td>334</td>
</tr>
<tr>
<td>F.Y 13-14</td>
<td>394</td>
</tr>
<tr>
<td>F.Y 14-15</td>
<td>438</td>
</tr>
</tbody>
</table>

Chief Architect
New Town Kolkata Development Authority

Phone: 033-2324-2324 / 2132 / 2148, 18/09/2015
Fax: 033-2324-2147
Website: www.nkdamer.org
NEW TOWN KOLKATA DEVELOPMENT AUTHORITY
(A Statutory Authority Under Government of West Bengal)
3, Major Arterial Road, New Town, Kolkata - 700 156

Date:

TO WHOEVER IT MAY CONCERN
This is to certify that the data mentioned below and incorporated in the Smart City Proposal for New Town Kolkata is appropriate and authentic to the best of our knowledge.

Innovative interventions

<table>
<thead>
<tr>
<th>Wi-Fi across the MAR by WBHIDCO</th>
<th>2015</th>
</tr>
</thead>
<tbody>
<tr>
<td>Online ticketing for Eco-Park by WBHIDCO</td>
<td>2015</td>
</tr>
</tbody>
</table>

Administrative Officer-I
New Town Kolkata Development Authority

Phone : 033-2324-2324 / 2132 / 2148, 18003451571
Fax : 033-2324-2147
Website : www.nkdamar.org

Annex 4: 135
TO WHOEVER IT MAY CONCERN

This is to certify that the data mentioned below and incorporated in the Smart City Proposal for New Town Kolkata is appropriate and authentic to the best of our knowledge.

Medical facilities:
- Existing - 2 (Tata Cancer Research Centre, Ohio Specialty Hospitals)

Education facilities:
- Existing - 6 - Techno India College, Delhi Public School, Aliah University, State Govt College, New Town School, University of engineering and management
- Planned - Presidency University, Ramakrishna Mission Centre of Excellence, Belle-Vue Nursing College, WBPDCL Training Institute, Amity University, Rabindra Bharati University, Netaji Subhas Open University, Ganguly Educational Society, Bhawanipur Gujarati Education Society, Amri Nursing College, Al Ameen Mission Trust, Shwetamber Engineering College, ISWBM, Institute of Chartered Accountants, IILM Foundation, Savitri Education Foundation, Chhaya Prakashan, Army Welfare Education Society, WBSEDCL Staff Training Centre, Institute of Engineering and Management, State Govt Vocational Institute, MM Educational Research Foundation, SBI Management Academy, State Social Welfare School, Judicial academy.

Para-transit modes:
- Number of battery driven vehicles: 85
- Number of Autos: 200

Estate Manager-II
New Town Kolkata Development Authority

Phone: 033-2324-2324 / 2132 / 2148, 18003451571
Fax: 033-2324-2147
Website: www.nkdamat.org

Annex 4: 136
35. Letter from HIDCO confirming the relevant data used for answering questions 1, 2 and 3 of City profile
36. Letter from NTESCL confirming the relevant data used for answering questions 1, 2 and 3 of City profile

NEW TOWN ELECTRIC SUPPLY COMPANY LIMITED
(A JOINT VENTURE OF WBBESCL & WBBIDCO LTD.)
FRANCHISEE of W. B. State Electricity Distribution Co. Ltd.

Memo No. 5710 / WBIDCO / NTESC
Date: 02.12.2015

To: The Chief Executive Officer
New Town Kolkata Development Authority
3, Major Arterial Road
Kolkata – 700156
Email address: ceonkda@gmail.com

Sub: Submission of Data i.r.o. Smart City
Ref: Your email dt.02.12.15

Dear Sir:

As desired, we are enclosing herewith the Certified Data relating to the Smart City proposal for New Town Kolkata for your perusal please.

Thanking you,

Enclo: As above.

Yours faithfully:
(P P Biswas)
Managing Director

Registered Office & Electric Supply Office:
05-024, M.A.R. New Town, Rajarhat, Kolkata – 700 156, Phone: 033 2324 0081 / 64 / 65
CIN: U40119 WB 2003 PLC 096666
Administrative Office:
“FINANCE CENTRE”, 2nd floor, CIB, Plot No. 1, Action Area – II, New Town, Rajarhat, Kolkata – 700 156
Phone: 033 2324 4515
Tele-Fax: 033 2324 4846, e-mail : ntesc@yahoo.com
# NEW TOWN ELECTRIC SUPPLY COMPANY LIMITED

(A JOINT VENTURE OF WBBSEDCL & WBHIDCO LTD.)

FRANCHISEE OF W. B. State Electricity Distribution Co. Ltd.

TO WHOMSOEVER IT MAY CONCERN

This is to certify that the data mentioned below and incorporated in the Smart City Proposal for New Town Kolkata is appropriate and authentic to the best of our knowledge.

**Power Supply:**

- New Town Kolkata supplies 24/7 uninterrupted Grid based power to 100% of its population
- Frequency of scheduled outages - once in 6 months
- Percentage energy generated from renewable sources - 1%

<table>
<thead>
<tr>
<th>SL No</th>
<th>Criteria</th>
<th>F.Y 12-13</th>
<th>F.Y 13-14</th>
<th>F.Y 14-15</th>
<th>Remarks</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>No. of pre-paid connections(L&amp;MV)</td>
<td>5729</td>
<td>824</td>
<td>1410</td>
<td>6540</td>
</tr>
<tr>
<td>2</td>
<td>No. of pre-paid connections(L&amp;MV)</td>
<td>5647</td>
<td>793</td>
<td>1170</td>
<td>7333</td>
</tr>
<tr>
<td>3</td>
<td>No. of Construction Connections(L&amp;MV)</td>
<td>441</td>
<td>6</td>
<td>0</td>
<td>713</td>
</tr>
<tr>
<td>4</td>
<td>No. of Residential Connections(L&amp;MV)</td>
<td>9613</td>
<td>1430</td>
<td>2277</td>
<td>12404</td>
</tr>
<tr>
<td>5</td>
<td>No. of Commercial Connections(L&amp;MV)</td>
<td>175</td>
<td>15</td>
<td>0</td>
<td>236</td>
</tr>
<tr>
<td>5(a)</td>
<td>Others L&amp;MV Connections</td>
<td>547</td>
<td>216</td>
<td>363</td>
<td>590</td>
</tr>
</tbody>
</table>

Registered Office & Electric Supply Office:
09-024, M.A.R. New Town, Rajarhat, Kolkata - 700 156, Phone: 033 2324 0061 / 64 / 67
CIN: U40109 WB 2003 PLC 006966

Administrative Office:
“FINANCE CENTRE”, 2nd floor, CBD, Plot No. 1, Action Area - II, New Town, Rajarhat, Kolkata - 700 156
Phone: 033 2324 4615
Tele-Fax: 033 2324 4840, e-mail: ntesc@yahoo.com

Annex 4: 139
<table>
<thead>
<tr>
<th>SL No</th>
<th>Criteria</th>
<th>F.Y 12-13</th>
<th>F.Y 13-14</th>
<th>F.Y 14-15</th>
<th>Remarks</th>
</tr>
</thead>
<tbody>
<tr>
<td>6.</td>
<td>No. of Industrial TT Offices Connections (Bulk)</td>
<td>1 (As on 31.08.2015) Bulk</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>6(i)</td>
<td>Others Bulk Connection</td>
<td>190 (As on 31.08.2015)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>7.</td>
<td>T&amp;D losses (Cumulative)</td>
<td>4.68 % as on 30.03.2014</td>
<td>5.55 % as on 31.03.2015</td>
<td>2.57% as 31.08.2015</td>
<td></td>
</tr>
<tr>
<td>8.</td>
<td>AT&amp;C losses (%) Cumulative</td>
<td>4.68 % as on 31.03.2014</td>
<td>5.55 % as on 31.03.2015</td>
<td>2.57% as 31.08.2015</td>
<td></td>
</tr>
<tr>
<td>9.</td>
<td>No. of Net Metering Connections (for renewable energy sources)</td>
<td>1) Effected at Eco Tourism Park, Action Area-II (510 KW) at 11 KV on 28.04.2015 (2) Effected at Rajaji Kritighar Kendra, Action Area-III (100 KW) at 11 KV on 25.07.2015 (3) Effected at Grid Connected Rooftop solar PV Power plant of NKDA, Action Area-I (12 KW) at L&amp;MV through CT Metering on 31.03.2015 (4) Effected at Smriti Bhavan, Action Area-B (10 KW) at L&amp;MV on 22.04.2015</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

(P.P. Biswas)
MD, NTESCL

Registered Office & Electric Supply Office:
09-024, M.A.R. New Town, Rajarhat, Kolkata - 700 156, Phone: 033 2324 0061 / 04 / 67
CIN : U40109 WB 2003 PLC 096965

Administrative Office:
"FINANCE CENTRE"; 2nd floor, CBD, Plot No. 1, Action Area - II, New Town, Rajarhat, Kolkata - 700 156
Phone : 033 2324 4615
Tele-Fax : 033 2324 4640, e-mail : ntesc@yahoo.com

Annex 4: 140
37. Letter from NTTIDCO confirming the relevant data used for answering questions 1, 2 and 3 of City profile And Letter from NTTIDC stating the coverage of fiber optic network across the city
To Whom So Ever It May Concern

This is to notify that NEW TOWN Kolkata is almost covered with underground common ducting for all purpose telecommunication connectivity, specially for Optical Fibre Communication system.

NTTIDCO Ltd.

[Signature]

(ANANDA GANGULY)
CHAIRMAN

NEW TOWN TELECOM INFRASTRUCTURE DEVELOPMENT COMPANY LIMITED

(A Govt. of West Bengal Company - Joint venture between WBHIDCO LTD & WEBPRC LTD)
38. Letter from PHED confirming the relevant data used for answering questions 1, 2 and 3 of City profile
Government of West Bengal
Public Health Engineering Directorate:
Office of the Executive Engineer, New Town Kolkata Water Supply Divn.,
Utility Building, 2nd floor, beside Delhi Public School, AA-10, New Town, Kolkata-700156

Memo No. /N125

Dated New Town the 7/12/15

To
The Chief Executive Officer,
New Town Kolkata Development Authority.

Sub: Surveying, Designing, Soil Testing, Supplying, Laying, Construction,
Testing, Commissioning, Operation & Maintenance for 5 (five) years of intake
jetty on piles, suction pipe line, pump house, substation and office building
along with electro-mechanical installations and pumping arrangement, instrumentation, 1829 mm
(OD) MS transmission pipe line including valves and specials,
trench, trenchless tunneling, cross drainage structures / bridge,
pipe anchorage, thrust block, bank protection works, and allied
works etc. from intake works at Rani Debendrabala Ghat on River
Hooghly to Water Treatment Plant at New Town in Action Area-IA
for 100 MGD, transmission capacity.

Sir,

This is to state that the captioned work has been completed & trial run is going on.

Yours faithfully,

Executive Engineer,
New Town Kolkata W/S Divn-II,
Public Health Engineering Directorate,
Govt. of West Bengal.

Copy forwarded for information:
1. The Executive Director (Engg.), WBHIDCO.
2. The Chief Engineer, Western Zone, P.H. Engg. Dte., Govt. of West Bengal.
3. The Superintending Engineer, N.T.K. W/S Circle, P.H. Engg. Dte., Govt. of West Bengal.

Memo No. /N125

Dated New Town the 7/12/15

Executive Engineer,
New Town Kolkata W/S Divn-II,
Public Health Engineering Directorate,
Govt. of West Bengal.

Annex 4: 144
39. Letter from Transport Companies confirming the relevant data used for answering questions 1, 2 and 3 of City profile

TO WHOMSOEVER IT MAY CONCERN

This is to certify that the date mentioned below and incorporated in the Smart City Proposal for New Town Kolkata is appropriate and authentic to the best of our knowledge.

<table>
<thead>
<tr>
<th>Bus routes and number of buses</th>
</tr>
</thead>
<tbody>
<tr>
<td>Category</td>
</tr>
<tr>
<td>AC Bus Route</td>
</tr>
<tr>
<td>Non-AC Bus Route</td>
</tr>
<tr>
<td>No. of buses</td>
</tr>
</tbody>
</table>

This is further to state that CSTC has undertaken exercise to rationalize the bus routes connecting the proposed smart city area and it is also exploring the scope of reinforcing its fleet strength by another 50 AC buses and 50 Non-AC buses.

Managing Director
CSTC

HQ: 5 Nilgunge Road, Behala, Kolkata 701 506. Phone: (+91 33) 2533 3014-15
Fax: 2544 3607, 2563 3187, Email: cstcinfo@gmail.com
CTO: 45 Ganesh Chandra Avenue, Kolkata 700017. Phone: (+91 33) 2237 1212-13, 2237 6576, Fax: 2236 4175, Traffic Control Room Phone: 2236 0982. Annex 4: 145
This is to certify that the data mentioned below and incorporated in the Smart City Proposal for New Town Kolkata is appropriate and authentic to the best of our knowledge.

**Bus routes and number of buses**

<table>
<thead>
<tr>
<th>Route No.</th>
<th>Destination</th>
<th>No. of Bus (daily)</th>
<th>Type of bus</th>
</tr>
</thead>
<tbody>
<tr>
<td>C-8</td>
<td>Barasat-Joka via Madhyamgram-Airport-ECO Park-RabindraTertha-SDF-Nicco Park-Science City-Ruby-Gariahat-Tollygunge-Haridevpur-Thakurpukur Cancer Hospital &amp; 3A Bus Stand</td>
<td>10</td>
<td>Non AC</td>
</tr>
<tr>
<td>C-8A</td>
<td>Airport - Tollygunge via ECO Park - RabindraTertha - SDF - Nicco Park - Science City - Ruby-Gariahat - R B Avenue</td>
<td>16</td>
<td>Non AC</td>
</tr>
<tr>
<td>C-23</td>
<td>Parkcircuit - Dankuni via Science City - Nicco Park - SDF - Chinar Park - Kalkhali - Airport - BelgariaExp way - Dakshinshwar - Bally Halt - Rajchandrapur &amp; Delhi Road</td>
<td>26</td>
<td>Non AC</td>
</tr>
<tr>
<td>AC-4</td>
<td>Barasat - New Town - Karunamoyhee via Airport</td>
<td>2</td>
<td>AC</td>
</tr>
<tr>
<td>C-31</td>
<td>Salt Lake- Bhattacharjee by Belghoria Expressway, Airport, Eco Park</td>
<td>4</td>
<td>Non AC</td>
</tr>
<tr>
<td>E-34</td>
<td>Salt Lake - Chinsurah via SDF, Eco Park, Airport, Barasat, Kalyani</td>
<td>3</td>
<td>Non AC</td>
</tr>
<tr>
<td>AC-2</td>
<td>Park Circus - Dankuni via SDF, Eco Park, Airport, Dakhineswar</td>
<td>2</td>
<td>AC</td>
</tr>
<tr>
<td>D-3</td>
<td>Salt Lake - Chinsurah via Belghoria Expressway, Dakhineswar</td>
<td>2</td>
<td>Non AC</td>
</tr>
<tr>
<td>D-4</td>
<td>Salt Lake - Sreerampore via SDF, Eco Park, Airport, Dakhineswar</td>
<td>2</td>
<td>Non AC</td>
</tr>
<tr>
<td>D-5</td>
<td>Salt Lake - Uttarpal College via SDF, Eco Park</td>
<td>3</td>
<td>Non AC</td>
</tr>
</tbody>
</table>

Sanctioned Bus stops in New Town area: Mathisbaran - OLF - New Town Bus Stand - RabindraTertha - Jatragachi - DPS - ECO Park Gate - 1, Gate No. 2, Rockjarni - Nawabpur - City Center - II

* Likely to be started within December 2015.
40. Letter from Bidhannagar Police Commissionerate confirming the relevant data used for answering questions 1, 2 and 3 of City profile

[Letter from Bidhannagar Police Commissionerate]

This is to certify that the data mentioned below and incorporated in the Smart City proposal for New Town PS area Kolkata is appropriate and authentic to the best of our knowledge.

**Crime Records**

<table>
<thead>
<tr>
<th>Name of Crime</th>
<th>2014</th>
<th>2015</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ducity</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Robbery</td>
<td>1</td>
<td>2</td>
</tr>
<tr>
<td>Burglary</td>
<td>56</td>
<td>102</td>
</tr>
<tr>
<td>Theft</td>
<td>6</td>
<td>3</td>
</tr>
<tr>
<td>Murder</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Culpable Homicide</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Rioting</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Crime against women</td>
<td>77</td>
<td>75</td>
</tr>
<tr>
<td>Arms Act</td>
<td>4</td>
<td>10</td>
</tr>
<tr>
<td>NDPS Act</td>
<td>11</td>
<td>5</td>
</tr>
<tr>
<td>399/412 IPC</td>
<td>9</td>
<td>7</td>
</tr>
<tr>
<td>Others</td>
<td>278</td>
<td>338</td>
</tr>
<tr>
<td>Total</td>
<td>442</td>
<td>542</td>
</tr>
</tbody>
</table>

**Police Station Staff**

<table>
<thead>
<tr>
<th></th>
<th>2015</th>
<th>2014</th>
<th>2013</th>
</tr>
</thead>
<tbody>
<tr>
<td>Inspector</td>
<td>1</td>
<td>1</td>
<td>1</td>
</tr>
<tr>
<td>Sub-Inspector</td>
<td>10</td>
<td>7</td>
<td>6</td>
</tr>
<tr>
<td>ASI</td>
<td>10</td>
<td>7</td>
<td>6</td>
</tr>
<tr>
<td>Constable</td>
<td>55</td>
<td>7</td>
<td>6</td>
</tr>
<tr>
<td>Lady Constable</td>
<td>7</td>
<td>2</td>
<td>2</td>
</tr>
<tr>
<td>Civic Volunteer</td>
<td>100</td>
<td>100</td>
<td>100</td>
</tr>
<tr>
<td>Total</td>
<td>183</td>
<td>124</td>
<td>121</td>
</tr>
</tbody>
</table>

**Patrolling**

24 X 7 Police patrolling is conducted in New Town PS area.

(SHIVANI TRWARI, IPS)
Addl Deputy Commissioner of Police
Traffic, Bidhannagar