

Tiruchirappalli Smart City



Tiruchirappalli
City Municipal Corporation



PLANDRANT
CONSULTANTS

Transforming Clean City to Smart City





"It gives me immense pleasure to see that Swachh Bharat Mission has turned into a Jan Andolan. With the participation of schools and SHG groups. I am hopeful that we will be able to achieve the mission of making urban India Open Defecation Free by March, 2018. The Ministry of Urban Development (MoUD) is committed to help cities to make rapid improvements in making their cities Open Defecation Free."

- VENKAIHAH NAIDU

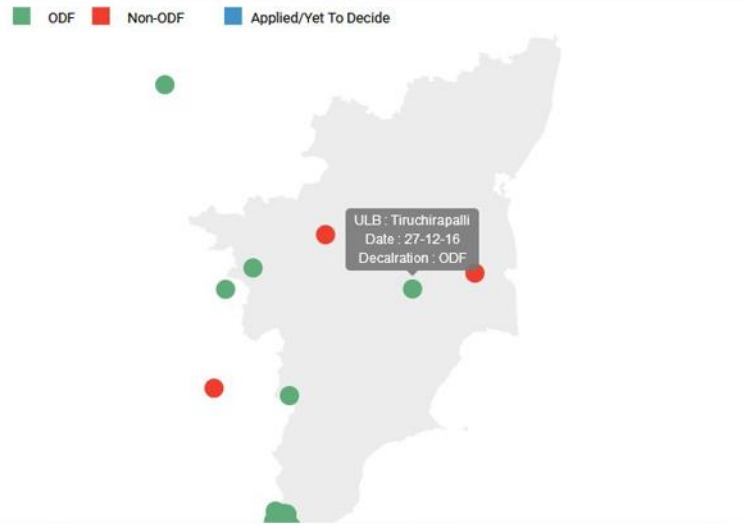


"If making a city open defecation free is a challenge, sustaining it is an even bigger challenge. It is heartening to see that cities have shown resolve by collaborating with the citizens in making cities Open Defecation Free. I am glad that Swachh Bharat Mission is being integrated with other schemes such as AMRUT and Smart Cities I appeal to all the cities to make ODF a sustainable practice."

- RAO Inderjit Singh

TAMIL NADU ALL ODF Non-ODF Applied/Yet To Decide

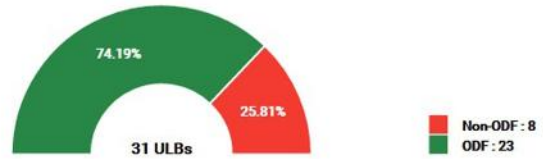
ALL Status - TAMIL NADU



List Of Surveyed ULBs In - TAMIL NADU

ULB	Declaration	Population(Lakh)
Highways	ODF	0.05
Tiruchirappalli	ODF	8.47
Coimbatore	ODF	18.20
Kumbakonam	NON-ODF	1.40

Status Report Of Applied ULBs - TAMIL NADU



Transforming Clean City to Smart Tourism City



Tiruchirappalli
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ANNEXURE 2 (SELF ASSESSMENT)

Feature	Definition	Scenario 1 (BASE)	Scenario 2	Scenario 3	Scenario 4 (ADVANCED)	Self-assessment of the city (for Pan-City Solution) with regard to each feature	Basis for assessment and/or quantitative indicator (Optional - only if data exists)	Projection of 'where the city wants to be' with regard to the feature/indicator	Input/Initiative that would move the city from its current status to Advanced status (Scenario 4: Column G)
1 Citizen participation	A smart city constantly shapes and changes course of its strategies incorporating views of its citizen to bring maximum benefit for all. (Guideline 3.1.6)	The City begins identifies priorities and projects to pursue without consulting citizens.	City undertakes citizen participation with some select stakeholders. The findings are compiled and incorporated in some projects or programs. Very few major decisions are shared with -citizens until final projects are unveiled.	City conducts citizen engagement at city level and local area level with most stakeholders and in most areas. The findings are compiled and incorporated in projects or programs.	City constantly conducts citizen engagement with people at each Ward level to incorporate their views, and these shape priorities and development projects in the city. Multiple means of communication and 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.	Scenario 3 Tiruchirappalli city administration engages citizens by consultations and discussions at city as well as zonal level with all important stake holders for implementation of any initiative in the city.	1. Ward level Interactions 2. Online Engagement - MyGov, facebook, twitter, linkedin, youtube etc 3. Number of Stake holder Consultations 4. Seminars and Workshops	Citizen participation to be assured in all stages of the project life cycle starting from planning, implementation, maintenance, evaluation etc. The approach of Smart City should be followed for all other development activities in the city	1. Ward level interactions 2. Multiple interactions to discuss - decide and disseminate
2 Identity and culture	A Smart City has a unique identity, which distinguishes it from all other cities, based on some key aspect: its location or climate; its leading industry, its cultural heritage, its local culture or cuisine, or other factors. This identity allows an easy answer to the question "why in this city and not somewhere else?" A Smart City celebrates and promotes its unique identity and culture. (Guideline 3.1.7)	There are few architectural monuments, symbols, and festivals that emphasise the unique character of the city. Built, natural and cultural heritage is not preserved and utilised or enhanced through physical, management and policy structures.	Historic and cultural resources are preserved and utilised to some extent but limited resources exist to manage and maintain the immediate surroundings of the heritage monuments. New buildings and areas are created without much thought to how they reflect the identity and culture of hte city.	Historic and cultural heritage resources are preserved and utilised and their surroundings are well-maintained. Public spaces, public buildings and amenities reflect the cultural identity of the city:-	Built, natural and intangible heritage are preserved and utilised as anchors of the city. Historical and cultural resources are enhanced through various mediums of expression. Public spaces, open spaces, amenities and public buildings reflect local identity and are widely used by the public through festivals, events and activities.	Scenario 3: Important Historic Monument like, Rockfort, Temples, Festivals, Sri Ranganathar Swamy Temple Complex, river cauvery, Our Lady of Lourdes Church with Gallo-Catholic design constructed in 1840; and the Nadir Shah Mosque with 1,500 years of history.	1. Large Number of Historic and Archeological Places 2. Large Number of cultural events 3. Large number of tourists, visitors	The city wants to recover its past glory as a Chola's capital with vibrant economy and cultural tourism center	1. Pedestrianisation of Rockfort Area and Protection of the Heritage, by creating special Heritage Zones with eg limitations of FSI, vehicular traffic etc 2. Public Space (streets and parks and squares) beautification: underground utilities, landscaping, street furniture of Historic areas 3. Smart apps / Public Events about Heritage, Conservation, Arts, Hertiage Walks 4. 1 km long Promenade Development along Kaveri River, around the famous Amma Mandapam Bathing Ghats, will make the River an integral part of the cityscape and its Identity.
3 Economy and employment	A smart city has a robust and resilient economic base and growth strategy that creates large-scale employment and increases opportunities for the majority of its citizens. (Guideline 2.6 & 3.1.7 & 6.2)	There are some job opportunities in the city but they do not reach all sections of the population. There are a high number of jobs in the informal sector without sufficient facilities.	There is a range of job opportunities in the city for many sections of the population. The city attempts to integrate informal economic activities with formal parts of the city and its economy.	There are adequate job opportunities for all sections of society. But skill availability among residents can sometimes be a challenge.	There are adequate opportunities for jobs for all sections of income groups and skill levels. Job-oriented skill training supported by the city and by industry. Economic activities are suited to and build on locational and other advantages of the city.	Scenario 2: Though the city has Skilled man power, it has limited job oppurtunities due to less investments	1. Number of industries 2. Number of major Commercial establishments 3. Investments in past few years	1. Revival of historic handloom industry existing from the Chola period to a popular sector 2. Improvement of economic condition due to creation of service sector based industries like commercial hubs, tourism related activities etc. 3. Creating city as a market center for the peripheral districts	1. Redevelopment of Rockfort area as a toursim destination with pedestrian plaza, public spaces etc 2. Redevelopment of Gandhi Market into an organised retail hub 3. Improvement of inter and intra city connectivity 4. Development of transportation hub which would enhance industrial and warehousing sector 5. Introduction of modernised commercial destinations
4 Education	A Smart City offers schooling and educational opportunities for all children in the city (Guideline 2.5.10)	The city provides very limited educational facilities for its residents. There are some schools but very limited compared to the demand. Many schools are in poor condition.	City provides adequate primary education facilities within easily reachable distance of 15 minutes walking for most residential areas of the city. The city also provides some secondary education facilities.	City provides adequate primary and secondary education facilities within easily reachable distance for most residential areas of the city. Education facilities are regularly assessed through - databases of schools including number of students, attendance, teacher - student ratio, facilities available and other factors.	City provides adequate and high-quality education facilities within easily reachable distance of 10 minutes walking for all the residential areas of the city and provides multiple options of connecting with specialised teaching and multi media enabled education. Education facilities are regularly assessed through database of schools including number of students, attendance, teacher-student ratio, facilities available and other factors.	Scenario 4: The city is an educational hub that is home to many renowned institutions with a history of more than 100 years as well as other important institutions, such as NIT, IIM, Bharathidasan University, BIM-Business School and Anna University. The city has about 72 corporation schools; 11 polytechnic colleges; 12 medical, nursing, pharmaceutical and physiotherapy colleges; 16 engineering colleges, one law college; 32 arts and science, and hotel management institutions. It also has 42 important government and private schools providing high-quality education with state board to international syllabus	1. Accessibility to schools 2. Database of schools 3. Standard of teaching 4. Performance of students in public examinations 5. Oppurtunities for students for graduation studies	1. 100% literacy rate 2. The city wants to be a destination for higher order education for students from all parts of the country with historically renowned institutions and best in class educational facilities	1. Awareness signages on cumpulsory education to be created 2. Periodic monitoring and maintenance of schools by Corporation with dedicated team of experts 3. Corporation can tie up with IT Service provider to manage the functioning of schools as well as to monitor performance of students

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5	Health	A Smart City provides access to healthcare for all its citizens. (Guideline 2.5.10)	Healthcare is difficult for citizens to access - demand for healthcare often exceeds hospitals' ability to meet citizen needs.	The city provides some access to healthcare for its residents but healthcare facilities are overburdened and far from many residents. Access to preventive health care is only easily available for some residents.	City provides adequate health facilities within easily reachable distance for all the residential areas and job centers of the city. It has an emergency response system that connects with ambulance services.	City provides adequate health facilities at easily accessible distance and individual health monitoring systems for elderly and vulnerable citizens which are directly connected to hospitals to prevent emergency health risks and to acquire specialised health advice with maximum convenience. The city is able to foresee likely potential diseases and develop response systems and preventive care.	Scenario 4: 1. City has 2 medical colleges, K.A.P. Vishvanatham Medical College serves all emergency , health risk for the city as well as the district 2. People from various region within TamilNadu visit Tiruchirappalli for medical treatment and emergency 3. Regular Dengue and other diseases awareness camps are being conducted by Corporation to avoid outbreaks 4. City has 1500 registered doctors	1. Number of medical facilities 2. Accessibility by citizens 3. Number of patients cured 4. Various health awarness camps conducted by corporation	The city wants to thrive a hub for integrated health facilities for all kinds of treatments and medical tourism	1. Thillainagar which has largest conglomeration of private clinics/ practicing doctors in Tamilnadu could be promotes as a medical hub with provision of common amenities and infrastructure 2. All these facilities can be connected through tele medicine, online consultations
6	Mixed use	A Smart City has different kinds of land uses in the same places; such as offices, housing, and shops, clustered together. (Guidelines 3.1.2 and 3.1.2)	The city has mostly separated uses and areas are focused either on residential, commercial, or industrial, with little co-existence of uses. The average resident cannot walk to the closest market or shops near his or her home. For almost everyone, going to work or going shopping for basic needs requires a journey by automobile or bus of more than 15 minutes. Land use regulations prevent putting commercial or office locations in residential neighborhoods and vice versa.	In some parts of the city , there is a mixture of land uses that would allow someone to live, work, and shop in close proximity. However, in most areas, there are only small retail stores with basic supplies near housing. Most residents must drive or use public transportation to access a shop for food and basic daily needs. Land use rules support segretating housing, retail, and office uses, but exceptions are made when requested.	Most parts of the city have housing, retail, and office buildings in close proximity. Some neighborhoods have light industrial uses within them (e.g., auto repair, craft production). Land use rules allow for mixed uses.	Every part of the city has a mix of uses. Everyone lives within a 15-minute trip of office buildings, markets and shops, and even some industrial uses. Land use rules require or encourage developers to incorporate a mixture of uses in their projects.	Scenario 3: Most parts of the city like Thillai Nagar, Tennur, Puthur, Rockfort, Central Busstand, Contonment, K.K.Nagar, Uraiyur, Paalakarai, Melapudhur, Manarpuram, etc 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.	1. Direct visits to all areas in the city 2. Citizen interactions 3. Land use map	Scenario 4 Trichy wants to adopt a Transit Oriented Development, with high density mixed use areas (of commercial and offices, retail) around nodes of public transportation, within easy reach of all residential areas.	1. By choosing the compact, mixed use area of Rockfort and Thillai Nagar, centered around the main Train and Bus Station and bisected by the BRTS corridor, as the Area Based Smart City Development, Trichy Corporation will have a pilot project for Mixed Use development, which can be replicated around other strategic nodes of public transportation around the City.
7	Compact	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 concentrated neighborhoods. (Guidelines 2.3 and 5.2)	The city is expanding rapidly at its periphery into undeveloped land, rural or natural areas, or along industrial corridors - both formally and informally. Formal new development is occurring in a way that is "sprawling," meaning that the buildings spread across a wide area and are far from one another. Residents or tenants find it easier or safer to travel by automobile because it takes a long time to walk between destinations and there are busy roads separating buildings. Large pockets of land in the inner-city are vacant. New developments at the periphery 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 together and where people can walk easily from building to building and feel as though they are in center of activity. Most of the city consists of areas where buildings are spread out and difficult to walk between, sometimes with low-density per hectare. Regulations tend to favor buildings that are separated from one another, with lots of parking at the base and set-back from the streets. The city likely has some pockets of under-utilized land in the center. New formal developments at the periphery tend to be large-scale residential developments, often enclosed with a gate and oriented to the automobile.	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.	The city is highly compact and dense, making the most of land within the city. Buildings are clustered together, forming walkable and inviting activity centers and neighborhoods. Regulations encourage or incentivize re-development of under-utilized land parcels in the city center. Buildings are oriented to the street — and parking is kept to a minimum, located below ground or at the back of buildings. Public transport and walking connects residences to most jobs and amenities. Residential density is at an optimal with afforgable housing available in most areas.	Tiruchirappalli has one or two high density areas - such as rockfort, Thillainagar, Gandhi Market area where people can walk easily from building to building and feel as though they are in center of activity. The city likely has some pockets of under-utilized land in the center.	1. City development pattern 2. Growth corridors	The city wants to adopt a Transit Oriented Development, with high density mixed use areas (of commercial and offices, retail) around nodes of public transportation, within easy reach of all residential areas.	Especially low density, underutilized /vacant land and buildings around nodes of public transportation will have priority to be (re)developed. Retrofitting the public space in commercial areas, with an emphasis on pedestrian/cycle friendly space, in combination with high quality public transportation and feeder network, will allow for a much higher building densities, since the vehicular traffic load on the public space will be significantly reduced
8	Public open spaces	A Smart City has sufficient and usable public open spaces, many of which are green, that promote exercise and outdoor recreation for all age groups. Public open spaces of a range of sizes are dispersed throughout the City so all citizens can have access. (Guidelines 3.1.4 & 6.2)	The city has very few usable public open spaces and very few usable green spaces. Available recreational spaces are located far away and are dispersed at long distances around the city. The few available public open spaces offer a limited variety of experiences for all sections of population and age groups such as places for sport, places for rest, and places for play.	A variety of public open spaces are available in some neighborhoods, but are not available in all the areas of the city or are located far away from residential areas -Many of the open spaces have access restrictions, or are not well-maintained. A variety of types of public open spaces may be lacking, such as natural areas, green areas, parks, plazas, or recreation areas.	Most areas of the city have some sort of public open space. There is some variety in the types of public spaces in the city. However, public spaces are sometimes not within easy reach or access of more vulnerable populations and are more restricted in poorer neighbourhoods.	Public open spaces are well dispersed throughout the city. Every residential area and work space has access to open space within 10 minutes walking distance. Open spaces are of various types - natural, green, plazas, parks, or recreation areas - which serve various sections of people. Public spaces tend to truly reflect the natural and cultural identity of the city.	Scenario 2: A variety of public open spaces are available in some neighborhoods, but are not available in all the areas of the city or are located far away from residential areas -Many of the open spaces have access restrictions, or are not well-maintained. A variety of types of public open spaces may be lacking, such as natural areas, green areas, parks, plazas, or recreation areas.	1. Number of parks in the city 2. Maintenance of parks and open spaces in the city 3. Availability of public spaces 4. Availability of leisure destinations in the city	Trichy has several large green gardens and parks, public spaces with great opportunities to be retrofitted and reused as world class leisure destinations for all citizens and tourists alike.	1. 1km long Promenade Development along Kaveri River, around the famous Amma Mandapam Bathing Ghats, will make the River an integral part of the cityscape and its Identity. 2. Reinventing several gardens/parks/Open Spaces as attractive Public Spaces, by making them into 'recreational destinations' with a cultural dimension/theme, operated under the Smart City SPV can help to bring in new revenue to be invested in redesign/ maintenance/operations of these parks. 3. By having NGO's, Museums or other Cultural/Educational Institutes participating under the umbrella of the SPV a 'theme/special events calender' could be added to make these spaces real destinations, e.g events related to Heritage protection, Art, Dance, Music, Theater, Yoga, Environment etc.

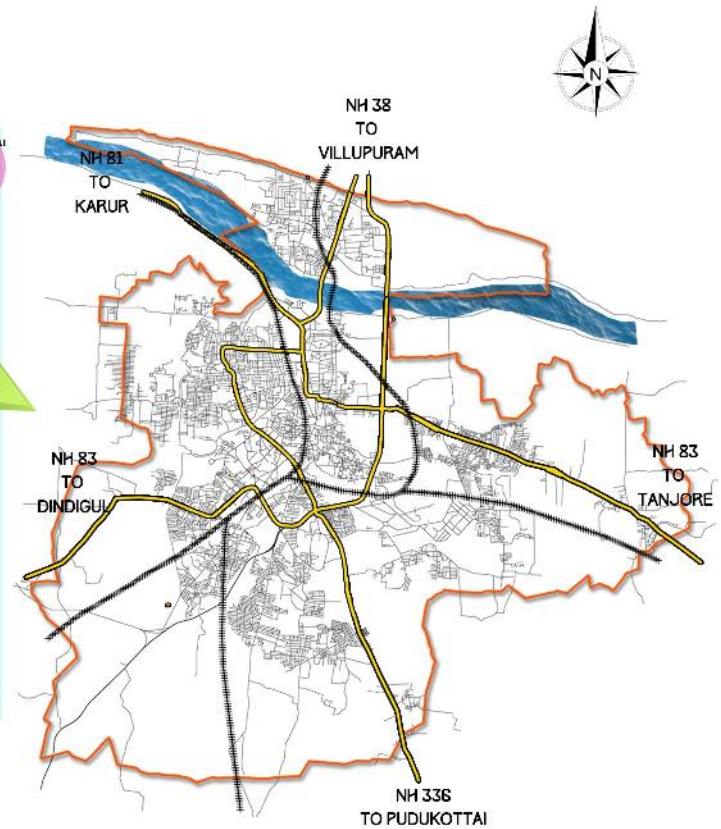
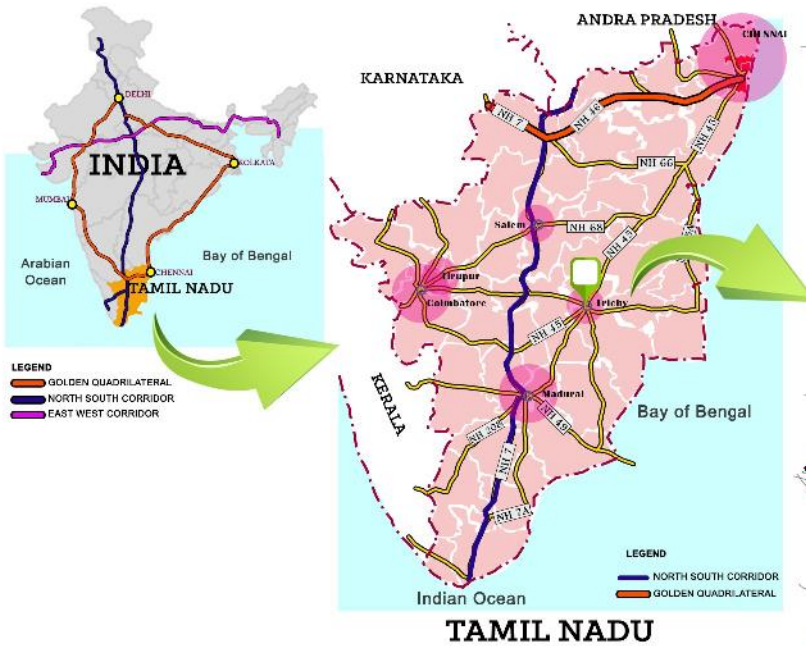
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9	Housing and inclusiveness	A Smart City has sufficient housing for all income groups and promotes integration among social groups. (Guidelines 3.1.2)	Housing is very limited and highly segregated across income levels. Population growth far exceeds the creation of new housing. The poor live in informal settlements with limited to no access to basic services, and are concentrated in a few areas. The wealthy live in separate enclaves. Those in the middle have few, if any options.	Housing is available at most income levels but is highly segregated across income levels. Population growth slightly exceeds the creation of new housing. The wealthy and the middle class have housing that meets their needs at costs appropriate to their income. The poor live in informal settlements.	Housing is available at all income levels, but is segregated across income levels. The growth of supply of housing almost meets the rate of population growth. Increasingly, lower and middle-income people can find housing in areas that are conveniently located.	A wide range of a housing is available at all cost levels. The supply of housing is growing at pace with population. Affordable, moderate, and luxury housing are found clustered together in many areas of the city	Scenario 3: The rate of population growth in the city is met by the supply of housing. The TNSCB has introduced many government initiatives approved in recent years. The efficiency of Property tax collection has been increased from 75.6% to 88% in last five years with the introduction E-gov platforms and other facilities	1. Property tax collection date from Corporation 2. Housing Initiatives by TNSCB and TNHB 3. Population and housing data	1. Affordable, moderate and luxury housing clusters to be developed in the city 2. Housing for Economically Weaker Section to be fulfilled 3. Adequate infrastructure facilities to be provided for the upcoming housing projects 4. 100% efficiency in terms of Property tax collection to be achieved	1. Introduction of more number of affordable housing projects in the city 2. City's Real Estate Potential to be increased with introduction of more number of investments in the city 3. Facilitate plan approvals and property tax collection with efficient utilisation of e-Gov platform
10	Transport	A Smart City does not require an automobile to get around; distances are short, buildings are accessible from the sidewalk, and transit options are plentiful and attractive to people of all income levels. (Guidelines 3.1.5 & 6.2)	Personal automobile centric city with very few modal options. Long trip lengths for daily commute to work and education. Accessing various areas by walking or cycling is difficult. Women and vulnerable sections find it very difficult to move independently in the city. There is limited public transport. Vehicles cause high air and noise pollution levels in the city. Vehicles dominate public spaces and affect their effective functioning.	The street network system is elaborate but public transport choices are restricted. Public transport can be too expensive or unaffordable for the poor. Pedestrian infrastructure is only available in select areas. The majority of investments focus on reducing traffic congestion through the creation of more roads.	Network of streets are fairly complete. Public transport covers most areas of the city. However last mile connectivity remains incomplete -and affects transport options: Foot paths are accessible in most areas, whereas-concerns of safe crossings and security throughout the day remain. Parking zones are demarcated but absence of pricing increases over utilization of parking lots.	Street network is complete and follows a clear structure. Public transportation network covers the entire city and intensity of connection relates with the demand. Plenty of options of public transport are available and affordable for all sections of the society. There is multi-modal integration at all mass transit stations and organized-priced on street and off street parking. Walking and cycling is prevalent.	Scenario 3: 1. Public Transportation System is available, however there is a need for Mass Transit System 2. Two main Busstations are available still there is a need for Intergrated Bus Stand in the city 3. Para Transit Facilities are available but lacks in terms of last mile connectivity 4. Inadequate facilities for disabled people	1. Number of Buses, Bus Routes and stations, Trains 2. Number of Para Transit modes like Share Autos and Mini Buses 3. Central location of the city 4. Maintenance condition of Transportation facilities 5. Connectivity with the important locations of the city	1. Tiruchirappalli being at the center of Tamil Nadu to be developed as the Transportation Hub of the state 2. Connectivity within the city to be enhanced with Mass Transit System 3. Facilities to be provided for disabled people	1. Development of Intergrated Busstand 2. Implementation of BRTS along the important areas of the city 3. Enhancement of last mile connectivity with smart feeder system 4. Disabled friendly busstops to be introduced
11	Walkable	A Smart City's roads are designed equally for pedestrians, cyclists and vehicles; and road safety and sidewalks are paramount to street design. Traffic signals are sufficient and traffic rules are enforced. Shops, restaurants, building entrances and trees line the sidewalk to encourage walking and there is ample lighting so the pedestrian feels safe day and night. (Guidelines 3.1.3 & 6.2)	The city is designed mainly for the automobile. Daily life without a car requires long bus rides. Walking is difficult and often dangerous; there are few pavements, existing pavements need repair and lack trees to provide shade for pedestrians, and marked pedestrian crossings are rare. New buildings have their main entrances set-back from the street, sometimes with large driveways or parking lots separating them from the street, and sometimes are enclosed by gates. Traffic signals are often disobeyed	Older areas of the city see a mix of pedestrians, cyclists, and vehicles but newer areas are focused mainly on the automobile. In the new areas, there are few pavements and main entrances to new buildings are not accessible from the front of the street. large driveways or parking lots often separating them from the street, and sometimes are enclosed by gates. In these areas, traffic signals are disobeyed.	The city has a good network of pavements and bike lanes. Buildings in most areas of the city are easily accessible from the pavement. However, traffic signals are sometimes disobeyed and it can feel difficult to cross the street.	The city is highly walkable. Pavements exist on every street and are maintained. Trees line many sidewalks to provide shade for pedestrians. Buildings in most areas of the city are easily accessible from the sidewalk. Traffic signals control the flow of automobiles and are enforced. A network of bike lanes exists to promote cycling as a means of transport. Traffic rules are followed and enforced with great seriousness.	Scenario 3: Though the city does not have proper pavements all over, the important location of the city and the newly developing areas have good pedestrian friendly environment.	1. Discussuion with citizen and the corporation 2. Direct visits to all areas in the city 3. Length and width of available pavements along all roads of city	Trichy aims to be a highly walkable city, with Pavements on every street and trees lining many sidewalks to provide shade for pedestrians. Buildings in most areas of the city are easily accessible from the sidewalk. Traffic signals control the flow of automobiles and are enforced. A network of bike lanes exists to promote cycling as a means of transport. Traffic rules are followed and enforced with great seriousness.	The Area Based Development will be having all main street retrofitted with wide sidewalks, and pedestrian friendly squares and parks. A comprehensive and integral Urban design and Heritage Protection, Parking and Mobility plan will be adopted, to make the Area Based development a Walkable Area. Based on the successful implementation of the Area Based Pedestrian Focused Retrofitting, a Pan City Non-Motorized Transportation (walking and cycling) policy will be developed.
12	IT connectivity	A Smart City has a robust internet network allowing high-speed connections to all offices and dwellings as desired. (Guideline 6.2)	City has no major plans to bring increased high speed internet connectivity to the public.	The city has made plans to provide high speed internet connectivity through the existing framework.	The city makes has high speed internet connectivity available in most parts of the city.	The city offers free wifi services to provide opportunity for all the citizens to connect with high speed internet across the city.	Scenario 3 for Pan-city and area based development • Trichy city has internet access for most of its citizens through public and private service providers • No Wi-fi access in public places • Overhead IT cables	Interaction with Internet service provider	100% internet connectivity (wired and wireless) to all its citizens • Wi-fi access in all public places • All overhead cables to be underground • Improved speed	Readiness of the city: • Has internet access for its citizens • Process on to increase the internet connectivity to each household. Initiative to move the city from current status to advanced status: Creation of Smart Trichy • Install wi-fi zones in all public spaces, etc • Improve average down time of internet and telephonic lines • Convert all overhead communication lines to underground by effective coordination with municipal authorities

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13	ICT-enabled government services	A Smart City enables easy interaction (including through online and telephone services) with its citizens, eliminating delays and frustrations in interactions with government. (Guidelines 2.4.7 & 3.1.6 & 5.1.4 & 6.2)	Essential Government services are not linked with online platforms. Paper intensive interactions with the local Government continues. Receiving services and response to citizen complaints take a long time. There is limited availability of data to monitor service delivery.	Some of the public services are provided online and infrastructure for total digitalization is not in place. Service delays occur regularly in some sectors. Responses to citizen inquiries or complaints are often delayed. No integration between services and billing.	Most of the services are provided online and offline. Data transparency helps monitoring. Systems and processes to better coordinate between various Government agencies are being developed.	All major services are provided through online and offline platforms. Citizens and officials can access information on accounting and monitor status of projects and programs through data available on online system. Robust data infrastructure system shares information and enhances internal governmental coordination.	Scenario 3 for Pan-City and area based • City Governance is mostly on hard copy format with little use of Internet and mails • City has most of e-governance services as web based but usage is restricted. (GIS data) • Property details is still not computerised • Utility payments are mostly offline	Interaction with municipal authorities 100% e-governance system • Paper less Governance • Creation of GIS data for utility and property details • Implementation of disaster Management system including Emergency Rescue operation plans • Integration of smart parking system and Integration of smart bus feeder system operation with the city mobility plan	Readiness of the city: • Has web / mobile based e-governance system in place ; Initiative to move the city from current status to advanced status: Hassle free and Paperless city • All government services in a single window system; Web / apps based system; Public grievance redressal system. • Personalised public services and transparency in public administrations • Capacity building process with government officials and citizens GIS mapping of all utilities
14	Energy supply	A Smart City has reliable, 24/7 electricity supply with no delays in requested hookups. (Guideline 2.4)	There is only intermittent electricity supply with regular power shedding. Many residents have to plan their days around when power is available.	Electricity supply and loads are managed as per demand and priority for various functions with clear scheduling, with electricity being available in many areas for most hours of the day.	Electricity is available in most parts of the city for most hours of the day but some areas are not so well-served. Smart metering exists in some parts of the city but not all.	Electricity is available 24 x 7 in all parts of the city with smart metering linked to online platforms for monitoring and transparency.	Electricity is available 24 x 7 in all parts of the city with smart metering linked to online platforms for monitoring and transparency. Information received from TNEB vide letter to commissioner dated 13.11.2015	Uninterrupted Power supply (24 x 7) with no outage • 100% power supply through underground cables • Average downtime of power supply in city is less than 1 hr. • Implementation of Smart bi-directional net meters (100% in city) at consumer level. • Micro grid based monitoring system	Readiness of the city: 2,24,435 consumers in the city are to be fitted with smart energy meters. Initiative to move the city from current status to advanced status: Smart Energy Management 1. Use of Solar power 2. Introduction of smart bidirectional net meters for 100% city households. 3. Introduction of Micro-grid based distribution management system. 4. Convert all overhead lines to underground cables with RFID tagging
15	Energy source	A Smart City has at least 10% of its electricity generated by renewables. (Guideline 6.2)	The city does not have any renewable sources of energy and there is no commitment to promote this for the foreseeable future.	The city is preparing plans for ensuring that it gets more energy from renewable sources and is in the process of making commitments in this regard.	Some energy consumed is the city is produced through renewable sources. There are long term targets for higher renewable energy capacities and the city is making plans to achieve these.	At least 10% of the energy used in the city is generated through renewable sources. The city is undertaking long-term strategic projects to tap renewable sources of energy in its region/beyond to increase the percentage of renewable energy sources.	Scenario 2 for Pan -city and area based • Presently all Energy sources is from Non Renewable energy • 41 nos. of households already opted for solar roof top system and 115.76kW of power is being generated through solar roof top systems. • Total power demand of area based development - 91.5MW Information received from TNEB vide letter to commissioner dated 13.11.2015	City intends to achieve more than 10% of power consumption through renewable energy sources	Readiness of the city: • Households already opted for solar roof top system • Tamilnadu government providing subsidy of Rs.20,000/- upto 1kWp installation through TEDA • 30% subsidy offered by MNRE, Govt of India Initiative to move the city from current status to advanced status: Clean energy to all citizens 1. Citizen Awareness for installing solar roof top system 2. Introduction of municipal solid wastes to energy generation plants ; biogas based power generation at STP
16	Water supply	A Smart City has a reliable, 24/7 supply of water that meets national and global health standards. (Guidelines 2.4 & 6.2)	The city has a poor water supply system with limited water availability. There are no clear targets to achieve higher quality and optimal quantity standards. Unaccounted water loss is above 40%	The city has intermittent water supply and availability. However it is setting targets and processes in place to try to improve its water supply. Unaccounted water loss is less than 30%.	The city has 24 x 7 water supply in most areas but the quality of water does not meet international health standards. Unaccounted water loss is less than 20%.	The city has 24 x 7 treated water supply which follows national and global standards and also available in sufficient quantity and affordable across all sections of the society. Unaccounted loss less than 15%.	Scenario 2 for pan city 1. Network coverage-74% (1046km out of 1412km of Road length) 2. Per-capita supply -135 LPCD (130mld / 8.25Lakhs population) 3. Extent of NRW- 24.32% 4. Continuity of water supply - 2-3 hours 5. Efficiency in redressal of customer complaints- 70% 6. Quality of water -100% 7. Cost recovery- 80% Service Level Improvement Plans submitted to Gol for AMRUT	Meet MOUD guideline in water supply system • 135LPCD supply • 24*7 supply • UFW to 15% • Efficiency in customer complaint redressal system - 95% • 100% Smart metering • 100% quality water. • Efficiency in collection of user charges-95% • 24*7 customer helpline • Pressure, flow and water quality monitoring- 100%	Readiness of the city • Water supply improvement scheme completed - JICA funding - 221.42Crores (covering 80% area). • Project approved for balance area - Rs 63.70crores (Pipe length of 205KM under KFW funding Administrative sanction is obtained). • Rehabilitation or construction of new OHSR -total 144 zones , including automated chlorination arrangements • Automated meter reading system - 93750 connections Initiative planned for achieving the advanced status Technology driven water management system • Smart metering, DMA, SCADA system • GPRS enabled payment collection system • Volumetric billing and online collection system. • Leak detection and reduction strategies; improved O&M practices. • Awareness campaign

Feature	Definition	Scenario 1 (BASE)	Scenario 2	Scenario 3	Scenario 4 (ADVANCED)	Self-assessment of the city (for Pan-City Solution) with regard to each feature	Basis for assessment and/or quantitative indicator (Optional - only if data exists)	Projection of 'where the city wants to be' with regard to the feature/indicator	Input/Initiative that would move the city from its current status to Advanced status (Scenario 4: Column G)	
17	Water management	A Smart City has advanced water management programs, including smart meters, rain water harvesting, and green infrastructure to manage stormwater runoff. (Guideline 6.2)	The city does not measure all its supply. It does not recycle waste water to meet its requirements and rain water harvesting is not prevalent. Flooding often occurs due to storm water run-off.	The city has meters for all its water supply but lacks mechanisms to monitor. Water wastage is very high. Some, but not much, rainwater harvesting exists.	The city has meters for all its water supply with some smart mechanisms to monitor. Rainwater harvesting systems are installed and storm water is collected and stored in water bodies. However, recycling of waste water and reuse of storm water is limited.	The city has meters for all its water supply. It includes smart mechanisms to monitor remotely. Rainwater harvesting systems are installed and utilised through the city and storm water is collected and stored in water bodies and treated for usage. Recycled waste water is supplied for secondary uses.	Scenario 1 for pan city and area based. 1. The city has 1451 meters out of 99589 connections. 2. UFW- 24.32% 3. Rain water harvesting system- 5%. 4. Tertiary treated water usage- 0% 5. STP capacity- 80MLD. 6. Flooding location- 66 locations in pan city. 7. Storm water drains - 59% (831KM out of 1412Km of road length)	Service Level Improvement Plans submitted to GoI for AMRUT	Sustainable water and waste water management • 100% metered connections. • Flow Measurements -100% • Zero flooding areas • Rain water harvesting system- 100% • Drainage Coverage -100% • 100% Sewer networks coverage with treatment and reuse options • Ban on ground water extraction • GIS Integrations	Readiness of the city • The city has DPR for complete water supply system. • The city has DPR for Sewage for Entire Corporation area- Funding expected from Amrut Scheme. Initiative planned for achieving the advanced status Integrated Water, Waste water and Storm water Management system • Complete network coverage for Water, waste water and storm water system including system automation and monitoring of flows.
18	Waste water management	A Smart City treats all of its sewage to prevent the polluting of water bodies and aquifers. (Guideline 2.4)	The city is unable to treat all its sewage. Many local sewer lines open on to water bodies and open ground and pollute the environment.	Most waste water is collected and treated before before disposal. However the treated water does not meet standards and is not recycled for secondary uses.	All the waste water is collected and treated before before disposal. It is also treated to a high standard and some is recycled.	The city has zero waste water because all the waste water is collected, treated and recycled. It meets standards and reduces the need for fresh water.	Scenario 1 for pan city and area based 1. Sewer network Coverage- 30% (352KM out of 1412Km of road length) 2. STP at Panjrapur- 80MLD • Quality of sewage treatment - 100% • Extent of reuse - 0% • Extent of cost recovery -60%. • Efficiency in redressal of customer complaints -60% • Efficiency in sewage charges- 60%	Service Level Improvement Plans submitted to GoI for AMRUT	100% collection and treatment of waste water including recycling- meet MOUD benchmark • Network coverage- 100% • Collection efficiency - 100% • Adequacy of STP- 100% • Quality of sewage treatment -100% • Extent of reuse - 20% • Extent of cost recovery - 90%. • Efficiency in redressal of customer complaints -90% • Efficiency in collection - 90%	Readiness of the city • Master plan for Waste water system exist- Planned to be funded under Amrut Scheme. Initiative planned for achieving the advanced status Implementation of Integrated Waste water management system • Coverage of all areas • Complete automation of system • Recycled waste water quality monitoring • 20% reuse of waste water. • GPRS enabled payment collection system Efficiency in customer complaint redressal system
19	Air quality	A Smart City has air quality that always meets international safety standards. (Guideline 2.4.8)	City does not have plans, policies or programs to improve the air quality. Systems to monitor air quality are absent.	City has programs and projects to monitor air quality and spatialising the data to ascertain reasons for degrees of pollution in the air. A few strategies to decrease air pollution have been implemented.	City has programs and projects to monitor air quality and spatialising the data to ascertain reasons for degrees of pollution in the air. Pollution levels are acceptable.	The city has clean air by international standards. Live Air quality monitoring cover the entire city and data of air quality are mapped.	Scenario 1 for pan city and area based 1. Automobiles are the main source of air pollution. 2. The air quality doesn't comply with national & international standards . 3. Air monitoring stations established - at 5 locations	Pollution control board standard	Air quality meeting the national standards 1. The city has clean air by international standards. 2. Live Environmental quality monitoring covering the entire city	Readiness of the city • Implementation plans for NMT policy • Emphasis on public mass transportation system already Initiative planned for achieving the advanced status Implementation of Environmental Management policy • Air monitoring stations at strategic locations including its display system; mapping on GIS. • intelligent transportation / traffic management system • Comprehensive mobility plan • Effective communication to stakeholders • Emphasis on mass transportation system
20	Energy efficiency	A Smart City government uses state-of-the-art energy efficiency practices in buildings, street lights, and transit systems. (Guideline 6.2)	City has no programs or controls or incentive mechanisms to promote or support energy efficiency in buildings	The city promotes energy efficiency and some new buildings install energy efficiency systems that track and monitor energy use and savings.	Most new public buildings install energy efficiency systems and some older buildings are also retrofitted to be more energy efficient. Local government conducts counselling and outreach with developer, businesses and residents to adopt energy efficiency strategies	All the existing old and new public buildings employ energy efficiency principles in development and operation and apply for energy rating by national and international forums. Many non-public buildings are also energy efficient because the government promotes energy efficiency through incentives and regulations.	Scenario 3 for pan city and area based Town planning authority has already given regulations for energy efficient systems in new upcoming buildings under corporation area. 76% (26,126 nos. out of 34,361 lamps) of the street lights already converted to LED smart lighting system	Data from Municipal Corporation	100% smart LED street lighting system at Pan-city level and energy efficient practices for buildings resulting in less power demand	Readiness of the city: Corporation has already initiated conversion of conventional 26,126 FTL lamps to smart 20W LED street lighting system Initiative to move the city from current status to advanced status: Creation of 100% energy Efficient system 1. Energy audit of Pumping stations; replacement of non efficient pumps. 2. Convert all remaining 7718 sodium vapour lamps, 319 metal halide lamps, 198 FTL lamps to smart LED lighting. 3. Building approvals only after installation of energy efficient practices 4. Energy efficient lighting system at public spaces 5. Public awareness programs

Feature	Definition	Scenario 1 (BASE)	Scenario 2	Scenario 3	Scenario 4 (ADVANCED)	Self-assessment of the city (for Pan-City Solution) with regard to each feature	Basis for assessment and/or quantitative indicator (Optional - only if data exists)	Projection of 'where the city wants to be' with regard to the feature/indicator	Input/Initiative that would move the city from its current status to Advanced status (Scenario 4: Column G)
21	Underground electric wiring	A Smart City has an underground electric wiring system to reduce blackouts due to storms and eliminate unsightliness. (Guideline 6.2)	City does not have plans for underground electric wiring system.	More than 40% of the city has underground electric wiring system.	More than 75% of the city has underground electric wiring system.	More than 90% of the city has underground electric wiring system.	Scenario 1 for pan city and area based City has most of its power distribution as overhead lines 247.2km length of Overhead lines in area based development	Information received from TNEB vide letter to commissioner dated 13.11.2015	100% underground cabling system Readiness of the city: At some areas inside city, the electrical cables for street lights are underground already i.e. road crossings Initiative to move the city from current status to advanced status: Underground Cabling for outstanding urbanisation 1. Conversion of existing 59.7km HT Overhead distribution lines and 187.5km LT Overhead distribution lines to underground cables with RFID tagging
22	Sanitation	A Smart City has no open defecation, and a full supply of toilets based on the population. (Guidelines 2.4.3 & 6.2)	Many parts of the city do not have access to sanitation infrastructure and facilities.	Sanitation facilities are available to 70% of the city's population.	Sanitation facilities are available to 90% of the city's population.	Sanitation facilities are available to 100% of the city's population.	Scenario 4 for pan city and area based The city has complete sanitation facilities available for entire city population, however emphasis should be laid on the sanitation for floating population There are about 286 slum packets in City Corporation area; 211 slum are notified, 75 slum are not notified 40% slums are provided with underground sewerage facilities	Service Level Improvement Plans submitted to GoI for AMRUT- CDP for Trichirappalli	100% Clean and Hygiene city 1. Sanitation facilities to 100% of the population 2. Adequate public toilets facilities as per National urban sanitation policy Readiness of the city • Ongoing 30 community toilets at various locations under Swatch Bharath Scheme Initiative planned for achieving the advanced status Implementation of National Sanitation Plan for entire city • Database of households that don't have sanitation facilities. • Providing 100% sewage facilities to all slums. • Installation of community toilets at all public places • Proper emphasis on O&M aspect.
23	Waste management	A Smart City has a waste management system that removes household and commercial garbage, and disposes of it in an environmentally and economically sound manner. (Guidelines 2.4.3 & 6.2)	Waste collection systems do not pick up waste on a frequent basis and waste often enters into water bodies.	Waste generated is usually collected but not segregated. Recycling is attempted by difficult to implement.	Waste is segregated, collected, recycled and disposed in an environmentally sound manner.	The city reduces land fill caused by waste so that it is minimal. All the solid waste generated is segregated at source and sent for recycling. Organic waste is sent for composting to be used for gardening in the city. Energy creation through waste is considered.	Scenario 2 for pan city and area based 1. Waste generated -436TPD (from 9.16Lakhs population) 2. Generation - 421g/ Person 3. Collection efficiency - 95%. 4. No "segregation at source" 5. Transported using vehicles to landfill site at Ariyamangalam,. 6. Open dumping along roadsides, etc. Observed. 7. Door to door collection-80%. 8. Community bins- 20% 9. Organic composting plant - 5TPD at Ariyamangalam	CDP for Trichirappalli Corporation- pg no 115	Scientific handling of waste- 4 R concept including Waste to Energy plants, 1. Generation - 275g/ Person 2. Collection efficiency - 100% 3. Source Segregation (4-5 items of segregation) -100% 4. Scientific management of the landfill sites 5. MSW management process - as per global standards. 6. Door to door collection-100% 7. Organic composting Plant – 100% 8. Waste to energy Plants – 100% 9. Ban of plastic bags 10. Continuous IEC initiatives for home based compost developments Readiness of the city DPR ready for 5.00 TPD Bio-Methanation at TNUIS campus; modernization of Solid Waste Management System - Rs.98.58 Crores; Scientific closure of Ariyamangalam land fill site Initiative planned for achieving the advanced status Implementation of effective waste management system • Implement 4R concept i.e Reduce, recycle, reuse and Refuse. • Introduction of 3bin system. • Pay as much you throw • GPS tracking of vehicles; Weigh bridges; SCADA integration • Surveillance system • Training of staff • Penalty aspects.
24	Safety and security	A Smart City has high levels of public safety, especially focused on women, children and the elderly; men and women of all ages feel safe on the streets at all hours. (Guideline 6.2)	The city has low levels of public safety - most groups of residents feel insecure during most parts of the day in many parts of the city.	The city has medium levels of public safety - some more vulnerable groups feel insecure during some points of the day and in some parts of the city	The city has high levels of public safety - all citizens including women, children and the elderly feel secure in most parts of the city during most time in the day.	The city has very high levels of public safety - all residents feel safe in all parts of the city during all hours of the day.	Scenario 3 for pan city and area based Surveillance systems installed in most parts of city along with patrolling activity 12 dome cameras installed in 12 junctions and 32 ANPR cameras in 9 junctions already and NOC is given for CCTV cameras installation at 61 important junctions. Special control room operated by traffic department	Information received from Traffic department vide letter to commissioner dated 20.10.2015	Safe and secure city (24 x 7) for all citizens (particularly women, children and elderly) ongoing Safety measures taken by traffic department Initiative to move the city from current status to advanced status: Implementation of technology/ Web / App based Security system • Intelligent traffic management and Video Surveillance system for real time monitoring • Two way communication system from central command centre. • GPS based Public Vehicle Tracking system.

LOCATION MAP



Area of Trichy City - **167.23 km²**
Municipal Corporation

TRICHY MUNICIPAL AREA

DEMOGRAPHICS

Population- **9.16 Lakhs**



Share of population with the state **1.7%**

Decadal Growth Rate **22.86%**

Population Density **5482 P/km²**

1025

Sex Ratio Females/ 1000 males



Literacy Rate **83.6%**

12%

Slum Population



SOURCE: CENSUS OF INDIA 2011

AMENITIES



82% reduced Power Outages



135 Lpcd water supply



Third cleanest city
Swach Sarvekshan Rank, 2016



75% of total road length are paved (BT & CC)



2nd Biggest railway station in the state



Rock Fort & many other



International Airport

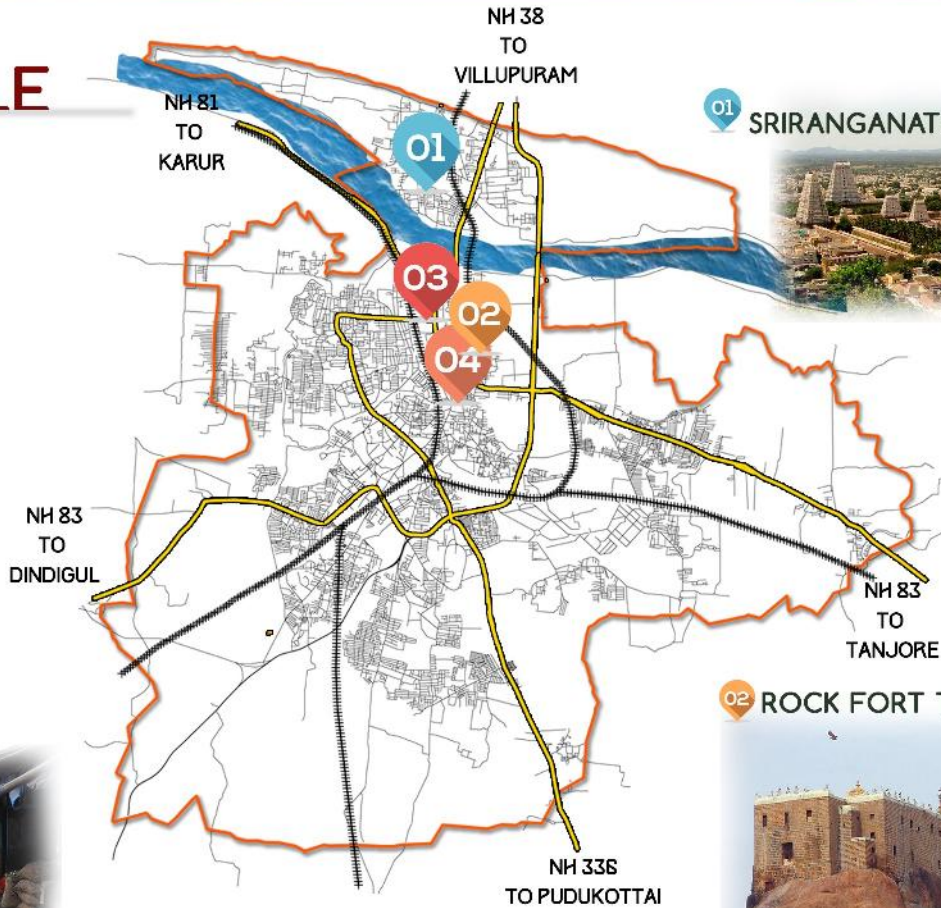
SOURCE: TCC

CITY PROFILE

03 ST. LOURDES CHURCH



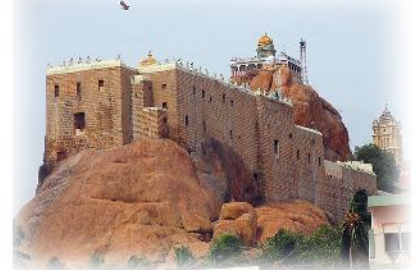
04 GANDHI MARKET



01 SRIRANGANATHA TEMPLE

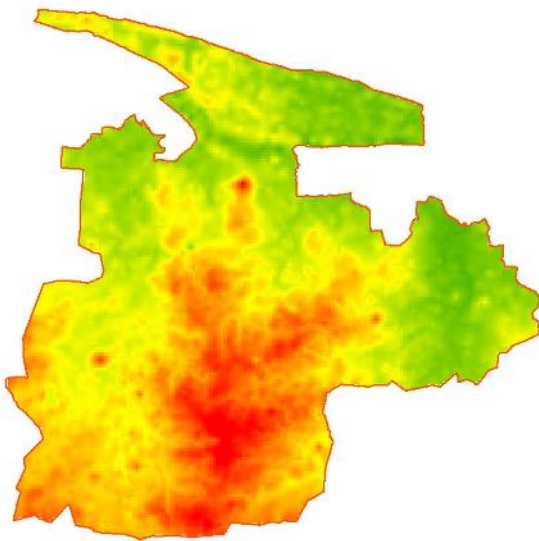


02 ROCK FORT TEMPLE



TRICHY MUNICIPAL AREA

TOPOGRAPHY



88 m
Average Elevation

Flat Surface
with isolated hillocks

BASIC UTILITIES



1294.27 km
Road Length



15%
Unaccounted for Water

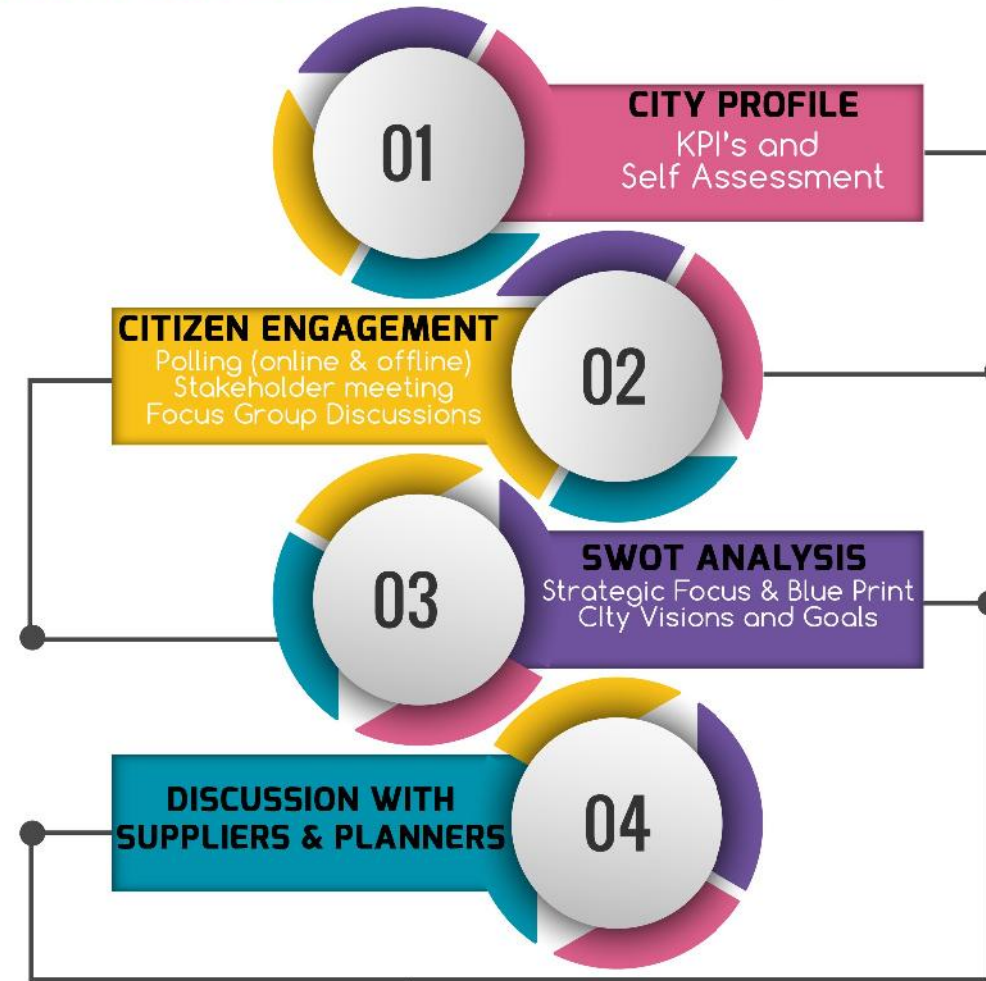


95.58%
Collection Efficiency
for SWM



34%
Modal Split for
Public Transport

MEHTODOLOGY



ONLINE METHODS

- 3723 Likes
- 118 Followers
- 1265+ Participants
- 15,613 + Recipients
- 150+ Articles

OFFLINE METHODS

- 31+ Essays
- Survey Forms 80700
- Logo Design Competition
- Worshops and Seminars 4650+ Participants
- 15 Focus Group Discussion
- Suggestion Box at various places

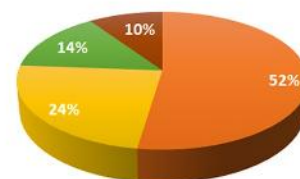
DRAFT CITY PROPOSAL FOR TIRUCHIRAPPALLI (ROUND 3)

CITIZEN CONSULTATION & FOCUS GROUP DISCUSSIONS

HIGH POWER STEERING COMMITTEE APPROVAL

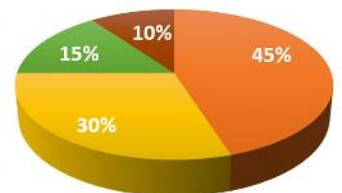
TIRUCHIRAPPALLI SMART CITY PROPOSAL (ROUND 3)

ABD SELECTION



- ONLINE POLLS
- Thillai Nagar, Rockfort
- NSB Road, Puthur
- Woraiyur, Mambalasaalai
- Others

- OFFLINE POLLS
- Gandhi Market
- Thillai Nagar, Rockfort
- Woraiyur, Mambalasaalai
- Others



KEY PRIORITIES

- Tourism Development
- Public Space Improvement

CITY'S VISION

“ Tiruchirappalli - nurturing religious and heritage tourism, to bring out vibrant communities and dynamic economy that is all supported by smart infrastructure which would yield healthy, clean and livable place for all ”

PUBLIC SPACES

- SAFE PLACES
- SOCIAL INCLUSION
- CLEAN
- LIVABLE
- CITIZEN EMPOWERMENT

Dynamic Economy

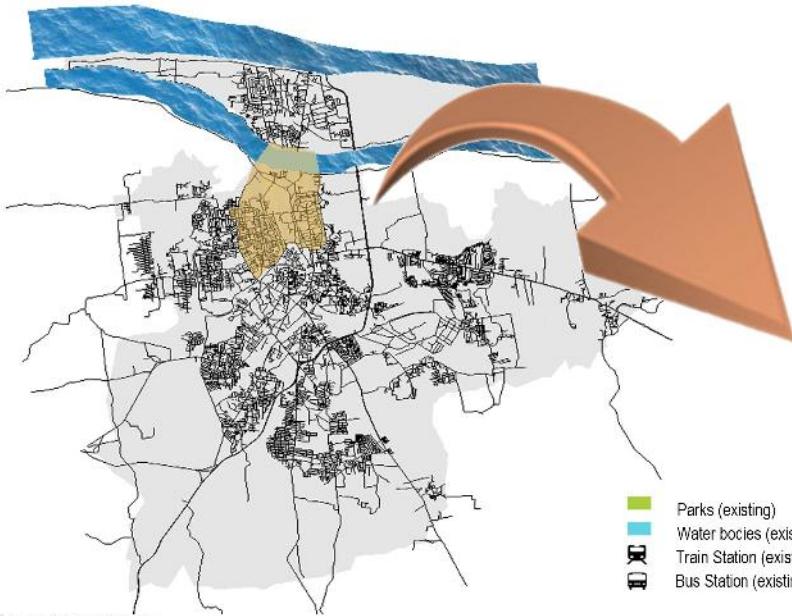
Technological Interventions in Basic Services



Conserving the holistic identity

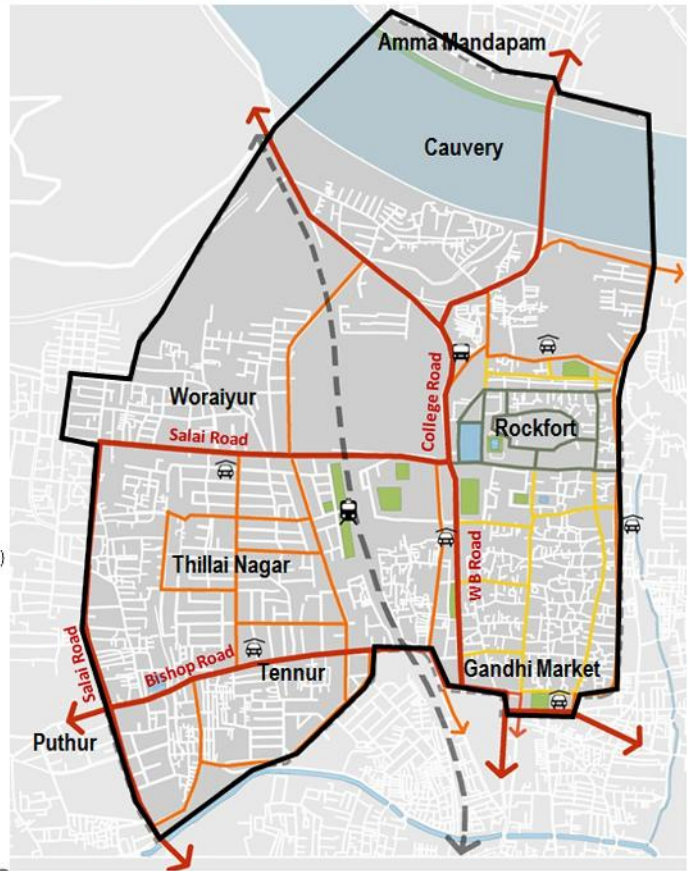


AREA BASED DEVELOPMENT- PROFILE



Trichy City Municipal Area
Selected ABD Area

- Parks (existing)
- Water bodies (existing)
- Train Station (existing)
- Bus Station (existing)



ABD Population
1.72 Lakhs
18.8% of Total City Population

ABD Area
7 km²
4.2% of Total City Area
RETROFITTING

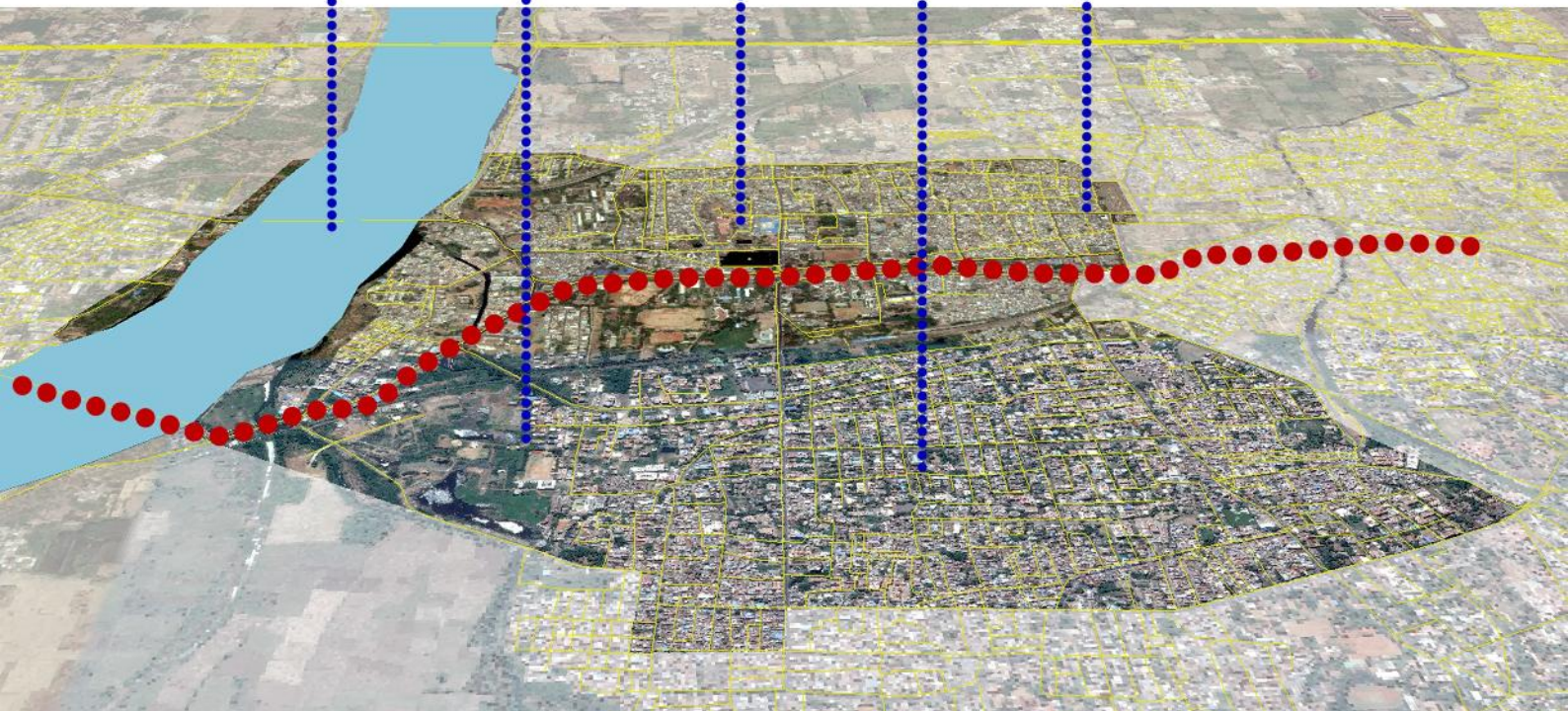
AMMA MANDAPAM
(RELIGIOUS PUBLIC SPACE)

WORAIYUR
(RESIDENTIAL, OLD CBD)

THILLAI NAGAR
(RESIDENTIAL)

ROCK FORT
(TOURISM)

GANDHI MARKET
(COMMERCIAL)

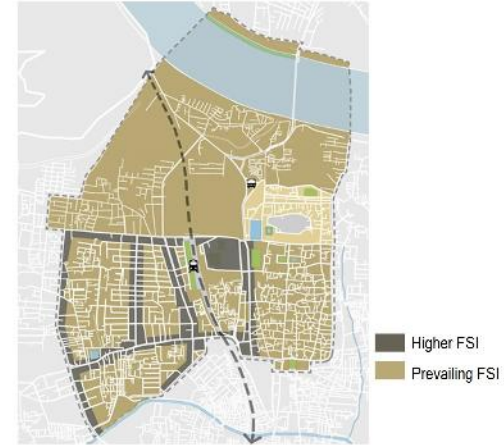


ABD AREA - SITUATION ANALYSIS

ABD AREA - MAJOR MOBILITY NETWORK



ABD AREA - DENSITY PATTERN



ABD AREA - MAJOR ISSUES



ROCK FORT

- Congestion on the roads leading to Rock Fort
- Lack of Parking facilities
 - Lack of signages & amenities



AMMA MANDAPAM

- No recreational space
 - Pollution
- Lack of amenities



GANDHI MARKET

- No space for expansion
- Congestion on all sides
- Lack of parking facilities



THEPAKULAM

- Congestion on the roads
- Encroachment by hawkers
- No proper landscaping & utilisation



THILLAI NAGAR

- On street parking
- Lack of proper parking facility
- Encroachment



- Overflowing garbages



- On Street Parking



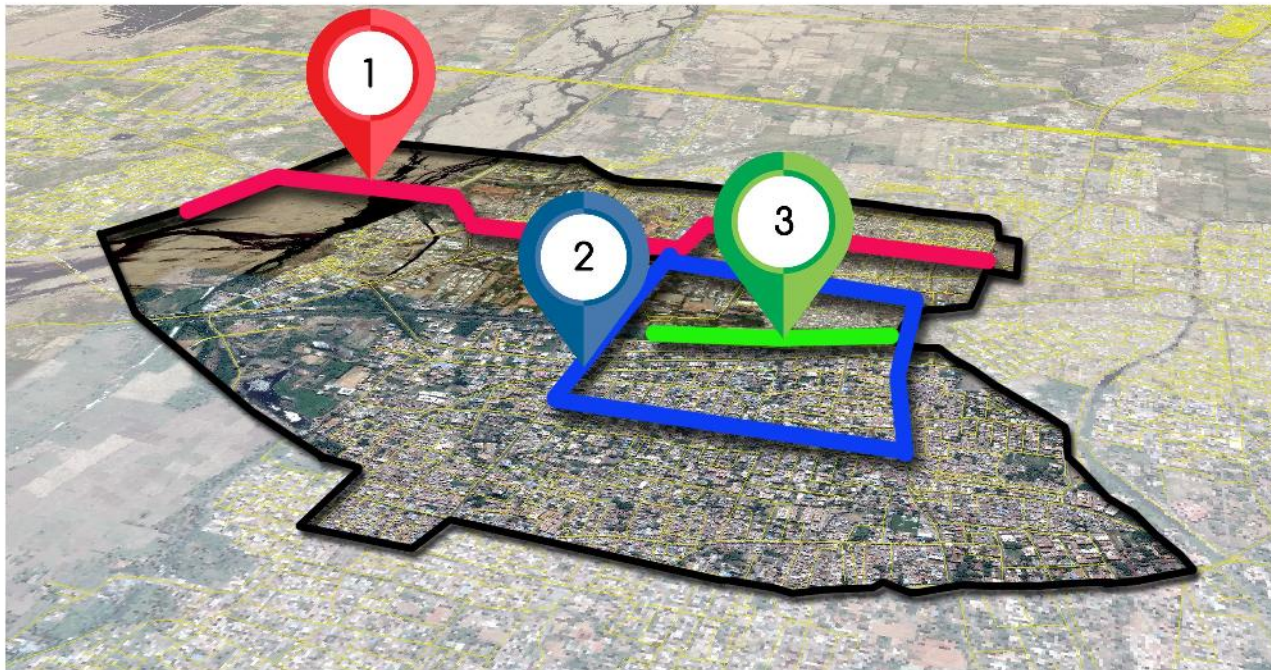
CHATRAM BUS STAND




- On street parking
- Lack of proper parking facility
- Encroachment by hawkers
- old dilaptated structure



ABD AREA - PROPOSAL THEMES

KEY COMPONENTS



-  THEME 1- RELIGIOUS CUM HERITAGE TOURISM DEVELOPMENT
-  THEME 2- RESILIENT INFRASTRUCTURE & COMMERCIAL SPACES
-  THEME 3- REVITALISATION OF GREEN SPACES

Panoramiv View of the ABD Area from the Rock Front Temple



- 1

RELIGIOUS CUM HERITAGE TOURISM DEVELOPMENT

 - Creation of Heritage cum Tourism Circuit
 - Redevelopment of Rock Fort
 - Restoration of Cauvery River Front Promenade
 - Errection of Culture cum heritage centre at Purathana Park
 - Improving the vicinity of lesser known heritage structures like Gandhi Market ,Watch Tower Memorial, Government Museum, Nagar Vali Darghah and St,Lourdes Church
- 2

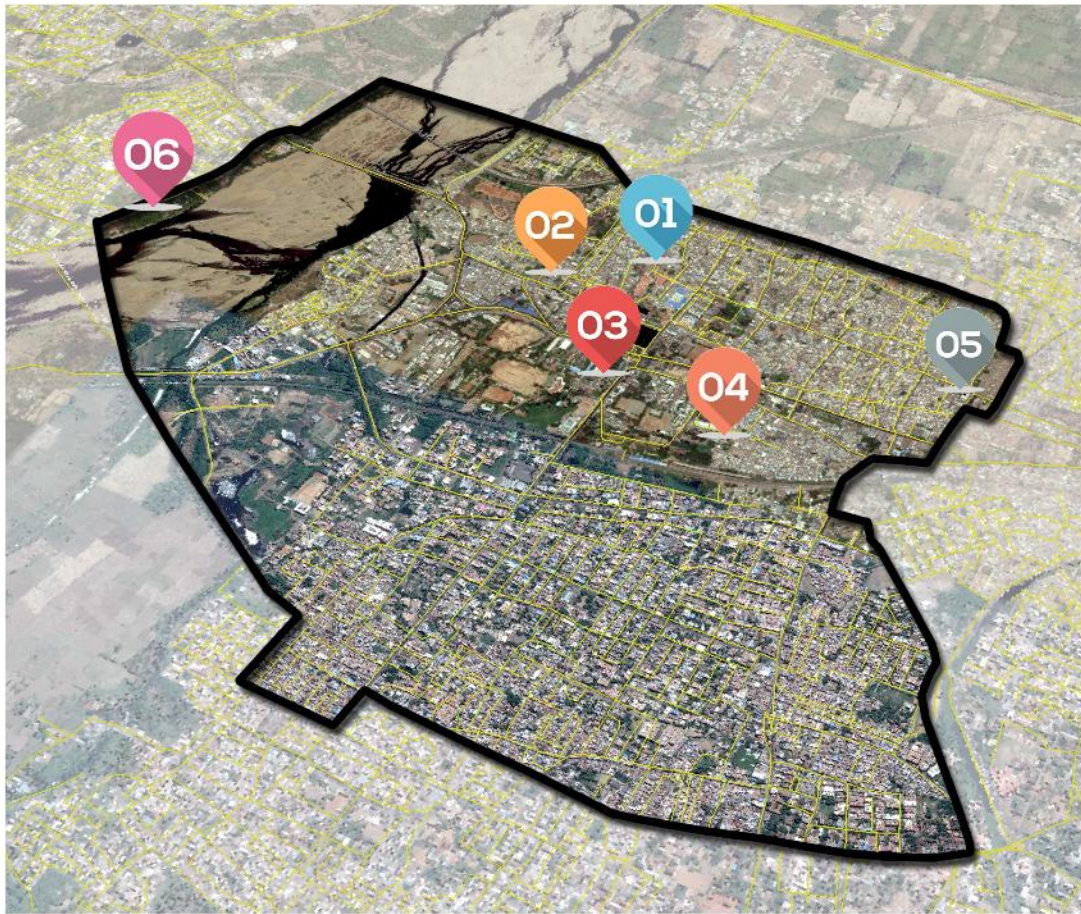
RESILIENT INFRASTRUCTURE & COMMERCIAL SPACES

 - Redevelopment of Chatraam Bus stand and Gandhi Market
 - Resilient infrastructure viz. Water Supply, Sewerage, SWM , Transportation and RWH.
 - Solar Rooftops in Government Buildings,
 - Smart Bus Shelters
- 3

REVITAKISATION OF URBAN GREEN SPACES

 - Redevelopment of ibrahim Park and the other parks within the ABD Area

ABD AREA - RELIGIOUS CUM HERITAGE TOURISM



01 ROCK FORT



The Rock Fort temple stands 83m tall perched atop the rock. The smooth rock was first cut by the Pallavas but it was the Nayaks of Madurai who completed both the temples under the Vijayanagara empire.

The temple is situated at the top of the rock. The temple is mystic in its nature with an awe-inspiring rock architecture.

02 RANI MANGAMMAL MAHAL



The Chokkanatha Nayak Palace, now officially known as Rani Mangammal Mahal is a mid seventeenth century Palace, built by the Madurai Nayak rulers.

The palace was built by Chokkanatha Nayak, the then ruler of Madurai. It was also known as the Durbar Hall of the Madurai Nayaks when Tiruchirappally was their capital, from 1616 to 1634 and later from 1665 to 1736. Today the palace houses Government Museum.

03 OUR LADY OF LOURDES CHURCH



The church is decked out in Gallo-Catholic design, from neo-Gothic spires to anguished scenes of crucifixion and martyrdom painted inside.

In a note of cross-religious pollination, icons of Virgin Mary are garlanded in flower necklaces. It was constructed in the year 1840 AD

RELIGIOUS CUM HERITAGE TOUR ROUTE MAP



- Historic Preservation Area 1
- Historic Preservation Area 2
- Historic Area Tourist Tour Route
- Open Space
- Water
- 1 Rockfort Temple Area
- 2 Town Hall (Rani Mangammal)
- 3 St. Laurde's Curch
- 4 Main Guard Gate
- 5 Natharvali Durgah Mosque
- 6 Gandhi Market Building
- A Kaveri Riverfront Promenade
- B Temple Tank Area
- C Public Green Space
- D Ibrahim Park
- E Gandhi Market Public Space

04 NATHARVALI DURGHAH MOSQUE



Natharvali Dargah -the ancient Dargah, more than 1000 years old, is situated in the heart of Trichy city.

05 GANDHI MARKET



The foundation of Mahatma Gandhi Market was laid by Gandhiji during 1927.

Martyrs who gave their lives during the 1914-19 war, were buried in the war memorial opposite to the Gandhi Market

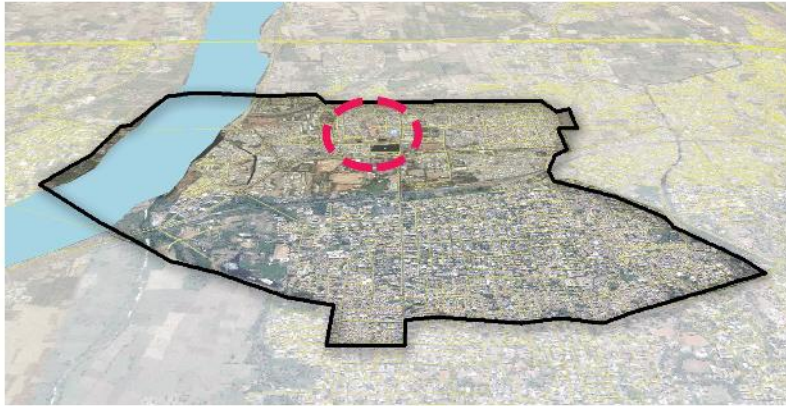
06 AMMA MANDAPAM



The river Cauvery runs here and people from across the world come here to take a holy dip in the river to cleanse themselves from their sins

ABD AREA - PROPOSALS

SMART TOURISM - ROCK FORT AND THEPPAKULAM



Street Scaping



Signages



Cultural Centre at Purathana Park



Electric Mini Buses

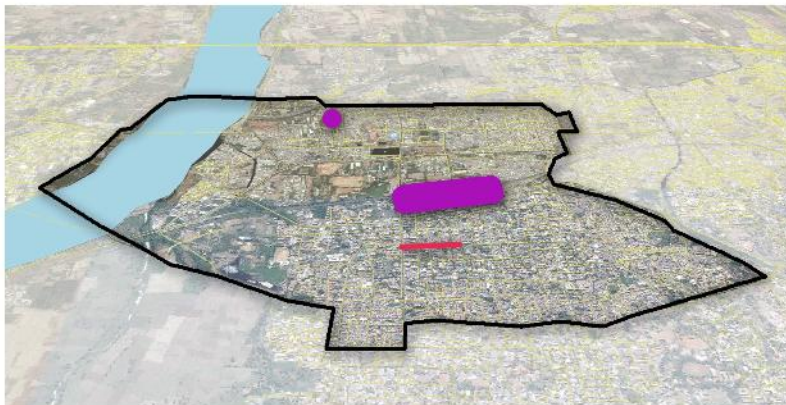


Intelligent Street Lighting with Braille signages

Fountains at Theppakulam



SMART MOBILITY



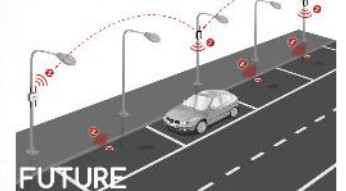
Multi Level Car Parking

At Trichy Club & Purathana Park

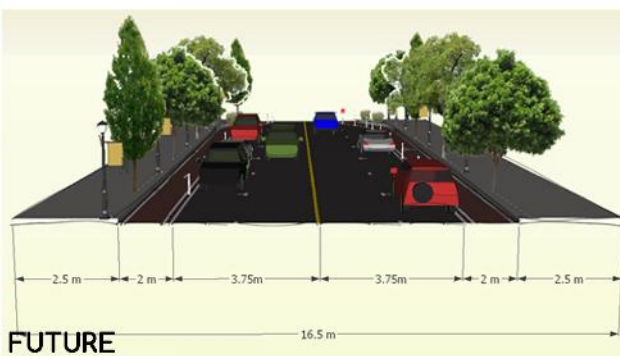


Multi Level Car Parking
On Street Smart Parking

On Street Smart Parking



Non Motorised Transit Lanes at Thillai Nagar



NMT Route Map



ABD AREA - PROPOSALS

SMART MOBILITY

Smart Bus Feeder System



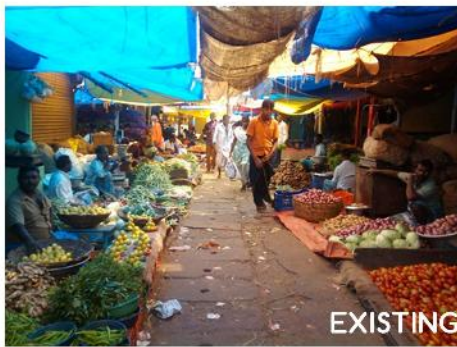
Renovation of Chatram Bus Stand



- Underground Bike parking
- Retail Spaces on level 1
- Landscaping on all sides
- Provision of foot paths



REVAMPING GANDHI MARKET



- Parking Facility at Diamond Jubilee
- Retail Spaces on level 0 and 1
- Paving of all paths
- Renovation of buildings with modern Architecture

SMART RIVER FRONT- AMMA MANDAPAM



- Promenade Development North side Cauvery Riverfront
- Largest pedestrian only public space in Trichy
- Offering the best views across Cauvery and the Rockfort Temple Mount
- Integrated with famous Amma Mandapam Bathing Ghats

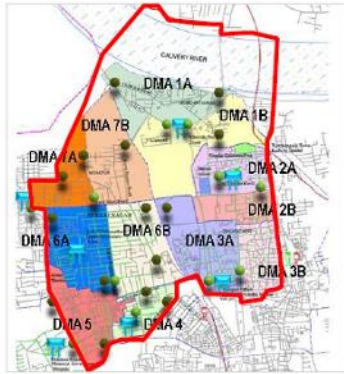


- Restoration of bund Area
- Provision of side walks and steps
- * Provison of safe bathing ghats

ABD AREA - PROPOSALS

SMART INFRASTRUCTURE

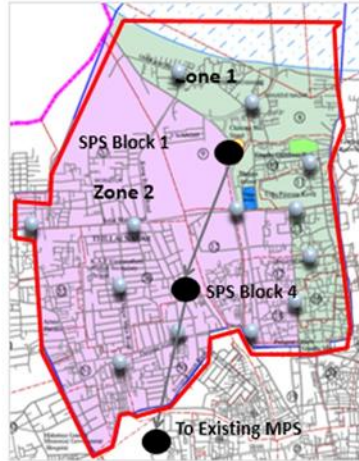
Water Supply



- Service Reservoir
- Bulk Flow Meter
- Pressure & water Quality Monitoring instruments

- 100% Water Supply monitored with AMR & SCADA
- Replacing water lines for 52.96 km length

Sewage



- 100% UGD
- Reuse of grey water for landscaping

Storm Water Drainage



- Outfall Location
- Existing Pond
- Level Sensors at Strategic Locations

RO Water Plants



- RO Water Plants

Smart Bus Shelters



Solar Roof Tops



- Ariyamangalam Landfill site
- Provision of collection Bins (sensor Bins)

Smart Solid Waste Management





PAN
CITY
PROPOSALS

KEY THEMES

1

E- Transportation

Safety

2

INTERGRATED COMMAND CENTRE

3

Public Services
&
Education

E- Governance

4

PAN CITY COMPONENTS



Integrated Command and control centre



TRANSPORTATION

- Networked transportation app
- Real Time Information on public transportation
- Parking availability details
- Variable message sign boards
- Disable Friendly E-Bus Shelters



GOVERNANCE

- Information center to provide land details.
- Digitalization of land survey records and completion of GIS based mapping



SAFETY

- CCTV Camera installed at all places and monitored by Command center
- Disaster Alert System via SMS



PUBLIC SERVICES & EDUCATION

- City Mobile app: Introduce multi channel citizen interfaces for bill payment, tax payment, grievance registration etc. for corporation
- Technology Development centre
- Smart Classrooms in government schools



SPV

LEVEL 1 State Level High Powered Steering Committee						Roles, Responsibilities & Relationship
Chairman Chief Secretary, GoTN						All the stake holders have been made part of the State Level High Powered Steering Committee Key Responsibilities (i) To provide guidance to the mission (ii) Oversee the process of first stage Intra-State Competition (iii) Review the smart city proposals and forward to the Ministry of Urban Development Once the Smart City project takes off, then this committee will have all the powers on the matters that require the approval of the State Government.
Secretary	Member	Member	Member	Member	Member	
Chairman and Managing Director, TUFIDCO / State Mission Director	Principal Secretary, Municipal Administration and Water Supply Department	Principal Secretary, Government of Tamil Nadu, Finance Department	Principal Secretary, Government of Tamil Nadu, Planning, Development and Special Initiative	Secretary, Housing and Urban Development Department	Representative of Ministry of Urban Development	
Members	Members	Member	Member	Member	Members	
Commissioners of Corporations	CEO of the Special Purpose vehicles in the State	Director of Municipal Administration	Managing Director, Tamil Nadu Water Supply and Drainage Board	Managing Director, Chennai Metropolitan Water Supply and Sewerage Board	Mayors of Corporation	

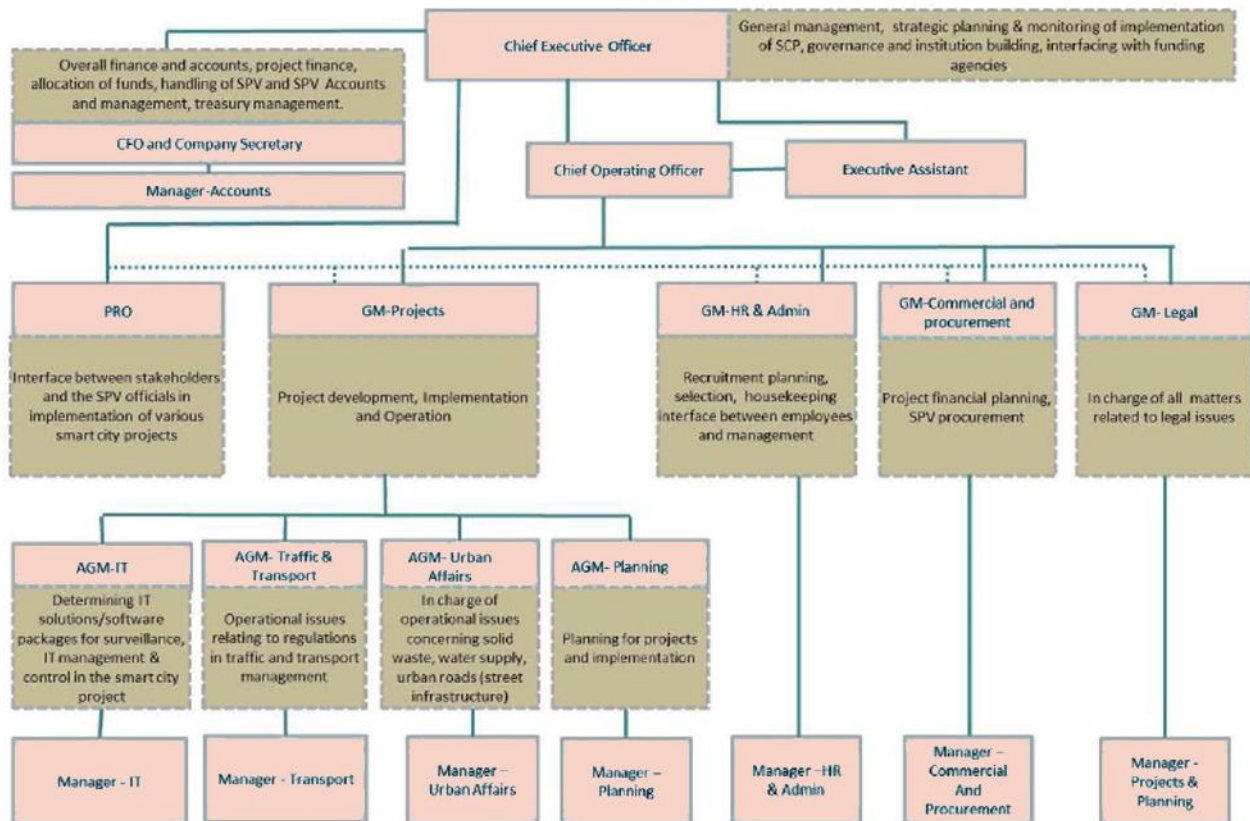
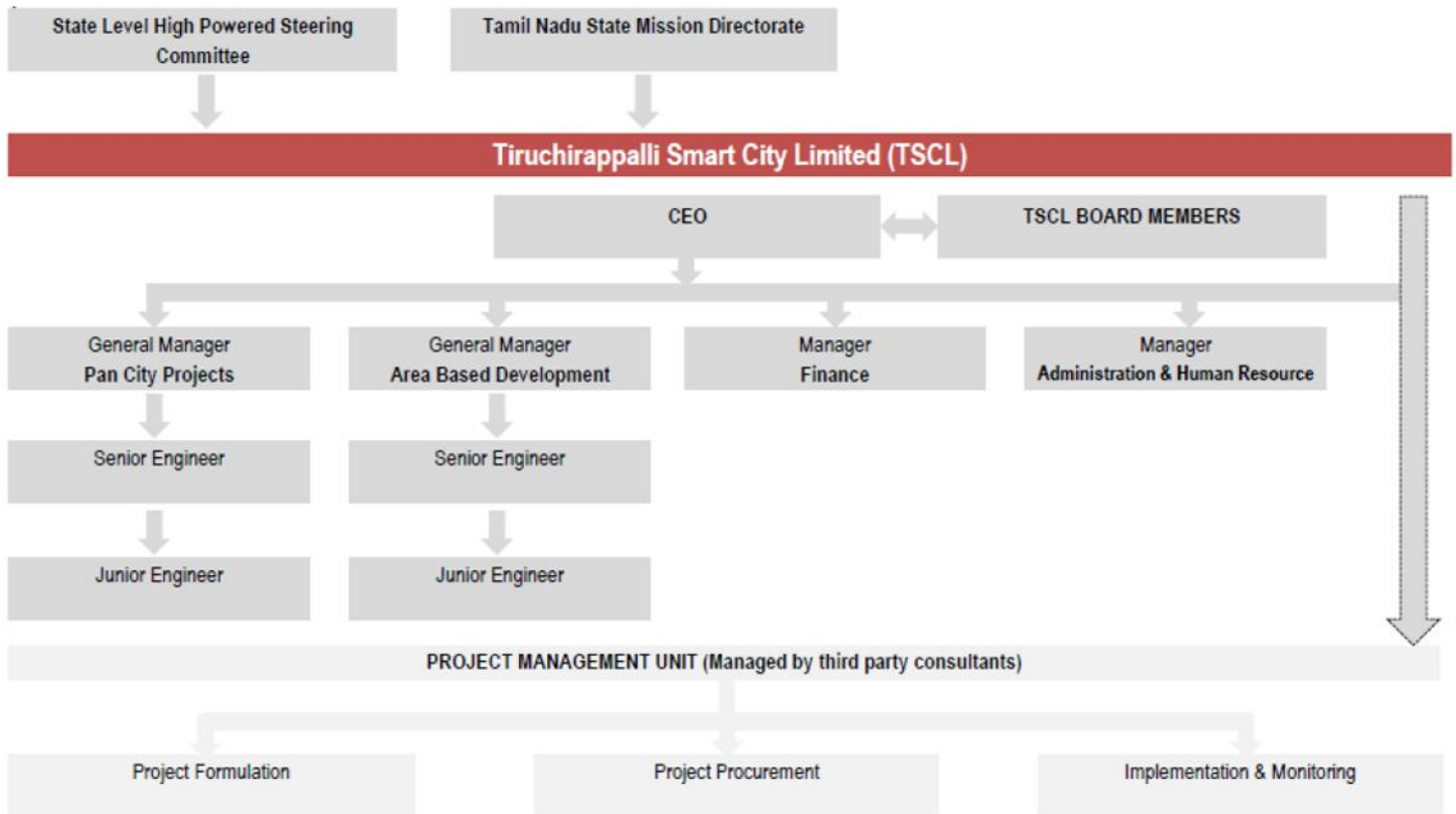
LEVEL 2 Tamil Nadu State Mission Directorate committee		Roles, Responsibilities & Relationship
Mission Director Chairman and Managing Director, TUFIDCO		<ul style="list-style-type: none"> Ensure effective coordination, and to steer ahead the smart city programme Assist the State Level High Powered Steering Committee Guide the Urban Local Bodies / Smart City Special Purpose Vehicles for planning, mobilization of funds and for implementation of the smart city programme

LEVEL 3 Tiruchirappalli Smart City Limited (TSCL)							Roles, Responsibilities & Relationship
Chairman Director of Municipal Administration							TSCL will be a public limited company with limited liability under the Companies Act, 2013 The authorized share capital of the company is proposed to be Rs 250 crore, while the issued and subscribed capital is planned at Rs 120 crore. Initially the share holding pattern of the SPV will be 50:50 by the Government of Tamil Nadu, and Tiruchirappalli Municipal Corporation. The Board of Directors of the Tiruchirappalli Smart City Limited will have all the approval / decision making powers in its command area, equivalent to the powers available to the Municipal Administration Department.
Director 2	Director 3	Director 4	Director 5	Director 6	Director 7	Director 8	
Representative from Ministry of Urban Development	Representative from Finance Department of Government of Tamil Nadu	Commissioner, Tiruchirappalli Municipal Corporation	CEO, Tiruchirappalli Smart City Limited	Representative from State Financial Institution	Independent Director 1	Independent Director 2 (Women)	

LEVEL 4 Inter Departmental Task Force					LEVEL 5 Tiruchirappalli Smart City Advisory Forum			
Chairman	Convener	Member	Member	Member	Chairman	Co-Chairman	Member	Member
District Collector of Tiruchirappalli	Commissioner of Tiruchirappalli Municipal Corporation	CEO of Tiruchirappalli Smart City Limited	Engineering Director, CMWSSB or Superintending Engineer / Executive Engineer, TWAD	Superintending Engineer, Tamil Nadu Generation and Distribution Corporation Limited	Tiruchirappalli District Collector	Member of Parliament	Member of Legislative Assembly	Mayor
Member	Member	Member	Member	Member	Member	Member	Members	Members
Superintending Engineer / Divisional Engineer, Highways	Assistant Director, Town and Country Planning	Executive Engineer of the respective command area of Tamil Nadu Housing Board	Executive Engineer of the respective command area of Tamil Nadu Slum Clearance Board	District Information Officer, National Informatics Centre	Commissioner, Tiruchirappalli Municipal Corporation	Chief Executive Officer of Tiruchirappalli Smart City Limited	Local Youth/ NGO / Chamber of Commerce / Slum Level Federation	Technical Expert/ Consultants

ORGANOGRAM

Tiruchirappalli Smart City Limited (TSCL)



Task Name	FY 2017				FY 2018				FY 2019				FY 2020			
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
SMART CITY PROJECT FOR TIRUCHIRAPALLI MUNICIPAL CORPORATION																
<input type="checkbox"/> Setting of SPV																
Incorporation of SPV																
Execution of stakeholder's agreement between shareholders																
Recruitment of key staff for SPV																
<input type="checkbox"/> Research and Planning																
Floating of tenders for appointment of consultants for Project DPRs																
Appointment of consultants for Project DPRs (by City ULB)																
Completion of DPRs																
Tying up of funding for projects																
Obtain clearances for projects																
<input type="checkbox"/> Procurement																
Floating tenders for appointment of contractors																
Appointment of contractors																
<input type="checkbox"/> Implementation of Projects																
<input type="checkbox"/> Area Based Development																
Tourism Development																
Local Area Development																
Economy Development																
Open Space Restoration																
Chatram Bus Stand and Gandhi Market Redevelopment																
<input type="checkbox"/> Pan City																
Integrated City Control Room																
Technological Development																
Citizen engagement to assess the satisfaction on progress and incorporation of feedback																

FINANCIAL PLAN

Lifecycle cost of Smart City Project

S.No	ITEMS	Estimate d implentat ion time	Capex / O & M	Project Cost (in Rs crore) upto break even	Estimated Capex incurred/spent over 5 year period					Cash Flow /Pay back				
					Y1	Y2	Y3	Y4	Y5	Y6	Y7	Y8	Y9	Y10
A Area Based Development														
1	Heritage cum Tourism Tour	2	Capex	82.50	28.88	34.65	8.25	5.78	4.95					
			O&M	81.86	2.23	2.36	2.50	2.65	2.81	2.98	3.16	3.35	3.55	3.76
2	Water Supply	4	Capex	62.10	12.44	18.32	18.32	11.02	0.00					
			O&M	95.38	2.59	2.75	2.91	3.09	3.27	3.47	3.68	3.90	4.13	4.38
3	Sewerage	4	Capex	28.56	8.44	25.32	25.32	25.32	0.00					
			O&M	27.94	0.76	0.81	0.85	0.90	0.96	1.02	1.08	1.14	1.21	1.28
4	Drainage Network	4	Capex	48.46	7.06	10.35	10.35	10.35	10.35					
			O&M	48.07	1.31	1.39	1.47	1.56	1.65	1.75	1.85	1.96	2.08	2.21
5	Solid Waste	1	Capex	33.00	6.30	8.90	8.90	8.90	0.00					
			O&M	47.66	0.89	1.39	1.47	1.56	1.65	1.75	1.85	1.97	2.08	2.21
6	Landscaping, Park Redevelopment, Pedestrian Foot Path, Side Walks etc.,	5	Capex	100.43	25.34	18.85	18.85	18.85	18.11					
			O&M	99.66	2.71	2.87	3.04	3.23	3.42	3.63	3.84	4.07	4.32	4.58
7	Energy Component	5	Capex	206.16	20.01	52.27	52.27	40.81	40.81					
			O&M	204.54	5.56	5.89	6.25	6.62	7.02	7.44	7.89	8.36	8.86	9.39
8	Cauvery Riverfront Development	4	Capex	68.54	6.26	20.76	20.76	20.76	0.00					
			O&M	26.38	1.86	0.73	0.77	0.82	0.86	0.92	0.97	1.03	1.09	1.16
9	Modernisation of Gandhi Market (Retail Development)	4	Capex	186.30	28.50	45.75	45.75	45.75	20.55					
			O&M	184.85	5.03	5.33	5.65	5.99	6.34	6.72	7.13	7.56	8.01	8.49
10	MLCP with Retail Development	4	Capex	77.22	4.75	36.24	36.24	0.00	0.00					
			O&M	76.62	2.09	2.21	2.34	2.48	2.63	2.79	2.95	3.13	3.32	3.52
11	NMT lanes , Smart Roads, On street Parking, Smart Bus Shelters and feeder system	3	Capex	118.28	13.03	26.31	26.31	26.31	26.31					
			O&M	117.36	3.19	3.38	3.58	3.80	4.03	4.27	4.53	4.80	5.08	5.39
12	Modernisation of Chatram Bus Stand with commercial development	3	Capex	126.00	26.40	24.85	24.85	24.85	24.85					
			O&M	125.72	3.42	3.62	3.84	4.07	4.31	4.57	4.85	5.14	5.45	5.77
	Sub-total ABD non PPP		Capex	934.33	156.25	261.48	235.08	213.85	121.08	0.00	0.00	0.00	0.00	0.00
			O&M	933.70	26.12	26.88	28.50	30.21	32.02	33.94	35.98	38.13	40.42	42.85
	Sub-total ABD PPP		Capex	203.22	31.15	61.09	61.09	24.85	24.85	0.00	0.00	0.00	0.00	0.00
			O&M	202.34	5.51	5.83	6.18	6.55	6.94	7.36	7.80	8.27	8.77	9.29
	Sub-total ABD		Capex	1137.55	187.40	322.56	296.16	238.70	145.93	0.00	0.00	0.00	0.00	0.00
			O&M	1136.04	31.63	32.71	34.68	36.76	38.96	41.30	43.78	46.40	49.19	52.14
B Pan City Development														
1	Safety		Capex	26.50	6.60	8.65	11.25	0.00	0.00					
			O&M	0.71	0.76	0.80	0.85	0.90	0.96	1.01	1.07	1.14	1.21	1.28
2	E-governance		Capex	43.00	10.50	14.25	14.25	4.00	0.00					
			O&M	42.65	1.16	1.23	1.30	1.38	1.46	1.55	1.64	1.74	1.85	1.96
3	Education		Capex	5.96	2.56	2.46	0.00	0.00	0.00					
			O&M	5.91	0.16	0.17	0.18	0.19	0.20	0.22	0.23	0.24	0.26	0.27
4	Transportation		Capex	12.93	13.20	26.40	26.40	0.00	0.00					
			O&M	12.83	0.35	0.37	0.39	0.42	0.44	0.47	0.49	0.52	0.56	0.59
5	Integrated Control and command centre		Capex	45.10	15.20	12.20	12.20	5.50	0.00					
			O&M	44.75	1.22	1.29	1.37	1.45	1.54	1.63	1.73	1.83	1.94	2.06
	Sub-total Pan city		Capex	133.49	48.06	63.96	64.10	9.50	0.00	0.00	0.00	0.00	0.00	0.00
			O&M	106.86	3.64	3.86	4.09	4.34	4.60	4.88	5.17	5.48	5.81	6.16
	Total smart city		Capex	1271.04	235.46	386.52	360.26	248.20	145.93	0.00	0.00	0.00	0.00	0.00
			O&M	1242.90	35.28	36.58	38.77	41.10	43.56	46.18	48.95	51.88	55.00	58.30

FINANCIAL PLAN

Lifecycle cost of Smart City Project

S.No	ITEMS	Estimate d implentat ion time	Capex / O & M	Project Cost (in Rs crore) upto break even	Estimated Capex incurred/spent over 5 year period					Cash Flow /Pay back									
					Y1	Y2	Y3	Y4	Y5	Y11	Y12	Y13	Y14	Y15	Y16	Y17	Y18	Y19	Y20
A Area Based Development																			
1	Heritage cum Tourism Tour	2	Capex	82.50	28.88	34.65	8.25	5.78	4.95										
			O&M	81.86	2.23	2.36	2.50	2.65	2.81	3.98	4.22	4.48	4.75	5.03	5.33	5.65	5.99	6.35	6.73
2	Water Supply	4	Capex	62.10	12.44	18.32	18.32	11.02	0.00										
			O&M	95.38	2.59	2.75	2.91	3.09	3.27	4.64	4.92	5.22	5.53	5.86	6.21	6.59	6.98	7.40	7.84
3	Sewerage	4	Capex	28.56	8.44	25.32	25.32	25.32	0.00										
			O&M	27.94	0.76	0.81	0.85	0.90	0.96	1.36	1.44	1.53	1.62	1.72	1.82	1.93	2.05	2.17	2.30
4	Drainage Network	4	Capex	48.46	7.06	10.35	10.35	10.35	10.35										
			O&M	48.07	1.31	1.39	1.47	1.56	1.65	2.34	2.48	2.63	2.79	2.95	3.13	3.32	3.52	3.73	3.95
5	Solid Waste	1	Capex	33.00	6.30	8.90	8.90	8.90	0.00										
			O&M	47.66	0.89	1.39	1.47	1.56	1.65	2.34	2.48	2.63	2.79	2.95	3.13	3.32	3.52	3.73	3.95
6	Landscaping, Park Redevelopment, Pedestrian Foot Path, Side Walks etc.,	5	Capex	100.43	25.34	18.85	18.85	18.85	18.11										
			O&M	99.66	2.71	2.87	3.04	3.23	3.42	4.85	5.14	5.45	5.78	6.13	6.49	6.88	7.30	7.73	8.20
7	Energy Component	5	Capex	206.16	20.01	52.27	52.27	40.81	40.81										
			O&M	204.54	5.56	5.89	6.25	6.62	7.02	9.96	10.56	11.19	11.86	12.57	13.33	14.13	14.97	15.87	16.82
8	Cauvery Riverfront Development	4	Capex	68.54	6.26	20.76	20.76	20.76	0.00										
			O&M	26.38	1.86	0.73	0.77	0.82	0.86	1.23	1.30	1.38	1.46	1.55	1.64	1.74	1.84	1.96	2.07
9	Modernisation of Gandhi Market (Retail Development)	4	Capex	186.30	28.50	45.75	45.75	45.75	20.55										
			O&M	184.85	5.03	5.33	5.65	5.99	6.34	9.00	9.54	10.11	10.72	11.36	12.04	12.77	13.53	14.34	15.20
10	MLCP with Retail Development	4	Capex	77.22	4.75	36.24	36.24	0.00	0.00										
			O&M	76.62	2.09	2.21	2.34	2.48	2.63	3.73	3.95	4.19	4.44	4.71	4.99	5.29	5.61	5.94	6.30
11	NMT lanes , Smart Roads, On street Parking, Smart Bus Shelters and feeder system	3	Capex	118.28	13.03	26.31	26.31	26.31	26.31										
			O&M	117.36	3.19	3.38	3.58	3.80	4.03	5.71	6.06	6.42	6.80	7.21	7.65	8.10	8.59	9.11	9.65
12	Modernisation of Chatram Bus Stand with commercial development	3	Capex	126.00	26.40	24.85	24.85	24.85	24.85										
			O&M	125.72	3.42	3.62	3.84	4.07	4.31	6.12	6.49	6.88	7.29	7.73	8.19	8.68	9.20	9.76	10.34
	Sub-total ABD non PPP		Capex	934.33	156.25	261.48	235.08	213.85	121.08	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
			O&M	933.70	26.12	26.88	28.50	30.21	32.02	45.42	48.14	51.03	54.09	57.34	60.78	64.43	68.29	72.39	76.73
	Sub-total ABD PPP		Capex	203.22	31.15	61.09	61.09	24.85	24.85	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
			O&M	202.34	5.51	5.83	6.18	6.55	6.94	9.85	10.44	11.07	11.73	12.44	13.18	13.97	14.81	15.70	16.64
	Sub-total ABD		Capex	1137.55	187.40	322.56	296.16	238.70	145.93	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
			O&M	1136.04	31.63	32.71	34.68	36.76	38.96	55.27	58.58	62.10	65.83	69.78	73.96	78.40	83.10	88.09	93.38
B Pan City Development																			
1	Safety		Capex	26.50	6.60	8.65	11.25	0.00	0.00										
			O&M	0.71	0.76	0.80	0.85	0.90	0.96	1.36	1.44	1.52	1.62	1.71	1.82	1.92	2.04	2.16	2.21
2	E-governance		Capex	43.00	10.50	14.25	14.25	4.00	0.00										
			O&M	42.65	1.16	1.23	1.30	1.38	1.46	2.08	2.20	2.33	2.47	2.62	2.78	2.95	3.12	3.31	3.51
3	Education		Capex	5.96	2.56	2.46	0.00	0.00	0.00										
			O&M	5.91	0.16	0.17	0.18	0.19	0.20	0.29	0.31	0.32	0.34	0.36	0.39	0.41	0.43	0.46	0.49
4	Transportation		Capex	12.93	13.20	26.40	26.40	0.00	0.00										
			O&M	12.83	0.35	0.37	0.39	0.42	0.44	0.62	0.66	0.70	0.74	0.79	0.84	0.89	0.94	1.00	1.06
5	Integrated Control and command centre		Capex	45.10	15.20	12.20	12.20	5.50	0.00										
			O&M	44.75	1.22	1.29	1.37	1.45	1.54	2.18	2.31	2.45	2.59	2.75	2.92	3.09	3.28	3.47	3.68
	Sub-total Pan city		Capex	133.49	48.06	63.96	64.10	9.50	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
			O&M	106.86	3.64	3.86	4.09	4.34	4.60	6.52	6.92	7.33	7.77	8.24	8.73	9.25	9.81	10.40	10.94
	Total smart city		Capex	1271.04	235.46	386.52	360.26	248.20	145.93	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
			O&M	1242.90	35.28	36.58	38.77	41.10	43.56	61.79	65.50	69.43	73.60	78.01	82.69	87.65	92.91	98.49	104.31

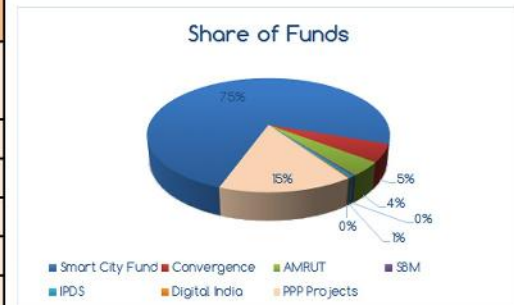
COSTING AND CONVERGENCE

Total Project cost of Tiruchirappalli Smart City

S.No	ITEMS	Project Cost (in Rs crore) upto break	Estimated Capex incurred/spent over 5 year period				
			Y1	Y2	Y3	Y4	Y5
A	Area Based Development						
1	Heritage cum Tourism Tour	82.50	28.88	34.65	8.25	5.78	4.95
2	Water Supply	62.10	12.44	18.32	18.32	11.02	0.00
3	Sewerage	28.56	8.44	25.32	25.32	25.32	0.00
4	Drainage Network	48.46	7.06	10.35	10.35	10.35	10.35
5	Solid Waste	33.00	6.30	8.90	8.90	8.90	0.00
6	Landscaping, Park Redevelopment, Pedestrian Foot Path, Side Walks etc.,	100.43	25.34	18.85	18.85	18.85	18.11
7	Energy Component	206.16	20.01	52.27	52.27	40.81	40.81
8	Cauvery Riverfront Development	68.54	6.26	20.76	20.76	20.76	0.00
9	Modernisation of Gandhi Market (Retail Development)	186.30	28.50	45.75	45.75	45.75	20.55
10	MLCP with Retail Development	77.22	4.75	36.24	36.24	0.00	0.00
11	NMT lanes , Smart Roads, On street Parking, Smart Bus Shelters and feeder system	118.28	13.03	26.31	26.31	26.31	26.31
12	Modernisation of Chatram Bus Stand with commercial development	126.00	26.40	24.85	24.85	24.85	24.85
	Sub-total ABD	1137.55	187.40	322.56	296.16	238.70	145.93
B	Pan City Development						
1	Safety	26.50	6.60	8.65	11.25	0.00	0.00
2	E-governance	43.00	10.50	14.25	14.25	4.00	0.00
3	Education	5.96	2.56	2.46	0.00	0.00	0.00
4	Transportation	12.93	13.20	26.40	26.40	0.00	0.00
5	Integrated Control and command centre	45.10	15.20	12.20	12.20	5.50	0.00
	Sub-total Pan city	133.49	48.06	63.96	64.10	9.50	0.00
	Total smart city	1271.04	235.46	386.52	360.26	248.20	145.93

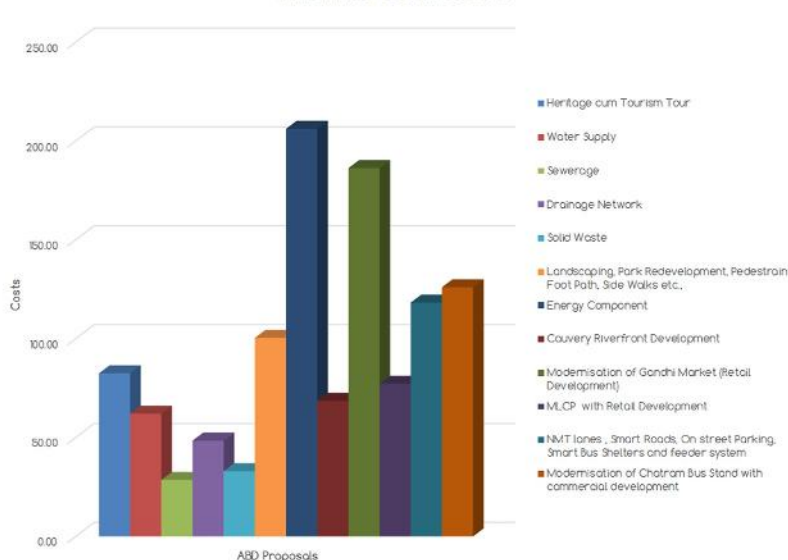
Share of Funds

Parameters	Funding Pattern (INR Crores)			Percentage of Funds
	Area Based	Pan City	Total	
Total Indicative Project Cost	1137.55	133.5	1271	100.0%
Smart City Fund	866.51	133.5	1000	78.7%
Convergence	67.82	0	67.82	5.3%
AMRUT	53.21	0	53.21	4.2%
SBM	3.89	0	3.89	0.3%
IPDS	8.22	0	8.22	0.6%
Digital India	2.5	0	2.5	0.2%
PPP Projects	203.22	0	203.22	16.0%



Split Up of ABD Proposal Cost

ABD PROPOSAL COSTS



Split Up of Pan City Proposal Cost

PAN CITY PROPOSAL COSTS



Most Immediate



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

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

From

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

To

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

Sir,

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

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

Yours sincerely,

for Principal Secretary to Government

Copy to

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



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

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

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

The following members attended the meeting:

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

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

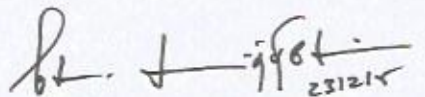
- | | |
|---|---|
| 16.Thiru K.R.Selvaraj
Commissioner,
Salem Corporation | Member |
| 17.Thiru R.Mohan
Commissioner,
Erode Corporation | Member |
| 18.Tmt P.Janaki Ravindran
Commissioner,
Vellore Corporation | Member |
| 19.Thiru A.Laxmanan
City Engineer,
Thoothukudi Corporation | Representing
Thoothukudi Corporation |
| 20.Thiru M.V.D.Tamilselvan
Executive Engineer,
Tiruppur Corporation | Representing
Tiruppur Corporation |

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

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

K.GNANADESIKAN
CHIEF SECRETARY & CHAIRMAN OF HPSC

//True Copy//


Section Officer

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

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

The following members attended the meeting:

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

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

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

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

K. P. S.
24/6/16

Principal Secretary,
Municipal Administration and Water Supply Department

P. R. S. Mohan Rao
24/6/2016

Chief Secretary to Government &
Chairman of the SHPSC

Municipal Administration and Water Supply Department

From

N.S.Prema,M.A.,M.B.A.,
B.Ed.,A.P.G.D.U.M.
Commissioner
Tiruchirappalli City Corporation
Tiruchirappalli – 620 001



To

The Mission Director
Smart Cities Mission
Ministry of Urban Development
Government of India
Nirman Bhavan
New Delhi – 110 001

Roc No : 5785/2015/E2(Main) Dt.27.06.2016

Sir,

Sub : Tiruchirappalli City Corporation – Smart City – Submission of
Smart City Proposal - Regarding.

Ref : Connected records.

* * * * *

I submit to state that I enclose herewith Five Hard Copies and Two Soft Copies in CD
of Tiruchirappalli Smart City Proposal for your perusal and orders.

Prema
27/6/16
Commissioner
Tiruchirappalli City Corporation

Encl: As above

Copy to : The Chairman and Managing Director, TUFIDCO, No.490/1-2, Anna Salai,
Nandhanam, Chennai – 600 035 – For favour of kind information

SPV Structure

LEVEL 1

State Level High Powered Steering Committee

Chairman

Chief Secretary,
GoTN

Secretary

Chairman and
Managing Director,
TUFIDCO /
State Mission
Director

Member

Principal Secretary,
Municipal
Administration and
Water Supply
Department

Member

Principal Secretary,
Government of Tamil
Nadu, Finance
Department

Member

Principal Secretary,
Government of Tamil
Nadu, Planning,
Development and
Special Initiative

Member

Secretary,
Housing and Urban
Development
Department

Member

Representative
of Ministry of Urban
Development

Members

Commissioners
of Corporations

Members

CEO
of the Special
Purpose vehicles in
the State

Member

Director
of Municipal
Administration

Member

Managing Director,
Tamil Nadu Water
Supply and Drainage
Board

Member

Managing Director,
Chennai Metropolitan
Water Supply and
Sewerage Board

Members

Mayors
of Corporation

Roles, Responsibilities & Relationship

All the stake holders have been made part of the State Level High Powered Steering Committee

Key Responsibilities

- (i) To provide guidance to the mission
- (ii) Oversee the process of first stage Intra-State Competition
- (iii) Review the smart city proposals and forward to the Ministry of Urban Development

Once the Smart City project takes off, then this committee will have all the powers on the matters that require the approval of the State Government.

LEVEL 2

Tamil Nadu State Mission Directorate committee

Mission Director

Chairman and
Managing Director,
TUFIDCO

Roles, Responsibilities & Relationship

- Ensure effective coordination, and to steer ahead the smart city programme
- Assist the State Level High Powered Steering Committee
- Guide the Urban Local Bodies / Smart City Special Purpose Vehicles for planning, mobilization of funds and for implementation of the smart city programme

SPV Structure

LEVEL 3

Tiruchirappalli Smart City Limited (TSCL)

<table border="1" style="margin: auto;"> <tr> <td style="text-align: center;">Chairman</td> </tr> <tr> <td style="text-align: center;">Director of Municipal Administration</td> </tr> </table>							Chairman	Director of Municipal Administration
Chairman								
Director of Municipal Administration								
Director 2	Director 3	Director 4	Director 5	Director 6	Director 7	Director 8		
Representative from Ministry of Urban Development	Representative from Finance Department of Government of Tamil Nadu	Commissioner, Tiruchirappalli Municipal Corporation	CEO, Tiruchirappalli Smart City Limited	Representative from State Financial Institution	Independent Director 1	Independent Director 2 (Women)		

Roles, Responsibilities & Relationship

TSCL will be a public limited company with limited liability under the Companies Act, 2013

The authorized share capital of the company is proposed to be Rs 250 crore, while the issued and subscribed capital is planned at Rs 120 crore.

Initially the share holding pattern of the SPV will be 50:50 by the Government of Tamil Nadu, and Tiruchirappalli Municipal Corporation.

The Board of Directors of the Tiruchirappalli Smart City Limited will have all the approval / decision making powers in its command area, equivalent to the powers available to the Municipal Administration Department.

LEVEL 4

Inter Departmental Task Force

Chairman	Convener	Member	Member	Member
District Collector of Tiruchirappalli	Commissioner of Tiruchirappalli Municipal Corporation	CEO of Tiruchirappalli Smart City Limited	Engineering Director, CMWSSB or Superintending Engineer / Executive Engineer, TWAD	Superintending Engineer, Tamil Nadu Generation and Distribution Corporation Limited
Member	Member	Member	Member	Member
Superintending Engineer / Divisional Engineer, Highways	Assistant Director, Town and Country Planning	Executive Engineer of the respective command area of Tamil Nadu Housing Board	Executive Engineer of the respective command area of Tamil Nadu Slum Clearance Board	District Information Officer, National Informatics Centre

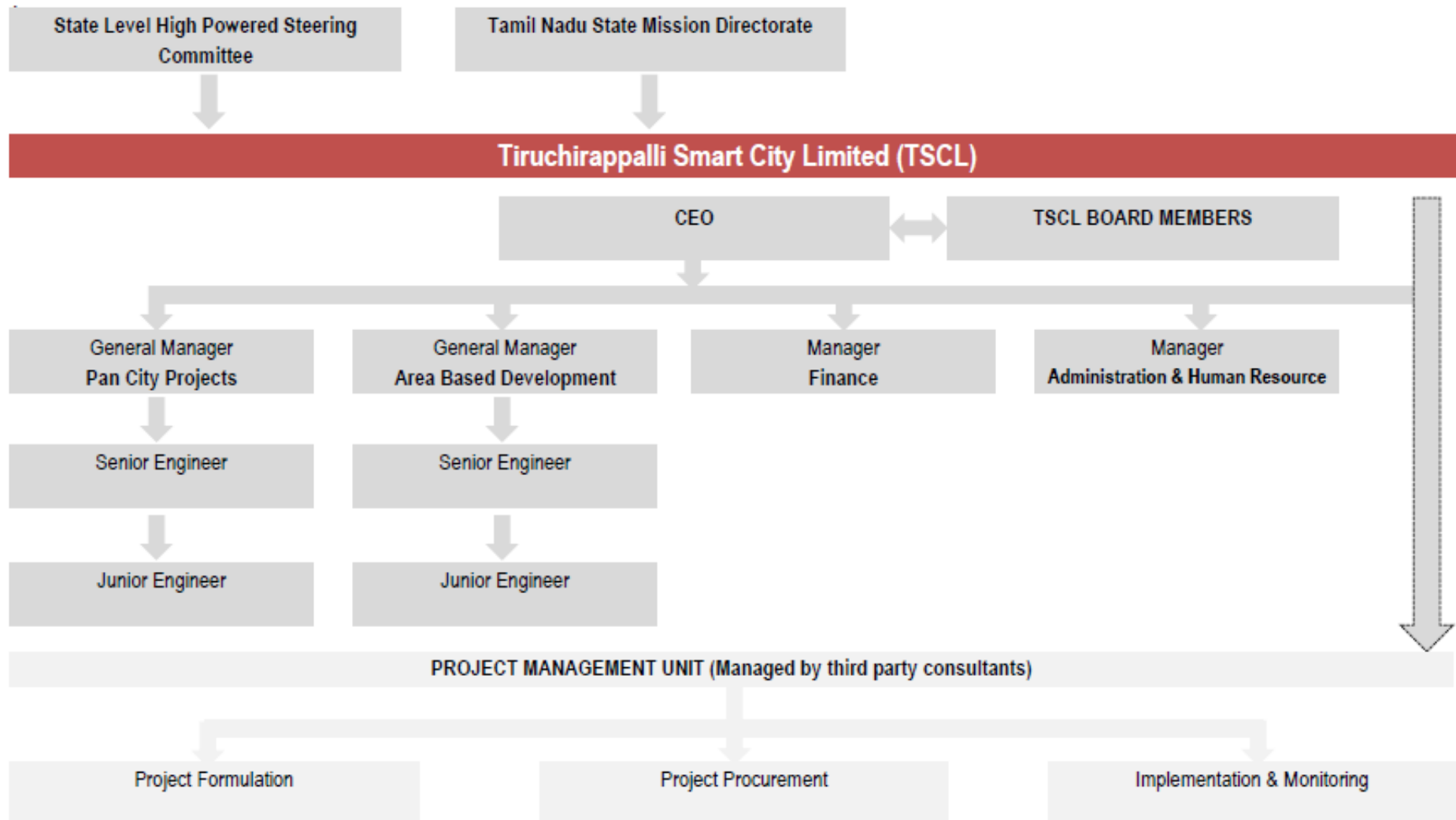
LEVEL 5

Tiruchirappalli Smart City Advisory Forum

Chairman	Co-Chairman	Member	Member
Tiruchirappalli District Collector	Member of Parliament	Member of Legislative Assembly	Mayor
Member	Member	Members	Members
Commissioner, Tiruchirappalli Municipal Corporation	Chief Executive Officer of Tiruchirappalli Smart City Limited	Local Youth/ NGO / Chamber of Commerce / Slum Level Federation	Technical Expert/ Consultants

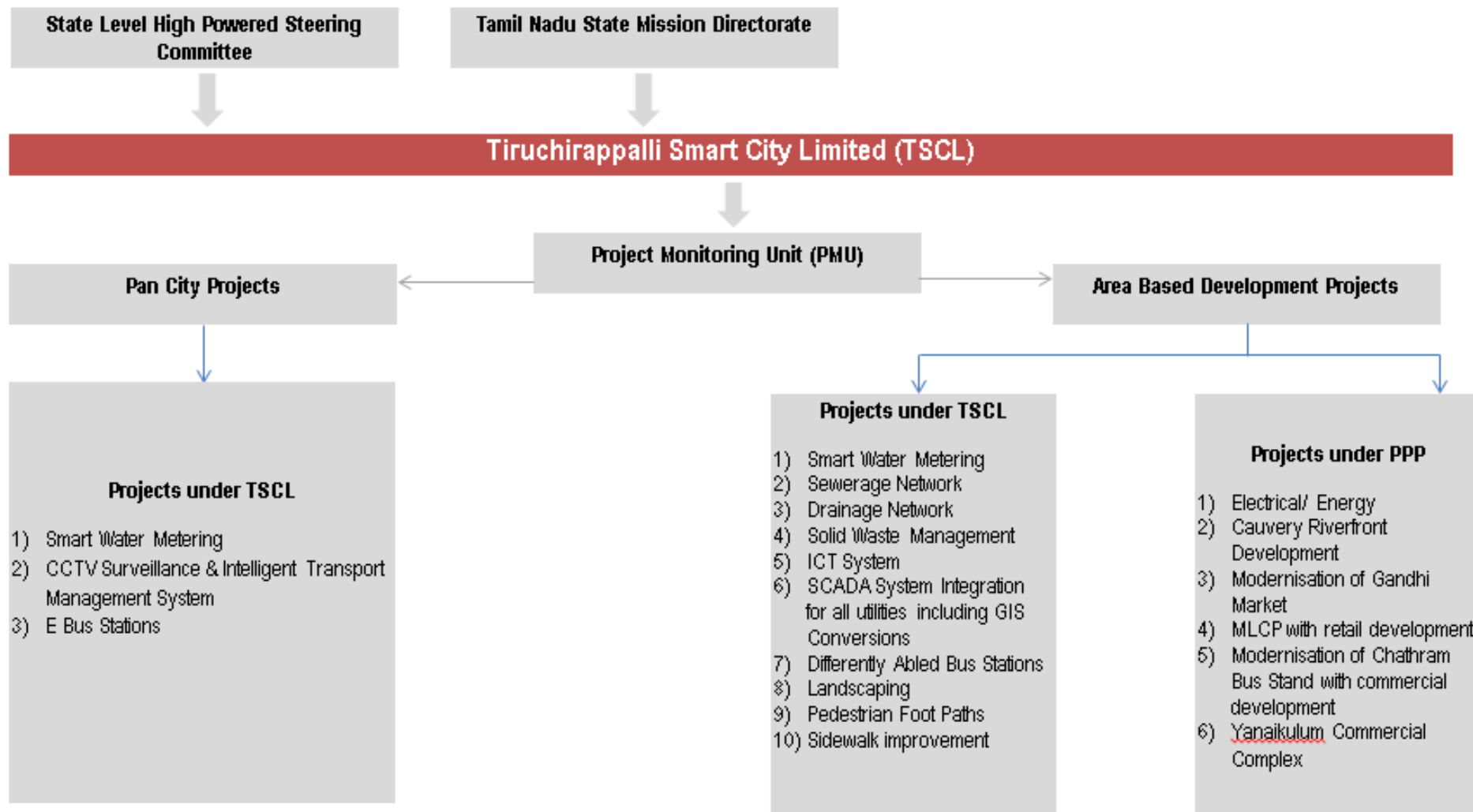
Human Resource Plan of SPV

Tiruchirappalli Smart City Limited (TSCL)



Institutional Arrangement for Operationalisation of SPV

Tiruchirappalli Smart City Limited (TSCL): Project Structure



மாமன்ற பொருள்

திருச்சிராப்பள்ளி மாநகராட்சி மத்திய அரசால் அறிவிக்கப்பட்டுள்ள "மிடுக்கான நகரம்" (Smart City) திட்டத்தில் பங்கேற்க 31.07.15 அன்று நடைபெற்ற மாநில அளவிலான வழி நடத்தும் குழுவால் தெரிவு செய்யப்பட்டு TUFIDCO மூலம் மத்திய அரசுக்கு அனுப்பி வைக்கப்பட்டுள்ளது. இத்திட்டத்தில் இந்தியாவில் 100 நகரங்களில் பல்வேறு பணிகள் 5 ஆண்டுகளில் செயலாக்கத்திற்கு எடுத்துக்கொள்ள உத்தேசிக்கப்பட்டுள்ளது.

இத்திட்டத்தின் கீழ் முதலாம் ஆண்டில் 20 நகரங்கள் தெரிவு செய்யப்பட்டு இத்திட்டத்தின் கீழ் செயல்படுத்தப்படவுள்ளது. இதன்படி தமிழ்நாட்டில் உள்ள மொத்தம் 12 மாநகராட்சிகளிலும் "மிடுக்கான நகரம்" திட்டத்தின் கீழ் தேர்வு செய்யப்பட்டதாக அறிவிப்பு செய்யப்பட்டதனை அடுத்து மிடுக்கான நகரத்தில் இடம் பெற வரையறை செய்யப்பட்டுள்ள உட்கூறுகளில் இடம் பெற்றுள்ள குடிநீர் மேலாண்மை, திட மற்றும் திரவ மேலாண்மை, மின் ஆளமை மற்றும் பொதுமக்கள் சேவை முதலிய திட்டங்களை உள்அடக்கி விரிவான திட்டம் செயல்படுத்தி உத்தேசிக்கப்பட்டுள்ளது.

தவிர திருச்சிராப்பள்ளி மாநகராட்சியின் 30.10.2015ம் நாளைய மாமன்ற தீர்மானம் எண். 178ல் மிடுக்கான நகரம் தொடர்பான திட்ட கருத்துருக்கள் தயார் செய்வதற்கு தேர்வு செய்யப்பட்ட பட்டியலில் உள்ள மெசர்ஸ்.ஜோன்ஸ் லாங் லாசலே (JLL) சென்னை நிறுவனம் அவர்களை கலந்தறிதற்குரியர் ஆக இம்மாநகராட்சிக்கு நியமனம் செய்யப்பட்டுள்ளது.

இத்திட்டத்தின் கீழ் மேற்கொள்ள உத்தேசிக்கப்பட்டுள்ள அனைத்து அம்சங்கள் தொடர்பாக நகரின் அனைத்து சாரார்கள், தேர்ந்தெடுக்கப்பட்ட பிரதிநிதிகள், பொதுமக்கள் மற்றும் மாவட்ட ஆட்சியர் தலைமையில் மாவட்ட அளவிலான இதர துறை தலைவர்களின் கருத்து மற்றும் ஆலோசனைகள் கோரப்பட்டு பெரும்பாலானவர்களின் ஆலோசனைகள்/கருத்துகள் கருத்தில் எடுத்துக்கொள்ளப்பட்டு தேவையான கருத்துரு தயார் செய்யப்பட்டு இதற்கான விளக்கப்படங்கள் (Power Point) காண்பிக்கப்பட்டு ஒரு மனதாக மேற்படி தயார் செய்யப்பட்டுள்ள திட்டத்தினை முதற்கட்டமாக செயல்படுத்தி ஏதுவாக இறுதி வடிவம் கொடுக்கப்பட்டுள்ளது.

எனவே மத்திய அரசின் வழிகாட்டுதல்களின்படி மிடுக்கான நகர திட்டத்தின் கீழ் தயார் செய்யப்பட்டுள்ள திட்டத்தினை மாநில உயர்நிலை வழி நடத்தும் குழுவின் (High Level Power Steering Committee) மூலமாக மத்திய அரசுக்கு அனுப்பி வைக்கவும், தவிர மிடுக்கான நகரம் தொடர்பான மத்திய அரசின் கையேடு பத்தி 10.1ன்படி இத்திட்டத்தினை ஸ்பெசல் பர்ப்பஸ் வெகிக்கில்

(Special Purpose Vehicle) மூலம் செயல்படுத்திட உரிய ஒப்புதல் பெற நடவடிக்கைகள் மேற்கொள்ள மாமன்றத்தின் பார்வைக்கும், ஒப்புதலுக்கும் பொருள் வைக்கப்பட்டுள்ளது.

அலுவலக குறிப்பு

மாமன்றம் உரிய ஒப்புதல் வழங்கலாம். சிவகாசி அகிலியம் சிவகாசி மன்றத்தின்
இ2(மை) / 5785 / 2015 சிவகாசி அகிலியம் சிவகாசி மன்றத்தின் சிவகாசி அகிலியம் சிவகாசி மன்றத்தின்
செயல்படுத்திட உரிய ஒப்புதல் பெற நடவடிக்கைகள் மேற்கொள்ள மாமன்றத்தின் பார்வைக்கும், ஒப்புதலுக்கும் பொருள் வைக்கப்பட்டுள்ளது.

செ.பொ(மே)
14/12/15

செ.பொ(கி)
14/12/15

ந.பொ
14/12/15

உ.ஆ (க)
14/12/15

ஆணையர்
14/12/15

மா.மி.கு.மேயர்
14/12/15

भारतीय राष्ट्रीय राजमार्ग प्राधिकरण
(सड़क परिवहन और राजमार्ग मंत्रालय)

National Highways Authority of India

(Ministry of Road Transport and Highways)

Office of the Project Director, P.I.U.,

New No.6 (Old No.44), First Floor,

III - Main Road, Ponnagar, Tiruchirappalli - 620 001.

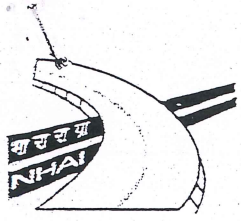
Phone : 0431 - 2482959

Fax : 0431 - 2481671

E-mail : trichynhai@gmail.com

tri@nhai.org

Website: http://www.nhai.org



பிரியர் அஞ்சல்

90000001

4/12/15

NHAI/PD/TRY/NH 45 & NH 45B/2015/1140

December 09, 2015

To

The Chief General Manager (Tech) &
Regional Officer,
National Highways Authority of India,
Sri Tower, 3rd Floor
DP, 34, Industrial Estate,
Guindy, Chennai-600 032

Sub: NHAI – PIU – Trichy – Trichy City Corporation – Smart City Mission –
Implementation NOC sought for by Commissioner Trichy City
Corporation – Reg.

Ref: Commissioner Trichy City Corporation, letter No. ROC. No.
5785/2015/E2 (Main) dated 04.12.2015.

Sir,

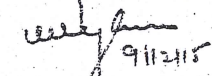
The Commissioner, Trichy City Corporation vide reference cited, has informed that Trichy City Corporation has been selected for implementation of Smart City Mission and proposal for the Smart City is being prepared for submission to the Government of India.

In this connection, the commissioner is seeking NHAI to provide NOC for implementation of Smart City Project by the Trichy City Corporation.

It is submitted that, as a Government of India Project relating to the Smart City Project to be implemented in Trichirappalli City, it is recommended that the NOC sought for by the Commissioner, Trichy City Corporation may be considered and issued subject to condition that any development activities to be carried out by the City Corporation within the ROW of NH in the Trichy City Corporation limit, it shall be carried out with prior permission of NHAI.

Encl: As above

Yours faithfully,


9/12/15
(N. Varadarajan)
Project Director

Copy to : The Commissioner, Trichy City Corporation for information.

Public Works Department

From

Er.D.Kalaiselvan,B.E.,
Executive Engineer,PWD,
WRD/R.C.Division,
Trichy-1.

To

The Commissioner,
Thiruchirappalli City Corporation,
Thiruchirappalli

Lr.No. 236^{SE} / 2015 / F 26 B / D3 / Dated: 11.12.2015

Sir,

Sub : Thiruchirappalli City Corporation - Smart City Mission - No
Objection requested - Reg.

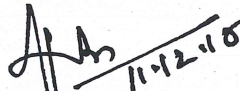
Ref : Your's Lr.No. Roc No. 5785 / 2015 / E2(Main) / Dt:
4.12.2015

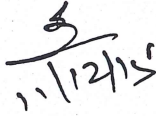
With reference to above letter cited, our earlier discussions, meetings and the presentation made on 10th December 2015 regarding the Tiruchirappalli Smart City Draft Porposal.

We would be happy to get involved during preparation of proposal, Planning, implementation and operation of the sub projects identified under area based development and pan city solutions.

We wish you a successful submission of Tiruchirappalli Smart City proposal to Government of India.

We confirm No Objection (NOC) towards implementation of the identified projects, subject to the conditions that the ownership of water porambake land will be with Public works Department and every work proposed in the water porambake land should be got NOC from higher authorities of Public Works Department.


Executive Engineer, PWD., WRO.,
R.C. Division, Trichy - 1


11/12/15

POLICE DEPARTMENT

From;

Sanjay Mathur, IPS
Commissioner of Police,
Tiruchirappalli City

To,

The Commissioner,
Tiruchirappalli City Corporation,
Tiruchirappalli

C. No. C2/32723/2015, dated 11.12.2015

Sir,

Sub: Police – Tiruchirappalli City – Smart City Mission – Requested No Objection Certificate - Issue of Police No Objection – Sent – regarding.

Ref: Letter in Roc. No. 5785/2015/E2(Main), dated: 04.12.2015 of the Commissioner, Tiruchirappalli City Corporation, Tiruchirappalli.


<<<))(((>>>

Kind attention is invited to the reference cited above.

2. In this connection, after carefully examining the proposal, I hereby issue 'No Objection Certificate' for the implementation of Smart City Mission in Tiruchirappalli City, as requested by the Commissioner, Tiruchirappalli City Corporation, Tiruchirappalli for onward transmission to the Government of India.

Yours faithfully,


Commissioner of Police,
Tiruchirappalli City


11/12/15


11/12

From

To

Thiru R.Nageswaran B.E.,
Asst. Director/Member Secretary,
Tiruchirappalli Local Planning Authority,
No.10 Williams Road, Cantonment,
Tiruchirappalli
Website : <http://www.trichy.tn.nic/tlpa/default.htm>
E Mail ID : ms_tlpa@yahoo.co.in

The Commissioner,
Tiruchirappalli Corporation.

Roc.No.1431/2015 CC dated : 11.12.2015

Sir,

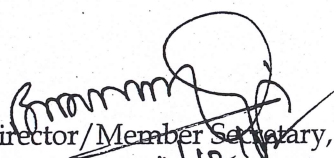
Sub : Town and Country Planning Department-Tiruchirappalli
Local Planning Authority-No Objection Certificate for
Smart City Mission-reg.

Ref : Letter Roc.No.5785/2015 E2 (Main) dated 4.12.2015

This has reference to earlier discussions, meetings and the presentation made on 10th December 2015 regarding the Tiruchirappalli Smart City Draft proposal.

We would be happy to get involved during preparation of proposal, planning, implementation and operation of the sub projects identified under area based development and pan city solutions.

We confirm No Objection (NOC) towards implementation of the identified projects subject to the rules and regulations of this department.


Asst. Director/Member Secretary,
Tiruchirappalli Local Planning Authority.

W
11.12.15

TAMIL NADU GENERATION AND DISTRIBUTION CORPORATION LTD.

FROM

Er. P.SIVASAMY, M.E.,
CHIEF ENGINEER
DISTRIBUTION
TRICHY REGION
TRICHY-17.

TO

THE COMMISSIONER,
TRICHIRAPPALLI CITY
CORPORATION,
TRICHY -01.

Lr.No.CE/D/TRY/Tech/AEE/Dev/ F.NOC/D.2030/15,Dt. 10.12.2015

Sir,

Sub: Elec. - 'Trichy Region- NOC certificate issuing of -Reg.

Ref: ROC No: 5785/2015/E2/(Main) dt 04.12.2015


This has reference to our earlier discussions, meetings and the presentation made on 10th December 2015 regarding the Tiruchirappalli Smart City Draft Proposal.

We would be happy to get involved during preparation of proposal, planning, implementation and operation of the sub projects identified under area based development and pan city solutions.

We confirm no objection (NOC) towards implementation of the identified projects.

We wish you a successful submission of Tiruchirappalli Smart City Proposal to Government of India.

Yours faithfully,


CHIEF ENGINEER/ DISTRN/TRICHY

Copy to Superintending Engineer/ TEDC/Metro/Trichy

D:\dev 15\DEVELOPMENT-2012\2013-14\DEV 2015-2016\Letter\Commsioner No objection certificate.doc

HIGHWAYS DEPARTMENT

From

Thiru.T.Sathyamurthy,B.E,
Divisional Engineer,
Highways, C&M., Division,
Tiruchirappalli- 20

To

The Commissioner,
Tiruchirappalli Corporation,
Tiruchirappalli.

NO OBJECTION CERTIFICATE

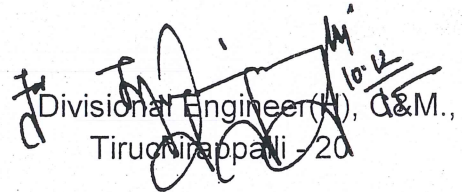
This has reference to our earlier discussions, meetings and the presentation made on 10th December 2015 regarding the Tiruchirappalli Smart City Draft Proposal.

We would be happy to get involved during preparation of proposal, planning, implementation and operation of the sub projects identified under area based development and pan city solutions.

We confirm no objection (NOC) towards implementation of the identified projects

We wish you a successful submission of Tiruchirappalli Smart City Proposal to Government of India.

Date: 10.12.2015


Divisional Engineer (H), C&M.,
Tiruchirappalli - 20



POWERING TAMILNADU'S PROGRESS ...

To whomsoever it may concern

Consequent to the 12 Corporations getting selected as Smart Cities, TANGEDCO has brought to the knowledge of the Corporation, the implementation of schemes that are in operation and in full agreement to the convergence of the schemes in the Smart City Mission. The department is very much interested in getting involved and providing necessary support in the implementation and operation of the sub projects identified under Area Based Development and Pan City Solutions, provided that there is funding by the Government of India/ Government of Tamil Nadu.

We confirm, No objection (NOC) towards implementation of the identified projects and wish Corporation for successful submission of Smart City Proposal to Government of India.

Ommani
22/12/15
Chief Engineer/Planning & Resource Centre
TANGEDCO

Kakarla Usha, I.A.S.,
Managing Director

18 December 2015

Tamil Nadu Urban Infrastructure Financial Services Limited operates three externally aided projects for funding urban infrastructure projects implemented in Tamil Nadu as detailed below:

i) KfW assisted Sustainable Municipal Infrastructure Financing in Tamil Nadu – Phase-II – Part-1 (SMIF-TN-II-1) Program with an outlay of Euro 80 mn (equivalent to about Rs.578.16 crores). The entire amount is allotted for investment in urban infrastructure projects.

ii) KfW assisted Sustainable Municipal Infrastructure Financing in Tamil Nadu – Phase-II – Part-2 (SMIF-TN-II-2) Program with an outlay of Euro 107.75 mn (equivalent to about Rs.877.39 crores). Of the above Euro 100 mn (equivalent to about Rs.814.30 crores) is allotted for investment in urban infrastructure projects.

iii) World Bank assisted Tamil Nadu Sustainable Urban Development Project (TNSUDP) with an outlay of US \$ 600 mn (equivalent to about Rs.3831 crores) of which the World Bank financing is US \$ 400 mn (equivalent to about Rs.2554 crores). Of the above US \$ 384 mn (equivalent to about Rs.2451.84 crores) is allotted for investment in urban infrastructure projects.

Further, resources may also be mobilized from the capital markets on pooled finance mechanism for funding urban infrastructure projects. A sum of Rs.222.30 crores has already been mobilized and utilized for implementing urban infrastructure projects within the State. Further resources under the pooled finance mechanism will be mobilized based on the requirement for implementing urban infrastructure projects by the Urban Local Bodies in Tamil Nadu.



Kakarla Usha
Managing Director



ABSTRACT

JNNURM – Implementation of Water Supply Improvement Scheme to the added areas covering wards 61 to 65 of Tiruchirappalli Corporation, at an estimated cost of Rs.63.70 crore and Rs.1.70 crore to maintain annually – Administrative Approval – Accorded – Orders – Issued.

MUNICIPAL ADMINISTRATION AND WATER SUPPLY (MC-II) DEPARTMENT

G.O (Ms.) No.125

Dated 12.08.2015

திருவள்ளூர் ஆண்டு 2046
மன்மத, ஆடி மாதம் 27

Read:

1. G.O.(MS) No.32, Municipal Administration and Water Supply (MA2)Department, dated 17.02.2015.
2. From the Director of Municipal Administration Letter Roc. No.43465/2006/WB3, dated 03.07.2015.

ORDER:

In the G.O. first read above, the Government accorded administrative sanction for implementation of KfW assisted Sustainable Municipal Infrastructure Financing in Tamil Nadu Phase II Part 2 (SMIF-TN-II-2) Programme, to improve the living conditions of urban population and to contribute towards improvement of environment and preservation of natural resources. A loan agreement between German Bank for Development (KfW) and Government of India has been signed on 18.06.2014 for Euro 100 million (Rs.814.30 Crores) of which a sum of Rs.407.15 crores in the form of loan have to be apportioned to Tamil Nadu Urban Development Fund by the Government of Tamil Nadu and a sum of Rs.407.15 crores in the form of capital Grant. In the said G.O., the Government have also constituted an Empowered Committee for sanctioning, finalizing the means of finance including the quantum of

capital grants and according approval for sub-projects funded under KiW assisted SMIF-TN-II-2 programme with the following composition:

1	Hon'ble Minister (Municipal Administration)	Chairman
2	Chief Secretary to Government	Member
3	Additional Chief Secretary / Principal Secretary / Secretary to Government, Municipal Administration and Water Supply Department	Member
4	Additional Chief Secretary / Principal Secretary / Secretary to Government, Finance Department	Member
5	Commissioner / Director of Municipal Administration	Member
6	Commissioner / Director of Town Panchayats	Member
7	Chairperson and Managing Director, TNUIFSL	Member & Convenor

2. In the letter second read above, the Director of Municipal Administration has stated that the Tiruchirappalli City Corporation (TCC) is spread over an area of 146.90 sq.km and was upgraded from Special Grade Municipality to Corporation in the year 1994. During the year 2011, the adjacent local bodies viz. Paapakurichi, Kattur, Ellakudi, Aalathur and Keelakalkandarkottai Village Panchayats and Thiruverumbur Town Panchayat were added to the Corporation measuring 20.33.sq.km. Thus the total area of Tiruchirappalli City Corporation became 167.23 sq.km with a population of 9.16 lakhs as per 2011 census. Tiruchirappalli City Corporation is divided into 65 wards with four zones viz. (1) K.Abishakapuram (2) Ariya mangalam (3) Ponmalai and (4) Srirangam. Water Supply Improvement Scheme to provide 135 lpcd for the erstwhile Corporation covering wards 1 to 60 was taken up with financial assistance from JICA under TNUIP and the works are nearing completion. For the balance wards from 61 to 65 in the added areas, existing water supply of 40 lpcd and 58 lpcd provided under Rural and Town Panchayat norms is to be improved to 135 lpcd as per Corporation norms. It is proposed to create a new source in River Cauvery in between Kambarasampettai Head Works and 1st Collector well for Combined Water Supply Scheme to Ramanathapuram. The location is 1500 mts. upstream of Kambarasampettai Head works and 2000 mts downstream of Collector well No.1 of Combined Water Supply Scheme to Ramanathapuram. The existing Collector well for Goldenrock CWSS has been abandoned due to creation of new sources. However, this can also be utilized as an additional source after rehabilitation. The sustainable yield will be about 6 MLD.

3. The Director of Municipal Administration has further stated that the financial viability of Tiruchirappalli water supply improvement project was worked out by TNUIFSL based on the particulars furnished by the ULB and other details such as assessments, anticipated connections etc., in consultation with the ULB. As per the Separate Agreement executed between KfW and TNUDF on 18.06.2014, the Tiruchirappalli Corporation fulfills the criterion for availing capital grant under SMIF-TN-II-2 and is eligible for grant under KfW GF-I. The project cost is Rs.63.70 crores and the existing O&M cost is Rs.1.08 crore per annum. Upon completion of the scheme, the O&M cost will be Rs. 1.70 crore per annum. The project cash flow analysis was carried out considering the means of finance with a blend of loan, grant and own contribution in the ratio of 40%:40%:20% of the project cost, as follows:-

S. No	Means of Finance	Amount (Rs. in crores)	%
1	Loan from TNUDF under KfW assisted SMIF-TN-II-2	25.48	40%
2	Grant from PSGF under KfW assisted SMIF-TN-II-2	25.48	40%
3	ULB Contribution / Others	12.74	20%
	Total Project Cost	63.70	100%

4. TNUIFSL recommended and placed the project proposal viz. Water Supply Improvement Scheme in the added areas of Tiruchirappalli Corporation to be funded under KfW assisted SMIF-TN-II-2 Programme with the funding pattern in para 3 above, to the Empowered Committee for approval and recommending the proposal to the Government for according administrative sanction. The Empowered Committee has resolved to accord approval and recommend the project proposal viz. Water Supply Improvement Scheme in the added areas of Tiruchirappalli Corporation to be funded under KfW assisted SMIF-TN-II-2 Programme with the funding pattern as recommended by TNUIFSL in its circulation note dated 23.06.15.

5. Based on the Empowered Committee's approval, the Director of Municipal Administration has requested the Government to accord Administrative Sanction for implementation of Water Supply Improvement Scheme to the added areas covering wards 61 to 65 of Tiruchirappalli Corporation at an estimated cost of Rs.63.70 crore and Rs.1.70 crore to maintain annually.

6. The Government carefully examined the proposal of Director of Municipal Administration and accord administrative approval for implementation of Water Supply Improvement Scheme to the added areas covering wards 61 to 65 of Tiruchirappalli Corporation at an estimated cost of Rs.63.70 crore (Rupees Sixty three crore and seventy lakhs only) as per the funding pattern at para 3 above and Rs.1.70 crore (Rupees one crore and seventy lakhs only) to maintain annually.

7. This order issues with the concurrence of Finance Department vide its U.O. No.40352/MAWS/15, dated 31.07.2015.

(BY ORDER OF THE GOVERNOR)

**K. PHANINDHRA REDDY,
PRINCIPAL SECRETARY TO GOVERNMENT.**

To

The Director of Municipal Administration, Chepauk, Chennai-5
The Commissioner, Tiruchirappalli Corporation, Tiruchirappalli.
The Chairman and Managing Director, Tamil Nadu Urban
Infrastructure Financial Services Limited, Chennai-28.
The Pay and Accounts Officer, Chennai-8

Copy to:

The Accountant General, Chennai -18
The Finance (MAWS) Department, Secretariat, Chennai-9
The Special Personal Assistant to Hon'ble Minister for
(MA, RD, Law, Courts & Prisons), Chennai-9.
The Principal Private Secretary to Principal Secretary,
Municipal Administration and Water Supply Department, Chennai -9
The Municipal Administration and Water Supply (OP.II) Department, Chennai-9.
SF/SC

//FORWARDED BY ORDER//

M. Pushpa
SECTION OFFICER.
8/8/15
→

POLICE DEPARTMENT

From

Asst. Commr. of Police,
Traffic South Range,
Trichy City.

To

The Commissioner,
City Corporation,
Trichy City.

Dated 20.10.2015

Madam,

Sub: Police – Trichy City – Smart City Challenge Proposal – Particulars of
Traffic - Submitted - Reg.

<><><>

The following particulars are submitted in respect of Traffic Regulation Wing,
Trichy City.

01. Traffic Survey Data - Not available
02. Transportation facilities in terms of
Bus Stops, Cycle Pooling arrangements - Related to City Corporation
03. Proposal for Road Widening Works
 - 1) Anjuman Bazaar
 - 2) Madurai Road
 - 3) Thanjavur Road
 - 4) Sub-Jail Road
 - 5) Nelpettai Road
 - 6) E.B.Road
 - 7) Big Bazaar Street
 - 8) Salai Road
 - 9) T.V.Koil Road
04. Traffic CCTV Cameras installation location - List Attached.
 - a) At 12 important junctions, 12 Dome Cameras are installed.
 - b) At 9 important signal points, 32 ANPR Cameras are installed.
 - c) NOC given by the Commissioner of Police, Trichy City to install the CCTV
Cameras in 61 important junctions.

} At present not
functioning,
because of
expired AMC.

05. Traffic accident & Road Safety measures adopted at present.

Sl. No.	Year	Fatal	Grievous	Simple	Others	Total
1	2013	116	27	453	25	621
2	2014	171	8	517	22	718
3	2015 (upto 30.09.15)	121	3	442	50	616

To reduce the accidents:

- a) Movable Iron Barricades erected at important junctions.
- b) Speed Breakers are erected accident spots.
- c) Automatic Signals are erected 31 important junctions
- d) Yellow Blinking Lights are erected important junctions.
- e) Caution Sign Boards are installed all Roads.

06. Use of location tracking system facility vehicles - Not available

07. a) Intelligent Traffic Management System

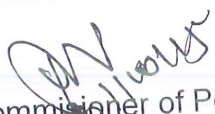
Special Control Room monitored the Traffic by Traffic Regulatory Management System (TRMS) and take action against the violators. At present this is not functioning because of expired AMC.

b) Smart Parking System to identify the parking availability - Not available

08. Citizen Safety System such as Emergency Response System, Dial 100 system.

a) Dialing 100 system functioning in City Control Room

b) Complaints are lodging by the public through Whats@app 96 26 27 33 99 to the Commissioner of Police, Trichy City.


Asst. Commissioner of Police,
Traffic South Range,
Trichy City.

SMART CITY CHALLENGE PROPOSAL

1. OPERATIONAL EFFICIENCY OF PUBLIC ENTITIES FOR THE LAST FIVE YEARS

In the Last three years due to provision of mobile CUG facility to officers and staff increases the operational efficiency by reducing the outages through communication.

e. Reduction in T & D Losses

Year	Zone	Transmission and Distribution Loss
2011	TRICHY CITY CORPORATION	10.85%
2012		11.7%
2013		9.18%
2014		8.4%
2015		7.73%

2. STATUS OF CONSUMER HELPLINE AND AVERAGE RESPONSE TIME FOR POWER OUTAGES :

- Call centre is functioning at Thennur Electricity Board office premises .
- Power Failure Helpline Number :1912.
- The average Response time for individual Fuse off calls Power outage is 2- 4 Hrs.

3. ELECTRICAL GRID MAP OF TRICHY CITY :

Enclosed.

4. STATUS OF SMART ENERGY METERING ,BILLING AND COLLECTION SYSTEM:

Total Number of consumers : 3,26,930

Smart Meter Provided : 1,02,495

Balance will be provided in phased manner.

5. RENEWABLE ENERGY GENERATION CAPACITY AGAINST TOTAL POWER DEMAND :

a) ROOF TOP SOLAR

Total Numbers : 41 Nos.

Capacity : 115.76 KW.

b) BIOMASS : NIL.

c) USING SOLID AND BIODEGRADABLE WASTES IN GENERATING POWER.

NIL

6. STATUS OF GOVERNMENT OFFICE FOR IMPROVING ENERGY EFFICIENCY :

In TNEB office buildings 151 numbers of CFL and 753 numbers of FTL lamps are energized..

DP
13/11/18
AE / TNEB.

Abbreviation	
TCC	Tiruchirappalli City Corporation
RTO	Regional Transportation Officer
JICA	Japan International Cooperation Agency
AT & C	Aggregate Technical & Commercial losses
ANPR	Automatic Number Plate Recognition
UFW	Unaccounted for Water
NOC	No Objection Certificate
CCTV	Closed Circuit Television
NCRB	National Crime Records Bureau
CDP	City Development Plan
UGD	Under Ground Drainage
BHEL	Bharat Heavy Electricals Limited
OFT	Ordnance Factory Tiruchirappalli
HAPP	Heavy Alloy Penetrator Project
SIDCO	Small Industries Development Corporation Limited
SCADA	Supervisory Control And Data Acquisition
HDPE	High-density polyethylene
GPRS	General Packet Radio Service
CREDAI	Confederation of Real Estate Developers Associations of India
NIT	National Institute of Technology
IIM	Indian Institute of Management
BIM	Bharathidasan Institute Of Management
MSW	Municipal Solid Waste
RFID	Radio Frequency Identification
GPS	Global Positioning System
LED	Light Emitting Diode
DMA	District Meter Area
OOH	Out of Home
STP	Sewage Treatment Plant

போக்குவரத்து துறை

அனுப்புநர்

பெறுநர்

திரு.க.உமாசக்தி
வட்டாரப்போக்குவரத்து அலுவலர் (i/c)
திருச்சிராப்பள்ளி மேற்கு

மாநகராட்சி ஆணையர்
திருச்சிராப்பள்ளி மாநகராட்சி
திருச்சிராப்பள்ளி.

ந.க.எண்.கா.மு.54/இ3/2017, நாள்.24.3.2017.

அய்யா,

பொருள்- திருச்சிராப்பள்ளி மாநகராட்சி - Preparation of Smart City Proposals - சில விபரங்கள் கோரியது - அனுப்புவது - தொடர்பாக.

பார்வை- ஆணையர், திருச்சிராப்பள்ளி மாநகராட்சி கடித எண்.5875/E2/2015 .நாள்.22.3.2017.

பார்வையில் கண்ட கடிதத்தில் கோரப்பட்டது தொடர்பாக திருச்சி (மேற்கு) வட்டாரப்போக்குவரத்து அலுவலக தொடர்புடைய விவரங்களை மட்டும் கீழ்க்கண்டவாறு தெரிவிக்கப்படுகிறது.

வ.எண்.	வாகனங்களின் எண்ணிக்கை	வருடம்			
		2013	2014	2015	2016
1.	பேருந்துகள்	516	580	647	746
2.	சரக்கு வாகனங்கள்	2476	2670	3050	3316
3.	இலகுரக கார்	25092	26704	28695	31013
4.	மோட்டார் சைக்கிள்	424521	432826	442641	454275

வட்டாரப்போக்குவரத்து அலுவலர்
திருச்சிராப்பள்ளி மேற்கு.

Swachh Bharat Mission

This Corporation has been given target of construction of 1900 Nos. of Individual House Hold Toilets, construction of 11 Nos. of Community Toilets and conversion of 7050 Insanitary Latrines into Sanitary Latrines under SBM. Accordingly, all 1900 Nos. of IHHLs have been constructed and all the 11 Nos. of Community toilets have been completed. Out of conversion of 7050 Insanitary latrines into Sanitary Latrines, so far 6242 have been completed and remaining 808 Insanitary latrine works are being converted into Sanitary Latrines.

The City has also been declared entirely ODF free City.

**Park Improvements under AMRUT 2015-16
Tiruchirappalli City Municipal Corporation**

Administrative sanction	Roc.No. 3642/2016/IHSDP3, Dated.14.06.2016		
Funding Pattern (Rs. in Lakh)	GOI Share 50%	GOTN share (20%)	ULB Contribution (30%)
	107.00	42.80	64.20
Date of Technical sanction	Roc.No.2829/2016/DO2, Dated. 15.07.2016		
Tender Date	30.08.2016 (Tender to be Disposed by the Council in its next Meeting)		
Work Order date	21.09.2016		
Date of Agreement	21.09.2016		
Agreement value/period	21592660.95 / 1 Year		
Target date as per agreement	20.09.2017		
Fund received from TUFIDCO (Rs. in Lakh)	30.00		
Expenditure as on date (Rs. in Lakh)	0.00		

Anna Nagar Science Park

Sl. No	Name of the component	Qty	Progress as on date	% of completion	Remarks
1	Hall of Science Cum Office Building	1	Roof laid, Brick work is in progress	65%	
2	Amphi theater	1	Basement completed, Column upto Roof level in progress	30%	
3	Toilet block	1	Column upto roof level in progress	20%	
4	Securtiy Cabin & Compund wall Maintenance work	1	Securtiy Cabin - Basement work is in progress	10%	
5	Walking Track & Path way	1	To be commenced	0	
6	Water Supply arrangements & Fountain	1	To be commenced	0	
7	Landscaping & Plants	1	To be commenced	0	
8	Play materials & Science materials	1	To be commenced	0	
9	Lighting arrangements	1	To be commenced	0	

**Special Officer and Commissioner
Tiruchirappalli City Corporation**

Commissionerate of Municipal Administration
Park Improvements under AMRUT 2015-16

ABSTRACT As on 06.03.17

(Rs. in Lakh)

Sl. No	Name of the ULB	No. of Parks	Project Cost in lakh	AS date	TS date	WO date	Agt. Date	% of completion	Expenditure	Target date of completion	Remarks
1	Tiruchirappalli	1	214.00	14.06.16	15.07.16	22.09.16	22.09.16	25%	30.00	20.09.17	Hall of Science- Roof laid, Brick work is in progress Amphi theater. - Basement completed, Column upto Roof level in progress Toilet - Column upto roof level in progress Security Cabin- Basement work is in progress

Special Officer and Commissioner
Tiruchirappalli City Corporation

DETAILS REQUIRED FOR SMART CITY PROPOSALS

	2013	2014	2015	2016
1. Quality of Life				
a. Water Availability				
Demand of water supply (LPCD)	106	135	135	135
Length of Distribution main (in kms)	1029.53	1029.53	1046.21	1069.44
Number of households covered	233947	233947	233947	233947
Non revenue water Percentage (%)	23.48%	29.35%	12.44%	7.45%
Bulk supply				345.37
Water bills collected (Rs.)	8.61 Cr	15.87 Cr	16.56 Cr	15.71 Cr
UFW	53	24	15	15

Reasons for decrease in UFW

1. Pumping main joints leakages arrested
2. Replacement of damaged valves at Reservoirs site
3. Water supply zoning & SCADA monitoring

Reasons for increase in Water bills

1. Water tax increased from 2014
2. As more no. of connections given under WSIS under JICA fund

**Tiruchirappalli City Corporation
Bulk Supply details**

S.No.	Ward No	Description	Qty of water supplied in Lakh Litres / month
1	10	Fort Railway Station	3.24
2	30	Keelakurichi Panchayat	0.60
3	35	Central Jail	210.00
4	35	Aavin Milk Depot	60.00
5	35	Airport	30.00
6	38	COMMISSIONER OF POLICE, TRICHY CITY	7.54
7	44	All India Radio	3.73
8	44	DIVISIONAL ENGINEER, DIGITAL TAX	1.03
9	45	117 Battalian Camp	4.70
10	45	DSP Camp	21.00
11	47	Joseph Eye Hospital	1.03
12	52	Mahatma Gandhi Memorial Govt. Hospital, Puthur	2.50
		Total	345.37

CCTV Cameras already installed in Corporation & its Zonal Offices

Sl. No.	Locations	No. of CCTV Cameras already installed
1	Main Office	8
2	K.Abishekapuram Zone	2
3	Ariyamangalam Zone	2
4	Srirangam Zone	2
5	Central Bus Stand	11
6	Compost Yard	3
7	Karumandapam	3
8	Oyamari Road	3
	Total	34

**M/s. UK Advertiser
(F1/1463/16/Main)**

கோட்டம் : ஸ்ரீரங்கம்		எண்ணிக்கை			அளவு
வ. எண்	பகுதி	Poles	Boards	Cameras	
	மெயின் கார்டு கேட் முதல் வெல்லமண்டி சாலை வரை மற்றும் மரக்கடை முதல் காந்தி சிலை வரை	80	65	20	65 x 16 = 1040 சதுர அடி (96.61 சதுர மீட்டர்)
	செயின்ட் ஜோசப் கல்லூரி முதல் கரூர் பைபாஸ் சாலை வரை மற்றும் சத்திரம் பேருந்து நிலையம் முதல் சிந்தாமணி பஜார் சாலை வரை	55	45	23	45 x 16 = 720 சதுர அடி (66.89 சதுர மீட்டர்)
	அண்ணா சிலை முதல் NSB சாலை வரை	50	40	16	40 x 16 = 640 ச.அடி (59.46 ச.மீ)
	மொத்தம்	185	150	59	2400 ச.அடி (222.96 ச.மீ)

**M/s. Spectrum Ads
(F1/9246/14/Main)**

கோட்டம் : ஸ்ரீரங்கம்		எண்ணிக்கை			அளவு
வ. எண்	பகுதி	Poles	Boards	Cameras	
1.	NSB சாலை முதல் பாபு சாலை வரை மற்றும் தெப்பக்குளம்	55	45	20	45 x 16 = 720 சதுர அடி (66.89 சதுர மீட்டர்)
2.	பெரிய கடை வீதி	55	40	16	40 x 16 = 640 சதுர அடி (59.46 சதுர மீட்டர்)
	மொத்தம்	110	85	36	3360 சதுர அடி (312.15 சதுர மீட்டர்)

கோட்டம் : கோ.அபிஷேகபுரம்					
வ. எண்	பகுதி	எண்ணிக்கை			அளவு
		Poles	Boards	Cameras	
1.	தில்லை நகர் மெயின் ரோடு	57	42	19	42 x 16 = 672 சதுர அடி (62.43 மீட்டர்)
2.	வ.உ.சி. சாலை	10	8	1	8 x 16 = 128 சதுர அடி (11.89 மீட்டர்)
3.	ராயல் சாலை	27	23	9	23 x 16 = 368 சதுர அடி (34.18 மீட்டர்)
மொத்தம்		94	73	29	1168 சதுர அடி (108.50 சதுர மீட்டர்)

கோட்டம் : பொன்மலை					
வ. எண்	பகுதி	எண்ணிக்கை			அளவு
		Poles	Boards	Cameras	
1.	மத்தியப் பேருந்து நிலையப் பகுதிகள் (ராக்கின்ஸ் சாலை & பாரதிதாசன்	26	19	6	19 x 16 = 304 சதுர அடி (28.24 சதுர மீட்டர்)
2.	மத்தியப் பேருந்து நிலைய உட்புறம்	--	30	16	30 x 16 = 480 சதுர அடி (44.59 சதுர மீட்டர்)
3.	பிராமினேட் சாலை	15	15	8	15 x 16 = 240 சதுர அடி (22.29 சதுர மீட்டர்)
மொத்தம்		41	64	30	1024 சதுர அடி (95.12 சதுர மீட்டர்)

**M/s. UK Advertiser
(F1/8459/16/Main)**

ஸ்ரீரங்கம் கோட்டம்			
வ. எண்	பகுதி	Control Room	Cameras
1	பழைய மதுரை சாலை – பெரியசாமி டவர் முதல் இந்திரா காந்தி கல்லூரி வரை	-	4
2	காமராசர் சிலை முதல் காவேரி பாலம் – ராக்போர்ட் வியூ ஹோட்டல் வரை	-	8
3	அருணாசலம் சிலை முதல் சிங்காரத் தோப்பு சூப்பர் பஜார் சந்திப்பு வரை	-	3
4	சத்திரம் பேருந்து நிலையம் முதல் சித்ரா ஹோட்டல் வரை	-	6
5	சத்திரம் பேருந்து நிலையத்தில்	1	-
	மொத்தம்	1	21

கோ.அபிஷேகபுரம் கோட்டம்			
வ.எண்	பகுதி	Control Room	Cameras
1	சாஸ்திரி சாலை – சாலை ரோடு சந்திப்பு முதல் தென்னூர் ஹை ரோடு சந்திப்பு வரை	-	9
2	கரூர் புறவழிச்சாலை கோவிலினூர் தியேட்டர் சந்திப்பு முதல் KRT ஷோரூம் வரை	-	3
3	மேரீஸ் மேம்பாலம் முதல் கரூர் புறவழிச்சாலை சந்திப்பு வரை	-	7
	மொத்தம்	-	19

பொன்மலைக் கோட்டம்			
வ.எண்	பகுதி	Control Room	Cameras
1	டி.வி.எஸ். டோல்கேட் நான்குபுறமும் – புதுக்கோட்டை – ஏர்போர்ட் சாலை பொதுப்பணித்துறை அலுவலகம் வரை	-	5

Tiruchirappalli City Corporation

Details of CCTV's Installation

Sl.No.	Name of the Corporation	No. of CCTV Cameras already installed	No. of places already installed	No. of CCTV Cameras proposed to be installed	No. of places to be installed
1	2	3	4	5	6
1	Tiruchirappalli City Corporation	199 (through Private Advertising agencies)	20	-	-
2	Tiruchirappalli City Corporation	34	8	-	-
	Total	233	28	-	-

Trichirappalli City Corporation

Compost Yard Garbage Weight

YEAR- 2013	
Month	Weight
Jan-13	12757.39
Feb-13	11580.74
Mar-13	12523.40
Apr-13	12179.720
May-13	12508.970
Jun-13	10953.930
Jul-13	11670.190
Aug-13	11599.120
Sep-13	11885.800
Oct-13	12403.990
Nov-13	11373.870
Dec-13	11182.760
Total	142619.880

Per Day

396.17

$$\text{Efficiency Of Collection} = \frac{\text{Garbage Collection}}{\text{Garbage Generation}} = \frac{142619.88}{159140.00} = 89.62 \%$$

(436 TPD X 365 Days)

Trichirappalli City Corporation

Compost Yard Garbage Weight

YEAR- 2014	
Month	Weight
Jan-14	11638.880
Feb-14	10367.670
Mar-14	11300.100
Apr-14	11117.090
May-14	11976.650
Jun-14	11086.380
Jul-14	10645.580
Aug-14	11001.380
Sep-14	10565.210
Oct-14	11604.730
Nov-14	11521.430
Dec-14	12996.170
Total	135821.270

Per Day

377.28

$$\text{Efficiency Of Collection} = \frac{\text{Garbage Collection}}{\text{Garbage Generation}} = \frac{135821.27}{159140.00} = 85.35 \%$$

(436 TPD X 365 Days)

Trichirappalli City Corporation

Compost Yard Garbage Weight

YEAR- 2015	
Month	Weight
Jan-15	12666.890
Feb-15	10699.530
Mar-15	11152.946
Apr-15	11208.290
May-15	12036.240
Jun-15	11676.355
Jul-15	11521.140
Aug-15	11892.650
Sep-15	12403.160
Oct-15	13709.400
Nov-15	13885.900
Dec-15	14482.730
Total	147335.231

Per Day

409.26

$$\text{Efficiency Of Collection} = \frac{\text{Garbage Collection}}{\text{Garbage Generation}} = \frac{147335.23}{159140.00} = 95.58 \%$$

(436 TPD X 365 Days)

Trichirappalli City Corporation

Compost Yard Garbage Weight

YEAR- 2016	
Month	Weight
Jan-16	14454.430
Feb-16	13058.890
Mar-16	13253.840
Apr-16	12455.610
May-16	13316.630
Jun-16	13721.930
Jul-16	14358.192
Aug-16	15014.566
Sep-16	16289.386
Oct-16	17943.940
Nov-16	16167.440
Dec-16	15415.430
Total	175450.284
Per Day	531.67

$$\text{Efficiency Of Collection} = \frac{\text{Garbage Collection}}{\text{Garbage Generation}} = \frac{175450.28}{159140.00} = 110.25 \%$$

(436 TPD X 365 Days)

Trichirappalli City Corporation

IWMUST

YEAR- 2013

Month	Received garbage (in MT)	Manure production (in MT)
Jan-13	2290.80	66.62
Feb-13	2484.41	81.25
Mar-13	2606.91	154.90
Apr-13	2599.12	131.21
May-13	2827.40	80.70
Jun-13	2605.74	51.86
Jul-13	2339.34	73.04
Aug-13	2583.37	88.54
Sep-13	2993.83	65.49
Oct-13	6187.51	215.54
Nov-13	6932.27	82.69
Dec-13	7069.50	205.36
Total	43520.20	1297.20

$$\text{Efficiency Of manure production} = \frac{\text{Manure produced}}{\text{Garbage received}} = \frac{1297.20}{43520.20} = 2.98 \%$$

Trichirappalli City Corporation

IWMUST

YEAR- 2014

Month	Received garbage (in MT)	Manure production (in MT)
Jan-14	5632.10	263.38
Feb-14	5149.37	200.05
Mar-14	7430.10	168.70
Apr-14	3852.30	55.86
May-14	5755.48	74.80
Jun-14	2800.71	89.22
Jul-14	2873.66	401.88
Aug-14	2579.13	220.06
Sep-14	4690.43	211.19
Oct-14	4125.64	93.17
Nov-14	1945.77	16.49
Dec-14	2087.95	121.86
Total	48922.64	1916.66

$$\text{Efficiency Of manure production} = \frac{\text{Manure produced}}{\text{Garbage received}} = \frac{1916.66}{48922.64} = 3.92 \%$$

Trichirappalli City Corporation

IL & FS

YEAR- 2015		
Month	Received garbage (in MT)	Manure production (in MT)
Jan-15	2415.93	130.89
Feb-15	2406.44	175.79
Mar-15	3033.85	232.32
Apr-15	3554.17	122.41
May-15	3706.62	111.70
Jun-15	774.81	108.69
Jul-15	3413.50	375.64
Aug-15	4142.49	711.07
Sep-15	5123.43	502.57
Oct-15	369.81	16.54
Nov-15	1347.90	39.71
Dec-15	2897.18	64.91
Total	33186.13	2592.24

$$\text{Efficiency Of manure production} = \frac{\text{Manure produced}}{\text{Garbage received}} = \frac{2592.24}{33186.13} = 7.81 \%$$

Trichirappalli City Corporation

IL & FS

YEAR- 2016		
Month	Received garbage (in MT)	Manure production (in MT)
Jan-16	2198.67	443.47
Feb-16	2388.48	778.38
Mar-16	1987.39	1005.02
Apr-16	4099.11	952.61
May-16	3606.30	540.30
Jun-16	3539.42	419.06
Jul-16	3535.84	304.40
Aug-16	659.14	277.25
Sep-16	1050.90	305.77
Oct-16	1570.26	411.48
Nov-16	2673.56	366.69
Dec-16	2100.53	215.34
Total	29409.60	6019.77

$$\text{Efficiency Of manure production} = \frac{\text{Manure produced}}{\text{Garbage received}} = \frac{6019.77}{29409.60} = 20.47\%$$

போக்குவரத்து துறை

அனுப்புநர்
கோ.இராமசாமி
வட்டாரப் போக்குவரத்து அலுவலர்(பொ)
திருச்சி (கிழக்கு) திருச்சி 2

பெறுநர்
சிறப்பு அலுவலர் மற்றும் ஆணையர்
திருச்சி மாநகராட்சி
திருச்சி

ந.க.எண் : 7566/இ2/2017

நாள் : 24/03/2017

பொருள் : திருச்சி மாநகராட்சி - SMART CITY - கருத்துரு - விவரங்கள்
அனுப்புதல் தொடர்பாக

பார்வை : ஆணையர் - மாநகராட்சி திருச்சி அவர்களின் கடிதம் எண்
ROC NO 5872/2017/C2 நாள் 22.02.2017

பார்வையில் கண்டுள்ள கடிதத்தில் கோரப்பட்டுள்ள இவ்வலுவலகம் தொடர்பாக விபரங்கள்
கீழ்க்கண்டவாறு அளிக்கப்படுகிறது.

விபத்து எண்ணிக்கை

வருடம்	மோட்டார்சைக்கிள்	இதர வாகனங்கள்	இறந்தவர்கள்	உயிர் பிழைத்தவர்கள்
2013	23	22	8	37
2014	102	100	42	149
2015	196	169	42	329
2016	132	152	53	216

[Handwritten Signature]
வட்டாரப் போக்குவரத்து அலுவலர்(பொ)

திருச்சி கிழக்கு
24/3/17

[Red Stamp]
24/3/17

**Proceedings of the Commissioner of Municipal Administration,
Chennai-5.**

Present:- Thiru.G.Prakash,I.A.S.,

Proceeding No.8214/ 2016 / IHSDP3

Dated:- 20.03.2017.

Sub:- AMRUT Scheme – “ Development of Green Spaces and Parks” Projects sanctioned under Atal Mission for Rejuvenation and Urban Transformation (AMRUT) 2016-17 - Administrative Sanction accorded – regarding.

- Ref:-**
1. Minutes of the 4th Meeting of the SLHP Steering Committee held on 10.1.2017.
 2. The Chairman & Managing Director, TUFIDCO letter No. TUFIDCO/AMRUT/Chennai/1941-1965/AM(M)/2017, dated: 17.2.2017.
 3. Go(Ms) No.109, Municipal Administration and Water Supply (MA2) Department, dated.29.8.2016.
 4. Special Officer & Commissioner, Tiruchy Corpn Ir No.E2/8226/2016 (Centre) dt: 1.3.2017

&&&

ORDER:-

Sanction is hereby accorded for the Development of Green Spaces and Parks” Projects sanctioned under Atal Mission for Rejuvenation and Urban Transformation (AMRUT) 2016-17 to the following AMRUT Towns vide reference 2nd cited.

(Rs.in Lakh)

Sl. No	Name of the ULB	Project Cost	GoI Share 50%	GOTN Share 20%	ULB Share 30%
1	Trichy Corporation	264.00	132.00	52.80	79.20

The Commissioners concerned has submitted the required Council resolution in this regard. The name of Works taken up has been enclosed in the Annexure.

In exercise of the powers conferred in the Government Order 3rd read above, Administrative Sanction is hereby accorded to the Corporation Commissioners and Municipal Commissioners for the Implementation and Development of Green Spaces and Parks” Projects with the project cost as mentioned in the above table.

Necessary Technical Sanction should also be obtained from the competent authority for the DPR sanctioned under AMRUT for implementation.

The work should be commenced immediately after following the due procedure without any delay.

Sd/-G.Prakash
Commissioner of Municipal Administration.

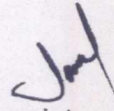
To:

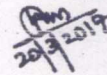
The Commissioner,
Trichy Corporation.

Copy to:

- 1) The "DO" of this office.
- 2) IHSDP 3 - Stock file

/Forwarded by order/


Superintendent.


20/3/2019

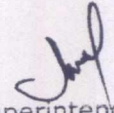
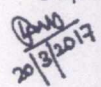
Enclosure for the Proceedings Roc.No.8214/2016/IHSDP3, dated: 20.03.2017.

(Rs. in Lakh)

S. No	Name of the ULB	No.Of Parks	Name of the Work	Submitted By ULB	
				Project Cost	Total Project Cost
1	Tiruchirappalli Municipal Corporation	4	1.R.S. Puram Park South	65.96	264.00
			2.R.S. Puram Park North	58.10	
			3.Panjapur Pasumai Poonga	93.60	
			4.Mullai Nagar Park	46.34	

Sd/-G.Prakash
Commissioner of Municipal Administration.

/Forwarded by order/


Superintendent.


TAMIL NADU GENERATION AND DISTRIBUTION CORPORATION LTD

From

To

Er. P.Virudhachalam, B.E., M.B.A.,
Superintending Engineer,
Trichy Elec. Distn. Circle,
Metro, Mannarpuram, Trichy-20.

N.Ravichandran, M.sc., M.Ed.,
Special officer & Commissioner,
Tiruchirappalli City Corporation,
Tiruchirappalli.

Letter No. / SE/TEDC/M/Tr/F.Smart city /17, dt. 25.03.2017

Sir,

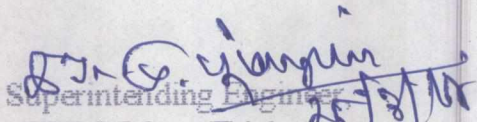
Sub: TANGEDCO -Preparation of smart city challenge Proposal -
datas submission - communicated - regarding.

REF: Roc.No:5875/2015/E2(Main)Dated :22.03.2017

The particulars called in the reference cited above for the preparation of smart city proposal plan for Trichy city corporation area is enclosed here with for favour of further action.

Trichy City corporation Area

Details Required for the following years	2013	2014	2015	2016
d. Energy Availability				
Energy demand and Supply (MW)	221.51	231.86	221.46	241.6
Billing efficiency (%)	90.01	90.88	93.33	91.78
Collection efficiency (%)	99.86	99.90	97.87	97.88
Technical and commercial losses (%)	10.10	9.20	8.65	8.33
Transmission and Distribution Loss (%)	9.18	8.4	7.73	7.39
Load shedding schedules (Hr)	9153.50	3123.40	3473.21	-
Renewable energy	-	-	-	-
Underground wiring area covered (km.)	2.68	3.17	22Kmtrs	20.27Kmtrs
Number of LED Street lights	-	-	20135	-
Increased availability of power	-	-	-	-
ICT for power distribution	-	-	-	-

for 
Superintending Engineer,
TEDC/Metro/Trichy 25/3/17

SMART CITY DETAILS -TANGEDCO

SUPERINTENDING ENGINEER NAME	ER. P. Virudhachalam, B.E., M.B.A.,
CONTACT NUMBER	9443370450
CITY	Tiruchirappalli
STATE	Tamilnadu

DATA INFORMATION FOR CITY LEVEL

Particulars	1.1 .What is the total number of households having authorized (with a billed meter) electrical services	1.2. What is the average daily electric supply in Municipal Area (in KWH)	1.3. What is the average daily electricity consumed by the city (Municipal Area)(in terms of billed or revenue electricity)(in MU)
Response	346999	2008600	1727396
Reported Year	2016	2016	2016
Supporting Document(Y/N)	Yes	Yes	Yes
Concerned official name	V.GAYATHRI	V.GAYATHRI	V.GAYATHRI
Designation	Assistant Engineer Construction II Thermal	Assistant Engineer Construction II Thermal	Assistant Engineer Construction II Thermal
Contact Number & Email id	9445853471 et150301@tnebn.net.org	9445853471 et150301@tnebn.net.org	9445853471 et150301@tnebn.net.org
Department /Data source	TANGEDCO	TANGEDCO	TANGEDCO
Date	24.03.2017	24.03.2017	24.03.2017
Remarks			
Official Seal & Signature			

for *P. Virudhachalam*
 Superintending Engineer
 TEDC/Metro/Tiruchirappalli

POLICE DEPARTMENT

From

Asst. Commr. of Police,
Traffic South Range,
Trichy City.

To

The Commissioner,
City Corporation,
Trichy City.

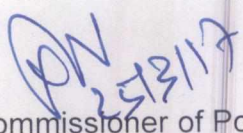
Dated 25.03.2017

Sir,

Sub: Police – Trichy City – Smart City Plan – Requirement of particulars for
Traffic and Police Department – Report Submit - Reg.

<><><>

As per the instructions given in the meeting on 24.03.2017, the requirement of
particulars are enclosed herewith for Smart City Plan.


Asst. Commissioner of Police,
Traffic South Range,
Trichy City.

Enclosed: Particulars.

போக்குவரத்து மற்றும் காவல் துறை (Traffic and Police Department)

வ.எண்	தேவைப்படும் விவரங்கள்	வருடம்			
		2013	2014	2015	2016
1	<p>விபத்துகளின் எண்ணிக்கை (கார், பேருந்து, ஆட்டோ, இருசக்கர வாகனங்கள் தனித்தனியே) இறந்தவர், காயமடைந்தவர்கள், மற்றும் உயிர் பிழைத்தவர்கள்</p> <ol style="list-style-type: none"> 1. கொலை வழக்கு எண்ணிக்கை 2. திருட்டு வழக்கு எண்ணிக்கை 3. குற்ற வழக்கு (பெண்கள் மற்றும் ஆண்கள்) 				
2	ட்ராஃபிக் சிக்னல் எண்ணிக்கை (How many Traffic Signals in the city)				
3	காவல்துறை வாட்ஸ்அப் எண் மூலம் பெறப்பட்ட புகார்களின் எண்ணிக்கை (Complaints raised through Whatsapp number)				
4	வாட்ஸ்அப் எண்களின் மூலம் பெறப்பட்ட புகார்களில் எவ்வளவு புகார்கள் தீர்வு காணப்பட்டது. அதன் விவரம் எண்ணிக்கையில்				
5	கண்காணிப்பு கேமிராக்கள் எண்ணிக்கை				
6	சமூகமேத்ய வலைதளங்களில் பெறப்பட்ட புகார்களின் எண்ணிக்கை (No of Complaints Through Social Media Service)				

TRICHY CITY ACCIDENT CASES

2013

Type of Vehicles	Fatal		Non Fatal	
	No. of Cases.	No of Person Killed.	No. of Cases.	No of Person Injured.
Bus	22	23	75	121
Car	19	21	130	173
Auto	5	5	23	31
Two Wheeler	28	28	172	196
Other	43	48	100	156
Total	117	125	500	677

2014

Type of Vehicles	Fatal		Non Fatal	
	No. of Cases.	No of Person Killed.	No. of Cases.	No of Person Injured.
Bus	40	41	84	109
Car	33	39	168	270
Auto	2	2	33	43
Two Wheeler	47	50	156	195
Other	46	48	102	149
Total	168	180	543	766

2015

Type of Vehicles	Fatal		Non Fatal	
	No. of Cases.	No of Person Killed.	No. of Cases.	No of Person Injured.
Bus	15	16	107	166
Car	21	21	188	124
Auto	4	5	44	42
Two Wheeler	46	47	222	192
Other	75	77	105	336
Total	161	166	666	860

2016

Type of Vehicles	Fatal		Non Fatal	
	No. of Cases.	No of Person Killed.	No. of Cases.	No of Person Injured.
Bus	31	32	56	58
Car	27	27	178	292
Auto	4	4	36	50
Two Wheeler	38	39	169	217
Other	41	42	77	95
Total	141	144	516	712

TRICHY CITY

Sl. No.	Head	2013	2014	2015	2016
1	Murder cases	21	24	17	15
2	Crime cases	323	373	386	321
3	Person Arrested Male	10171	8623	10656	7706
	Person Arrested Female	324	217	165	26

2. The following Traffic Signals are functioning in the Trichy City

2013	2014	2015	2016	Total
21	3	3	2	29

3) 4)

திருச்சி மாநகர காவல் ஆணையரகம்
வாட்ஸ்அப் மூலம் பெறப்பட்ட புகார்கள் விவரம்

	வருடம்			
	2013	2014	2015	2016
வாட்ஸ்அப் மூலம் பெறப்பட்ட புகார்கள்	--	33	13	24
வாட்ஸ்அப் மூலம் பெறப்பட்ட புகார்களில் தீர்வு காணப்பட்டது	--	33	13	24

5. The following CCTV Cameras are functioning in the Trichy City

2013	2014	2015	2016	Total
72	NIL	35	146	253

6. சமுதாய வலைதளங்களில் பெறப்பட்ட புகார்களின் எண்ணிக்கை:

- இல்லை -

திருச்சிராப்பள்ளி மாநகராட்சி

நுண் உரக்கிடங்கு (Micro Compost)

முநீரங்கம், பொன்மலை நகராட்சிகள் மற்றும் பேரூராட்சிகள் மற்றும் பஞ்சாயத்துகள் திருச்சிராப்பள்ளி நகராட்சியுடன் இணைக்கப்பட்டு 146.90 சதுர கி.மீ பரப்பளவாக விரிவாக்கம் செய்து, திருச்சிராப்பள்ளி மாநகராட்சியாக தரம் உயர்த்தப்பட்ட பின்னரும், 2011ல் பேரூராட்சி மற்றும் பஞ்சாயத்துப் பகுதிகளை இணைத்து மாநகராட்சியின் பரப்பளவு 167.23 சதுர கி.மீ விரிவுபடுத்தப்பட்ட பின்னரும் அரியமங்கலம் பகுதியிலுள்ள இந்தக் குப்பை கிடங்கில் தான் குப்பைகள் கொட்டப்பட்டுவருகிறது.

பொதுமக்களிடம் பிளாஸ்டிக் உபயோகம் அதிகரித்த பின்னர் 20 மைக்ரான் அளவிற்கு கீழுள்ள பிளாஸ்டிக் உபயோக பொருட்கள் திடக்கழிவுகளுடன் கலந்து சேகரிக்கப்பட்டு வருவதால், தற்போது 40 அடி உயரத்திற்கும் மேலாக கழிவுகள் குவிக்கப்பட்டுள்ளது.

இப்பிரச்சனைக்குத் தீர்வாக முதற்கட்டமாக இயற்கை உரம் தயாரிக்க மெசர்ஸ். Infrastructure Leasing & Financial Services Limited (IL&FS) என்ற நிறுவனத்திற்கு கட்டி, இயக்கி, சொந்தமாக்கி மற்றும் ஒப்படைத்தல் முறையில் (BOOT Basis) 7 ஏக்கர் பரப்பளவு ஒப்படைக்கப்பட்டு பரிட்சார்த்த முறையில் தினசரி 200 டன் திடக்கழிவுகள் வுங்கப்பட்டு உரம் தயாரிக்கப்பட்டுவருகிறது. தற்போது, தினசரி 300 டன் திடக்கழிவுகள் வுழங்க நடவடிக்கைகள் மேற்கொள்ளப்பட்டுவருகிறது.

நகரில் சேரும் குப்பைகளை 100 சதவீதம் மக்கும் குப்பை மற்றும் மக்காத குப்பை என பிரித்து மக்கும் குப்பையை உரமாக மாற்றவும் மக்காத குப்பைகளில் மறு சுழற்சி செய்ய வேண்டியவைகளை பிரித்து, விற்பனை செய்து விட்டு இறுதியாக உள்ள கழிவுகளை (inert waste) விஞ்ஞான முறையில் மேலாண்மை செய்த நிலத்தில் சேகரம் செய்ய திட்டமிடப்பட்டுள்ளது. அதன்படி, நான்கு கோட்டங்களிலும் 20 இடங்களில் திடக்கழிவு செயலாக்க மையங்கள் கட்ட உத்தேசிக்கப்பட்டுள்ளது. ஆகவே, சுற்றியுள்ள பகுதிகளிலிருந்து சேகரிக்கப்படும் குப்பைகளை மக்கும் குப்பைகள் மற்றும் மக்காத குப்பைகளாக பிரித்து சேகரிக்கப்பட்டு திடக்கழிவு செயலாக்க மையங்களில் கொட்டி, உரம் தயாரிக்க திட்டம் வகுக்கப்பட்டுள்ளது.

ரூ.1482.00 லட்சம் மதிப்பீட்டில் 20 பணிகள் மேற்கொள்ள நகராட்சி நிர்வாக ஆணையர், சென்னை அவர்களின் நிர்வாக அனுமதி எண் 24632 /193/2016 நாள்.24.11.2016ல் அனுமதி அளிக்கப்பட்டது. இதில் 4 இடங்களில் பணிகள் முடிக்கப்பட்டு தற்போது உரம் தயாரிக்கும் பணி நடைபெற்று வருகிறது.

Construction of Micro Compost Plants

The same Compost Yard at Ariyamangalam, when the erstwhile Tiruchirappalli Municipality was upgraded to Corporation during 1994 with annexure of adjoining Srirangam Municipality, Ponamalai Municipality, Town Panchayaths and Village Panchayaths with the total extent of 146.93 sqkm, is being used for dumping of garbage even today with the further annexure of additional areas with the total extent of 167.20 sqkm.

With the increase in the usage of plastic materials below 20 micron, garbage is collected with these plastics and dumped in the Compost Yard for the height of 40 Feet.

Presently, on pilot basis, 200 MT garbage is being supplied to M/s.ILFS, who have been allotted 7 acres of land within the compost yard itself, to prepare manure from the garbage on BOOT basis. Action is being taken to enhance the outgoing garbage to 300 MT to M/s.ILFS.

It is planned to segregate 100% garbage collected in the City into bio-degradable and bio-non-degradable waste and convert the bio-degradable waste into manure, recycle the bio-non-degradable waste and scientifically dispose off the remaining inert waste in Micro Compost Plants. Accordingly, it has been planned to establish Micro Compost Plants in 20 locations covering whole City. Garbage collected around the Micro Compost Plants will be dumped, segregated and converted into manure.

The Commissioner of Municipal Administration, Chennai in the Proceedings Roc No:24632/2016/P3 Dt.24.11.2016 has accorded Administrative Sanction for establishment of Micro Compost Yards in 20 locations at an outlay of Rs.1482.00 Lakhs. Out of these 20 locations, works have been completed in 4 locations and manure is being prepared in these completed 4 compost yards. Whereas works are under progress and they are in various stages of construction in 14 locations and alternative sites have been identified in those remaining 2 locations where works were stopped due to public agitation against the construction of micro compost yards in their locations.

Tiruchirappalli City Corporation
Implementation of Water Supply Improvement Scheme for the Newly
Added Areas Comprising in Ward Nos. 61 To 65

During expansion of Corporation limit, Thiruvarumbur Town Panchayath and 4 Panchayaths namely Papakurichi , Ellakudi, Keela Kalkandor Kottai and Alathur have been added with the existing corporation limit and these areas have been comprised in 5 wards (Ward Nos. 61 TO 65). For the residents of these areas, Tamilnadu Water Supply and Drainage Board has been supplying an average of 5.20 Million litres of water stored in 50 OHT's with various capacities and an average of 42 litres of water per head is being supplied through 184.17 Kms of pumping mains and 663.36 Kms of water supply distribution mains.

In order to provide 135 LPCD as prescribed by CPHEEO, M/s.WAPCOS Pvt Ltd., Chennai, Consultant has prepared Detailed Project Report for Rs.63.70 Crores and the Government of Tamilnadu, in G.O. 125 Municipal Administration and Water Supply Department dated 12.08.2015 has accorded Administrative Sanction for the Project. Funding pattern is as below :

The following items of works will be executed in this Project

Sl. No.	Details of works	Estimate Cost (Rs. In Lakhs)
1	Construction of Head Water Works	1217.00
2	Laying of water supply pumping mains for the length of 25.70 Kms	1843.73
3	Construction of 8 Nos. of Over Head Tanks	373.40
4	Revamping of existing 3 Nos. of Over Head Tanks	11.50
5	Laying of water supply distribution mains for the length of 205.70 Kms	1409.47
	Providing 20579 Nos. of water supply connections	436.90
6	Provision for SCADA	250.74
7	Provision for Price Escalation	554.27
8	Miscellaneous – Provision for TNCWW Fund contribution, 1% for unforeseen items, P.S.Charges etc.	272.99
	Total	6370.00

Tiruchirappalli City Corporation

ADDED AREA WATER SUPPLY IMPROVEMENT SCHEME UNDER KFW

Water Supply Improvement Scheme for Tiruchirappalli City Corporation is being implemented in full swing through 3 packages at an outlay of Rs.63.70 Crores under the financial assistance of KfW through TNUIFSL to provide equitable water supply to all the residents of this Corporation from ward No 61 to 65

Source for this Scheme is Cauvery River. This scheme envisages establishment of 1 Collector Wells in Cauvery River, 8 Nos Service Reservoirs with various capacity ranging from 1 Lakh liter to 8 Lakh liter, laying of pumping main for a length of 22.71 KM and laid for a length of 1.90 km and laying of water supply distribution main for 205.74 Kms, out of this, so far distribution mains are laid for 45.00 Kms and works are under progress.

So far 7 Nos Service Reservoirs are under progress in various stages.

Main object of this Scheme is to provide equitable water supply to all the resident of this Corporation. An average of 50 LPCD was being supplied to the people and on completion of this Scheme, 135 LPCD will be supplied to all residents, so that the population 201989 at ultimate stage in 2045 of Trichy Corporation will get benefit from this Scheme.

So far Rs.9.55 Crores has been spent for this project

AMRUT (Atal Mission for Rejuvenation and Transformation)

அ. பசுமை இடம் (Green Space) :-

திருச்சிராப்பள்ளி மாநகராட்சி பொன்மலை கோட்டத்திற்குட்பட்ட கீழ்க்கண்ட பூங்கா இடத்தில் பசுமை இடம் (Green Spcae) உருவாக்க AMRUT திட்டத்தில் கீழ்க்கண்ட பணிகள் எடுத்துக் கொள்ளப்பட்டுள்ளது.

வ.எண்	பணிகளின் எண்ணிக்கை	மதிப்பீட்டு தொகை (ரூ. லட்சத்தில்)
1.	RS புரம் பூங்கா (தெற்கு பக்கம்)	65.96
2.	RS புரம் பூங்கா (வடக்கு பக்கம்)	58.10
3.	பஞ்சப்பூர் பசுமை பூங்கா	93.60
4.	முல்லை நகர் பூங்கா	46.34
	மொத்தம்	264.00

மேற்கண்ட பணிகளை தமிழ்நாடு நகர்ப்புற உள்கட்டமைப்பு நிதி சேவை கழகத்தின் நடவடிக்கை குறிப்பு TUFIDCO / AMRUT / 1962 / AM(M) / 2017 நாள்: 17.02.2017ன் படி கீழ்க்கண்ட நிதி ஆதாரத்தின்படி பணிகள் மேற்கொள்ள அனுமதியளிக்கப்பட்டுள்ளது. இப்பணிகள் மேற்கொள்ள மத்திய அரசு மான்யம் ரூபாய் 132.00 லட்சம், மாநில அரசு நிதியிலிருந்து ரூபாய் 52.80 லட்சம் மற்றும் மாநகராட்சி பொது நிதியிலிருந்து ரூபாய் 79.20 லட்சம் ஆக மொத்தம் ரூபாய் 264.00 லட்சம் மதிப்பீட்டில் பணிகள் மேற்கொள்ளப்படவுள்ளது.

ஆ. புதை வடிகால் திட்டம் பகுதி II:-

திருச்சிராப்பள்ளி மாநகராட்சியில் இதுவரை புதைவடிகால் அமைக்கப்படாமல் விடுபட்ட பகுதிகளில் புதைவடிகால் அமைப்பதற்கு உத்தேசிக்கப்பட்டுள்ளது. இத்திட்டத்தினை மத்திய அரசின் அம்ரூத் திட்டத்தின் கீழ் மேற்கொள்வதற்கு உத்தேசிக்கப்பட்டு நடவடிக்கைகள் மேற்கொள்ளப்பட்டு வருகின்றன.

நுண் உரக்கிடங்கு

2017-18ம் நிதி ஆண்டில் திருச்சிராப்பள்ளி மாநகராட்சியில் சேரும் குப்பைகளை 100 சதவீதம் மக்கும் குப்பை மற்றும் மக்காத குப்பை என பிரித்து, மக்கும் குப்பையை உரமாக மாற்றவும், மக்காத குப்பைகளில் மறு சுழற்சி செய்ய வேண்டியவைகளை பிரித்து விற்பனை

அறிக்கை 24.66 கோடி மதிப்பீட்டில் தயாரிக்கப்பட்டு அரசிடம் சமர்ப்பிக்கப்பட்டு ஒப்புதல் பெற நடவடிக்கையில் உள்ளது.

புத்துணர்வு மற்றும் நகர உருமாற்றத்திற்கான அடல் மிசன் (AMRUT)

அ) பசுமை இடம் (Green Space) :-

திருச்சிராப்பள்ளி மாநகராட்சி கோ.அபிவேகபுரம் கோட்டத்திற்குட்பட்ட அண்ணாநகரில் பூங்காவிற்காக ஒதுக்கப்பட்டுள்ள இடத்தில் பசுமை இடம் (Green Space) உருவாக்க மத்திய அரசின் அம்ருத் (AMRUT) திட்டத்தின் கீழ் ரூபாய் 214.00 லட்சம் மதிப்பீட்டில் கீழ்க்கண்டவாறு மேற்கொள்ளப்பட்டு வருகின்றன.

வ.எண்	பணிகளின் எண்ணிக்கை	மதிப்பீட்டு தொகை (ரூ. லட்சத்தில்)
1.	நுழைவு வாயில் மற்றும் நுழைவு சீட்டு வழங்கும் அறை கட்டுதல்	6.00
2.	கழிப்பறை மற்றும் சிறுநீர் கழிப்பிடம்	11.00
3.	அலுவலக கட்டிடம் மற்றும் சிற்றுண்டி சாலை அமைத்தல்	17.00
4.	நடைபாதை, பேவர் பிளாக் தளம் அமைத்தல்	25.00
5.	சைக்கிள் (இருப்பு பாதை இல்லா இரயில்) தளம் அமைத்தல்	20.00
6.	2 எண்ணிக்கை பாறைகளுடன் கூடிய மலையில் நீருற்று நிறுவுதல்	15.00
7.	பசுமை அமைப்பு ஏற்படுத்துதல்	25.00
8.	சிறுவர் விளையாட்டு உபகரணங்கள் மற்றும் அறிவியல் சார்ந்த பொருட்கள் நிறுவுதல்	30.00
9.	நிருற்று ஏற்படுத்துதல்	20.00
10.	எச்சரிக்கை பலகைகள் நிறுவுதல்	10.00
11.	தண்ணீர் வசதி ஏற்படுத்துதல்	10.00
12.	அலங்கார மற்றும் மின் விளக்குகள் அமைத்தல்	25.00
	மொத்தம்	214.00

உள்கட்டமைப்பு இடைவெளி நிரப்பும் திட்டம் மற்றும் இயக்குதல் மற்றும் பராமரித்தல் இடைவெளி நிரப்பும் திட்டம் 2015-16

அ) இயந்திரமில்லா வாகன போக்குவரத்து ஏற்படுத்துதல் :-

மத்திய மற்றும் மாநில அரசுகளால் சுற்றுச்சூழலை பாதுகாப்பதற்கும், காற்றில் கலந்துள்ள கார்பன் வாயுவை குறைக்கும் நோக்கிலும், அனைத்து நகரங்களிலும், சைக்கிள் தடம் மற்றும் நடைபாதை தடத்தை ஏற்படுத்துவதற்கு நடவடிக்கைகள் மேற்கொள்ளப்பட்டு வருகிறது. இதன்படி திருச்சிராப்பள்ளி மாநகராட்சி பகுதியில் பேருந்து செல்லும் சாலை மற்றும் உட்புற சாலைகளில் தனியாக நடைபாதை தடம் மற்றும் சைக்கிள் தடத்தை ஏற்படுத்துவதற்கு நகராட்சி-நிர்வாக இயக்குநர் அவர்களின் 23.11.2015ம் தேதிய செயல்முறை கடிதம் எண்



**MINUTES OF THE THIRD STATE LEVEL TECHNICAL COMMITTEE
MEETING HELD ON 13.02.2017 AT 10:30 A.M FOR APPROVAL OF
PROJECTS UNDER AMRUT MISSION**

The Third State Level Technical Committee meeting for AMRUT Mission was held in the Conference Hall of CMWSSB on 13.02.2017 at 10:30 A.M under the Chairmanship of Thiru K.Phanindra Reddy IAS., Principal Secretary to Government, Municipal Administration and Water Supply Department, Secretariat, Chennai - 9.

The following members attended the meeting:

1. Thiru P.W.C. Davidar, I.A.S
Chairman and Managing Director,
Tamilnadu Urban Finance and Infrastructure Corporation Limited,
Chennai - 600 035
2. Thiru.Jitendra Nath Swain, I.A.S
Commissioner
Land Administration
Chennai - 600 009
3. Thiru.T.Lakshmanan
Engineering Director (i/c)
Chennai Metropolitan Water Supply and Sewerage Board,
Chennai- 600 002
4. Thiru.K.Raju
Chief Engineer
Tamil Nadu Slum Clearance Board
Chennai-600 005
5. Thiru.M.Sekaran
Assistant Director
Directorate of Town and Country planning
Chennai-600 002
6. Thiru.K.Perumal,
Engineering Director,
Tamil Nadu Water supply & Drainage Board,
Chennai-600 005

Present:

7. Thiru. G.Prakash I.A.S.,
Commissioner of Municipal Administration
Chennai - 600 005
8. Thiru Arun Roy, I.A.S.,
Managing Director,
CMWSSB, Chennai - 600 002.

The progress of projects that are already approved by the State Level Steering Committee (SAAP 2015-16) has been placed before the Committee.

S.No	Name of the Town	Name of the Projects	Project Cost Rs. in Cr	Present Status
Water Supply Projects				
1	Erode	Water Supply - Source Improvement	484.45	Financial Bid opened
2	Chennai		954.00	Tender called for
3	Coimbatore	Water Supply - Distribution System	395.41	Financial bid will be opened during this week
4	Tiruppur		250.00	Financial Bid opened
5	Hosur		87.91	Retender to be called for
6	Ambur		50.90	Financial bid will be opened during this week
7	Vellore		234.93	Retender to be called for
8	Thanjavur		48.14	Work in progress
9	Rajapalayam	Water supply source and distribution improvement	180.05	Tender to be floated
10	Nagercoil		223.44	
11	Madurai	Water Supply - Source Improvement	320.00	Deferred. Allocation of water between various beneficiaries is under finalization.
UGSS Projects				
10	Velankanni	UGSS	23.22	Work order issued

The Principal Secretary, Municipal Administration and Water Supply Department, directed TWAD Board to complete the tender processes before 15.02.2017. The Chairman and Managing Director, TUFIDCO has reiterated Govt. of India's conditions to approve SAAP 2017-20 only if at least 25% the projects sanctioned under SAAP - 2015-16 has been commenced. The Chairman and Managing Director, TUFIDCO has therefore requested TWAD Board to expedite the tender process and to commence the works early.

It was presented before the committee that the State Annual Action Plan has been prepared for an amount of Rs.3834.49 Cr. (7 Water supply projects, 7 UGSS projects and Green Space Development for 25 AMRUT Towns). In the Second State Level Technical Committee (SLTC) two projects has been approved

and SLHPSC has also approved the same. The details of projects are tabulated below;

S.No.	Name of the Projects	Project Cost (INR in Cr)
1	Construction of 45 MLD Capacity TTRO Plant At Koyambedu including Transmission Main for Conveying Product Water To SIPCOT Industries in Sriperumbudur	394.00
2	Improvement of Green spaces / Parks	75.50

Now, five projects have been posed for approval and recommendation of State Level Technical Committee

1. Construction of 45 MLD capacity TTRO plant at Kodungaiyur and conveying treated water to various industries at Manali – Ennore Corridor and Manali Minjur Corridor near Chennai, Tamil Nadu

The Managing Director, CMWSSB presented about the salient features of the project and the necessity for the project. Based on the demand assessment of Manali and Minjur Industrial Corridor, CMWSSB has proposed to establish 45 MLD TTRO plant to treat the waste water from Kodungaiyur STP and supply to the industries in the above corridor.

The committee has suggested CMWSSB to consider the following points during execution;

- 1) CWSSB shall ensure the rationale behind the payments to be made to other departments for road cutting etc.,
- 2) CWSSB shall ensure the availability of right-of-way all along the project corridor for laying of pipe line

After detailed deliberations, the Committee has approved the project at a cost of **Rs.223.91 Cr.** and recommended the same to State Level High Powered Steering Committee for its approval.

2. Providing Water Supply Scheme to 5 Added areas of Chennai City

The Managing Director, CMWSSB presented about the salient features of the project and the necessity for the project. CMWSSB now proposed to take up improvement works for providing comprehensive water supply scheme to added areas viz., Jalladampettai, Uthandi, Mathur, Madipakkam, Neelankarai. The source for the above schemes are the existing 100 MLD desalination plants at Minjur and Nemmeli and the proposed 150 MLD Desalination Plant at Nemmeli.

The committee has suggested CMWSSB to consider the following points during execution;

- 1) CMWSSB to ensure the source commitment already made to core city, Pallavaram and Tambaram Municipalities should be kept up and allocations to be made accordingly.
- 2) CMWSSB shall ensure to provide necessary additional Transmission Main along with allied infrastructure required for the allocations as per the revised master plan.
- 3) In respect of road cut restoration charges payable to GCC , it was instructed that TNUIFSL may analyse the actuals payments made in the last four years under various head viz., CMCDM, TURIF etc so as to ascertain there are no multiple payments toward road cut restorations to be made consequent of works carried by various utilities.
- 4) It was suggested that the Greater Chennai Corporation may consider collecting road restoration charges from the service utilities such as CMWSSB at a lesser rate compared to the commercial entities such as telecom service providers etc.
- 5) It was also suggested that since the existing manpower of CMWSSB is inadequate to execute the above capital Projects and directed to appoint the Project Management Consultant to supervise the projects, wherever necessary.

After detailed deliberations, the Committee has approved the project at a cost of **Rs.184.11 Cr.** and recommended the same to State Level High Powered Steering Committee for its approval. The details of projects are as follows:

Rs in Cr

S.No.	Description	Project Cost
1	Uthandi	22.21
2	Jalladampettai	25.39
3	Mathur	33.32
4	Madipakkam	63.71
5	Neelankarai	39.48
	Total	184.11

3. Providing Underground Sewerage Scheme to 4 Added areas of Chennai City

The Managing Director, CMWSSB presented about the salient features of the project and the necessity for the project. CMWSSB now proposed to take up improvement works for providing comprehensive sewerage scheme to added areas viz., Manali, Karambakkam, Chinnasekkadu, Manapakkam.

The committee has suggested CMWSSB to consider the following points during execution;

- 1) In respect of road cut restoration charges payable to GCC , it was instructed that TNUIFSL may analyse the actuals payments made in the last four years under various head viz., CMCDM, TURIF etc so as to ascertain there are no multiple payments toward road cut restorations to be made consequent of works carried by various utilities.
- 2) It was suggested that the Greater Chennai Corporation may consider collecting road restoration charges from the service utilities such as CMWSSB at a lesser rate compared to the commercial entities such as telecom service providers etc.

- 3) It was also suggested that since the existing manpower of CMWSSB is inadequate to execute the above capital Projects and directed to appoint the Project Management Consultant to supervise the projects, wherever necessary.

After detailed deliberations, the Committee has approved the project at a cost of Rs.223.00 Cr. and recommended the same to State Level High Powered Steering Committee for its approval. The details are as below;

Rs in Cr

S.No.	Description	Project Cost
1	Manali	56.76
2	Karambakkam	95.10
3	Chinnasekkadu	21.36
4	Manapakkam	49.78
	Total	223.00

4. Providing Underground Sewerage Scheme to Added areas of Coimbatore City Municipal Corporation (Kurichi and Kuniyamuthur)

The Executive Engineer, TWAD Board presented about the salient features of the project and the necessity for the project of Kuruchi and Kuniyamuthur area.

The committee has suggested the following points and to revise the proposal accordingly

- 1) To study the present flow of sewage into the STP and to take into account the flows expected during the intermediate period, which is likely to be lower so as to decide the actual capacity of the plant to be established. In addition it may also be examined whether we can go in for STP modules for the intermediate requirements. (Civil works for modules may be constructed now itself while the electrical and

mechanical facilities can be installed as and when the flow reaches the required level)

- 2) To expedite the proof checking of the DPR prepared by the TWAD Board since in the present proposal, the pumping stations and lift stations are large in numbers (30 nos), which will eventually entail higher O&M expenditure.

After detailed deliberations, the Committee has requested that TWAD Board and Coimbatore City Municipal Corporation shall revise the proposal and address the above suggestions and submit the revised proposal accordingly.

5. Providing Underground Sewerage Scheme to Tiruchirapalli Corporation in Tiruchirapalli District.

The Executive Engineer, TWAD Board presented about the salient features of the project and the necessity for the project proposed to provide the UGSS system for Phase -II of the city covering zones 7 to 13 in Trichy City.

The committee has suggested the following points and to revise the proposal accordingly

- 1) The opinion of the committee is to ensure that there is no discharge of untreated sewage into Cauvery River within the corporation limit, in view of large outlays now being made to provide a comprehensive UGSS. Therefore Trichy City Municipal Corporation and TWAD Board to study the sewage outfall points along the river Cauvery and other canals leading to Cauvery River and to revise the proposal to include necessary intersection and diversion arrangements to convey and treat the sewage before being let into the Cauvery River.
- 2) In order to ensure complete stoppage of untreated sewage into the Cauvery River, the proposal needs to be revised accordingly to include the intersection and diversion components along with necessary

treatment options which can be integrated also with the overall UGSS proposals to be taken up in future

After detailed deliberations, the Committee has requested that TWAD Board and Trichy City Municipal Corporation shall revise the DPR and address the above suggestions and submit the revised DPR accordingly.

6. Providing Underground Sewerage Scheme to Vellore City Municipal Corporation

The Executive Engineer, TWAD Board presented about the salient features of the project and the necessity for the project to provide the UGSS system for Phase -II of the city covering zones 3 to 7 in Vellore City Municipal Corporation.

The committee has suggested Vellore City Municipal Corporation to consider the following points during execution;

- 1) To consider adopting slab rates for sewerage charges in respect of special buildings which are having the built-up area of more than 2400 sq.ft, if necessary on pro-rata basis instead of charging a single rate as specified in the DPR.
- 2) To study the present flow of sewage into the STP and to take into account the flows expected during the intermediate period, which is likely to be lower so as to decide the actual capacity of the plant to be established. In addition it may also be examine whether we can go in for STP modules for the intermediate requirements. (Civil works for modules may be constructed now itself while the electrical and mechanical facilities can be installed as and when the flow reaches the required level)

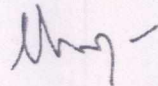
The Commissioner of Municipal Administration and Vellore Municipal Corporation has informed that, the ULB share shall be met out through the Model City fund and Smart City Fund.

After detailed deliberations, the Committee has approved the project at a cost of **Rs.343.69 Cr.** and recommended the same to State Level High Powered Steering Committee for its approval.

Sd/- PWC Davidar
Chairman & Managing Director
TUFIDCO /
Mission Director, AMRUT
Chennai - 600 035

Sd/- K.Phanindra Reddy
Principal Secretary to Government
MA&WS Department
Secretariat
Chennai - 600 009

/True Copy/



Deputy General Manager
TUFIDCO

1. 1A. Transportation Condition in the City

% of BT and CC to road length

	2013	2014	2015	2016
BT	730.43	732.06	732.34	729.91
CC	206.27	222.54	228.58	242.55
Total Road Length	1293.59	1293.59	1294.27	1294.27

$$\begin{aligned} \text{\% of BT Road to total length} &= \frac{729.91}{1294.27} \times 100 \\ &= \mathbf{56.40\%} \end{aligned}$$

$$\begin{aligned} \text{\% of CC Road to total length} &= \frac{242.55}{1294.27} \times 100 \\ &= \mathbf{18.74\%} \end{aligned}$$

Footpath

	2013	2014	2015	2016
Length of Footpath	40.32	42.38	43.12	47.47

$$\begin{aligned} \text{Increase in Footpath} &= \frac{(47.47-40.32)}{40.32} \times 100 \\ &= \mathbf{17.73\%} \end{aligned}$$

$$\frac{47.47 - 42.38}{42.38} \times 100 = 12.01$$

1B. Water availability in the City and reduction in water wastage / NRW

Water supply network coverage has been increased by 61.22%

	2013	2014	2015	2016
Distribution Main	663.36	1029.53	1046.21	1069.44

$$\begin{aligned} \text{Increase in water supply coverage} &= \frac{(1069.44-663.36)}{663.36} \times 100 \\ &= 61.22\% \end{aligned}$$



ABSTRACT

Smart Cities Mission – Special Purpose Vehicle for Madurai, Salem, Vellore and Thanjavur Corporations – Initial Activities – Permission Accorded - Orders – Issued.

MUNICIPAL ADMINISTRATION AND WATER SUPPLY (MA2) DEPARTMENT

G.O.(Ms) No.174

Dated 01.12.2016

திருவள்ளூர்வராண்டு, 2047

குன்முகி வருடம், கார்த்திகை 16

Read:

1. G.O.(Ms.)No.112, Municipal Administration and Water Supply Department, dated 31.07.2015.
2. G.O.(Ms.)No.77, Municipal Administration and Water Supply Department, dated 24.05.2016.
3. From the Chairman and Managing Director, Tamil Nadu Urban Finance and Infrastructure Development Corporation Limited, Letter No.TUFIDCO/Smart City/44/AM(S) 2015, dated 26.09.2016 and 13.10.2016.

ORDER:

For the implementation of the Government of India Sponsored Smart Cities Mission in the State, Administrative Sanction has been issued, vide the Government Order first read above.

2. The Corporations of Greater Chennai and Coimbatore are among the 20 Cities which have qualified as Smart Cities for the year 2015-16.

3. The Government of India has announced the list of 27 cities selected for development as Smart Cities in Round Two of Smart City Programme for the year 2016-2017 which includes the following cities of Tamil Nadu :-

- i. **Madurai City Municipal Corporation**
- ii. **Salem City Municipal Corporation**
- iii. **Vellore City Municipal Corporation**
- iv. **Thanjavur City Municipal Corporation**

4. As per Para 10 of the Smart Cities Mission Guidelines, to plan, implement, manage and operate the Smart City development projects, a **City Level Special Purpose Vehicle (SPV)** is required to be established. The **important aspects** of the Special Purpose Vehicle are as below:-

- i. The Special Purpose Vehicle will plan, appraise, approve, release funds, implement, manage, operate, monitor and evaluate the Smart City development projects.
- ii. The Special Purpose Vehicle will be a limited company incorporated under the Companies Act, 2013 at the city-level, in which the State and the Urban Local Body will be the promoters having 50:50 equity share holding.
- iii. The initial paid up capital of the Special Purpose Vehicle will be Rs.200 crore. (Urban Local Body share Rs.100 crore and State share - Rs.100 crore). The Government of India will release Rs.194 crore for the first year.
- iv. As per the guidelines, the Chief Executive Officer of the Special Purpose Vehicle will be appointed with the approval of the Ministry of Urban Development, for a fixed term of three years and will be removed only with the prior approval of Ministry of Urban Development.
- v. The guidelines suggest that the key functions and responsibilities of the Special Purpose Vehicle contained therein will be included in the Articles of Association of the Special Purpose Vehicle.
- vi. An important aspect is 'Delegating the rights and obligations' of the municipal council with respect to the Smart City project to the Special Purpose Vehicle.

5. Further, based on the Mission Guidelines, Special Purpose Vehicles have already been established for Chennai and Coimbatore Corporations vide the Government Order second read above.

6. The Chairman and Managing Director, Tamil Nadu Urban Finance and Infrastructure Development Corporation (TUFIDCO) has stated that Special Purpose Vehicles are to be established for the recently approved Smart Cities viz., Vellore, Salem, Thanjavur and Madurai. The Chairman and Managing Director, Tamil Nadu Urban Finance and Infrastructure Development Corporation (TUFIDCO) has also suggested that the

composition of Special Purpose Vehicle of Coimbatore may be adopted for the cities of Vellore, Salem, Thanjavur and Madurai, as below:-

- | | | | |
|-------|--|---|-------------------|
| i. | Madurai Special Purpose Vehicle | Chairman and Managing Director, Tamil Nadu Urban Finance and Infrastructure Development Corporation Limited | Chairman |
| | Vellore Special Purpose Vehicle | Chairman and Managing Director, Tamil Nadu Urban Finance and Infrastructure Development Corporation Limited | Chairman |
| | Salem Special Purpose Vehicle | Managing Director, Tamil Nadu Urban Infrastructure Financial Services Limited | Chairman |
| | Thanjavur Special Purpose Vehicle | Managing Director, Tamil Nadu Urban Infrastructure Financial Services Limited | Chairman |
| ii. | The Commissioner of concerned Corporations | | Managing Director |
| iii. | The Chief Executive Officer of the Special Purpose Vehicle | | Director |
| iv. | Representative of the Ministry of Urban Department, Government of India | | Director |
| v. | Representative of the Finance Department, Government of Tamil Nadu | | Director |
| vi. | The City Engineer of the Urban Local Body | | Director |
| vii. | The Deputy Commissioner of Police, (Traffic) of the City | | Director |
| viii. | The Superintending Engineer/ Executive Engineer, Public Works Department of the City | | Director |

- | | | |
|--------------|---|----------|
| ix. | Representative of the Managing Director, Tamil Nadu Urban Infrastructure Financial Services | Director |
| x. | The Superintending Engineer, Tamil Nadu Generation and Distribution Corporation of the City | Director |
| xi. | Representative of the Managing Director, Electronics Corporation of Tamil Nadu Limited | Director |
| xii. | Independent Director – Urban Expert | Director |
| xiii. | Independent Women Director | Director |

7. The Government has already approved Memorandum of Agreement and Articles of Association for Chennai and Coimbatore Smart City Special Purpose Vehicles. The Chairman and Managing Director, Tamil Nadu Urban Finance and Infrastructure Development Corporation (TUFIDCO) has requested that the Government may permit the four Mission cities namely Madurai, Salem, Vellore and Thanjavur to adopt the same to their Special Purpose Vehicle.

8. The Chairman and Managing Director, Tamil Nadu Urban Finance and Infrastructure Development Corporation (TUFIDCO) has requested the Government to issue necessary orders enabling Madurai, Salem, Vellore and Thanjavur Corporations to form the Special Purpose Vehicle as mandated in the Guidelines of Smart Cities Mission.

9. The Government after careful examination of the proposal of Chairman and Managing Director, Tamil Nadu Urban Finance and Infrastructure Development Corporation (TUFIDCO) have decided to accept the same and accords permission for the establishment of Special Purpose Vehicles for the Smart Cities viz., Vellore, Salem, Thanjavur and Madurai in Tamil Nadu. The Government also permit the Chairman and Managing Director, Tamil Nadu Urban Finance and Infrastructure Development Corporation (TUFIDCO) to adopt Memorandum of Agreement and Articles of Association approved for Chennai and Coimbatore Smart City Special Purpose Vehicles for the four Mission cities namely Madurai, Salem, Vellore and Thanjavur Corporations.

10. The composition of Special Purpose Vehicle for Vellore, Salem, Thanjavur and Madurai as follows:-

- | | | | |
|--------------|--|---|-------------------|
| i. | Madurai Special Purpose Vehicle | Chairman and Managing Director, Tamil Nadu Urban Finance and Infrastructure Development Corporation Limited | Chairman |
| | Vellore Special Purpose Vehicle | Chairman and Managing Director, Tamil Nadu Urban Finance and Infrastructure Development Corporation Limited | Chairman |
| | Salem Special Purpose Vehicle | Managing Director, Tamil Nadu Urban Infrastructure Financial Services Limited | Chairman |
| | Thanjavur Special Purpose Vehicle | Managing Director, Tamil Nadu Urban Infrastructure Financial Services Limited | Chairman |
| ii. | The Commissioner of concerned Corporations | | Managing Director |
| iii. | The Chief Executive Officer of the Special Purpose Vehicle | | Director |
| iv. | Representative of the Ministry of Urban Department, Government of India | | Director |
| v. | Representative of the Finance Department, Government of Tamil Nadu | | Director |
| vi. | The City Engineer of the Urban Local Body | | Director |
| vii. | The Deputy Commissioner of Police, (Traffic) of the City | | Director |
| viii. | The Superintending Engineer/ Executive Engineer, Public Works Department of the City | | Director |

- | | | |
|-------|---|----------|
| ix. | Representative of the Managing Director,
Tamil Nadu Urban Infrastructure Financial
Services | Director |
| x. | The Superintending Engineer,
Tamil Nadu Generation and Distribution
Corporation of the City | Director |
| xi. | Representative of the Managing Director,
Electronics Corporation of Tamil Nadu Limited | Director |
| xii. | Independent Director – Urban Expert | Director |
| xiii. | Independent Women Director | Director |

11. The Commissioner of Municipal Administration is directed to pursue necessary action with reference to the orders issued in paras 9 and 10 above, in consultation with the Mission Director, Smart Cities Mission/ the Chairperson, the Tamil Nadu Urban Finance and Infrastructure Development Corporation (TUFIDCO).

12. This order issues with the concurrence of the Finance Department vide its U.O.No.190/S(E)/Fin(MAWS)/2016, dated 28.10.2016.

(BY ORDER OF THE GOVERNOR)

**K. PHANINDRA REDDY
PRINCIPAL SECRETARY TO GOVERNMENT**

To

The Chairman and Managing Director,
Tamil Nadu Urban Finance and Infrastructure Development Corporation
Limited, Chennai –600 035.
The Commissioner of Municipal Administration, Chennai–600 005.
The Managing Director,
Tamil Nadu Urban Infrastructure Financial Services Limited ,
Chennai-600 028
The Commissioner, Corporation of Vellore / Thanjavur / Salem / Madurai.

Copy to :

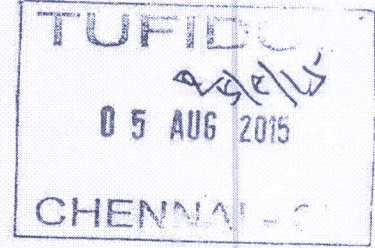
The Municipal Administration and Water Supply Department
(MCII/MCVI/OPII) Department, Chennai-600 009.
The Finance (MAWS) Department, Chennai-600 009
Sf/Sc.

/FORWARDED BY ORDER/

D. Shakti Prasad
SECTION OFFICER 1/12/16

AD
11/2/16

No. 643



ABSTRACT

Implementation of Smart Cities Mission in Tamil Nadu - Government of India sponsored Mission - Administrative Sanction - Orders - Issued.

MUNICIPAL ADMINISTRATION AND WATER SUPPLY (MA2) DEPARTMENT

G.O.(Ms)No.112

Dated 31.7.2015

திருவள்ளூர் ஆண்டு 2046

மன்மத வருடம், ஆடி 15

Read:

From the Chairperson and Managing Director, Tamil Nadu Urban Finance and Infrastructure Development Corporation Limited, Lr.No. TUFIDCO / Smart City / 44/AM(S)/2015, Dated 20.07.2015.

ORDER:

In the letter read above, the Chairperson and Managing Director, Tamil Nadu Urban Finance and Infrastructure Development Corporation has stated that, the Ministry of Urban Development, Government of India, has recently launched the Smart Cities Mission, with the **objective** to promote cities that provide core infrastructure and give a decent quality of life to its citizens, a clean and sustainable environment and application of 'Smart' solutions. The Mission will cover **100 cities** and its duration will be **five years** (Financial Year 2015-16 to Financial Year 2019- 20).

2. The core infrastructure elements in a Smart City would include adequate water supply; sanitation, including solid waste management; efficient urban mobility and public transport; affordable housing, especially for the poor; and robust IT connectivity and digitalization.

3. The strategic components of Area-based development in the Smart Cities Mission are; City Improvement - Retrofitting; City Redevelopment; Greenfield development alongwith Pan-city development. A Smart City is expected to encapsulate either of these, or a mix thereof and a Pan-city feature with Smart Solution(s), which include, e-Governance and Citizen Services; Waste Management; Water Management; Energy Management and Urban Mobility, etc.

4. The total number of 100 Smart Cities have been distributed among the States and Union Territories on the basis of equal weightage (50:50) to urban population of the State and the number of statutory towns in the State. In the

first year of the Program, 20 cities will be taken up, followed by 40 cities, each in the second and third years. As per the guidelines, **12 cities** have been allotted to Tamil Nadu.

5. In Stage I of the **Process of Selection of Smart Cities**, cities in the State will compete on the conditions precedent and the '**Thirteen Criteria**' scoring criteria (100 points), which are laid out in the guidelines. **In Stage 2**, competition among the smart city proposals is the basis for the selection of cities.

6. The financial support of Government of India for the Centrally Sponsored Smart City Mission will be to the extent of Rs.48,000 crores over five years i.e. on an average Rs. 100 crore per city per year. An equal amount, on a matching basis, will have to be contributed by the State/Urban Local Body.

7. Under the Scheme, 93% is project funds and the balance is Administrative and Office Expenses funds for the State/ Urban Local Body (5%) and the Ministry of Urban Development (2%). Each selected Smart City will be given Rs.194 crore in the first year, followed by Rs. 98 crore out of Rs. 100 crore every year for the next three years.

8. As per the guidelines, a **State level High Powered Steering Committee (HPSC)** chaired by the Chief Secretary, which would steer the Mission Programme in its entirety is to be constituted. The key responsibilities of the Committee are, **i.** to provide guidance to the Mission; **ii.** oversee the process of first stage Intra-State competition; **iii.** review the Smart City Proposals and forward to the Ministry of Urban Development for participation in the Challenge.

9. Further, as per the guidelines, there would be a **State Mission Director**, whose functions include assisting the state level High Powered Steering Committee, guiding the Urban Local Bodies/Special Purpose Vehicles for planning, mobilizing funds and implementation of the smart city program.

10. The Chairperson and Managing Director, Tamil Nadu Urban Finance and Infrastructure Development Corporation Limited, has stated that, the Tamil Nadu Urban Finance and Infrastructure Development Corporation has successfully implemented various Government of India programmes including the Jawaharlal Nehru National Urban Renewal Mission and this expertise would enable the organization to effectively function as the Mission Directorate.

11. The mission envisages that, each Smart City will have a **Special Purpose Vehicle (SPV)**, headed by a full time Chief Executive Officer and have nominees of Central Government, State Government and Urban Local Body on its Board.

12. As regards **Special Purpose Vehicle**, based on the indicative composition and their functions as given in the guidelines, the Chairperson and Managing Director, Tamil Nadu Urban Finance and Infrastructure Development Corporation, has proposed to constitute Special Purpose Vehicle as below:

- i.** City Level Special Purpose Vehicle (SPV) may be formed as a limited company under the Companies Act, 2013 and

will be promoted by the State and the Urban Local Body jointly, both having 50:50 equity shareholding. This shareholding pattern has to be maintained at all times. The State and Urban Local Body together have majority shareholding and control of the Special Purpose Vehicle.

- ii. In order to facilitate smooth start up of the Mission and to have a holistic view of the infrastructure and basic amenities in the State, **the Director of Municipal Administration or a Secretary Level Officer may be designated as the Chairman of the Special Purpose Vehicle Board.** In case of Chennai, the Commissioner of Chennai Corporation may be designated as Chairman of the Special Purpose Vehicle. Accordingly, the Special Purpose Vehicle may be formed in each city under the Companies Act, 2013, with the composition of;

a.	Commissioner, Corporation of Chennai / Director of Municipal Administration /Secretary level Officer	Chairman
b.	Representative from Ministry of Urban Development	Director
c.	Representative from Finance Dept, Government of Tamil Nadu.	Director
d.	Corporation/ Municipal Commissioner	Director
e.	Chief Executive Officer of respective Special Purpose Vehicle	Director
f.	Independent Directors- Two Numbers	Director

- iii. As regards delegating necessary powers to the Special Purpose Vehicle in order to ensure operational independence and autonomy in decision making, it is proposed that, **a.** the approval or decision making powers available to the Municipal Administration Department and **b.** the matters that require the approval of the State Government may be delegated, respectively, to the Board of Directors of the Special Purpose Vehicle and the State Level High Powered Steering Committee for Smart Cities, on a case-to-case basis.

13. One of the conditions precedent for the first stage of the selection process is, constitution of Inter-departmental Task Force consisting of parastatal bodies, Urban Local Body, Organizations and Urban Development Authorities in order to make the city Smart. It is proposed to constitute the city level **Inter-departmental Task Force**, as below:

i.	District Collector/Commissioner in respect of Chennai	Chairman
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ii.	Corporation Commissioner/Deputy Commissioner of Corporation (works) in respect of Chennai	Member-Convener
iii.	Chief Executive Officer of the Special Purpose Vehicle	Member
iv.	Engineering Director, Chennai Metropolitan Water Supply and Sewerage Board / Superintending Engineer/Executive Engineer, Tamil Nadu Water Supply and Drainage Board	Member
v.	Superintending Engineer, Tamil Nadu Generation and Distribution Corporation Limited (TANGEDCO)	Member
vi.	Superintending Engineer/Divisional Engineer, Highways	Member
vii.	Assistant Director of Town and Country Planning	Member
viii.	Executive Engineer concerned, Tamil Nadu Housing Board	Member
ix.	Executive Engineer concerned, Tamil Nadu Slum Clearance Board	Member
x.	District Information Officer, National Informatics Centre	Member
Any officer of the State/Central Government, as the District Collector deems necessary		

14. As per the guidelines, **City Level Smart City Advisory Forum** will be established for each Smart City to advise and enable collaboration among various stakeholders. Based on inputs from the line departments, the Chairperson and Managing Director, Tamil Nadu Urban Finance and Infrastructure Development Corporation Limited, has proposed the constitution of Smart City Advisory Forum as below:

i.	District Collector/Commissioner in respect of Chennai	Chairman
ii.	Member of Parliament	Co-Chairman
iii.	Member of Legislative Assembly	Member
iv.	Mayor	Member
v.	City Commissioner (other than Chennai)	Member
vi.	Chief Executive Officer of the Special Purpose Vehicle	Member - Convener
vii.	Local Youth*	Member
viii.	Technical Expert *	Member
ix.	Non Government Organization/Chamber of Commerce/ Slum Level Federation *	Member

(*As decided by the Chairman of the Committee)

15. The Government after careful examination has decided to accept the proposal of the Chairperson and Managing Director, Tamil Nadu Urban Finance and Infrastructure Development Corporation, and accords **Administrative Sanction** for the implementation of the Smart City Mission in the State, with the following institutional arrangements.

I. Constitution of the **State level High Powered Steering Committee**, under the Chairmanship of Chief Secretary to Government as below:

Chief Secretary to Government	Chairman
Principal Secretary, Municipal Administration and Water Supply Department	Member
Principal Secretary to Government, Finance Department	Member
Principal Secretary to Government, Planning, Development and Special Initiative Department	Member
Secretary to Government, Housing and Urban Development Department	Member
Representative of Ministry of Urban Development	Member
Mayors of Corporation (After Selection)	Member
Commissioners of Corporations (After Selection)	Members
Chief Executive Officers of the Special Purpose Vehicle in the State (After formation)	Members
Director of Municipal Administration	Member
Managing Director, Tamil Nadu Water Supply and Drainage Board	Member
Managing Director, Chennai Metropolitan Water Supply and Sewerage Board	Member
Chairman and Managing Director, Tamil Nadu Urban Finance and Infrastructure Development Corporation Limited/State Mission Director	Member - Secretary

II. The Chairperson and Managing Director, Tamil Nadu Urban Finance and Infrastructure Development Corporation is designated as the **State Mission Director** and the Tamil Nadu Urban Finance and Infrastructure Development Corporation, as the **Mission Directorate**.

III. Constitution of **Special Purpose Vehicle**, as a limited company under the Companies Act, 2013, with 50:50 equity share holding by the State and the Urban Local Body; the Director of Municipal Administration or a Secretary Level Officer as Chairman; in case of Chennai Corporation, Commissioner as Chairman; the detailed composition and other features, as at para 12 above.

IV. City Level Inter-departmental Task Force, with District Collector and in respect of Chennai, Commissioner of Corporation, with composition, as detailed at para 13 above.

V. City Level Smart City Advisory Forum, with District Collector/Commissioner in respect of Chennai as Chairman; Member of Parliament as Co-Chairman and with detailed composition as at para 14 above.

16. This order issues with the concurrence of the Finance department, vide its U.O.No.32/Fin(DS (PW))/2015, Dated 31.7.2015.

(BY ORDER OF THE GOVERNOR)

**K. PHANINDRA REDDY
PRINCIPAL SECRETARY TO GOVERNMENT**

To

The Ministry of Urban Development, Government of India,
New Delhi - 110 011.

The Commissioner, Corporation of Chennai, Chennai-3.

The Chairperson and Managing Director,

Tamil Nadu Urban Finance and Infrastructure
Development Corporation Limited, Chennai-35.

The Director of Municipal Administration, Chennai-5.

The Director of Town Panchayats, Chennai-108.

The Managing Director,

Chennai Metropolitan Water Supply and Sewerage Board, Chennai-2.

The Managing Director,

Tamil Nadu Water Supply and Drainage Board, Chennai-5.

Copy to

The Pr. Private Secretary to the Principal Secretary to Government,
Municipal Administration and Water Supply Department, Chennai-9.

The Finance (MAWS) Department, Chennai-9.

The Planning, Development and Special Initiative Department,
Chennai-9.

The Housing and Urban Development Department, Chennai-9.

The Municipal Administration and Water Supply (OP II) Department,
Chennai-9.

/FORWARDED BY ORDER/

C. Jeyaraj
31/7/15
SECTION OFFICER
31/7/15