

**REPLIES TO THE QUERIES IN RESPECT OF APPLICATION DATED 17.2.2007
OF SRI. L. SRIDHAR, 363, 13TH A CROSS, 9TH MAIN, VYALIKAVAL,
BANGALORE-3 UNDER RIGHT TO INFORMATION ACT.**

Sl. No.	Details of query	Reply
1.	Copies of detailed drawings pertaining to the Stations, Railway Line and Alignment from Trinity Circle to Minsk Square.	One copy of the General Alignment Drawing from Trinity circle to Minsk square will be made available on payment of prescribed charges as intimated in the letter. Detailed structural drawings for station is under preparation
2	What is the distance between each station proposed along the metro railway? Please give the details in respect of each of the station.	The distance between stations on an average is 1.06 kms. Trinity to M.G. Road 1.14km, M.G. Road to Minsk square 1.31km.
3..	Please inform us as to whether it has been considered by the BMRC as to whether the stations can be provided along the Northern side of M.G.Road along Cariappa park, parade ground etc.	No, it is not possible to locate the station fully on the Northern side of M.G. Road. It is an elevated station, located on the M.G. Road. The concourse of the station on the Southern side along with several other facilities like ticket counters, escalators, lifts for persons with disability would be built on the Plaza theatre land.
4.	Will not providing stations on the Northern side of M.G. Road reduce the congestion on the side walks on Southern side of M.G. Road.	The platforms would be located above the M.G.Road at a height of about 12 m. The station would have approaches from both Northern and Southern sides.
5.	Will not the cost of acquisition drastically reduce if stations are to be formed on the other side of M.G.Road.	As stated above, the station would have entrances from both sides. The land required for concourse on the Southern side and other facilities would have to be acquired. There is no way to avoid this facility.
6.	Will not be possible to form Sky walks for pedestrians to cross over from Southern side of M.G.Road to Northern side of M.G Road to access stations if stations are formed on the other side of the M.G.Road?	It is one station and a skywalk is provided across the road for commuters to go to the North platform from Southern side and vice versa.
7.	Is it not correct that need of acquisition of private lands will reduce if stations are to be formed on the Northern side of M.G.Road with sky walks from the Southern side of M.G.Road for pedestrians to cross over?	See replies at Sl. No.3, 4, 5 and 6.

8.	What is the distance between the proposed station at trinity circle and at Plaza theatre?	Approx about 1.14 kms.
9.	Will not the efficiency of trains reduce if there are more number of Stations?	In order to maintain the efficiency of train operations and on headway considerations, stations have been kept at about 1000m apart.
10.	Will not the efficiency of trains and the speed of trains reduce if there is one more station in between Trinity circle and Plaza Theatre?	A proper management of the metro services is obtained by placement of stations, at M.G. Road and near about Nalli Silk.
11.	Is it not correct that the pedestrians from Brigade Road – M.G.Road junction and Kumble circle can access the station at Plaza theatre and pedestrians from Brigade Road-M.G.Road junction to Trinity circle access the station at Trinity circle?	If the distance from the station is more then 250 meters almost 45% of people drop out and would not use the metro facility.
12.	Is it not correct that if at all a third station is necessary it can easily be provided at property bearing No.....which is a Government land (at present housing hostel for Scheduled caste and scheduled Tribe) with lot of vacant frontage?	The said Govt. land is proposed to be utilized for providing basic infrastructure facilities like DG Set, water storage tank for fire fighting, to be parking etc; as back up for Trinity Circle station.
13.	What is the extent of difference in the cost of acquisition if stations are to be provided on the Northern side of M.G.Road instead of on the Southern side?	It is an elevated station on M.G. Road which has to serve both sides. See replies at Sl.No.3,4,5 & 6 also. Therefore the question is hypothetical.
14.	Is not the area near Mayo hall is the mid point between Anil Kumble circle to Trinity circle. Will not providing a station near mayo Hall facilitate more number of passengers in as much as for presence of residency road and McGrath road, will not a station near Mayo hall will be closer than one near Nalli silks?	The Govt of India has approved the project stipulating that the implementation will be on accordance with the DPR prepared by DMRC in May 2003 which has fixed the location of stations, interalia M.G. Road and Trinity Circle. The station locations have been fixed after a detailed engg and ridership survey of catchment areas.

15.	In respect of the proposed acquisition near Nalli silks, will the area be used only for a station or will it be used for commercial purpose? If so, what is the extent of area which is contemplated to be used for commercial purposes?	The land would be used as part of Trinity Circle station housing staircases, escalators, lifts for persons with disabilities etc. Also there will be drop-points and bus bay/bus stop and integration with IPT. Fire & sprinkler room. Water tank (underground) will be located therein.
16.	Has the BMRCL considered the alternative of providing a 3 rd station near Mayo Hall instead of near Nalli silks?	Please see reply at Sl. No. 14
17.	Is it not feasible and cost effective to provide a 3 rd station (if at all necessary) at Mayo hall instead of Nalli silks?	No. See also replies at Sl.No.14 and 16.
18.	What is the difference of cost of acquisition if the 3 rd station on M.G. Road be provided at the Government property bearing No.....(at present housing hostel for scheduled caste and scheduled tribe) instead of the place where it is proposed now?	See reply at Sl.No.12.
19.	As per rail standards in metro projects what is the minimum distance that should be kept between two stations for optimum efficiency?	There is no prescribed minimum distance. However, as the inter-station distance decreases, the speed of trains reduce resulting in longer travel time. The distance is determined based on the traffic density.
20.	What is the average distance between two stations in Delhi Metro and in Kolkata Metro?	Approximately on an average it is understand to be 1.0 km.
21.	What is the difference in the cost of acquisition by removing one station from the proposed three stations along M.G. Road?	There are only two stations proposed along M.G. Road. viz M.G. Road and Trinity Circle, and not three.
22.	What is the benefit to be gained by having three stations at M.G. Road?	Already explained
23.	How much land is required for having a station over the ground?	In Reach-1 of the project on an average 3076 sq. meters of land is required. But varies depending on the location of the station and geography of the area. For MG Road Station we are acquiring 1533.909 sq. mtr of private land and 1983 sq. mtr of Defence land.
24.	Is the proposed station near Plaza theatre is to be put up vertically or horizontally? Is the extent of land being acquired near Plaza theatre is for station purpose?	Stations being put-up is both horizontally and vertically; land being acquired is for the M.G. Road Station. Also, see reply at Sl.No.23

25	In respect of acquisition of land near Nalli silks, is it proposed to put up the station vertically or horizontally? What is the space in which the said station is proposed to be put up?	Station is being put-up both horizontally and vertically. At Trinity Circle station on the south side, an area of 1747.081 sq. meters is used for putting up the station, entry/ exit arrangements, bus bays auxiliary facilities required, etc. Further 333.338 sq. mtr of private land is being acquired on the Northern side. In addition land belonging to Govt. Hostal is also being utilized.
26.	What is the extent of land on an average utilized for stations on other places in the Bangalore Metro?	See reply at Sl.No.23
27.	What is the extent of land proposed to be acquired for the 3 rd station on M.G. Road next to Nalli silk building?	There are only two stations.
28.	Whether it is possible to have the station parallel to M.G. Road instead of perpendicular to M.G. Road?	The platform would be parallel to M.G. Road with the concourse for ticketing on the Southern side on Plaza.
29.	Will not the cost of acquisition be lesser if the station is made parallel to M.G. Road near Nalli silk instead of perpendicular to M.G. Road?	See reply at Sl.No.28
30.	What would be the difference in such cost of acquisition?	Please see replies at Sl. Nos.28 and 29.
31.	Is it not true that the general walking population from Brigade road – M.G. Road junction to St. Marks road junction? Therefore there is no necessity for two stations between Brigade Road – M.G. Road junction till Trinity circle.	Question not clear. Two stations are required as per survey.
32..	Please furnish copies of the proceedings in the meetings held with the Chief Secretary pertaining to Metro Rail Project in August and Sept.2005.	Copies will be made available on payment of prescribed charges as indicated in the letter.

Reply to queries of Shri Rohan D'souza, C-1 Rustemji Apartment, Norris Road, Richmond Town, Bangalore as per his application dated 07.02.2007 under Right To Information Act.

Sl.No.	Queries	Reply
1.	<p>What is the anticipated duration and approximate value of the general consultancy contract in the Bangalore Metro Project ?</p>	<p>Anticipated duration of GC Contract is upto 31.12.2012. Value of GC contract will be known only after the tender is finalized.</p>
2.	<p>The Expression of Interest document has made no mention of international or JBIC funding or selection norms. Were the bidders informed of this at any time and given any opportunity to change or add to their consortia to meet any such norms ?</p>	<p>At the time of floating of Expression of Interest, the project was proposed to be funded partly through equity contribution from Government of Karnataka and Government of India and partly through loan from Indian Financial Institutions and/or from bilateral/multilateral foreign funding agencies. However, selection norms (min.qualifying requirements and eligibility criteria) were mentioned in the EOI. Since norms were not changed, occasion to give any opportunity to change or add to their consortia did not arise. In the Tender, mention of financing of GC services out of the proceeds of an ODA loan by JBIC has been made as by this time, JBIC funding was confirmed.</p>
3.	<p>Was the short listing done after approval by JBIC ? Were the bidders informed of this at any time, that a third party and that too an international funding body, would be involved in the final decision as approval ?</p>	<p>The short listed consortia has the approval of JBIC. The guidelines for employment of Consultants under JBIC ODA loans has been followed, which required the approval of JBIC for the short listing.</p>
4.	<p>9 bids have received. 5 were short listed. Page 2 of Expression of Interest document lists six minimum criteria and page three lists give eligible criteria. Please inform which of the 11 criteria were not met by the 4 consortiums that were not short listed.</p>	<p>The four Consortia who could not be short-listed did not satisfy some of the minimum qualifying requirements and eligibility conditions stipulated in the EOI.</p>

<p>5.</p>	<p>Please inform how the five consortiums meet the 11 criteria required.</p>	<p>The five Consortia, based on the documents submitted by them, have been short listed as they meet the minimum qualifying requirements and eligibility criteria stipulated in the documents.</p>
<p>6.</p>	<p>We understand RITES were / are the interim consultants to BMRCL. Please advise what role RITES personnel have played in the drafting of the Expression of Interest document and the evaluation of the EOIs received.</p>	<p>RITES were appointed as Interim Consultant for the following works only in October 2003:</p> <p>a) Preliminary Design Tender Drawings, and Detailed Design for the Viaduct and At Grade Section for the first Section from Baiyyappanahalli to Cricket Stadium.</p> <p>b) Preparation of Tender Documents for Viaduct and At Grade Section for the first section from Baiyyappanahalli to Cricket Stadium.</p> <p>c) Preliminary site activities as under :</p> <ul style="list-style-type: none"> • Utility and Geo technical investigation including modification to the alignment for first section as above. • Survey details for land acquisition for complete network for North-South and East-West corridor. • Survey for final location and modifications in alignment as necessary to utilities/structures. <p>RITES in no way or at no time were involved in drafting the EOI documents for GC services or were they involved in evaluation of the EOIs. The drafting of the documents, finalizing the same and evaluating the EOIs received were all done in house.</p>

<p>7.</p>	<p>We understand that the 11 minimum criteria have been substantially altered in the final document issued to the 5 short listed bidders. Have they therefore been allowed to make suitable changes in their consortia bids enabling them to meet the additional additional/enhanced criteria ?</p>	<p>No changes in the consortia members have been permitted from what was submitted at the time of EOI by the respective consortia. The criteria have not been altered in the final document issued to the five short listed bidders. The tender5 for the GC services has been invited on “ Two Envelope “ system wherein tenderers submit technical proposal and financial proposal. The technical proposal will be first evaluated and after BMRCL is satisfied about the technical competence of the consortia and after JBIC approval financial package will be opened and further action taken to finalize the contract. Evaluation of technical proposal will involve marks to be given to several factors governing the various tasks to be performed as GC. Then the ranking of the Bidders will be done and further action taken to open the financial proposal with a view to conclude the contract.</p>
<p>8.</p>	<p>The board agenda, minutes of the meetings and proceedings from January 2005 to January 2007. Request to inspect this information before deciding on which information copies are required.</p>	<p>Bangalore Metro Rail Corporation Limited (formerly Bangalore Mass Rapid Transit Limited) is registered under the provisions of Companies Act, 1956 and is a Government Company within the meaning of Section 617 of the Companies Act, 1956.</p> <p>Provisions relating to maintenance of minutes book are contained in Section 193 of the Companies Act, 1956.</p> <p>Section 196 of the said Act, provides for right of inspection of minutes books of general meetings to only Members of the Company.</p>

The Companies Act, contains no provision either specifically permitting or prohibiting inspection by/or supply of copies to the Shareholder of a company of the minutes of the meetings of the Boards/. The department is of the view that unless the Articles of Association provide to contrary, a shareholder has no right of inspection or of obtaining copies of the minutes of its Board meetings (Letter No: 8/15(169)/63-P.R., dated 11.2.1963).[Notes U/S 196, page 1826 Guide to Companies Act, 1956, A Ramaiya Sixteenth edition]

In view of the above, furnishing/inspection of the Agenda and proceedings of the Board Meetings would be not only in contravention of provisions of companies Act, 1956 but also in the nature of commercial confidence, which would harm the competitive position of a third party as it relates to implementation of the project. Hence, request for inspection of the above documents cannot be considered.

Replies to the queries of Shri.G.Narayan, 6/1, 2nd Main Road, Chord road, Deepanjalinagar, Bangalore vide application under Right to Information Act, 2005 on 19.1.2007.

Sl.No.	Questions	Replies
1.	Survey numbers of quarries identified for land filling for dumping muck around Bangalore city.	Hennur Bande quarry and at Anjanapur.
2.	Permission secured from the competent authority to use the land as land filling.	BMP and BDA have already agreed for the land filling at the places mentioned in Sl.No.1 above.
3.	Permission issued by the Karnataka state Pollution Control Board for the project.	Government of India, Ministry of Environment and Forest has already informed that Metro project does not require environment clearance as there will be no pollution from metro, being run on electric traction.
4.	Whether any comprehensive action plan has been prepared to shift 285000 cubic metres of muck, the land fills situated within a radius of 25 kms from Bangalore city. If yes, provide me a copy of the same.	Disposal of the muck will be spread over 3 ½ to 4 years by different contractors. Comprehensive plan will be by each contractor after award of various contract.
5.	List of files maintained as per section 4(l)(a) of Right to Information Act.	The details are available on the BMRCL website www.bmrc.co.in

Replies to the queries of Sri.G.Narayan, No.6/1, 2nd Main road, Deepanjalinagar, Chord Road Mysore road, Bangalore - 26 vide Application dt. 19.1.2007.

Sl. No.	Queries	Replies
1	Proceedings of the public meeting held on 29 th April 2005 at Deepanjalinagar layout with Sri.V.Somanna, MLA along with the local representatives.	No written proceedings were made as the members of the public along with Sri.V.Somanna, MLA walked along the alignment from Deepanjali Nagar to Leprosy Hospital on Magadi Road.
2.	Name and address of all participants who participated in the above public meeting.	
3.	Name and address of the participants who agreed to the proposed corridor in Deepanjalinagar alignment.	
4.	Name and address of property owners who agreed to the proposed corridor in Deepanjalinagar alignment.	
5.	In the land plan properties identified as EW-561 and EW-560 were proposed for acquisition. But now EW-561 and 560 are being utilized for construction of fly over connecting Mysore road. What action has been initiated to stop further construction of flyover in the above land.	Action has been initiated to integrate the fly over being constructed by BBMP with the metro The issue has been discussed in detail by Engineers of BBMP and BMRCL. The Track carrying structure for Metro for a short length will be 'Portals' instead of 'Single piers'.
6.	Whether construction of flyover will have any effect on proposed alignment of Metro Train project.	There will be no effect on the alignment of Metro except for some changes in the longitudinal profile.
7.	Copy of consent given for constn. Of fly over in Deepanjalinagar by the BMRC Ltd	The General Arrangement drawing has been jointly signed by both BBMP and BMRCL officials.

Replies to the queries raised by Shri.A.S.Pattabiraman, 607/A, 1st Main, 2nd stage, Rajajinagar, Bangalore under Right to Information Act.

Sl. No.	Questions	Replies
1.	A copy of the Justice Bhat Committee report, with all the enclosures.	Report is put up in the BMRCL web site. However a copy enclosed.
2.	Alignment Map of Metro Rail for entire Bangalore.	Enclosed
3.	Feasibility Report for Metro Rail under ground in CMH Road together with cost estimate and alignment map.	Underground Metro can not be done for only CMH Road and 100' Road as metro needs about 500m length for going from under ground to elevated and vice versa. As there is no such space to take elevated corridor to under ground without blocking the entire road in approach(es), the proposal was not considered. If it is to be underground, it should be underground right from Leprosy hospital on Magadi Road to Byappanahalli. The merits and demerits of underground area attached as <u>annexure</u> .
4.	Feasibility Report for Metro Rail under ground in Old Madras Road together with cost estimate and alignment map.	
5.	Feasibility Report for Metro Rail over ground in Old Madras Road together with cost estimate and alignment map.	
6.	Feasibility Report for Metro Rail over ground in Old Madras Road together with cost estimate and alignment map.	
7.	Map indicating two Rail stations in CMH Road, originally proposed, and a note on the reason why this was given up.	Originally two stations, one at CMH Road and one at 100' Road was envisaged in the DPR. In light of Justice Shivashankar Bhat's Committee report, only one station near Aryasamaj instead of two stations is proposed. The map is enclosed.
8.	Map indicating a single Rail station in CMH Road and a note on the reason why this is preferred.	Enclosed.
9.	Whether any independent study by experts was made on the suitability of under ground verses over ground rail in CMH Road, as also in Old Madras Road, if so kindly give a copy thereof.	No independent study has been made. The report enclosed clearly explains the merits and demerits of underground vs elevated corridor.
10.	Latest position about issue of notices to individual land owners in Indiranagar Area as also copy of the public notice given in the press in this regard.	Preliminary hearing notices will be issued by the Special Land Acquisition Officer, KIADB to hear the objections in the 3 rd week of January 2007. Public Notice issued in the press is enclosed.

**Replies to the Queries of Sri. P.P. Ravindra Kumar, under
Right To Information Act.**

Sl. NO.	Details of Queries	Reply
1.	As stated by our beloved Chief Minister in Times of India "daily dated 18-03-2006 "Bangalore Metro-Project and Stations will come up only on Govt. lands. If such is the case, my 250 years family temple "Sri Sri Sri Adi Vinayaka Temple" at # 74, S.V.Road, (Old Madras Road), Ulsoor, Bangalore-8, will it be demolished and lands acquired please give the statement?	The project requires 228.62 acres of land. Out of this, 202.49 acres (89%) is public land and only 26.13 acres is private land ie. 11% of the lands required for the project are being acquired from private parties.. Apparently, the Chief Minister's remarks on location of stations in private land is in the context that large portion of Govt.lands are used for Metro rail Project.
2.	Why has my property bearing No.74 and 74/1, S.V.Road, Ulsoor, Bangalore-8, shown consisting of 1856.433 Sq. Mtr. (One thousand eight hundred fifty-six point four three three sq.mtr.). Kindly indicate the source of your exaggerated information of the area stated in your notice dated 23-01.2006. A certified copy of your source of information.	As per the earlier survey done for acquisition the area was arrived at. However, the area to be acquired is only 676.390 sq.mtr. in total from both 74 and 74/1 properties. Copy of the land plan enclosed.
3.	My 250 years old family temple "Sri Sri Sri Adi Vinayaka Temple " is far away from the station and Ramakrishna Mutt Road and a Govt. Hospital before my property. Why is this family temple land acquired. The purpose of your planned utilization of the temple and its land and the area to be acquired copy of your planned report of the utilization of my temple and its land and the correct area to be acquired.	This property comes in the planned Ulsoor station area. The other properties like the Govt. Hospital, Police quarters are also being acquired for this purpose
4.	A copy of a pillars drawing to be put up showing (i) its width (above ground level) (ii) its position before my property 74, S.V.Road, Ulsoor, Bangalore-8, till Ulsoor Station.	Within the said property, track supporting structure like piers having an elliptical shape (1.6 by 2m) will have to be located. The pier height will be about 10 mtrs. Also, other auxillary facilities like generator room, fire fighting systems are located in this area. A copy showing the pier and other facilities located within the said property is enclosed.