

Joint CP in Tokyo for post-blast mgmt course

SAGNIK CHOWDHURY
OCTOBER 20

CLOSE on the heels of two top Mumbai Police officers attending a training course at the FBI Academy in Los Angeles, another senior officer has gone abroad to take part in a training exercise. Joint Commissioner of Police (Law and Order) Rajnish Seth, who is in charge of all 92 police stations in the city, is in Tokyo to attend a course on post-blast management. Seth left the city on Saturday and is due to return on October 30.



RAJNISH SETH

“Seth was invited to attend a training course on post-blast management and he has gone to Tokyo as part of a delegation of officers from across the country,” said a senior Mumbai Police officer, who did not wish to be named. “Since Mumbai has witnessed several serial blasts in the past, and our officers have had to handle the chaos and confusion prevalent in a post-blast scenario, the Mumbai experience will be discussed at length during the course. Security personnel from other countries will also attend the course,” said the officer.

Seth was chosen for the course as the Jt CP (L&O) plays a crucial role in the aftermath of a blast in the city. Sources revealed that soon after the 13/7 serial blasts, the standard operating procedure (SOP) of the Mumbai Police was tweaked with regard to the Jt CP (L&O)’s role.

“A major change made to the SOP after the 13/7 blasts was that the Jt CP (L&O) will be out on the streets and visit the blast site. His presence on the ground will bolster the confidence of the local policemen in handling crowds and will help secure a blast site for forensic examination. Earlier, the Jt CP (L&O) was expected to take charge of the main control room at the police headquarters in Crawford Market. Now, the revised SOP demands that the Jt CP (Administration) take charge of the control room,” said Mumbai Police Commissioner Arup Patnaik.

citybrief

Sachin pays penalty for dream home

SACHIN TENDULKAR has paid a fine of Rs 4.35 lakh to the BMC for performing *vaastu puja* at his new five-storey bungalow without having the occupancy certificate (OC). “He paid the amount after we issued a notice seeking recovery of Rs 4.35 lakh penalty as illegal occupancy charge. We have issued the OC to Sachin,” a BMC official said on Thursday. **PTI**

Skywatch

FORECAST A few spells of rain and thundershowers will occur. Maximum temperature of 34°C

TEMPERATURE

SANTACRUZ

MAX: **33.5** MIN: **23**

COLABA

MAX: **32.5** MIN: **26**

SUNRISE: 6.35 AM, SUNSET: 6.14 PM



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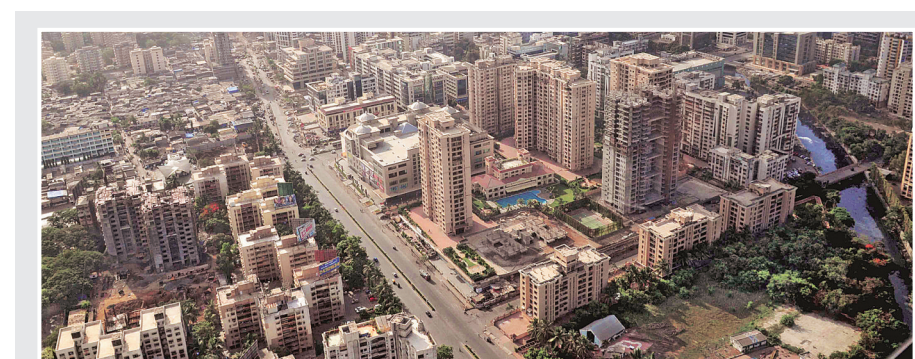
Chavan approves extra .33 FSI in suburbs

LONG-STANDING DEMAND ■ Developers can avail additional floor space index on payment of premium; total FSI now 1.33

EXPRESS NEWS SERVICE
OCTOBER 20

CHIEF Minister Prithviraj Chavan on Thursday approved an additional 0.33 FSI in the suburbs of Mumbai, a long-standing demand from developers and a move that was first initiated in 2008 before being challenged in court. Developers will be able to avail the additional FSI, which now takes the FSI in Mumbai’s suburbs to 1.33, on payment of a premium.

Announcing the decision on the sidelines of an investors’ summit in Mumbai, Chavan said: “The legal framework for the decision was ready. There was a fear that increasing the FSI could put unnecessary burden on infrastructure in the suburbs. However, after lengthy discussions



PRITHVIRAJ CHAVAN, Chief Minister

with officials, including the Municipal Commissioner, we have concluded that FSI up to two is already consumed through use of Transferable Development Rights (TDR).”

The CM added that the decision would lead to the state government and the Brihanmumbai Municipal Corporation (BMC) earning significant revenues from the premium paid by the developers.

The Vilasrao Deshmukh government increased the base FSI in the suburbs from 1 to 1.33 in March 2008. The move was aimed at reducing developers’ dependence on TDR or floating FSI, a commodity that is controlled by a handful of developers, such as DB

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PRITHVIRAJ CHAVAN, Chief Minister

Realty, HDIL and Ackruti.

Within months, the policy was challenged in the Bombay High Court and the state government has been swaying back and forth on this issue since then. Urban Development Department (UDD) officials have been in favour of scrapping the extra FSI policy even as the BMC pushed

for its implementation. The UDD held that while the TDR stock is limited to a few lakh sq metres, granting the 0.33 FSI, on the other hand, will unleash a 30 million sq m of built-up space in the 300-sq km of the suburbs.

The Maharashtra Chamber of Housing Industry (MCHI), the main developers’ body, has been

constantly petitioning the state government to get the extra FSI policy sanctioned. Builder Sunil Mantri, former president of the MCHI, said the policy will now put an end to the cartelisation of TDR. “Also the money earned from the FSI premium will benefit the city at large. Considering that within three months in 2008, the revenue earned through the policy was Rs 500 crore, we estimate that the BMC and state government will earn an annual revenue of Rs 5,000-10,000 crore in lieu of granting the additional FSI,” he said.

Over the past three years, TDR prices have fluctuated over speculation of extra FSI being scrapped or implemented. At present, TDR rates are as high as Rs 2,500-3000 sq ft, while the extra 0.33 FSI will cost the developers only half as much.

■ CAPTIVE CHILDHOOD



A vendor’s child sits inside a fence put around trees, in Dadar on Thursday

Move to add Rs 200 crore to coffers, says civic chief

STUTI SHUKLA
OCTOBER 20

MUNICIPAL Commissioner Subodh Kumar, who has been pushing for state’s approval to the additional 0.33 FSI in the suburbs, said on Wednesday that the move is expected to bring revenue worth Rs 200 crore to civic coffers in the current financial year. This is the second such policy decision recommended by Kumar, which will increase the BMC’s revenue from the real estate sector.

While Kumar’s revised DCR policy, which proposes to include ornamental projections in buildings under FSI and charge premium on the same, has invited more than 900 suggestions and objections mostly from builders,

Rs 1,000 cr
Total revenue the BMC and state govt could earn in the next financial year

the decision to grant 33 per cent additional FSI in suburbs is something the builders have been trying to get approved since it was first proposed in 2008.

Countering arguments that the additional FSI will cause a spurt of development in the suburbs and strain its infrastructure, Kumar said the overall cap on FSI, which is two at present, will remain the same. “It is a wrong notion that the extra FSI will put a burden on infrastructure. Even now, all projects in the suburbs consume a total FSI of two by

purchasing TDR. At least by allowing an extra 0.33 FSI, the state government and the BMC together are estimated to earn a revenue of Rs 1,000 crore in the next financial year — Rs 500 crore each for the BMC and the state government,” he said.

Following UDD Principal Secretary T C Benjamin’s note to the Chief Minister earlier this year, asking for scrapping the proposal to grant extra FSI, the latter directed Kumar to file a detailed report on BMC’s stand. Soon after, Kumar opposed UDD’s arguments, stating that there would be no significant change in the Development Plan owing to consumption of additional 0.33 FSI and will, in fact, boost the BMC’s revenue and help control TDR rates.

AIIMS clears standard design for 937 state-of-the-art ambulances

PRITHA CHATTERJEE
OCTOBER 20

NO NATIONAL STANDARD

MAHARASHTRA’S emergency medical system, envisaged after the serial blasts in 2006, and marked with incessant delays since then, is finally on track. The state government has now roped in experts at AIIMS to provide technical support in the planning and design of the 937 ambulances it plans to roll out under the NHRM.

“There are no standards in India on the design of ambulances. The Maharashtra government is the first to acknowledge the need for proper designing and planning of not only the ambulances, but an entire trauma management system. We have been asked to provide consultancy services,” said Professor Shakti Gupta, head of hospital administration at AIIMS.

However, the project has been marked by delays and controversies. The first tender awarded to Satyam’s EMRI in 2008 had to be hurriedly withdrawn after the

IRONICALLY, TILL date India has no national design standard for ambulances

EACH STATE purchases ambulances on the basis of their own designs

THE PURCHASE of the 150 ambulances by the Delhi government before the Commonwealth Games is perhaps the biggest example of the problem

A TECHNICAL committee set up by the Capital’s health department selected the Fortis model and the company went ahead and made 75 ambulances

BUT THE government did a U-turn and decided the ambulances did not meet the standards. Since then the fleet has been gathering dust

Satyam scandal. “AIIMS has helped us in the role of a consultant in providing complete technical support in the design of the ambulances. Since the 1,000-odd ambulances will be deployed across the state, including remote areas, we did not want to leave any lacunae in the design and technical viability,” said Health Minister Suresh Shetty.

The ambulances have been designed on the basis of international standards with specifications for body structure, vehicular design and interior chambers. “Ambulance design should be

based on ergonomics or the science of designing a space after taking into consideration the relationship between workers and their environment. The height and width specifications are very important for ensuring adequate space for moving the patient in and out,” explained Dr Gupta.

The positioning of the medical equipment and the doctor or paramedics with respect to the patient is also crucial. “AIIMS did a study of road ambulances in India under the Ministry of Road Transport and found gross inadequacies in the volumetric space distribution.

For example, the doctor’s seat is almost always adjacent to the patient instead of facing him/her. The seating space is narrow, with gas cylinders and monitors crowded inside in a totally unscientific manner,” said Dr Gupta. The lighting in ambulances is also crucial and nearly all Indian ambulances use regular tubelights, which is totally unacceptable as a doctor may be required to perform emergency procedures.

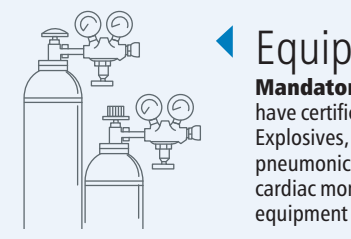
“We are trying to cover all aspects to prepare the best possible structure that will set an example for other states,” Shetty said. However, with such strict standards, the tendering process has been given an extension since only two companies have come forward, while others have sent queries. The government has invited experts from AIIMS to meet the companies and clear their doubts. The tendering process has also been extended as the government hopes to ensure more participation.

DESIGN SPECIFICATIONS

Cabin ▶

AIIMS has fixed the minimum length at 310 cm and width at 1,500 mm

A minimum of two windows on each door leaf and one openable (sliding/tilting/roll down) window on each side wall. The inside of the compartment will also have a 40-mm thick non-toxic insulation for reduction of heat and noise. For maintaining noise levels in the patient compartment, levels measured at six different locations — patient ear, rear side of interior of ambulance, front side of interior of patient compartment, on left and right side of patient cabin with reference to centreline of the cabin — should not exceed **80 dB(A)**



Lighting

Diffused flicker-free automotive grade (12V, minimum 4,000 deg Kelvin) lighting in patient compartment as standard

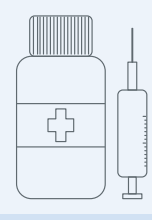


Equipment

Mandatory for oxygen cylinders to have certification from the Chief Controller of Explosives, Government of India, Nagpur. The pneumatic transport ventilator, defibrillator, cardiac monitor, suction pump and other equipment have all been standardised

Stock ▶

83 DRUGS will be stocked in each ambulance
AIIMS has also provided specifications for the vehicle engine and tyres



CITY ANCHOR MMRDA TO EXECUTE PROJECT IN TWO PHASES, WILL FOCUS ON ROAD COMPONENT FIRST AND THEN TAKE UP METRO CORRIDORS

Perks aplenty to make costly corridor palatable for bidders

MANASI PHADKE
OCTOBER 20

BASED on a feasibility study of the 126-km-long multi-modal corridor from Virar to Alibaug, the Mumbai Metropolitan Region Development Authority (MMRDA) is considering giving soft loans and land parcels to the developer in an attempt to sweeten the expensive project for bidders.

Louis Berger, the consultant for the project, last week submitted the technical and financial feasibility report for the multi-modal corridor to the MMRDA. The report pegs the total project cost at Rs 12,975 crore.

“We need to think about the financial structuring of the project in terms of how we can ensure that the concessionaire feels comfortable with the project,” Additional Metropolitan Commissioner SVR Srinivas said. “We are in advanced discussions of finalising the financial model.”

The viability gap funding, which refers to the amount the government agency chips in for the project in a public-private partnership, would be Rs 5,190 crore — 40 per cent of the total project cost. The Louis Berger report suggests that the rest of the project could be financed with a debt of Rs 5,450 crore and Rs 2,335 crore equity.

VIRAR TO ALIBAUG MULTI-MODAL CORRIDOR



25 km of the proposed corridor will be elevated. FILE PHOTO

LOUIS BERGER, the consultant for the project, last week submitted the technical and financial feasibility report for the multi-modal corridor to the MMRDA

THE REPORT pegs the total project cost at Rs 12,975 crore

THE EIGHT-LANE corridor will have

Metro lines, lanes for traffic, dedicated bus lanes, a cycling track and pedestrian walkways

IT WILL HAVE 51 flyovers, 48 vehicular underpasses and 25 pedestrian underpasses and will provide connectivity to Virar, Bhiwandi, Kalyan, Dombivli, Panvel, Uran, Pen etc

The eight-lane multi-modal corridor from Alibaug to Virar will incorporate Metro lines, lanes for vehicular traffic, dedicated bus lanes, a cycling track and pedestrian walkways. The road will intersect the proposed Sewri-Nhava Mumbai Trans Harbour Link at Panvel.

The multi-modal corridor will have elevated corridors for a total of 25 km wherever the project intersects national highways or water bodies. The entire corridor will have 51 flyovers, 48 vehicular underpasses and 25 pedestrian underpasses and will provide connectivity to towns such as Virar, Bhiwandi, Kalyan, Dombivli, Panvel, Uran, Pen and Alibaug.

“It is a huge project so we are thinking of executing it in two phases. We are likely to start the northern side first. Maximum number of people will benefit if we take up the northern stretch first,” Srinivas said.

The MMRDA will focus on the road component of the project first and take up the Metro corridors later, he added.

The MMRDA will have to acquire about 1,261 hectare for the project, the cost of which is likely to be Rs 1,838 crore. About 170.2 hectare required for the project is forest land, while about 73 hectare is either covered by mangroves or falls under the Coastal Regulation Zone area.