



SELECTION OF CONSULTANCY FIRM FOR PREPARATION OF COMPREHENSIVE MOBILITY PLAN FOR DHANBAD UNDER URBAN INFRASTRUCTURE & GOVERNANCE (UIG)-JNNURM



JNNURM

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URBAN DEVELOPMENT DEPARTMENT,
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1. BACKGROUND

Dhanbad :

Introduction

The district of Dhanbad in the country occupies a unique place as an important resource region which is a part of the South-East resource region. The resource is the coal, often termed as “Black Diamond”, a term which befits its importance as basic fuel in most industries. The Dhanbad district has the largest coal reserves, about 13,000 million tons of metallurgical coal. The region is most commonly identified as “Jharia Coal Field (JCF)” which is the one single depository of coal spread over an area of about 480 sq.kms.

This has influenced the location of many coal-oriented industries, such as fertilizers, washeries, coke plants, ceramic industry, pottery works, steel industries, lead and zinc smelting and numerous other engineering industries.

In a relative perspective, the region could be linked to industrial zone of Asansol-Durgapur in the West Bengal and Jamshedpur – Chaibasa in the Jharkhand- the comparative elements being the Bokaro Steel Plant in the west, Sindri Fertilizer complex, Sulphuric Acid Plant and ACC Cement Factor in the south and a number of coal-based chemical industries scattered around the coal-belt.

In this venture of coal mining, a number of new mining towns have sprung up in a chain, spreading from Dhanbad south-wards upto Sindri and westwards upto Katras. This development is mostly scattered, haphazard and unplanned.

Mineral resource regions compel to scan one more aspect, i.e. limitation of urban growth, as also conservation and extraction of underground resources. Mineral resource regions and in particular resource regions based on coal area developed on economic activities of exhaustible resources. It is important, thus to take a long term view so that the mono-centric economic activity can be gradually shifted to other activities. Also, diversification of the economic base is of utmost importance for optimum utilization of the potentialities existing in the region in terms of basic materials, fuel, ample power resources, well developed and distributed communication network and proximity to large urban centres, etc.

The Dhanbad District consist of eight blocks which include, Dhanbad Sadar, Jharia Block, Sindri Block, Baghmara Block, Baliapur Block, Gobindpur Block, Topchanchi Block and Tundi.

For a balanced growth and improvement of conditions in the region, a preconceived strategy for the future needs to be spelt out, to control and regulated the urban growth and development of infrastructure.

Location

Dhanbad Municipal Corporation is located in the Eastern part of the Country, from 850 45' E longitude to 860 30' E longitude and from 230 32' N latitude to 240 5' latitude. The district headquarter, located at Dhanbad is about 170 km from State Capital of Ranchi and about 250 km from Kolkata the premier city of the country.

Dhanbad Municipal Corporation

New Dhanbad Municipal Corporation was formed as per notification vide /Establishment/Formation – 101/5334/Urban Development Department, Ranchi, dated 01- 02- 2006. The New Dhanbad Municipal Corporation will consist of urban settlements namely erstwhile Dhanbad Municipality, Jharia NAC, Sindri NAC, Chhatandh NAC, Katras NAC and 27 census towns (as per 2001 census). Besides these urban settlements there are 258 villages also form part of the new Dhanbad Municipal Corporation. The total population of new Dhanbad Municipal Corporation as per Census 2001 is 13,33,719 out which 10,65,327 persons constitutes from Urban Agglomeration (32 towns) and villages constitutes about 268,392 persons. The total area of new Municipal Corporation is around 355.77 sq.km.

History

Dhanbad district was constituted in 1956 by carving out the old Dhanbad subdivision, Chas and Chandankiyari police stations of the Sadar subdivision of the erstwhile Manbhum district. Dhanbad is Police district since 1928. The re-organisation of the districts in the State of Bihar which took place after 1971 did not affect the district of Dhanbad. Erstwhile Dhanbad Municipality is the most urbanized in the district and the headquarters of the district. In the year 1991, Bokaro District was constituted by carving out Chas Sub-division of Dhanbad district and Bermo Sub-division of Giridih District.

The district is bounded on the west by Giridih and Bokaro on the north by Giridih and Dumka and on the east and south by Purulia district of West Bengal.

The early history of the greater part of the Chotanagpur plateau is shrouded in mystery and that of Dhanbad district is particularly so. Details of even later periods are difficult to trace as the present district formed but a small and insignificant part of Manbhum. In the Settlement Report for Manbhum (1928) it has been stated that no rock inscriptions, copper plates or old coins were discovered and not a single document of copper plate or palm leaf was found in course of the Survey and Settlement operations. The oldest authentic documents produced were all on paper and barely even a hundred years old.

In view of these circumstances the District Gazetteer for Dhanbad (1964) merely reproduces the chapter on history in the Settlement Report of 1928 which pertains to the entire district of Manbhum.

It was a small village of the erstwhile district of Manbhum which had its headquarter in Purulia (now in West Bengal). Manbhum in turn, derived its name from Raja Man Singh who was gifted this territory by Emperor Akbar, following his victory in a certain battle.

The district being extremely vast and far-flung soon got divided into Birbhum, Manbhum and Singhbhum, for administrative purposes.

However, on 24.10.1956 Dhanbad was declared a District on the Recommendation of the State Reconstitution Commission vide notification 1911. Its geographical length, extending from North to South, was 43 miles and breadth, 47 miles, stretching across East to West. In 1991 a part of Dhanbad was sliced away from Bokaro district, diminishing thereby its total area to 2,995 Sq.Kms.

Earlier, the district was split into two sub – divisions – Dhanbad Sadar and Baghmara. The former incorporated 6 blocks, while the latter had four. The then vastness of the district called for two police headquarters, based at Bokaro and Dhanbad respectively. Meanwhile, the district as it stands today, has only one sub-division called the Dhanbad Sadar. There are presently, 8 blocks here viz. Jharia, Baghmara, Dhanbad, Nirsa, Govindpur, Baliapur, Tundi, and Topchanchi.

There are 100,850 acres of hillocks and 56,454 acres of forests. It is about 500-1,000 feet above Sea level. Its soil is, by and large lateritic in nature.

Traffic and Transportation

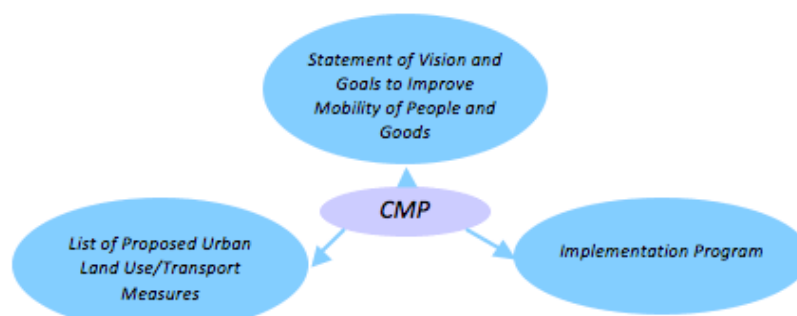
Regional Connectivity: Dhanbad is well connected by road to other parts of the country. NH 2 which connects Dhanbad to Kolkatta, NH 32 connects to Bokaro also traverses the city. Dhanbad is well connected by the Rail route also. It is the divisional headquarter of Eastern Railway. The Grand chord line which is the main line between Delhi and Calcutta passes through Dhanbad. Trains to Delhi, Calcutta, Bombay, Jammu, Kalka, Gorakhpur, Lucknow, Patna, Jodhpur etc. can be taken from Dhanbad. Important trains halting at Dhanbad are Calcutta Rajdhani Express, Bhubneshwar Rajdhani Express, Bokaro Calcutta Shatabdi Express, Poorva Express, Kalka Mail, Ludhiana Express, Jammu-Tawi Express, Howrah- Jodhpur Express and Shakti Punj Express.

City's Transport Scenario: Major activities in Dhanbad include industrial activities like coal mining and its ancillary industrial activities, trade and commerce, education institution and public administration. Administrative offices are located on Dhanbad – Gobindpur road, Jharia road, Katras road. Public transport i.e. buses currently operated by Bihar Road Transport Corporation has very little patronage due to unreliable and inadequate services. Due to small trip-length activities in the city, cycle rickshaw, cycling and walk form the preferred mode of non-motorised transport. With very little pedestrian facilities in the Municipal Corporation area, large volumes of pedestrian traffic can be observed on city roads especially near Bank more, Railway Station, Hirapur, Bus stand, Main Bazaar, Purana Bazaar, Sindri SBI bank circle, Kerkend and market areas. Unauthorized parking of private and commercial vehicles was observed along most of the roads and open spaces located in the CBD and along NH-32. There is no authorized parking infrastructure provided in the city. Parking of cycle rickshaws, vans, auto-rickshaws parked near major junctions is a common phenomenon in the city.

Objectives of CMPs

The ultimate objective of a CMP is to provide a long-term strategy for the desirable mobility pattern of a city’s populace. To achieve this objective, the following are the main objectives:

- i. To provide a long-term vision(s) and goals for desirable urban development in each city;
- ii. To illustrate a basic plan for urban development and include a list of proposed urban land use and transport measures to be implemented within a time span of 20 years or more; and
- iii. To ensure that the most appropriate, sustainable and cost-effective implementation program is undertaken in the urban transport sector.



Objectives of a CMP

2. SCOPE OF WORK

The scope of work and deliverables of the CMP for Dhanbad will be as per the Guidelines and Toolkits for Comprehensive Mobility Plan (CMP) prepared by Ministry of Urban Development (MoUD), Government of India, which is annexed herewith.

3. STUDY DELIVERABLES AND PAYMENT SCHEDULE

Deliverables

The study is to be completed within 6 months. The deliverables are listed below. The consultant may also submit working papers for comment as required.

Sl. No.	Deliverable	Submission date maximum No. of Months from Start of work	No. of copies
1.	Inception Report & Detailed Work Plan	3 weeks	6
2.	Interim Report	7 weeks	6
3.	Draft Final report	10 weeks	10
4.	Final CMP with Executive summary	4 weeks	20

A soft copy including database material (in PDF and Word/Excel/PPT/Dwg format) shall be submitted with each of the above.

Inception Report and Work Plan: This report shall cover Task 1 and provide the consultants' initial assessment; a review of problems encountered (if any) and proposed solutions and confirmation of the work plan for the remainder of the study.

Interim Report: This report shall cover Task 2 (Data Collection, Analysis of Existing Urban Transport Environment and Development of Transport Model) and will detail the necessary surveys/studies, data collection and analysis for the short term traffic management plan and proposals that need to be implemented. The report shall also contain conceptual insight for the medium/long term.

Draft Final CMP: This shall contain the Comprehensive Mobility Plan (Tasks 4) and recommendations. The Interim Report database and traffic model shall be included as an Annex, updated if required.

Final CMP and Executive Summary: This shall contain the final CMP and an Executive Summary including responses to comments from the Ministry of Urban Development. Report formats shall be proposed in the Inception Report and after agreement with the client, subsequent reports shall be submitted in the agreed format. A sample table of contents for the CMP is given in Module 1 (CMP Toolkit).

Procedure for Submission of Bids:

Bids are to be submitted in two parts.

Part I - would comprise of the technical bid, which would include:

- Organizational profile and annual report including financial report.
- Experience of having undertaken similar assignments.
- Experience of having worked under the JNNURM scheme of the Government of India and ULBs in similar assignment. Experience to be supported by Project Completion Certificates/ Work Orders etc.
- CVs of key resource persons proposed to be associated with the preparation of the CMP.
- A detailed approach and methodology proposed to be used in developing the CMP.
- Broad structure of the CMP report to be submitted
- Work Plan & Time frame for the completion of the CMP and submission of the report.
- Information regarding any litigation, current or during the last five years in which the agency has been involved.

Part II - would be the financial bid and would cover the following:

Lump sum fee and schedule of payments to undertake the preparation of the comprehensive mobility plan (CMP)

The rate should be quoted in both figure and words.

Bidders should quote rates exclusive of service tax. The service tax amount, as applicable, shall be paid by the client.

The bids would have to be submitted in separate sealed covers super scribed “**Technical Bid**” and “**Financial Bid**” respectively and both envelopes kept in a single envelope marked “**Bid for preparing CMP for the city of Dhanbad (Jharkhand)**” and should be addressed to :

**Officer on Special Duty,
Greater Ranchi Development Agency Ltd.,
3rd Floor, Pragati Sadan(RRDA Building),
Kutchary Chowk, Ranchi- 834001.**

The cover should clearly indicate the name of the organization submitting the bid.

Other Conditions:

This document of detail terms of reference and other conditions will form a part of the proposal and should be submitted duly signed by the applicant on every page to be submitted with technical bid.

- All documents should be in English.
- Bids submitted through Email will not be accepted.
- Bid documents should be submitted in the office of the **OSD, Greater Ranchi Development Agency Limited (SLNA - State Level Nodal Agency for JNNURM) 3rd floor, Pragati Sadan(RRDA Building), Kutchary Chowk, Ranchi up to 30-09-09 till 4:00 PM and will be opened on same day at 4:30 PM.**
- **Pre-bid meeting shall be held on 17-09-09 at 11:00 A.M. in Conference Hall of Greater Ranchi Development Agency Limited (GRDA), 3rd floor, Pragati Sadan (RRDA Building), Kutchary Chowk, Ranchi-834001.**
- All type of taxes will be applicable to the consultant and will be beard by the consultant.
- Consultant should have a local office at Ranchi/Dhanbad/ Jamshedpur(UA) during the execution of assignment so that regular communication can be established.

Evaluation criteria

Once the technical proposals have been evaluated, a short list of technically qualified bidders would be prepared and then only the price bids of these bidders would be opened. The criteria to be used in the evaluation of the technical bids would be an assessment of the;

Sl. no.	Criteria	Weightage
1	Company Profile and Background including financial strengths	10%
2	Experience of the Firm	20%
2(i)	Experience of the Firm in carrying our similar assignments and in working with ULBs and under the JNNURM programme of Government of India	10%
2(ii)	Experience of the firm in carrying out similar study – preparation of CMP	10%
3	Approach and Methodology	50%
3(i)	Understanding of Objectives	10%
3(ii)	Quality of Approach and Methodology	30%
3(iii)	Work Program	10%
5	Qualification of key staff/ CVs of Expert	20%
	Total(1+2+3+4+5)	100%

Bids Scoring more than 75% marks will qualify for the next stage: i.e. opening of the Financial Bid. Financial proposal of only such bidders will be opened which obtains minimum qualifying marks/standards of 75 % prescribed for the technical proposal. Evaluators of technical proposal shall not have access to the financial proposal until the technical evaluation is concluded.

The financial bids of only those agencies shall be opened whose technical evaluation meets the minimum qualifying benchmark. The Financial bids of other agencies that do not secure the minimum qualifying marks shall be returned unopened.

The lowest financial proposal (F_M) shall be given a financial score (S_F) of 100 points. The financial score (S_F) of the Financial Proposals will be determined using the following formula:

[$S_F = 100 \times F_M / F$, in which S_F is the financial score, F_M is the lowest price, and F is the price of the proposal in Rupees under consideration]

Proposals will be ranked according to their combined technical (S_T) and financial (S_F) scores using the weights (T =the weight given to the Technical

Proposal; P=the weight given to the Financial Proposal; T+P=1). **The weights given to the technical and financial proposals will be T=0.70, and P=0.30.**

The total combined score shall be calculated using the following formula;

$$S = S_T \times T + S_F \times P$$

Payment Schedule

Payment shall be made according to the following Schedule, which is based on the submission of deliverables.

Sl. No.	Submission/Acceptance of:	Payment as % total
1.	Inception Report & work plan	10%
2.	Interim Report	15%
3.	Draft CMP	20%
Sub Total		45%
4.	Acceptance of Draft CMP	20%
5.	Acceptance of final CMP and Executive Summary*	35%
Total		100%

***Note: Acceptance of final CMP shall mean final approval by the Govt. of India.**

4. INFORMATION ON FIRM AND PROPOSED STAFFING

The consultants shall provide details of relevant experience in carrying out similar work along with a copy of client certificates/testimonials. CVs for proposed staff should be included with the Technical Proposal. Staff should have experience in the following disciplines:

- (i) Team Leader/Urban Transport Planner
- (ii) Public Transport Planner
- (iii) Land Use Planner
- (iv) NMT Planning and Traffic Management Specialist
- (v) Highway Engineer
- (vi) Traffic Survey and Modeling Specialist
- (vii) Environmental and Social Expert