



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



JNNURM

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**URBAN DEVELOPMENT DEPARTMENT,**  
GOVT. OF JHARKHAND,  
4<sup>TH</sup> FLOOR, PROJECT BHAWAN, DHURWA, RANCHI- 834004

## **1. BACKGROUND**

### **Jamshedpur(UA) :**

#### **Introduction**

Jamshedpur is one of the oldest and the largest existing Company town in the world. It was the benchmark development for post independent Indian industrial cities such as Bhilai, Rourkela and Durgapur, which were established in completely rural areas. A city founded by the late Jamshedji Nusserwanji Tata, Jamshedpur then known as Sakchi was home to the first private Iron and Steel Company of India.

The Jamshedpur Block was established in the 1952 and constitutes of rural & urban areas having one Municipality and two Notified Area Committees namely Jugsalai Municipality, Jamshedpur Notified Area Committee and Mango Notified Area Committee. Tata Nagar was the sole urban node for many decades till villages within its vicinity transformed into urban agglomerations. The Jamshedpur City Development Plan has been conceived for an area of 149.225 Sq. Kms, which has a present (2006) population of approximately 12Lakhs. The area covered under Jamshedpur CDP includes three Notified Area Committees (Jamshedpur Notified Area, Adityapur Notified Area, Mango Notified Area), one Municipality (Jugsalai Municipality) and eight other fringe towns / urban outgrowths (which includes the areas of Parsudih, Kitadih, Gadra, Ghorabandha, Chotagovindpur, Sarjamdahn, Bagbera and Haldubani). All these areas together form the Jamshedpur Urban Agglomeration, for which the CDP has to be formulated. The City Development Plan for Jamshedpur deals with in a comprehensive, cohesive and concise manner, all the important elements of governance in the form of themes: Urban Growth Management /Development Planning, Urban Infrastructure Management, Urban Poor and Slums, Urban Environment, Social Development, Urban Governance and Management and Urban Finance and Management apart from Demographic Trends, Economy Pattern, etc with a long term strategic vision. An effort has also been made to institutionalize the formation of the Jamshedpur Municipal Corporation, which will in turn bring in a corporate vision to the development of the city as well as bring about a change that the citizens of Jamshedpur will contribute to, and ultimately benefit from.

#### **Location**

The city of Jamshedpur is situated at 86.12° E longitude and 22.47° N latitude, on the banks of the rivers Subarnarekha and Kharkai. The city is at an altitude of 159 meters above mean sea level. In the city region, there are locations that are about 933 meters above mean sea level (e.g: Dalma).

#### **Jamshedpur Urban Agglomeration**

The present city of Jamshedpur is spread over the villages of Sakchi, Susnigaria, Jugsalai and Beldih that lay in the Dhalbhum Pargana of the East Singhbhum district. When Jamshedpur started growing rapidly into a populous industrial town, the state government constituted the Jamshedpur Committee to control the envisaged haphazard

growth of the town. This Committee was called upon to examine the various problems and to submit recommendations relating to the future administration of the town.

The Jamshedpur Block was established in the 1952 and comprises of rural & urban areas having one Municipality and two Notified Area Committees namely Jugsalai Municipality, Jamshedpur Notified Area Committee and Mango Notified Area Committee. Tatanagar was the sole urban node for many decades till villages within its vicinity transformed into urban agglomerations.

The Jamshedpur Notified Area, Adityapur Notified Area, Mango Notified Area, Jugsalai Municipality and the towns of Parsudih, Ghorabandha, Chotagovindpur, Gadhra, Sarjamdah, Haldubani, Kitadih, and Bagbera, which are a part of the Jamshedpur Block, are proposed to become a part of the Jamshedpur Urban Agglomeration and be administered by a unified municipal administrative body. The total area covered by the proposed JUA is 149.225 Sq. km.

## **History**

Jamshedpur is one of the oldest and is considered as the largest existing industrial town in India. It was the benchmark development for post independent Indian industrial cities such as Bhilai, Rourkela and Durgapur, which were established in completely rural areas. A city founded by the late Jamshedji Nusserwanji Tata, probably to support the first private Iron and Steel Company he set up there. In those days, the area was known as Sakchi.

The districts within 150 Kms radius of Jamshedpur are rich in minerals, including iron ore, coal, manganese and lime. Sonari is situated at the confluence of two rivers Subarnarekha and Kharkai ensuring a perennial source of water supply to the township, whereas the Kalimati Railway Station on the main railway line located adjacent to Sakchi provides good connectivity to the township. The city was named Jamshedpur in 1919 by Lord Chelmsford, in honour of its founder.

Messrs Julin Kennedy Sahlin of Pittsburgh, U.S.A, prepared the first layout of the town of Jamshedpur. It was designed more or less on American lines with roads at right angles. In 1920, Mr. Frederick Charles Temple, who was then the Sanitary Engineer to the Government of Bihar and himself a Town Planner, was engaged as the Chief Town Engineer. In 1936 Major P.C Stokes, who was connected with Quetta Reconstruction after earthquake, was invited by the Company to advice on town planning and development. In 1943, Dr. Keonigsberger was invited to advice on the planning of the town. He prepared a master plan, which was accepted by the Tata Steel Company.

Tata Steel's town division, now under Jamshedpur Utility & Services Co (JUSCO), a 100 per cent subsidiary of the steel major, provides municipal and civic facilities to the city. The track record of urban management by JUSCO is a commentable one.

While the area under TISCO have developed in a planned manner based on all the above expert inputs, the outside areas have continued to grow at fast pace one would expect to see near a major industrial centre. This growth was generally organic in nature as the

state or the region did not have a proper plan or development control rules. This has resulted in the present urban agglomeration, which is the area under the current study. Also, as a result, the disparity of the level of infrastructure and services show a large disparity, which is not good for overall growth of the city

### **Traffic and Transportation**

**Regional Connectivity:** Jamshedpur is strategically located in the regional context, being 137 Kms from Ranchi, which is the administrative and business centre of the state of Jharkhand and 146 Kms from Dhanbad, which is the coal capital and one of the resource centres of Jharkhand. Jamshedpur is also connected to Kolkata and Ranchi via the NH 33. Being so located, Jamshedpur has a strong potential to be developed into the manufacturing and industrial centre within the region, bringing in the opportunity of increased export trade.

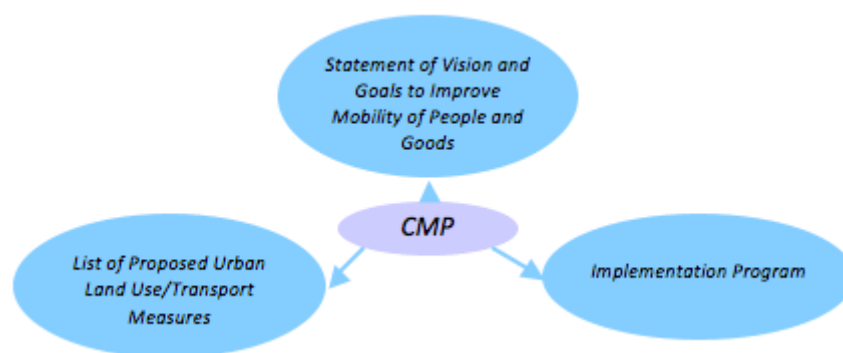
The key issue is the improvement of the regional connectivity between the three cities of Jamshedpur, Ranchi and Dhanbad, as well as development of quality linkages between the other cities of the state of Jharkhand. This will not only bring about development to the city of Jamshedpur, but also to the over state of Jharkhand.

**Vehicle Population in Jamshedpur:** There are more than 1.45 Lac, vehicle registered in Jamshedpur in the period of 2000-06. The table given below indicates the growth trend in number of registered vehicles in Jamshedpur. As per CAGR the growth rate of registered vehicles is around 14%. Jamshedpur possibly has the highest vehicle ownership pattern with more than 400 vehicles per 1000 in comparison with its peer group cities of Dhanbad, Ranchi etc. Major share and maximum growth is observed in the 4-wheelers at 21.94% CAGR and 2-wheelers at 15.8% CAGR during the past 5 years. This increase in 2-wheelers and 4-wheelers indicates a growing dependence on privately owned transport in Jamshedpur. The vehicular modal split indicates 75% of the total vehicles to be 2-wheelers, followed by 4-wheelers at 13%, 3-wheelers at 6% and the rest constitutes HMV/LMV of the total registered vehicles 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 Jamshedpur (UA) 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 Jamshedpur (UA) (Jharkhand)**” and should be addressed to :

**Officer on Special Duty,  
Greater Ranchi Development Agency Ltd.,  
3<sup>rd</sup> 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;

<b>Sl. no.</b>	<b>Criteria</b>	<b>Weightage</b>
<b>1</b>	<b>Company Profile and Background including financial strengths</b>	<b>10%</b>
<b>2</b>	<b>Experience of the Firm</b>	<b>20%</b>
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%
<b>3</b>	<b>Approach and Methodology</b>	<b>50%</b>
3(i)	Understanding of Objectives	10%
3(ii)	Quality of Approach and Methodology	30%
3(iii)	Work Program	10%
<b>5</b>	<b>Qualification of key staff/ CVs of Expert</b>	<b>20%</b>
	<b>Total(1+2+3+4+5)</b>	<b>100%</b>

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.

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

**\*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