

No. RT-16011/1/2018-T
Government of India
Ministry of Road Transport & Highways
Transport Section
Transport Bhawan, 1, Parliament Street, New Delhi-110001

15th January, 2020

To,

- 1) The Principal Secretary(Transport) / Secretary (Transport) and Transport Commissioners of all States/UTs.

Subject:Scheme for Implementation of "Development, Customization, Deployment and Management of State-wise vehicle tracking platform for Safety & Enforcement as per AIS 140 Specifications", in States / UTs under Nirbhaya Framework

Sir/Madam,

1. A copy of the scheme finalised by this Ministry for implementation of the State-wise vehicle tracking platform for Safety & Enforcement as per AIS 140 Specifications", in States / UTs under Nirbhaya Framework is attached for your further necessary action.
2. In this connection it is brought out that Ministry of Road Transport & Highways, earlier issued a notification dated 28th November 2016 wherein Vehicle Location Tracking (VLT) Device and Emergency Buttons were mandated to be fitted in all public service vehicles (all four wheeled or higher, passenger carrying vehicles) w.e.f. 01st April, 2018. This was re-examined by the Ministry, and it was decided to give exemption to all public service vehicles which were registered up to 31st December 2018 (old vehicles) from the fitment of Vehicle Location Tracking Device and Emergency Buttons till the time as notified by State/UT Governments in their respective States/UTs. All public service vehicles registered on or after 01st January 2019 must be fitted with Vehicle Location Tracking Device and Emergency Buttons.
3. Since very little progress could be achieved on setting up the Monitoring Centers, it was felt necessary to support the States under Nirbhaya Framework to set up Monitoring Centers at the earliest so as to effectively implement the vehicle tracking system and ensure safe commute to the women and children in public passenger transport vehicles.
4. The 37 States / UTs have been categorized into four categories, based on the number of vehicles and the geographical area for determination of maximum Project cost. The State wise maximum Project cost and funding structure is mentioned in scheme and will be financed as per the Nirbhaya Fund Framework, in the following ratio
 - (i) 60% (Centre) :40% (State) for all States (other than States with difficult terrain)
 - (ii) 90% (Centre):10% (States) for States with difficult terrains
 - (iii) 100% financed by Centre for UTs

5. MoRTH will set up a Project Management Unit (PMU) through DIMTS, to scrutinize State/UT applications seeking funds under the Scheme, to coordinate between the stakeholders, provide technical support in respect of technical specifications, monitor implementation of the Scheme and to review implementation/operation reports submitted by the States/UTs. A Dashboard will be set up at MoRTH for the monitoring of Scheme. The State Governments/ UTs shall apply in a Performa to seek assistance attached as per Annexure A with the scheme by 15th February 2020 and will also appoint a single point Nodal Officer and a PIU for the project smooth implementation of the project.
6. The States/UTs shall ensure that all the minimum features as well as the guidelines listed in the scheme under Annexure B & C shall be followed and implemented so as to ensure the harmonization of implementation as well as the seamless tracking of the vehicle all across the country.
7. A copy of the draft MoU is also attached with scheme which shall be signed between the State/UT and MoRTH. Out of total Centre's share, 80% of the Central Government's share (after deducting pro-rata costs of national PMU, Dashboard to be set up in MoRTH and the cloud to be provided by NIC) will be released to States/UTs on signing of MoU. Each State/UT will select its own Implementation Agency for setting up of Monitoring Centers. The backend system of the Monitoring Centre will be hosted on NIC cloud. Balance 20% of the Centre's share will be released after three months of successful operation of Monitoring Centre post commissioning by the States/UTs and submitting the utilization certificate for the earlier received share.

Encl:-

- (i) Detailed Guidelines for Scheme.
- (ii) MoU between MoRTH and State/UT Government.

Yours faithfully,



(Sudip Dutta)

Under Secretary to the Government of India

Tele: 011-23357125

Copy to:

- The Under Secretary, Nirbhaya cell, Ministry of Women and Child Devevelopment, 3rd Floor, Jeevan Vihar Building, Sansad Marg, New Delhi.

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Ministry of Road Transport and Highways
(Transport Division)
Transport Bhavan, 1, Sansad Marg, New Delhi - 110001

Dated, the 15th January, 2020

Subject: Scheme for Implementation of "Development, Customization, Deployment and Management of State-wise vehicle tracking platform for Safety & Enforcement as per AIS 140 Specifications", in States / UTs under Nirbhaya Framework.

1. Introduction

- 1.1. Ministry of Road Transport & Highways, Government of India had issued a notification on 28th November 2016 wherein Vehicle Location Tracking (VLT) Device and Emergency Buttons were mandated to be fitted in all public service vehicles (all four wheeled or higher, passenger carrying vehicles) w.e.f. 1st April, 2018.
- 1.2. In order to standardize the specification of VLT and Emergency button across the country, AIS 140 standards were released by ARAI for Ministry of Road Transport & Highway (MoRTH). The standard mainly includes the specifications for Vehicle Location Tracking device (VLTD) and vehicle tracking Backend system. The vehicle location tracking device and the emergency button must be fitted by the manufacturers or their respective dealers or operators as the case may be in accordance with the AIS 140, as amended from time to time, till corresponding BIS Standards are notified under the Bureau of Indian Standards Act, 1986.
- 1.3. The States were required to set up Command and Control Centre's (Monitoring Centers) as per MoRTH notification and AIS-140 to provide interface to various stakeholders etc. as per code of practice of AIS 140.
- 1.4. Since the States could not set up the Monitoring Centers, the effective implementation of the vehicle tracking system could not be done. Though a few states for implementation of VLT Devices and Emergency Buttons are using BSNL AIS 140 Compliant Common Layer backend. It was therefore felt necessary to support the States under Nirbhaya Framework to set up Monitoring Centers at the earliest so as to effectively implement the vehicle tracking system and ensure safe commute to the women and children in public passenger transport vehicles.
- 1.5. The Monitoring Centers in the States shall be used to provide interface to various stakeholders such as State emergency response center, the transport department or Regional Transport Offices, MoRTH and its designated agency, law enforcement agency, VLT device manufacturers and their franchisees, etc. The Monitoring Centres shall receive data from the VLT devices in the vehicles and process the same. The Monitoring Centre shall also process the alerts specified in AIS 140 specification.
- 1.6. The Ministry therefore has decided to support the States/UTs to implement the project by providing funds under the Nirbhaya Framework and would like to take onboard all the States/UTs to implement the same effectively.

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2. Objectives

- 2.1. Safety of women and girl children is a prime concern during their travel in public passenger transport vehicles like cabs, taxis, public buses etc. The proposed system envisages to enhance the safety of the women and the girl children by equipping all the public passenger transport vehicles with location tracking device and emergency buttons for raising an alert in case of emergency.
- 2.2. Monitoring Centre shall be setup in each State / UT for monitoring the alerts and coordinating with State ERSS for responding to distress calls.

3. System Overview

- 3.1. The proposed Vehicle Tracking System consists of a Vehicle Location Tracking (VLT) device, with Emergency buttons, meeting the specifications of AIS-140, mounted in the vehicle, which will send the vehicle location, health status, alerts and other data to the Monitoring center at a specified periodicity. A Standard Operating procedure (SoP) shall be defined by State/UT for handling emergency alerts at the Monitoring Centre. The Transport Department officials will be able to access the system and monitor the alerts at the Monitoring Centre. The actionable alerts will be filtered and handled as per the Standard Operating Procedure (SoP) formulated by State/UT.
- 3.2. The system will be a web-based system so that the officials concerned will be able to use the system on their desktop computers. For states equipped with fully functional ERSS, the VLT device shall be configured to send data to Monitoring Centre and to the ERSS of the State. However, for states equipped with only partially functional ERSS, the VLT device will be configured to send emergency button press alert and related data to Monitoring Centre. The alert will be handled by the monitoring official and forwarded to the concerned aid agency or police manually.

4. Implementation Mechanism

- 4.1. The implementation of CMVR 125H is the responsibility of the State Government. However, being a matter of safety of women and children, Ministry of Road Transport and Highways, Govt. of India has decided to support the state government for the implementation of CMVR 125H by providing financial support under Nirbhaya fund managed by Ministry of Women & Child Development (MWCD). The funding pattern of this project shall be as per the Nirbhaya funding guidelines. The contribution of MoRTH would remain in the specified proportion as per Nirbhaya Framework and in no case exceed the amounts spelt out in the para 6.5 of this Scheme.
- 4.2. The State have to setup Monitoring Centre (Command and Control Centre or backend system) in compliance to AIS-140. The states may appoint an



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- Implementation Agency to design, develop and deploy a Monitoring Centre in compliance to AIS-140.
- 4.3. The Centre has decided to support State/UTs in setting up the Monitoring Centre through Nirbhaya framework by providing financial assistance as per the Scheme.
 - 4.4. Deliverables, responsibilities, milestones and state contributions are provided in subsequent paragraphs.
 - 4.5. NIC cloud shall be used for hosting the backend system of Monitoring Centre. The minimum configuration for the Monitoring Centre will be as listed in **Annexure B**. Over and above the minimum configuration, the States/UTs can opt for additional features.
 - 4.6. Based on the number of vehicles covered by the notification and the geographical area, the 37 States/UTs have been categorized into 4 categories. (Refer section 6.5 of this document).
 - 4.7. Till the time the states set up the Monitoring Centres under this Scheme, they shall ensure the compliance of CMVR 125H for vehicles registered after 1st Jan 2019 through VAHAN/ respective state vehicle registration system using any backend system as per MoRTH SO No. 5453 date 25 October 2018..
 - 4.8. The states shall notify the timelines for implementation of VLT device installation with respect to the vehicles registered prior to 1st Jan 2019. The passenger transport vehicle owners shall have the responsibility to purchase the vehicle tracking device and emergency button(s) and get them installed from any of the type approved VLT device vendors.
 - 4.9. The State/UT will enforce fitment/functional status of device at the time of registration/ permit issuance/ renewal / fitness check of the vehicle in VAHAN or the respective state vehicle registration/ permit system
 - 4.10. For ensuring proper fitment of VLTD in vehicles, the VLT manufacturer shall enter the Unique Identification number in VAHAN database for the purposes of linking the VLT device to the specific public service vehicle, in case of retro-fitment in old vehicles. In case of new vehicles where the VLT device is installed by the vehicle manufacturer, then the above process shall be undertaken by the vehicle manufacturer/ or their authorized agency.
 - 4.11. The Monitoring Centre set up by States/UTs shall provide access to various stakeholders/systems such as their transport department/RTO officials, device suppliers, testing agencies, permit holders, VAHAN & MoRTH. The States/UTs will ensure that the Monitoring Centre are mandatorily linked to States/UTs' ERSS/other emergency response systems.



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- 4.12. The Monitoring Centres will need to meet the minimum features listed in Annexure B. The responsibility matrix of the MoRTH/State/NIC (VAHAN) are also detailed in Annexure B.
- 4.13. A Dashboard will be set up at MoRTH for the monitoring of Scheme. The State/UT's Monitoring Centres will share data with MoRTH Dashboard as defined in AIS 140 or specified by MoRTH from time to time, for the purpose of monitoring of the Scheme.
- 4.14. MoRTH will set up a National Project Management Unit (PMU) to scrutinize State/UT applications seeking funds under the Scheme, to coordinate between the stakeholders, monitor implementation of the Scheme and to review implementation/operation reports submitted by the States/UTs.
- 5. Sources of finance for the Scheme and Total Cost of the Project**
- 5.1. The Government of India has set up Nirbhaya Fund which is being administered by Department of Economic Affairs, Ministry of Finance. The fund is mandated to be utilized for projects related to women safety and security. The instant project shall be financed from Nirbhaya Fund
- 5.2. Total cost shall be shared between Centre Government and States/UTs in the ratio as mentioned in Nirbhaya framework guidelines.
- 5.3. The Project cost to be funded by MoRTH under this Scheme will include costs towards the backend Software, Monitoring Centre equipment, space for setting up the Monitoring Centre, training, and helpdesk support for vendors and department officials, cloud service, map services, State/UT's own manpower to be engaged for Monitoring Centre, state-level project management, and national PMU set up by MoRTH. Operations & Maintenance (O&M) charges for two years following the commissioning of the system (refer section 8) will also be part of the funding Scheme.
- 5.4. State specific requirements in addition to the AIS-140 standards can be taken up as part of the project cost as per the requirement of the States/UTs.
- 5.5. The 37 States / UTs have been categorized into four categories, based on the number of vehicles and the geographical area for determination of estimated Project cost. The State wise estimated Project cost and funding structure is mentioned in the table below:



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Table 1: Cost structure and Centre and States / UTs share

Name of State / UT	State / UT	Sharing Formula (Centre : State)	Category	Estimated Project Cost (INR Crores)	Centre's Share (Maximum) (INR Crores)	Amount to be retained from Centre's Share (INR Crores)	State's Share (INR Crores)
1	2	3	4	5	6	7	8
Maharashtra	S	60:40	A	20.35	12.21	4.97	8.14
Tamil Nadu	S	60:40	A	20.35	12.21	4.97	8.14
Gujarat	S	60:40	A	20.35	12.21	4.97	8.14
Kerala	S	60:40	A	20.35	12.21	4.97	8.14
Karnataka	S	60:40	A	20.35	12.21	4.97	8.14
Andhra Pradesh	S	60:40	A	20.35	12.21	4.97	8.14
West Bengal	S	60:40	B	15.40	9.24	4.00	6.16
Haryana	S	60:40	B	15.40	9.24	4.00	6.16
Telangana	S	60:40	B	15.40	9.24	4.00	6.16
Rajasthan	S	60:40	B	15.40	9.24	4.00	6.16
Madhya Pradesh	S	60:40	B	15.40	9.24	4.00	6.16
Odisha	S	60:40	B	15.40	9.24	4.00	6.16
Bihar	S	60:40	B	15.40	9.24	4.00	6.16
Assam	S	90:10	B	15.40	13.86	4.00	1.54
Punjab	S	60:40	B	15.40	9.24	4.00	6.16
Uttar Pradesh	S	60:40	B	15.40	9.24	4.00	6.16
Jharkhand	S	60:40	B	15.40	9.24	4.00	6.16
Chhattisgarh	S	60:40	B	15.40	9.24	4.00	6.16
Delhi	U	100:00	C	10.40	10.40	2.49	0.00
Jammu & Kashmir	U	100:00	C	10.40	10.40	2.49	0.00
Himachal Pradesh	S	90:10	C	10.40	9.36	2.49	1.04
Nagaland	S	90:10	C	10.40	9.36	2.49	1.04
Meghalaya	S	90:10	C	10.40	9.36	2.49	1.04
Tripura	S	90:10	C	10.40	9.36	2.49	1.04
Manipur	S	90:10	C	10.40	9.36	2.49	1.04
Mizoram	S	90:10	C	10.40	9.36	2.49	1.04
Sikkim	S	90:10	C	10.40	9.36	2.49	1.04
Arunachal Pradesh	S	90:10	C	10.40	9.36	2.49	1.04
Uttarakhand	S	60:40	C	10.40	9.36	2.49	1.04
Goa	S	60:40	C	10.40	6.24	2.49	4.16
Puducherry	U	100:00	D	4.60	4.60	1.35	0.00

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Name of State / UT	State / UT	Sharing Formula (Centre : State)	Category	Estimated Project Cost (INR Crores)	Centre's Share (Maximum) (INR Crores)	Amount to be retained from Centre's Share (INR Crores)	State's Share (INR Crores)
1	2	3	4	5	6	7	8
Chandigarh	U	100:00	D	4.60	4.60	1.35	0.00
Dadra & Nagar Haveli	U	100:00	D	4.60	4.60	1.35	0.00
Andaman & Nicobar Islands	U	100:00	D	4.60	4.60	1.35	0.00
Daman & Diu	U	100:00	D	4.60	4.60	1.35	0.00
Lakshadweep	U	100:00	D	4.60	4.60	1.35	0.00
Ladakh	U	100:00	D	4.60	4.60	1.35	0.00
TOTAL (Scheme Value)				463.90	332.24	117.15	131.66

- 5.6. The Central Government shall pay the percentage of the actual project cost as indicated in column 3 in the above table subject to maximum centre's share as indicated in column 6 above.
- 5.7. A Dashboard will be set up by DIMTS Ltd. at MoRTH for the scheme at the cost of Rs. 1.3 crores plus GST which will be integrated with data from State/UT's Monitoring Centres. This amount will be withheld by MoRTH along with the National PMU cost and cost of NIC Cloud services. The NIC Cloud charges to be withheld by MoRTH for different categories of States/UTs will be as under:

Category of State/UT	Charges towards NIC Cloud (INR Crores)
A	3.75
B	3.04
C	1.87
D	1.04

- 5.8. Total amount to be retained by MoRTH towards NIC Cloud, National PMU and Dashboard shall be as mentioned in column 7 above. The funds to the State/UT will be released after deducting these amounts proportionately from State/UT payments.
- 6. Procedure for seeking support for implementation of the Scheme**
- 6.1. The State Governments/ UTs shall apply in a Proforma as prescribed by the Central Government to seek assistance (Annexure A) along with a Project Note. The detailed information with respect to concerned State/UT will have to be provided as per the relevant columns of the proforma attached with the Scheme as per Annexure A. The Project Note shall include the following:

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- Approach for setting up the monitoring centre
- Mechanism adopted currently for compliance of CMVR 125 H
- Plans for enforcing CMVR 125 H for vehicles registered prior to 01st Jan. 2019
- Estimated project cost and implementation timeline

For seeking funds under the Scheme, the State Governments/ UTs shall apply by 15th February 2020.

- 6.2. The State/UTs government will appoint a single point Nodal Officer and a PIU for the project implementation. The State/UT may also appoint a PMC to assist it in implementation of the project. The States/ UTs can appoint their own PMC or can use the National PMU agency for providing State level PMC services however the cost of the PMC at the State/UT level shall be borne by the State/UT
- 6.3. The State/UT will also provide an undertaking for the availability of required size furnished space for Monitoring Centre as well as the electricity and air conditioning.
- 6.4. The applications received from the States/UTs will be scrutinized by MoRTH through its PMU. Once, the application of the State/UT is approved by MoRTH, the State/UT shall sign an MoU with MoRTH.
7. **Payment / Implementation Milestones**

The payment by MoRTH of its share of project cost after retaining amount as specified in column 7 of Table 1 and implementation milestones for the implementation of the project will be as follows:

Sl. No.	Deliverables	Payment (%)	Timeline
1	Signing of MoU (MoRTH & State/UT)	80%	T +15 days
2.	Commissioning of the Monitoring Centre by the State/UT	--	T+ 180 days (Latest by 31 December 2020)
3	Three months of successful operation of Monitoring Centre post commissioning	20%	3 months after commissioning of Monitoring Centre

Note: T will be date of Sanction letter issued by MoRTH for funding under the Scheme.

8. **Setting up of a PMU**

- 8.1. MoRTH will set up a National Project Management Unit (PMU) through DIMTS Ltd. to scrutinize State/UT applications seeking funds under the Scheme, to coordinate between the stakeholders, monitor implementation of the project and to verify implementation/operation reports submitted by the State/UT.



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- 8.2. The PMU will be set up immediately and will be for a period of three years. The tenure of the PMU can be further increased, if required.
- 8.3. DIMTS Ltd. as the National PMU for the Scheme will undertake the following activities:
- Scrutinize applications by States/UTs for funding under the Scheme
 - Monitor the implementation of the Scheme
 - Coordinate among various stakeholders including States/UTs, monitoring centre, NIC, etc.
 - Check/verify various implementation/operation reports submitted by States/UTs.
 - Reconcile payments made by MoRTH to States/UTs against utilization certificates submitted by States/UTs.
 - Assist MoRTH in resolving queries/issues of States/UTs regarding compliance to AIS-140/ notifications issued by MoRTH/ other issues related to implementation
 - Undertake periodic (quarterly) review of implementation of the Scheme across various States/UTs and give suggestions for improvement in the Scheme/its implementation
 - Undertake periodic visits to States/UTs (once per milestone) implementing the project under the Scheme to assess the progress at the ground level.
- 8.4. The PMU will comprise 3 full-time resources (one senior resource with 7 years plus experience and two resources with 3 year plus experience) deployed by DIMTS at MoRTH. In addition to the full-time resources, PMU will also be supported by other subject matter experts provided by DIMTS for PMU.
- 8.5. The fees of PMU will be 2% of the Scheme value plus GST, and would be part of the Scheme. The fee will be payable to PMU as under:
- 1% of the total Scheme value payable on half yearly basis in advance in equal installment over a period of 36 months from the date of deployment of PMU; and
 - Balance 1% of the project value payable along with release of milestone linked fee to the states concerned for the respective projects, to be paid quarterly.
9. **Capacity Building and Hand holding support**
- 9.1. Key stakeholders like Transport department and vendors would require extensive training for getting accustomed to the system. Depending on the roles assigned to the users of the system, the training requirements may vary. The States/UTs will conduct Workshops and Training sessions to department officials. The training will be provided at Transport Department Headquarters or at the venue arranged by the States / UTs.



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- 9.2. The States for effective project management can appoint a State level PMC to guide them through the process and project period. The states/ UTs can appoint their own PMC or can use the National PMU agency for providing State level PMC services at Manpower cost as per NICSi rates.

10. Milestones & Payment Terms

- The payments from MoRTH shall be released to States/UTs after verification of milestones/deliverables by the PMU set up by the MoRTH.
- The initial payment shall be released by MoRTH as advance. Subsequent payment shall be released against the achieved milestone after review by MoRTH PMU.
- States shall submit implementation / operation report to MoRTH on achieving a milestone. MoRTH shall release its share of payment after receipt of the requisite implementation / operation report from the concerned State/UT.
- The implementation/operation reports from States/UTs shall be checked and reviewed by MoRTH PMU before release of payments.
- The State/UT shall ensure the commissioning of the Monitoring Centre by 31st December 2020.
- The payments released shall be reconciled against the Utilization Certificate (UC).
- Second payment shall be released after three months of successful operation of the Monitoring Centre post its commissioning.
- The National PMU Costs and cost of Dashboard at MORTH will be retained by MORTH and the funds to States/UTs will be released after adjusting the proportionate amounts.

11. Recurring cost after the project period

The States/UTs shall budget for entire O&M costs of the project after initial two years. This cost shall be borne by the State/UT for maintaining the system, including the following activities:

- Cloud services
- Connectivity & Maintenance charges for Monitoring Centre
- Charges for operations and maintaining the help desk facility
- Annual Maintenance charges for the application software and hardware
- Annual charges for Map services/ Data.



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Annexure A														
Proforma for seeking assistance form Ministry of Road Transport & Highways (MoRTH) under the Scheme "Development, customization, deployment and management of State-wise vehicle tracking platform for Safety & Enforcement with AIS 140 Specifications" through IA under Nirbhaya framework														
1.	Name of the State/UT													
2.	Number of Districts													
3.	Number of RTO & SRTD													
4.	Number of Motor Vehicles Dept. officials (JTC, RTO, MVI, AMVI)													
5.	Vehicle Statistics (This Scheme covers public transport vehicles only)	Total No. of Vehicles falling under the purview of CMVR 125H												
		<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="width: 70%;">Vehicle Type</th> <th style="width: 30%;">Approximate Number</th> </tr> </thead> <tbody> <tr> <td>Buses</td> <td></td> </tr> <tr> <td>Taxis</td> <td></td> </tr> <tr> <td>Education Institution Buses (EIB)</td> <td></td> </tr> <tr> <td>Others (Please specify)</td> <td></td> </tr> <tr> <td>Total</td> <td></td> </tr> </tbody> </table>	Vehicle Type	Approximate Number	Buses		Taxis		Education Institution Buses (EIB)		Others (Please specify)		Total	
		Vehicle Type	Approximate Number											
		Buses												
		Taxis												
		Education Institution Buses (EIB)												
		Others (Please specify)												
Total														
6.	Monitoring Centre, Helpdesk Details													
	Address of Location, Identified													
	Area (approx. 800 Sq.ft.)													
	Facilities Available (Furnished/ Unfurnished), Air-conditioned													
	Electric Power Availability (Yes/No)													
7.	Vehicle Registration & Permit Details													
	Existing Application (VAHAN / Others)													
	<ul style="list-style-type: none"> If others Specify Details such as if the Application is Web based Whether application hosted at State Data Centre Name of Product vendor Contact person (Vendor) 													

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	<ul style="list-style-type: none"> Contact No (Vendor) 	
	Migration Plan to VAHAN (Not planned / Ongoing / Completed)	
8.	Emergency Response Support System Details (ERSS)	
	<ul style="list-style-type: none"> Status of ERSS (Functional / Planned) 	
	<ul style="list-style-type: none"> ERSS System Details 	
	<ul style="list-style-type: none"> If others specify details Name of Product vendor Contact person (Vendor) Contact No (Vendor) 	
	<ul style="list-style-type: none"> ERSS URL/IP 	
9.	State Nodal Officer Details	
	Name	
	Designation	
	Official Address	
	Contact Number	
	Email Id	
10.	Project Note	
	<ul style="list-style-type: none"> Approach for setting up the Monitoring Centre Mechanism adopted currently and interim for compliance of CMVR 125 H Plans for enforcing CMVR 125 H for vehicles registered prior to 01st Jan. 2019 Estimated project cost and implementation timeline 	
<u>Undertaking</u>		
<p>The State/UT of _____ wishes to be a part of this national Scheme and agrees to fully comply with the guidelines mentioned in this document.</p> <p>_____ State/UT also undertakes that the state contribution shall be made as per the milestones specified in the Scheme and support mentioned under the roles & responsibilities covered in the Scheme shall be extended to all stakeholders for the successful implementation of this project.</p> <p>Name & Designation of Designated Officer</p> <p>Sign</p> <p>Date</p>		

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Annexure B

1. Minimum Features of Monitoring Centres

The States/UTs will set up monitoring centres which will be compliant to AIS-140 standard and MoRTH guideline issued in this regards. The monitoring centres will have following features at the minimum:

- Vehicle Tracking and monitoring Software as per AIS-140
- Hosting of application on NIC Cloud
- Map service/ Data as per AIS-140.
- Protocol integration of all type approved VLT Manufactures for the State/UTs
- m2m/ telecom service provider integration for SIM activation/validity support for the period as per MoRTH guidelines
- Mobile application
- Online storage for complete data for three months, online storage of alerts data for two years and archive storage of all data for minimum two years.
- SMS gateway / packages
- Connectivity to Monitoring Centre
- Helpdesk supporting telephone call, e-mails and web complaint for VLT manufacturer/Transport Department/Permit Holders, etc.
- Minimum Equipment in Monitoring Centre
 - Video wall (one set of 55 inches LED, 2x2 matrix)
 - Desktop computers with operating system, Office suite
 - Multi-functional printer
 - UPS
 - Switch
 - Connectivity
- Manpower resources for Monitoring Centre Operations & Help desk support
- Testing and certification as per AIS-140
- SSL & Security (CERT-IN) Certificates
- Data Sharing API with MoRTH

2. Features of the System

The Monitoring Centre will meet all the requirements as set out in AIS-140 / equivalent BIS standard and as per MoRTH notification issued from time to time. The monitoring centre will have the following minimum features.



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2.1. Real-time Tracking

The real-time tracking will enable users to track location of vehicles on the map, get status information about vehicle, and for a play back option on the map to view the path travelled by a vehicle earlier as per the requirements listed in AIS-140.

2.2. Secure Communication and Device Management

The monitoring centre will be integrated with all VLT device vendors' protocols as approved for AIS-140 by test agencies to enabling secure, authenticated connection between VLT device and backend including m2m/ telecom service provider integration etc. The monitoring centre shall enable device communication for commands, alerts as set-out in AIS-140 for the State/UT.

2.3. Installation, Registration, Activation and Service Process for VLT Device

The monitoring centre shall create the software with all facilities as mentioned in MoRTH guidelines/ AIS140 and enable all requirements mentioned like SIM validity, Activation SMS, Health check, VAHAN integration for activation status update required for registration, installation, activation and health check of VLT devices. Providing m2m/ telecom service provider integration for SIM activation/validity/ KYC support for the period as per MoRTH guidelines.

2.4. Web Interface to VLT vendors for tagging

Tagging is the process of installing the VLT device in a vehicle and associating it with the software system. The monitoring centre shall follow the whole process as set-out in the MoRTH guidelines and AIS140. The initial tagging of the vehicle will be done by the Vehicle manufacturer or dealer or VLT manufacturer or their registered agencies on VAHAN. The software will provide necessary interface to the above users for this operation in integration with VAHAN / State vehicle registration system. The VLT device after tagging will be activated as per process set out in AIS-140 and as per MoRTH guidelines issued from time to time, on the backend system as part of Monitoring Centre. The tagged vehicle will be verified and approved by the concerned RTO at the time of fitness check or as decided by the department in VAHAN/state vehicles registration platform.

2.5. Monitoring Centre

The Monitoring Centre will enable real-time monitoring, quick response to alerts and enforcement assistance.

2.6. Map Services

The real-time location of the vehicles will be depicted on the GIS map of the State/UT. The monitoring centre will be responsible for providing the map platform as well as the required map data for the requirement of the State/UT. The map platform should be in compliance to Survey of India guidelines for Maps.

The various functionalities of the map platform will be:



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- **Real-time Plotting:** The real-time location of a single/multiple vehicle(s) shall be plotted and updated on the map. Clustered view of vehicles shall be provided to view large number of vehicles.
- **Map Data / Points of Interest (POI):** The map data/service shall provide detailed point of interest for city/ roads, including schools, hospital, police station, Bank, ATM etc. at a scale better than 1:25000 or as required by State/UT. User (admin level) will be given options to add/edit/delete points of interest. POI will be shown to users in the map view.
- **Geo-fencing:** Geo-fence is a predefined set of boundaries marked on a map layer to mark specific zones such as school zone, hospital zone etc. User (admin level) will be given options to add/edit/delete geo-fence.
- **Map Based Tools:** Different map-based tools like Zoom and Pan will be integrated in the Monitoring Centre screens.
- **Track & Trip View:** The tracking screen provides users with options to track online the location of vehicles on the map, display status view information about vehicle, and display Trip View information on the route travelled by a Vehicle earlier on the map. The online option displays the current location of the Vehicle and Trip View displays the route taken by the Vehicle earlier. Both Online and Trip View can be viewed as Map View.
- **Multi filter options:** User will be given options to track vehicles by their category, speed, location, Vehicle number, etc.

2.7. Alerts & Messages

The system shall generate various alerts like over-speeding, restricted-area violation, route violation (if route details are available) etc. as per the AIS-140 standard. Based on these alerts, Transport Department can respond quickly and take necessary actions. The various alerts to be generated are:

- **Emergency Alerts:** This alert is raised when a passenger or crew in a vehicle presses the emergency button in need of immediate aid or assistance. This alert will be routed to the emergency response system directly as well to the Monitoring Centre. Alerts will be highlighted in the Monitoring Centre. This is the highest priority alert.
- **Speed violation alerts:** Identifies the vehicle moving at a speed greater than the allowed speed limit and to pass the vehicle information to the nearest enforcement unit.
- **Geo-fence alerts:** The application provides facility to geo-fence an area on the map. Geo-fence can be either done based on an area or based on a specific Point of Interest. The route travelled by the vehicle can also be geo-fenced to receive alerts on any route violations from the actual route.
 - Geo-fence Pol (Point)



- Geo-fence Place (Area)
- Geo-fence Route
- Geo-fence Alerts can be configured to track vehicles entering the geo-fence area, going out of the geo-fence area or for both the instances.

- **VLT device tampering alerts:** VLT device will send information to the server if its power cable gets disconnected or if it gets tampered. Application will record an alert after verifying the information.

2.8. Reports

The system shall provide the Transport Department with options for generating various reports like device installation report, device uptime report, number and type of alerts, route report, distance report, speed violation report, fleet summary report and alert reports.

2.9. Integration with VAHAN, ERSS and Legacy Systems

VAHAN software of Motor Vehicles Department is used for management of the services provided by Transport Department to the public. The system is integrated with VAHAN and can be integrated with other legacy systems running in the state for getting vehicle registration details. The States/UTs will ensure that the Monitoring Centre are mandatorily linked to States/UTs' ERSS/other emergency response systems.

2.10. Data Archival

The monitoring centre shall provision online storage for complete data for three months, online storage of alerts data for two years and archive storage of all data for a minimum period of two years. The emergency tagged data, which might be required for evidence purposes, shall not be deleted from the system. The data identified as old based on an archival policy can be moved to and stored in a separate storage device for long-term retention as per State/ UT policy. The monitoring centre should provision the storage for the State/UT at the Monitoring Centre or any other place identified by State/UT for retention by the State.

2.11. Access to Stakeholder of the System

The monitoring centre shall provide access to all the stakeholders as per AIS-140 and MoRTH Guidelines or as decided by the State/UT through a role-based access mechanism.

2.12. Health Monitoring of VLT device and Emergency buttons

To ensure that the VLT device and Panic buttons serve in need and are in proper working condition, the health monitoring of both VLT device and Emergency buttons are performed periodically. The system shall be so designed that the Emergency button cannot be tampered with in any way, as any attempt to do so will alert the Monitoring Centre regarding the activity.



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2.13. Web Interface to Vehicle Owners

Interface shall be provided to the vehicle owners, using which they can track their vehicles.

2.14. Data Exchange/Sharing with External System

The monitoring centre will need to share/exchange data in real time with external system such as interstate message exchange platform etc. The monitoring centre will provide APIs for sharing/exchange of data with external systems as defined in AIS-140 or prescribed by MoRTH from time to time.

2.15. Data Sharing with MoRTH

APIs will be provided for sharing of data with MoRTH as defined in AIS-140 or notified by MoRTH from time to time, for the purpose of monitoring of compliance of implementation of VLTD.

3. Responsibility Matrix

S/N	Major Activities	MoRTH	States / UTs	NIC/ VAHAN
1.	Finalization of Scheme for setting up of Monitoring Centre	✓		
2.	Setting up of National PMU	✓		
3.	Signing of MoU for setting up of Monitoring Centre	✓	✓	
4.	Selection of Implementation agency for setting up of Monitoring Centre		✓	
5.	Release funds to States/UTs	✓	✓	
6.	Support the project with the State's contribution as specified under the MoRTH guidelines		✓	
7.	Implementation of Monitoring Centre for the State/UT			
8.	Integration with VAHAN Application	✓		✓
9.	Data sharing by Monitoring Centre with MoRTH.	✓	✓	
10.	Constitute a State level Project Management Unit, with a nodal officer for monitoring and supporting the project implementation		✓	
11.	Operation & Maintenance of Monitoring Centre		✓	

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Annexure – C

General Guidelines for Implementation of State-wise Monitoring Centre for VLT devices as per AIS-140

1. The specified public service vehicle owners have to ensure that the VLT devices installed in their vehicles, are in working condition and regularly send required data to the corresponding Monitoring Centre through cellular connectivity.
2. The specified new public service vehicles shall not be registered in the State/UT if the vehicles are not equipped with or fitted with vehicle location tracking device and one or more emergency buttons, in compliance with the CMVR.
3. The Unique Identification number and others details of each VLT device shall be uploaded on the VAHAN database by the Vehicle manufacturer or its authorized agency, in case of New Vehicles using their secured authenticated access. The Unique Identification number of VLTD shall be tagged to vehicles details (Engine no./Chassis Number) in VAHAN for the purpose of linking the VLT device to the specific public service vehicle. For the registration of new PSV in VAHAN, the VLTD shall be activated and functional and the Unique ID of VLTD shall be tagged to the vehicles in VAHAN.
4. In case of retro-fitment in vehicles, the VLT device manufacturers or their authorized dealers shall install the VLT devices in public service vehicles and register the devices along with Unique Identification number and other details on VAHAN and the corresponding Monitoring Centre systems in real-time.
5. The State/UT shall enforce fitment/functional status of device at the time of registration/ permit issuance/ renewal / fitness check of the vehicle in VAHAN or the respective state vehicle registration/ permit system and the State/UT Monitoring System.
6. The VLT device shall be activated on the Monitoring Centre as per the process set-out in AIS 140 and the functional status shall be updated in VAHAN/ State registration software by the Monitoring Centre of the State.
7. VLT device manufacturers or their authorised dealers shall provide comprehensive warranty/maintenance support for the VLT device and facilitate cellular connectivity for a minimum period of two years for new public service vehicles and one year for other vehicles.
8. The State/UTs shall ensure compliance to rule 125 H of Central Motor Vehicles Rules, 1989 and check fitment and functional status of the VLT device in the public service vehicles at the time of checking of the vehicles for fitness certification in VAHAN and State/UT Monitoring Centre.



MEMORANDUM OF UNDERSTANDING (MoU)

BETWEEN

Ministry of Road Transport & Highways, Government of India

AND

Transport Department, Government of {State/UT name}

For Implementation of "Monitoring Centre for Tracking and Monitoring of Public Service Vehicles as per AIS-140 standard under Nirbhaya Framework"

This MoU is made on the {date} at {place}

BY AND BETWEEN

Ministry of Road Transport & Highways, Government of India, {designation of the signing representative} (hereinafter referred to as the "MoRTH" or "Ministry" which expression shall unless excluded by or repugnant to the context be deemed to mean and include its successors in office or assignees) of the FIRST part

AND

The {State/UT} Government represented by {designation of the signing representative}, Transport Department, (hereinafter referred to as the "{State/UT}") which expression shall unless excluded by or repugnant to the context be deemed to mean and include its successors in office or assignees) of the SECOND part.

WHEREAS, MoRTH had issued a notification on 28th November 2016 wherein Vehicle Location Tracking Device (VLT or VLTD) and Emergency Buttons were mandated to be fitted in all public service vehicles (four wheeled or higher, passenger carrying vehicles) w.e.f. 1st April, 2018. In order to standardize the specifications of VLTD and Emergency Buttons across the country, AIS 140 standard was released. Subsequently, Ministry exempted all public service vehicles from the purview of provisions of rule 125H of the Central Motor Vehicle Rules 1989 up to 1st April 2019 vide notification dated 18th April, 2018 as it had come to the notice of this Ministry that difficulties were being faced in implementing Vehicle Location Tracking Device and Emergency Buttons due to lack of Monitoring Centres to monitor and track the vehicles. The matter was re-examined in the Ministry, and it was decided to give exemption to all public service vehicles which were registered up to 31st December 2018 (old vehicles) from the fitment of VLTD and Emergency Buttons till the time as notified by State/UT Governments in their respective States/UTs. All public service vehicles registered on or after 1st January 2019 must be fitted with VLTD and Emergency Buttons.

AND WHEREAS, MoRTH, in order to support the States/UTs to set up Monitoring Centers, brought a scheme under Nirbhaya Framework (Scheme). The Scheme Guidelines are provided at Annexure A.

AND WHEREAS, the funding pattern under the Scheme shall be as per the Nirbhaya Framework guidelines as per which, for UTs 100% funds will be provided, for States with difficult terrains 90% and for the remaining States 60% funds will be provided under the Scheme. The balance funds shall be provided by the respective States.

AND WHEREAS, MoRTH has agreed to fund the {State/UT Name } to implement the project (Project) for setting up of the Monitoring Centre at a total estimated cost of Rs. {INR in figures and words} comprising MoRTH contribution not exceeding Rs. { INR in figures and words } subject to conditions specified in this MoU and Scheme issued by MoRTH vide No. RT-16011/1/2018-T {dated}.

NOW IT IS HEREBY AGREED BY AND BETWEEN THE PARTIES HERETO AS FOLLOWS:-

1. Effective Date

This Memorandum of Understanding comes into effect from the date of signing of this MoU by and between the parties.

2. Objective and Overview of the Project

The objective of the project is to improve safety of women and children in public service vehicles through the implementation of CMVR 125H.

Accordingly, all the specified public service vehicles shall be equipped with vehicle location tracking (VLT) device with multiple emergency buttons for requesting emergency response.

The {State/UT} shall set up a Monitoring Centre for monitoring the alerts and health status of VLTD and emergency buttons fitted in the vehicles.

The Monitoring Centre will include a backend system for handling and processing the data and alerts (except Emergency button press alert) sent from the VLT devices fitted in vehicles.

The Monitoring Centre shall be integrated with ERSS through a backend system, for handling the alerts generated by a passenger in distress, by pressing the emergency button fitted in the vehicles.

3. Scope of the project

The scope of the project shall be as below:

- Setting up the Monitoring Centre
 - Space for setting up of Monitoring Centre
 - Development / Customisation of backend software
 - Cloud Hosting & Deployment of backend software and map platform on NIC Cloud
 - Map data and services and along with its Integration
 - Equipment at Monitoring Centre
 - Connectivity to Monitoring Centre
 - Helpdesk support
- State level project management for Monitoring Centre. The {State/UT} may appoint a project management consultant (PMC) for project management.
- Manpower for operations of Monitoring Centre
- Training and capacity building
- Operations and maintenance (O&M) of Monitoring Centre for two years after its commissioning

The costs towards the above scope shall only be considered as project cost for the purpose of funding under the Scheme, as per the terms of this MoU.

4. Roles & Responsibilities of MoRTH

The roles and responsibilities of MoRTH shall be as below:

- Supporting the {State/UT} by providing standard guidelines and instructions for setting up of Monitoring Centre
- Providing funding support for setting up of Monitoring Centre in the {State/UT} as per Nirbhaya Framework
- Set up a National PMU in MoRTH through DIMTS Ltd. to coordinate between the stakeholders, monitor implementation of the project, review deliverables and implementation/operation reports, recommend release of payments and reconcile payments against the utilization certificates.
- Providing support for the integration with VAHAN
- Coordination with MHA and other departments as per the requirements

5. Roles & Responsibilities of {State/UT}

The roles and responsibilities of {State/UT} shall be as below:

- Setting up of the Monitoring Centre, as per the Scheme Guidelines.
- Appointment of Implementation Agency for setting up Monitoring Centre.
- Support the project by ensuring timely payment of its contribution.
- Appoint a Nodal Officer and a PIU for the project implementation. The {State/UT} may also appoint a PMC to assist it in implementation of the project. The nodal officer shall be the single point of contact for all correspondences and co-ordination in connection with the project implementation.
- Ensure that the Monitoring Centre is linked with State ERSS/other emergency response system.
- Ensure that the Monitoring Centre is mandatorily compliant to the minimum features specified by MoRTH in the Scheme Guidelines.
- Undertake various activities as required for ensuring compliance to CMVR and MoRTH notifications/guidelines such as issuing necessary orders/directions to permit holders/ VLT manufacturers/ RTO officials etc.
- Ensure that the registration/fitness of specified public service vehicles are done at the RTO level only after checking the fitment and functional status of the VLT device in VAHAN/any other vehicle registration system being used by the {State/UT}.
- Integrate the Monitoring Centre with Vahan/any other vehicle registration system in use.

- Ensure necessary infrastructure, like desktops and Internet connectivity at Regional Transport Offices, for using the proposed system.
- O&M of the Monitoring Centre
- Till the time the State set up the Monitoring Centre under this Scheme, it shall ensure the compliance of CMVR 125H for vehicles registered after 1st Jan 2019 through VAHAN/ state vehicle registration system using any backend system as per MoRTH guidelines.

6. Project Cost and Payment Terms

MoRTH shall pay the {percentage as per the Scheme} of the actual project cost, subject to a maximum of Rs. {amount as per the Scheme}, after deduction of Rs. {amount as per the Scheme} towards the NIC Cloud, National PMU and MoRTH Dashboard on a proportionate basis.

The payment of MoRTH share after deduction as above, will be as per the milestones below:

Sl. No.	Milestone	Payment (%)	Timeline
1	Signing of MoU	80%	T +15 days
2	Commissioning of the Monitoring Centre by the State/UT	--	T + 180 days (Latest by 31 December 2020)
3	Three months of successful operation of Monitoring Centre post commissioning	20%	3 months after commissioning of Monitoring Centre

Note: T will be date of Sanction letter issued by MoRTH for funding under the Scheme.

- The initial payment shall be released by MoRTH as advance. Subsequent payments shall be released against the achieved milestones after checking by MoRTH PMU.
- {State/UT} shall submit implementation / operation report to MoRTH on achieving a milestone. MoRTH shall release its share of payment after receipt of the requisite implementation / operation report from the {State/UT}.
- The State/UT shall ensure the commissioning of the Monitoring Centre by 31st December 2020.
- The implementation/operation reports from {State/UT} shall be checked and reviewed by MoRTH PMU before release of second payment, which shall be released after three months of successful operation of the Monitoring Centre post its commissioning.
- The cost of NIC Cloud, National PMU and Dashboard at MoRTH will be retained by MoRTH and the funds to {State/UT} will be released after adjusting the proportionate amounts.

- The {State/UT} shall submit Utilization Certificate (UC) for each instalment of payment released by MoRTH upon utilization of money for the specified purpose.

7. Activities after Commissioning

The {State/UT} shall budget for entire O&M costs of the project after initial two years. This cost shall be borne by the {State/UT} for maintaining the system, including the following activities:

- Cloud services
- Connectivity & Maintenance charges for Monitoring Centre
- Charges for operations and maintaining the help desk facility
- Annual Maintenance charges for the application software and hardware
- Annual charges for Map services/ Data.

8. Validity

This MoU shall be valid for 36 months from the Effective Date. The MoU may be extended on mutual consent.

9. Amendment

This MoU shall be the sole repository of the terms agreed to between the parties and no amendment thereof shall take effect and be binding unless such amendment is recorded in writing and signed by the representatives of the parties.

10. Severability

If any part of this MoU is found by a court of competent jurisdiction or other competent authority to be invalid, unlawful or unenforceable, then such part will be severed from the remainder of this MoU which will continue to be valid and enforceable to the fullest extent permitted by law.

11. Disputes/Arbitration

Any or all disputes between the parties will be settled amicably between the parties through mutual discussions by the signatories or their designated nominees. Failing amicable settlement, both the parties agree to refer the dispute to the Secretary (Transport), MoRTH whose decision shall be final.

12. Jurisdiction

The validity and interpretation of this MoU shall be governed by the laws of India and Courts in Delhi alone shall have jurisdiction to lay any matter relating to this MoU.

13. Communication

The following contact persons are identified for each party, assigning them the responsibility during the project.

MoRTH

{State/UT}

Any notice, request, demand, approval, consent, or other communications provided or permitted hereunder shall be in English language and in writing and sent by registered post or by e-mail addressed to the Representative Authority.

Each party acknowledges that it has read this MoU, understands it, and agrees to be bound by its terms and further agrees that it is the complete and exclusive statement of the MoU between the parties for this project.

IN WITNESS WHEREOF, THE PARTIES SIGNED THIS MOU AT THE PLACE AND ON THE DAY WRITTEN ABOVE.

For and on behalf of

MoRTH

Signature :

Name :

Designation :

Contact No. and email :

Place and Date :

Seal :

{State/UT} Transport Department

Signature :

Name :

Designation :

Contact No. and email :

Place and Date :

Seal

Annexure A
Scheme Guidelines