

N. SIVASAILAM, IAS
Managing Director



Bangalore Metro Rail Corporation Ltd.
(A Joint Venture of Govt. of India & Govt. of Karnataka)
3rd Floor, BMTC Complex, K.H. Road,
Shanthinagar, Bangalore - 560 027, INDIA
Phone: 080-2296 9202, 2296 9203, Fax: 2296 9204
Web : www.bmrc.co.in e-mail: md@bmrc.co.in

No. BMRCL/MD/PS/12-13/ 208
March 11, 2013

The PS to Chief Secretary to Govt.
Govt. of Karnataka
Vidhana Soudha
BANGALORE - 560 001.

Sub : Proceedings of the 25th HPC meeting

Enclosed please find the draft proceedings of the 25th HPC Meeting held on 07.03.2013
under the Chairmanship of Chief Secretary to Government.

The Minutes may kindly be got approved from the Chief Secretary and send the same
to us for circulation amongst the participants of the meeting.

(N. SIVASAILAM)
MANAGING DIRECTOR

Encl: As above.

*Chief Secretary has approved
the draft. Incorporate the Corrections made.*

- 1. May please Circulate
to members and
invitees (respective agenda).*
- 2. Scan and Circulate to all
concerned in all office for NA.
N. Sivasailam*

30/3/13.

CS3GMFA (Admin).

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AGENDA NO.2 – REGARDING THE PROPOSAL OF BTM LAYOUT STATION WITH
OPTIONS ON RV ROAD – BOMMASANDRA LINE (R5 LINE) OF BANGALORE METRO
RAIL PROJECT, PHASE-2

The HPC noted the Agenda Notes circulated including the following:

In Phase-2, the Reach-5 is an elevated line from RV Road station to Bommasandra station via Jayadeva Hospital, BTM layout station and Central Silk Board. The length of the line is 18.82 Km and the corridor has 16 stations.

The location of BTM station as per the DPR is near the road intersection of ORR (towards CSB) and 16th Main Road adjacent to BPCL petrol bunk. The centerline of the station is at a distance of 94m from the traffic signal and the nearest corner of the station is at a distance of 26.5m.

The sketch indicating the location of BTM Layout station with Option-1 (at the location proposed in DPR) and Option-2 (away from traffic signal) was explained in the presentation to the HPC.

The HPC noted that there is need to relocate the BTM Layout station as the location of this station is just before the Traffic signal, which will increase traffic congestion.

HPC also noted that BMRCL, after detailed survey, has identified an alternate location for BTM layout station (Option-2). The centerline of the station is at a distance of 211m from the traffic signal and the nearest corner of the station is at a distance of 143.5m.

ACS, Finance Department desired to know whether the BTM station is essential as the said area is already congested. Mrs. Manjula, Commissioner-DULT, stated that the Metro Station will absorb part of the traffic and will encourage usage of public transport. MD-BMRCL also stated that the BTM Metro Station is essential to cater to the large catchment in the vicinity of the said station.

Shri Ajay Seth stated that in case of every Metro Station, a traffic integration study should be conducted either by the BMRCL or DULT at least in case of Phase-2, which will help taking necessary action for such traffic integration. HPC decided that such traffic integration studies could be conducted by DULT in consultation with BMRCL.

MD stated that MoUD, Gol, have^{been} conveyed, in respect of this proposal, that shifting of a station, once DPR has been approved after detailed deliberations, needs to be avoided, in principle. In this case, location of a station near to traffic signal actually may be beneficial as commuters will find it easy to interchange, across different modes of transport. Shifting of the station away from the traffic signal will force the commuters to walk additional 117 meters which is not desirable. As regards 'congestion' which is the reason for the shifting, the same can be tackled through construction of underpass or sidewalks. The proposal is

also not desirable as it will involve demolition of additional 14 buildings. MoUD has further conveyed that increase in land cost, if any, will have to be borne by GoK.

MD stated that 'No change of location once the DPR is approved' is the policy of the GoK too. However, in this case the shifting has been suggested to avoid traffic congestion which will help commuters of all modes of transport.

HPC noted the concerns of GoI and also noted that the land cost on account of relocation of BTM Metro Station will not increase on account of shifting.

After further discussions in the matter, HPC approved relocation of BTM Metro Station, in order to avoid traffic congestion, as per Option-2 and also desired that MoUD, GoI, may be informed suitably.

AGENDA NO.3 – REGARDING THE PROPOSAL OF JAYADEVA HOSPITAL STATION WITH VARIOUS OPTIONS ON RV ROAD – BOMMASANDRA LINE (R5 LINE) AND GOTTIGERE - NAGAWARA LINE (R6 LINE) OF BANGLORE METRO RAIL PROJECT, PHASE-2.

The HPC noted the Agenda Notes circulated.

HPC noted that Sri Jayadeva Institute of Cardiovascular Sciences and Research, Bangalore (hereafter referred to as Jaydeva Hospital) has requested to relocate the Metro track/station away from the Jayadeva Hospital and that the matter has been examined by BMRCL in detail, in the light of the recommendations/remarks of GoK as detailed in the Agenda Notes.

Chief Engineer (Phase-2) and the Chief Engineer (Designs) BMRCL, explained in their detailed presentation showing the Sketch - bifurcating the location into 4 Quadrants and options available therein. They stated that the idea is to facilitate the movement of commuters from Station to Station, within the Station area itself, without necessity for the commuters to come on the road. This was to ensure that no traffic congestion takes place on the road and the hospital premises. The details of number of buildings affected with cost of land, buildings and demolition in each quadrant are as under:

Quadrant	Options	Cost towards land, buildings and demolition (Rs.in crores)	Number of buildings which will be affected
1 st Quadrant	<u>North-West Corner stations:</u>		
	Option-1 and Option-6	324.09	89
	Option-1 and Option-7	333.60	89
	Option-2 and Option-6	363.36	122
2 nd Quadrant	<u>Option-2 and Option-7</u>	372.87	122
	<u>North-East Corner stations:</u>		
3 rd Quadrant	<u>Option-3 and Option-9</u>	403.14	170
	<u>South-West Corner stations:</u>		
4 th Quadrant	<u>Option-4 and Option-8</u>	469.90	98
	<u>South-East Corner stations:</u>		
	<u>Option-5 and Option-10</u>	432.04	157

The Option-1 on RV Road-Bommasandra line with Option-7 on Gottigere-Nagawara line was opined as the most appropriate and suitable, considering the open space available for construction of Interchange Metro Station in Jayadeva hospital premises, minimum number of buildings which would be affected, comparatively lesser cost of land acquisition, buildings and demolition works. The Option-1, 6 or Option-1, 7 are in one corner (North-West corner) of the road intersection and it will be comfortable and convenient to the commuters to reach the interchange station. The integration of the interchange stations will also be smooth and convenient. Moreover, Metro would get a large catchment by serving the persons coming to and going from Jayadeva Hospital.

MD stated that in view of the pros and the cons of various options explained in the presentation, Option-1, 6 or Option-1, 7, in Quadrant-1, is preferred which is already approved in the DPR.

Director, Jayadeva Hospital, explaining that Option-1 will paralyse the operations of the Hospital, stated as follows:

- Patients with Pacemakers are extremely sensitive to noise. There are cases where such patients have died while hearing music on account of the supersensitivity of the pacemaker to sound as it gets overactivated to sound vibrations. Hence sound vibrations created by the Metro, by going for Option-1, will be fatal to such patients.
- Micro Infection due to microdust arising on account of opting for Option-1 will be fatal to the patients and such microdust cannot be avoided by the Metro, whatever technology they may adopt to prevent such microdust pollution.
- A lot of Hospital Infrastructures are located in the vicinity very nearby the Option-1 area, whose operations will get adversely affected, resulting in paralysing the functioning of the Hospital.
- The Parking provided in the Hospital premises already gets crowded right from the morning. The Hospital is finding it difficult to manage this crowd itself. Option-1 will aggravate this further, thereby affecting the health & wellbeing of the patients.

The Director therefore stated that Option-7 is okay with any other option, other than Option-1.

MD stated that if Option-1 is taken away, Option-7 may not be feasible.

Director (RSE) clarified that the sound and the vibrations produced by the Metro system is very low and much less than the normal road traffic and this has been tested and proved in the line opened from Baiyappanahalli to Mahatma Gandhi Road Station. MD, BMRCL stated that even if it is assumed that the minimum sound and the vibrations affect the operations of the Jayadeva Hospital, just taking them away by 20 m cannot have much effect on these two parameters.

Chairman stated that Jayadeva Hospital being a public institute of repute for public health, a jewel of Karnataka, other options which do not affect the Hospital, could be considered. Shri Ajay Seth agreed and stated that for locating the Stations, Quadrant 1 abutting the Jayadeva Hospital should be left untouched, even if it involves spending more on the land acquisition and demolitions. However, he clarified that viaduct can run abutting the Jayadeva Hospital, only in Gottigere-Nagawara line and not in RV Road-Bommasandra line.

In respect of combination of Option-2 and Option-7 on North-West Corner, Director (P&P), BMRCL, stated that the walking distance involved for the commuters is 372m which is too long and also involves the demolition of 122 buildings.

The combination of Option-4 and Option-8 of south-west corner and the combination of Option-5 and Option-10 of south-east corner were also discussed.

Combination of Option 5 & 10 was not found feasible and practicable as the alignment will have a sharp curve in addition to demolition of many buildings (157 nos.).

The combination of Option-4 and Option-8 are in one quadrant, the interchange distance is only 21m and therefore would be convenient to commuters. Chief Engineer, Phase-2, BMRCL, informed that the present interstation distance between "J.P.Nagar IV phase Station" to "Jayadeva Hospital Station" is 1.059km and this will reduce to 0.695km if the Option-8 is chosen. The present interstation distance between Jayadeva Hospital station to Swagath Road cross station is 1.278km and this will increase to 1.642km with Option-8.

The HPC, after further detailed discussion, desired that Option-4 and Option-8 could be implemented.

In this regard MD made the following points:

- Option-4 (RV Road – Bommasandra line) in South-West corner of road intersection abuts huge multi-storied buildings. Some of the important properties which need to be demolished are multistoried office buildings such as Valtech which is G+4. The cost of the additional land acquisition and the demolition are estimated at Rs.21.17 crores minimum.
 - Option-8 (Gottigere-Nagwara line) in South-West corner of road intersection abuts eight huge multi-storied buildings. Some of the important properties which need to be demolished are:
 - Gopatan Mall (G+4)
 - On Mobile building (G+3)
 - Infosys building (G+3)
 - Kalyana Mantapa
 - BESCOM building
 - Multistoried building (B+G+4)
 - Apartment (B+G+4)
 - Raymond shop
- The cost of the additional land acquisition and the demolition are estimated at Rs.124.64 crore.
- There is strong likelihood of protracted litigation which may stall or delay the project besides escalation in cost on account of delay and the litigation

MD stated that the best option could be to skip the station as the entire line may get stalled on account of litigation resulting in huge negative fallouts for the project and the public.

Shri Ajay Seth stated that litigations as and when they come will have to be dealt with on merits, as in case of any other project. He stated that GoK will support BMRCL in all

respects including providing additional funds, to ensure that the decision of the HPC to go for Option 4 and 8 is implemented.

The Chairman of the Committee while appreciating the above points stated that Option 1&6 or Option 1&7, preferred by BMRCL cannot be implemented because it adversely affects the operations of the Jayadeva Hospital as brought out by the Director of Hospital. Other than this combination, no other combination appears feasible as explained by BMRCL except Option-4 and Option-8. He therefore stated that choice of Option-4 and Option-8 could be agreed. HPC agreed.

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AGENDA NO.7 – BANGALORE METRO RAIL PROJECT, PHASE-2 -TRANSFER OF BWSSB LAND AT KENGERI TO BMRCL

MD, BMRCL, briefed the HPC as follows:

1. BMRCL had proposed for the transfer of 101501 sqm land at Kengeri to BMRCL for locating the Metro depot in Phase-2. This issue was discussed in 23rd HPC meeting held on 09.10.2012. The HPC directed the officials of BWSSB and BMRCL to re-examine the proposal of locating the Depot outside the STP area and accordingly the joint inspection was done by the officials of BWSSB and BMRCL on 27.11.2012. Accordingly BMRCL has re-examined the depot location and has identified an alternative land measuring about 30 acres beyond Kengeri TTMC. However BMRCL requires an area of 16362 sqm of land for accommodating viaduct and Kengeri station in BWSSB acquired land and an additional area of 13437 sqm for Depot entry line and other structures, totaling 29799 sqm. The sketch indicating the Metro alignment, Kengeri station and proposed depot entry line was explained.
2. The matter was again brought before the 24th HPC meeting held on 09.01.2013. The Chief Secretary advised the Chairman, BWSSB to postpone the financial bid opening as the financial bids relating STP is yet to be opened and to exercise Employer variation clause to obtain revised financial bids and utilize the land offered by BMRCL on 'land to land' basis. He stated that this is necessitated because BMRCL cannot shift the Kengeri Station to another nearby location as no straight stretch of 525 meters, which is required for locating such a terminal station, is not available.

Chairman, BWSSB, requested that he may be given a week's time to find if there is any other solution acceptable to both BWSSB and BMRCL and that otherwise he would implement the decision of HPC to exercise variation clause in the tender and allow BMRCL to go ahead with their proposal as explained above. HPC agreed.
3. The Chief Engineer, BWSSB vide letter dated 07.02.2013 has informed that BWSSB shall hand over 6.2 acres of land to BMRCL and BMRCL will provide equal extent of land to BWSSB in an adjoining location including Govt. land in Sy.No.30. He has further informed that since bids have been received from prospective bidders for construction of STP and due to handing over of the land to BMRCL, some of the proposed units of STP will have to be re-located and hence, any variation in cost because of shifting of these units should be borne by BMRCL.
4. BMRCL officials have inspected the land adjacent to survey No. 29, 31 & 32 and after note. It is found that it is not possible to provide equal extent of land in adjoining areas as the land in adjoining area has been developed into residential layouts and some

buildings have already come up in the area. Only an area of 5870 sqm can be transferred from BMRCL to BWSSB as shown in the drawing and no more. For the balance land of 23929 sqm compensation will be paid by BMRCL to BWSSB.

In 24th HPC meeting it was suggested that the financial bids are yet to be opened by BWSSB, the variation of relocating the units of STP to be communicated by BWSSB to the qualified tenderers directing them to submit their revised financial bids for the 'employer variation', in order to take care of BWSSB interests. According to the decision, financial bids were not to be opened and revised financial bids to be opened. Hence, the variation of cost in shifting of unit does not arise.

BWSSB has requested to provide thoroughfare to the STP, from the land which will be handed over by BWSSB for both entry and exit. BMRCL will provide an approach road adjacent to depot entry line outside the depot compound and the same can be used by BWSSB for both entry and exit.

5. In the light of the above, MD-BMRCL requested the HPC to approve:
 - a) The transfer of BWSSB land of 29799 sqm to BMRCL as marked in the sketch for locating Kengeri Metro Station, Viaduct, Depot entry line and other structures.
 - b) Transfer of an area of 5870 sqm in Sy. No.30 of Kengeri village to BWSSB.
 - c) The Payment of acquisition cost of remaining land of 23929 sqm to BWSSB by BMRCL.
6. In this regard Chairman-BWSSB noted that 'land to land', proposed by BWSSB has not been agreed. However, he agreed with the proposal put forth by BMRCL as above. He further stated that the said land has been acquired by BWSSB for its sewerage plant. In this regard, he brought to the notice of the HPC that BWSSB will transfer the land with all its liabilities i.e. BMRCL shall be responsible for payment of enhanced compensation, if so, ordered by the court, as some of the land owners have already filed Writ petitions before the Hon'ble High Court for higher compensation. MD agreed.
7. Chairman, BWSSB, further stated that in respect of Sy.No.34 acquired by BWSSB, the matter is pending in the Hon'ble Supreme Court for adjudication. He stated that in respect of this land, BMRCL will have to either take over the responsibility of pursuing the case in the Hon'ble Supreme Court or re-notify the land for acquisition afresh. MD stated that this will be examined for appropriate decision by BMRCL after examining the judgements of the Court and the averments in the pending litigation.

HPC, after discussions, agreed with the proposal contained in para 5, subject to paras 6 and 7.

There being no other subject to discuss, Meeting concluded with Vote of Thanks.


(S.V.RANGANATH)
CHIEF SECRETARY
GOVERNMENT OF KARNATAKA