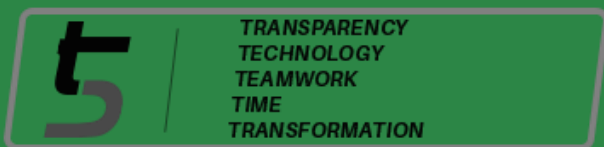




“Operational Guidelines for LAccMI Scheme Implementation in Odisha”

An Initiative to Transform Rural
Connectivity in Odisha

Commerce & Transport Department
Government of Odisha



“Operational Guidelines for LAccMI Scheme Implementation in Odisha”

Version 1.0

December 2023

Published by:

Commerce & Transport Department, Govt. of Odisha



"ଲକ୍ଷ୍ମୀ ସମୃଦ୍ଧିର ପ୍ରତୀକ । ଗ୍ରାମାଞ୍ଚଳକୁ ସହରାଞ୍ଚଳ ସହିତ ନିଶ୍ଚିତ ଓ ନିର୍ଭରଯୋଗ୍ୟ ପରିବହନ ବ୍ୟବସ୍ଥାରେ ଯୋଡ଼ିବା ଉଦ୍ଦେଶ୍ୟରେ ଲକ୍ଷ୍ମୀ ଯୋଜନାର ପ୍ରାରମ୍ଭ କରାଯାଇଛି ।"

- ଶ୍ରୀ ନବୀନ ପଟ୍ଟନାୟକ
ମାନ୍ୟବର ମୁଖ୍ୟମନ୍ତ୍ରୀ, ଓଡ଼ିଶା



“ଆମକୁ କଲେଜ ଯିବାଆସିବାରେ ଖୁବ ଅସୁବିଧା ହେଉଥିଲା ଏବଂ ସିଟ ମଧ୍ୟ ମିଳୁନଥିଲା । ଏଥିପାଇଁ ଆମକୁ ୪୦ ଟଙ୍କା ଖର୍ଚ୍ଚ କରିବାକୁ ପଡୁଥିଲା । ଲକ୍ଷ୍ମୀ ବସ ଆସିବା ପରେ ଆମକୁ ୧୦ ଟଙ୍କା ରେ ସହଜ ଓ ସୁବିଧାରେ ଯିବା ଆସିବା ହେଇଯାଇଛି । ପୂର୍ବରୁ ଅଧିକା ବସ ଭଡା ପାଇଁ ଦୈନିକ କ୍ଲାସ କରିବା ସମ୍ଭବ ହେଉନଥିଲା । କିନ୍ତୁ ଲକ୍ଷ୍ମୀ ବସ ଆସିବା ପରେ ଏବେ ପ୍ରତିଦିନ କ୍ଲାସ କରିବା ସମ୍ଭବ ହେଉଛି ।”

- ସୁଶ୍ରୀ ଲିପ୍ସା ପ୍ରିୟଦର୍ଶିନୀ ନାୟକ
ମୁନ୍ଦାରଗୁଡା, କଳାହାଣ୍ଡି



“ମୁଁ ଜଣେ ସାଧାରଣ ଗୃହିଣୀ ଥିଲି । ଲକ୍ଷ୍ମୀ ବସ୍ ରେ କଣ୍ଟକ୍ଟର ଭାବେ ଚାକିରୀ ପାଇ ଅନ୍ୟ ମାଆ ଓ ଶିଶୁମାନଙ୍କୁ ସହଯୋଗର ହାତ ବଢାଇବା ସହିତ ସ୍ୱାବଲମ୍ବୀ ହୋଇପାରିଛି । ଏଥିସହିତ ମୁଁ ମୋର ନିଜର ପରିଚୟ ଗଢ଼ିପାରିଛି ।”

- ଲାଲି ମହାକୁଡ଼ମୀ
ଜୟ ମା ଦୁର୍ଗା SSG, ଏମ ରାମପୁର

Executive Summary

The Government of Odisha has launched Location Accessible Multi-modal Initiative (LAccMI) Scheme with an aim to connect all Gram Panchayats (GPs) with an integrated public transport system and hence increase the Service Level Benchmark of the Bus transport system in the state. With a budget of ₹3,178 Cr. for three (03) years i.e., from FY 2023-24 to FY 2025-26, the scheme aims to augment the public transport scenario across all 30 districts.

The objective of the scheme is to provide multimodal public transport connectivity for the GPs, Block HQ, District HQ along with the connectivity to major economic hubs, educational & medical hubs, and transport nodes across the state. The development of a robust and reliable public transport system across the entire State will undoubtedly result in an enhancement of the socio-economic well-being of the population. Considering the good road network, focus would be naturally on surface transportation. Other modes of transportation would be utilised as per the need.

LAccMI is more than a transport scheme; it's an economic catalyst. By bolstering assured connectivity, it amplifies the prospects for small traders and farmers, facilitating swifter transportation of goods to markets. Additionally, it ensures that essential services, be it hospitals, schools, colleges, or government offices and work places, are more accessible to everyone. LAccMI aims to make travel affordable and accessible for rural communities, helping them reach nearby towns and cities for essential services and opportunities.

Further as Odisha has considerable potential in rural tourism, Buses are crucial for providing human settlements as well as commercial, industrial, and cultural establishments in the absence of adequate rail network in some part of hill area of the state. This scheme would play a predominant role in accommodating boosting the rural tourism thereby increasing the socio-economic conditions of the rural population.

By ensuring efficient assured connectivity to crucial hubs through last mile connectivity, it acts as a feeder service, making it easier for passengers to access long-distance bus

services. This collaborative approach would not only benefit passengers but also would boost the operations of other bus operators.

The LAccMI scheme is being implemented under the aegis of C&T Department of Govt. of Odisha. The Odisha State Road Transport Corporation (OSRTC), Odisha, is identified as the implementing agency. It is supported by the State Transport Authority (STA), Odisha, Directorate of Civil Aviation (DoCA), Odisha and Directorate of Ports and Inland Water Transport (DP&IWT), Odisha among others. Active collaboration with Department of Panchayati Raj & Drinking Water, Works Department, Rural Development Department and Department of Mission Shakti has been envisaged.

The scheme signifies the state's commitment to facilitate with 'Accessible', 'Assured' and 'Affordable' public transportation with integrated first and last mile connectivity across the state.

It is expected to democratise the public transport in rural areas by allowing more and more people utilising the services of LAccMI. This scheme intends to change the way people travel in rural areas and transport scenario in the state.

These guidelines are within the scope of LAccMI Scheme notified on 16th October, 2023. (copy of the resolution has been referred at Annexure-1). For any clarification or ambiguity to be issued by C&T Department within the scope of the notification.

**Commerce & Transport Department
Government of Odisha**

Acronyms & Abbreviations

ABS	Ama Bus Stand
BLC	Block Level Committee
BS	Block Supervisor
BQS	Bus Queue Shelter
CapEx / OpEx	Capital Expenditure / Operational Expenditure
C&T Dept. / Department	Commerce & Transport Department, Govt. of Odisha
Cr.	Crores
DIMTS	Delhi Integrated Multimodal Transit System Limited
DLC	District Level Committee
DM	District Manager
DoCA	Directorate of Civil Aviation, Odisha
DP&IWT	Directorate of Ports & Inland Water Transport, Odisha
EC	Executive Committee on LAccMI
GCC	Gross Cost Contract
GoI	Government of India
GoO	Government of Odisha
GP	Gram Panchayat
HEMS	Helicopter Emergency Medical Services
HP	Horsepower
HQ	Head Quarter
ICT	Information Communication Technology
IEM	Independent External Monitor
IT / ITeS	Information Technology / Information Technology Enabled Services
ITMS	Integrated Traffic Management System
Km	Kilometer
LAccMI	Location Accessible Multi-modal Initiative
LCV	Light Commercial Vehicle
MMBSSY	Mukhya Mantri Bayu Swasthya Seva Yojana
MV Tax	Motor Vehicle Tax
NSOP	Non-Scheduled Operator's Permit
OSRTC	Odisha State Road Transport Corporation
PPP	Public Private Partnership
PwD	Persons with Disabilities
RCA	Revenue Collection Agency
RCS-UDAN	Regional Connectivity Scheme- Ude Desh ka Aam Nagarik
RFP	Request for Proposal
RFQ	Request for Quotation
ROI	Return on Investment
RTO	Regional Transport Officer

SC	Steering Committee on LAccMI
SDG	Sustainable Development Goal
SDC	Sub-Divisional Committee
STA	State Transport Authority, Odisha, Cuttack
ULB	Urban Local Bodies
WSHG	Women Self Help Group

Table of Contents

1. Introduction	9
1.1. Background	9
1.2. Objectives.....	9
1.3. Bus fares under LAccMI	10
1.4. Duration of the Scheme	10
1.5. Benefits envisaged with the scheme for various stakeholders	11
1.6. Geographical Coverage	11
2. Types of Routes under LAccMI	12
2.1. Block Connectivity (Tier-I)	12
2.2. District Connectivity (Tier-II).....	12
2.3. Intercity Connectivity: Jagannath Express & LAccMI Express (Tier-III)	12
2.4. First & Last Mile Connectivity.....	12
3. Institutional Framework	14
4. Implementation Strategy	15
4.1. Block Connectivity (Tier-I) & District Connectivity (Tier-II) through GCC Model.....	15
4.2. Augmentation of OSRTC Fleet for Intercity Connectivity (Tier-III).....	15
4.3. Convergence of ABS/ BQS	15
4.4. Extending First / Last Mile Connectivity (Short Term Plan)	16
4.4.1. Road Transport (Identification of Location, Route, Vehicles and Operators).....	16
4.4.2. Water Transport (Identification of Location, Route, Boats and Operators)	19
4.4.3. Other Modes of Transport	23
4.4.4. Documentation & Evaluation	23
5. Funding Mechanism	24
6. Annexure	25
6.1. Annexure-1: Resolution on LAccMI Scheme	25
6.2. Annexure-2: LAccMI Bus Fare Slabs	31
6.3. Annexure-3: Committees at Various Levels.....	33
6.3.1. Notification of State Level Committees	33
6.3.2. Notification of Field Level Committees	36
6.4. Annexure-4: Sample undertaking to be collected from First / Last Mile Connecting Operators	40

1. Introduction

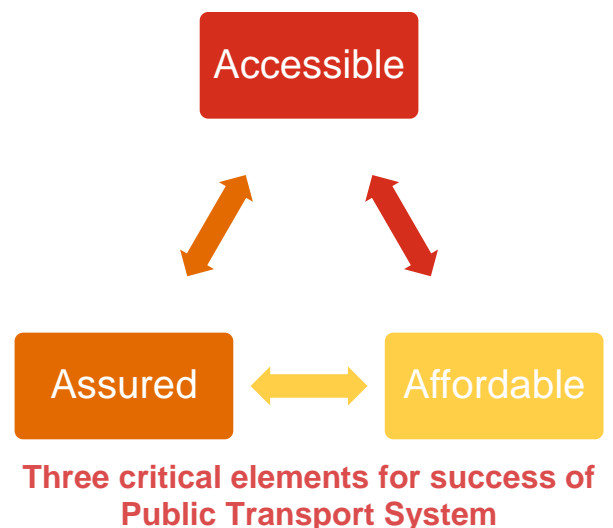
1.1. Background

The State Government is working efficiently towards attaining various Sustainable Development Goals (SDG) wherein public transport is one of the major goals as on date. Odisha, having 5th largest share of road connectivity in India, as much as 28% of the Gram Panchayats (GPs) are in need of efficient public transport.

The connection of urban and rural areas through reliable and affordable public transport has been identified as a highly promising opportunity. This initiative has the potential to bridge the transportation gap between these regions, ensuring reliable mobility for residents from both urban and rural communities. Efficient public transport connectivity is expected to reduce the divide between Urban and Rural communities.

1.2. Objectives

- i. The purpose of the scheme is to provide multimodal transport connectivity to the GPs, Block HQ, District HQ, along with major economical hubs, educational & medical hubs, and transport nodes across the state. The development of a robust and reliable public transport system across the entire state will undoubtedly result in an enhancement of the socio-economic well-being of the population. Considering the good road network, focus would be naturally on surface transportation. Other modes of transportation would be utilised as per the need.
- ii. As the State Government is working efficiently towards attaining various Sustainable Development Goals (SDG) relating to public transport and economic growth. Odisha,



having 5th largest share of road connectivity in India, only 72% of the GPs are connected by means of public transport.

- iii. The connection of urban and rural areas through reliable and affordable public transport has been identified as a highly promising opportunity. This initiative has the potential to bridge the transportation gap between these regions, ensuring reliable mobility for residents from both urban and rural communities. Efficient public transport connectivity is expected to reduce the division between Urban and Rural communities. To attain this potential, the State Government has envisaged the scheme known as “Location Accessible Multimodal Initiative (LAccMI) to develop a robust public transport system in the state of Odisha.

It is expected that the scheme will have positive spin-off effect in the following aspects:

- i. Provide transportation facilities to passengers alongside goods to aid in the livelihood and empower communities.
- ii. Strengthen the passenger facilitation infrastructure by developing model Block-level Bus Stands namely, Ama Bus Stands (ABS) and Bus Queue Shelters (BQS) for road transport sector and converge with the complementary programs of the State Government for meaningful outcomes.
- iii. Involve and make Women Self Help Groups (WSHG) grow in public transport services as Partners.
- iv. Integrate different modes of transportation i.e., surface, water, and air to provide first and last mile connectivity as per the need.

1.3. Bus fares under LAccMI

For uniformity and equitable service to the masses irrespective of route and type of services, fare slabs have been devised and notified vide Notification No. PT4-TRN-CORP-MISC-0008-2023-11817/T, dated: 11th October 2023 (Annexure-2). The same is subject for periodical revision to be notified by the C&T Department.

1.4. Duration of the Scheme

The State Cabinet, Odisha has approved the scheme for Three (03) years namely FY 2023-24, FY 2024-25 & FY 2025-26 with budgetary allocation of ₹3,178 crore. The project period

would be for Twelve (12) years i.e., Ten (10) years from FY 2023-24 to FY 2033-34 with possible extension for further Two (02) years to ensure the scale and sustainability of the scheme.

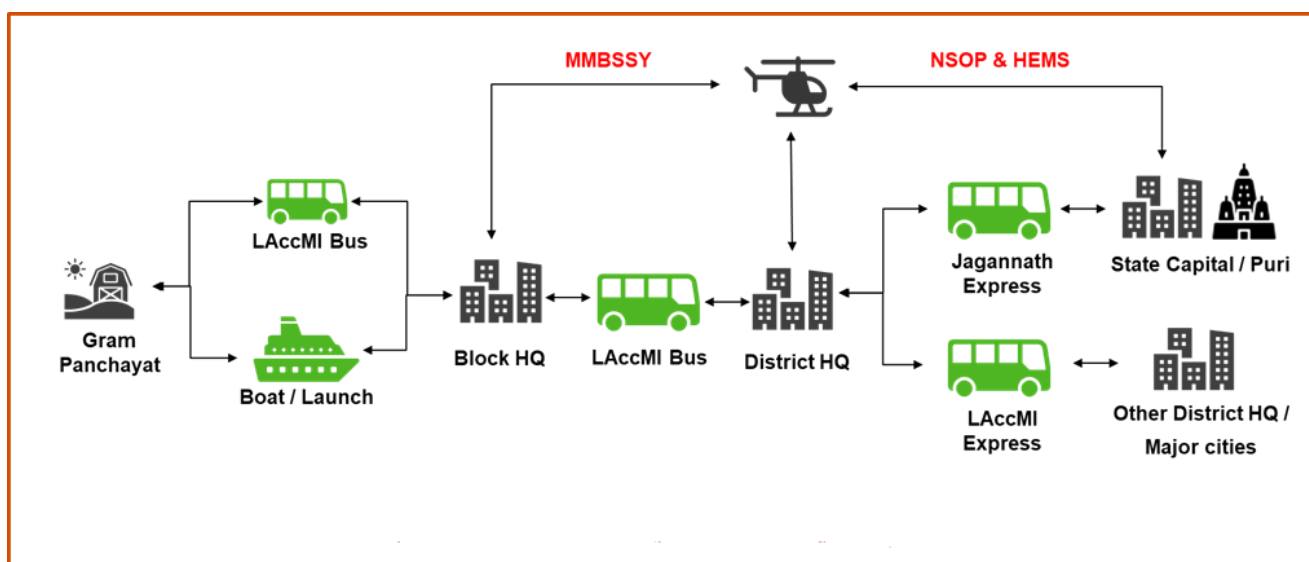
1.5. Benefits envisaged with the scheme for various stakeholders

General Public	Women Students / PwD /	WSHG	Operators
<ul style="list-style-type: none"> Earmarked routes for affordable, Assured & Safe public Transport Employment Opportunities Movement of rural comodities Growth of local economy 	<ul style="list-style-type: none"> Safe transportation Special fare Earmarked seats in carriages 	<ul style="list-style-type: none"> Opportunities of Management of assets Access to commercial spaces for business in ABS Livelihood opportunities Movement of SHG comodities 	<ul style="list-style-type: none"> Support from GoO for efficient options Assured RoI Ecosystem for effective PPP model through GCC Win-Win situation for Private as well as Govt.

1.6. Geographical Coverage

The scheme covers all 30 districts of the state. The routes of the state can be segregated into three (03) levels. Other than these routes, for first or last mile connectivity, other modes of transportation would complement the LAccMI routes.

Figure-1: Illustrative Thematic Diagram-Multimodal Connectivity



2. Types of Routes under LAccMI

2.1. Block Connectivity (Tier-I)

'Block Connectivity' facilitating connectivity between GPs and their respective Block HQs. These types of services would be catered by Non-AC Midi Buses for ease of movement in the interior pockets of the Blocks. Further, the routes are planned linearly with an effective buffer zone of around 2 Km to cover maximum GPs. To provide assured and frequent connectivity, a minimum of 3 daily round trips within the respective block with an average trip time of around 60 minutes.

2.2. District Connectivity (Tier-II)

'District Connectivity' connecting Block HQs to their respective District HQs. AC Midi/ AC Standard Buses would cater these types of services to provide an aspirational mode of commute to the citizens. These District Connectivity services would be operating a minimum of 2 daily round trips with the respective District with an average trip time of around 80 minutes.

2.3. Intercity Connectivity: Jagannath Express & LAccMI Express (Tier-III)

- i. 'Jagannath Express' connecting District HQs/ Major Sub-divisions to Puri via Bhubaneswar. These services would be operationalized by high-end air-conditioned luxury buses with a minimum 1 daily round trip.
- ii. 'LAccMI Express' providing connectivity between District HQs and/or major cities (inter-district & inter-cluster connectivity). These services would also be operationalized by high-end air-conditioned luxury buses with a minimum 1 daily round trip.

2.4. First & Last Mile Connectivity

- i. Though the Block and District Connectivity covers almost 97% of GPs in the state, few GPs are not connected due to geographical challenges. While the efforts are made to connect these regions through efficient transport infrastructure systems, for the immediate purpose to take the benefits of the LAccMI scheme to inaccessible areas, provision of first and last mile connectivity is being proposed.

- ii. Reportedly, these areas have alternative modes of transportation like local operators operating through small passenger vehicles or ferrying them through boats / launches from islands to the mainland. It is proposed to leverage the existing system.
- iii. For seamless and effective mode of coverage, primarily for short trips to transport the public from their very locality to the regional arterial roads / junctions alongside livestock and limited goods, light commercial vehicles/ boat/ ferry services are considered. District Administration/ DLC/ BLC are encouraged to organize such facilities based on the requirements.
- iv. Apart from this, if any other innovative solution for such transportation is available, the concerned District Administrations can propose the same to C&T Dept. for consideration.

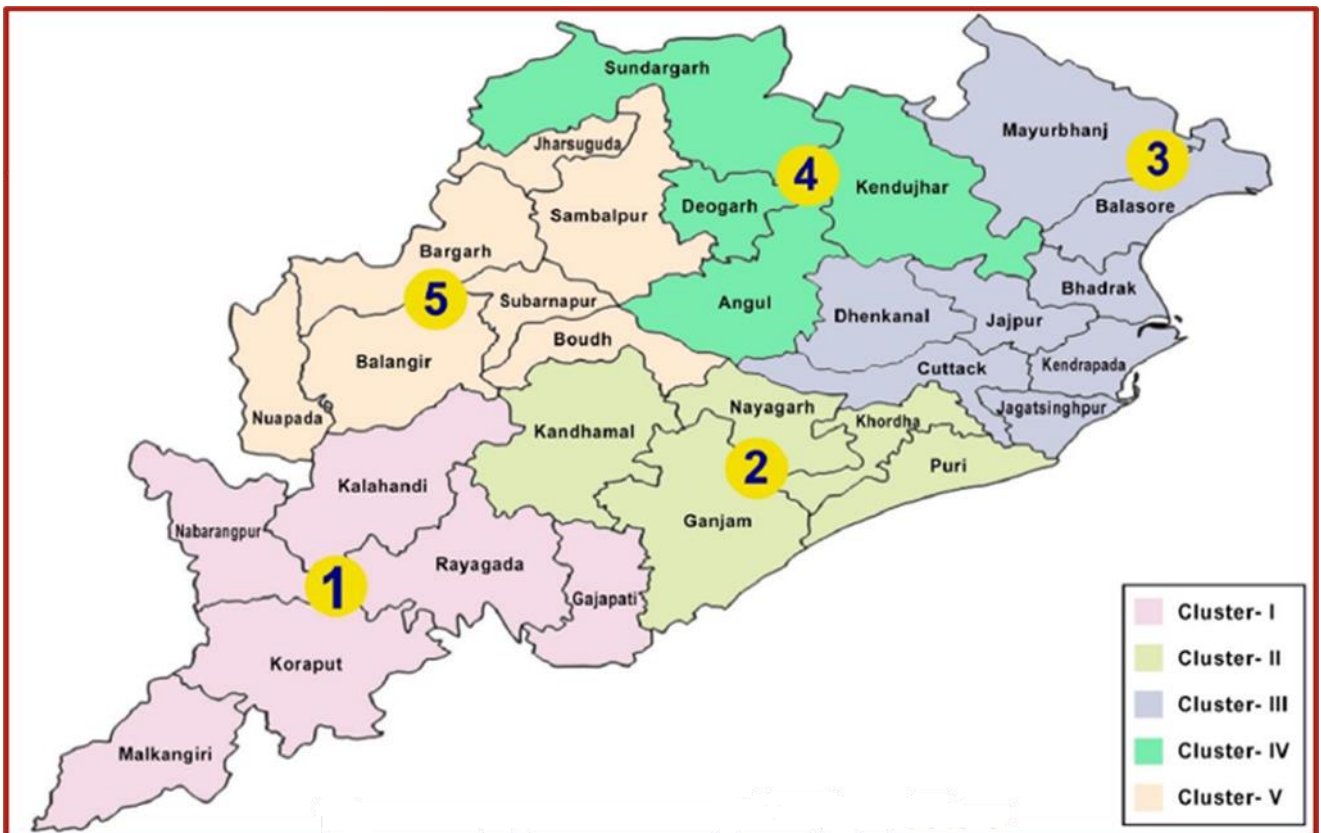


Figure-2: LAccMI Bus Operation Clusters

3. Institutional Framework

To ensure smooth implementation of the scheme, an institutional framework has been created through various committees which has been notified vide the Odisha Gazette no. 794 / Dt.13.04.2023 (Annexure-3)

A glimpse of the committees, their responsibilities and powers at their disposal is placed hereunder.

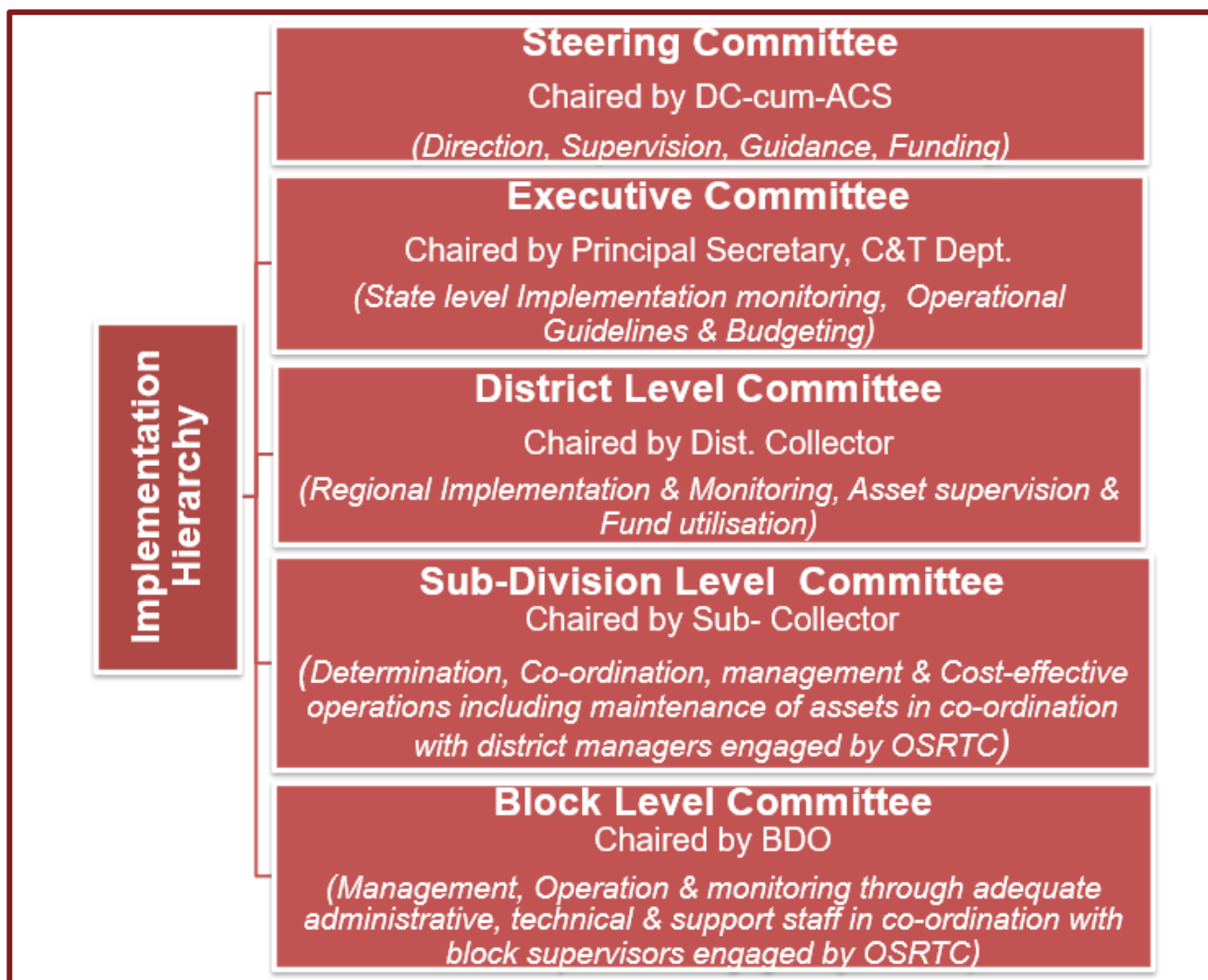


Figure-3: Implementation Hierarchy under LAccMI Scheme

Note: C&T Department / District Collectors may setup sub-committees with specific responsibilities for efficient implementation of the scheme.

4. Implementation Strategy

4.1. Block Connectivity (Tier-I) & District Connectivity (Tier-II) through GCC Model

Under LAccMI, the Block & District connectivity are planned in a way to create a transport network to connect the rural areas seamlessly. The 'Block Connectivity' & 'District Connectivity' routes have been exercised in such a fashion that the LAccMI buses will cover an optimum daily distance alongside earmarked frequency. These routes will be operated by respective PPP partners selected following Gross Cost Control (GCC) model for respective clusters. The GCC model is a systematic approach to managing and controlling the overall costs. By closely monitoring expenses, allocating costs, and implementing cost reduction strategies, this can operate more efficiently and provide better services to the passengers while staying within the budget constraints. Success of GCC model is often attributed to outcomes such as enhanced financial management, cost efficiency, better service quality, and aid in decision-making.

OSRTC will be the nodal agency for implementation. They would deploy the District Managers, Block Supervisors in each Districts for regular monitoring of operations. Further, for seamless implementation of this Scheme, in lieu of Institutional set up, Committees have been formed at various levels to support and supervise the scheme.

4.2. Augmentation of OSRTC Fleet for Intercity Connectivity (Tier-III)

In order to strengthen the State Transport Undertaking, i.e., OSRTC, the Tier-III Bus services are planned to be operated by the OSRTC under the Comprehensive Annual Maintenance Contract Model. This model would satisfy the aspirational need of the citizens with a reliable, comfortable, and affordable mode of commute. This mode of operation has been found to be more viable for long-run buses and would further sustain the operations. This service would be complementing the existing operations of the OSRTC.

4.3. Convergence of ABS/ BQS

To accommodate the passenger safety and to provide basic amenities to the citizens with respect to public services, the transport infrastructure is being strengthened at each Blocks through initiation of ABS and in each GPs through a standardized BQS. These transport

infrastructures would complement the road transport ecosystem in the State by complying with the objectives of LAccMI. Collaboration with ABS & BQS entails in extending the modern amenities of public transport to people of Odisha. Accordingly, the same Institutional mechanism would monitor and supervise the activities of ABS & LAccMI.

4.4. Extending First / Last Mile Connectivity (Short Term Plan)

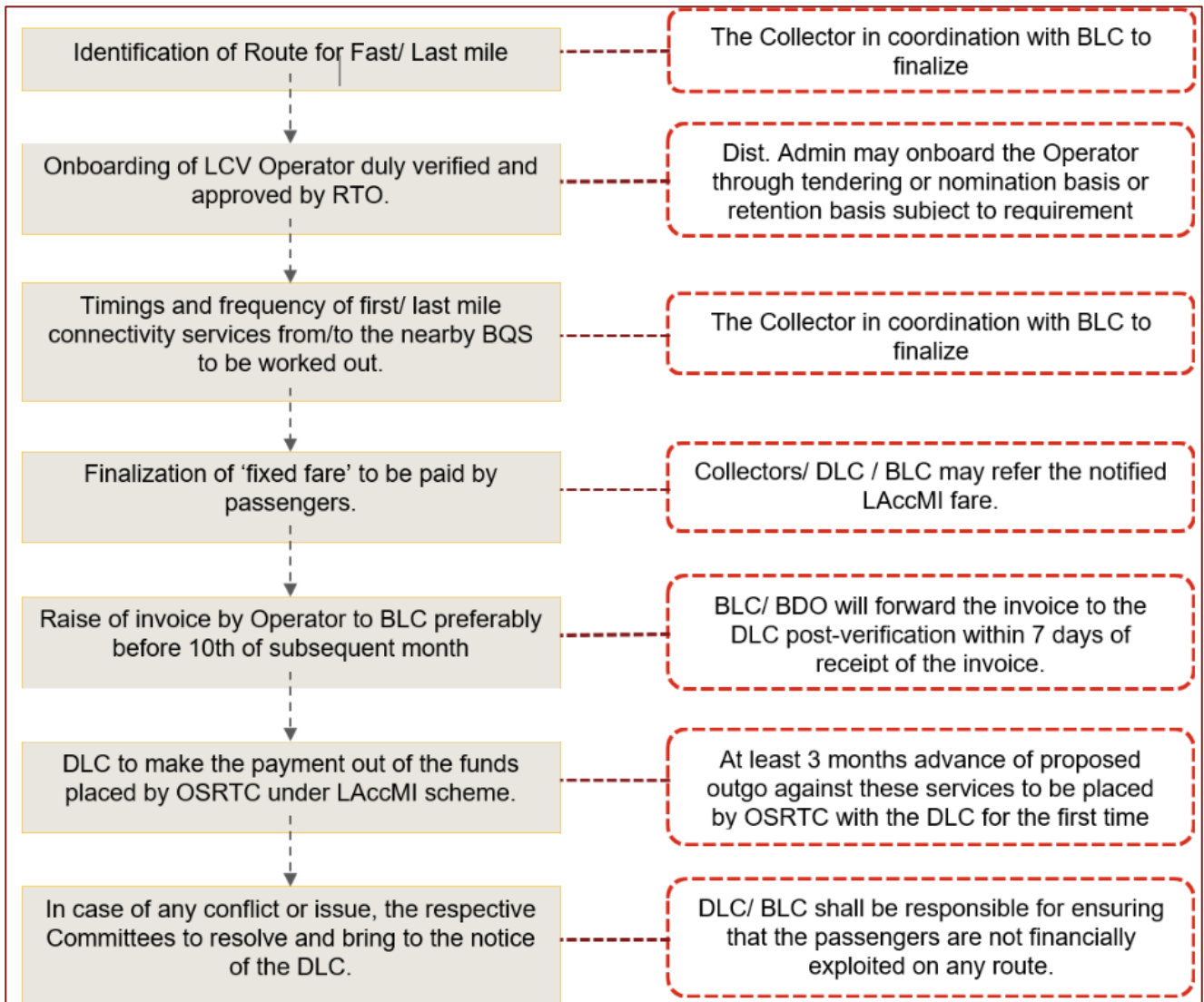
To connect the extreme interior pockets unreachable by the LAccMI Bus services, other mode of transport has been explored and the guidelines for operationalizing the last mile connectivity services are as follows:

4.4.1. Road Transport (Identification of Location, Route, Vehicles and Operators)

- i. In order to provide the last mile connectivity in the routes unreachable through LAccMI Bus services and where only small passenger vehicles can be deployed as a mode of transportation, the concerned District Collector will identify such locations.
- ii. The concerned Collector/ BLC may explore the options pertaining to type of Light Commercial Vehicles (LCVs) to be on-boarded either through tendering process or nomination based on the feasibility. The Block Supervisors of OSRTC would provide handholding support to the respective BLCs.
- iii. A transparent bidding process may be adopted by the respective BLCs to select an operator. In case of unavailability of good operators, Collector can also consider the hiring on the nomination basis with the ceiling of charges finalized by the Technical Committee of STA.
- iv. The timings of first / last mile connectivity services from / to the nearby BQS or pick up / drop off point to be worked out by the respective collectors with the help of BLC & technical support of RTOs. Normally, 1-2 frequency for to & fro may be considered.
- v. An operator and their vehicle must be compliant with all statutory requirements as per the Central Motor Vehicle Rules, 1989 and Odisha Motor Vehicle Rules, 1993. Compliance should be verified and cleared by the respective RTO/ ARTO.
- vi. The Collectors/ BLCs may onboard the operators on a retention basis (monthly hiring basis). In this case, the quote for the bidding would be 'Charges per month' considering all the expenses including fuel by the respective bidder.
- vii. In case, 'Per Km' basis is more feasible, this approach may be adopted by the district. In this case, Operator/s would bid for the 'Charges Per Km'.

- viii. Considering the distance to be travelled, Collectors / BLCs may collect 'fixed fare' to be paid by the passengers. They may also refer & adopt the notified LAccMI Fares.
- ix. These fares to be collected, should be announced / notified upfront.
- x. The Operator is expected to factor in the anticipated revenue from the passengers which will be retained by them while quoting the rates.
- xi. An undertaking as per Annexure-4 may be submitted by the Operator.
- xii. The Operator will raise the invoice to BLC preferably before 10th of the subsequent month.
- xiii. The BLC / BDO will forward the invoice to the DLC post verification within 7 days of receipt of the invoice.
- xiv. DLC will make the payment out of the funds placed by OSRTC under LAccMI scheme.
- xv. Initially, at least 3 months advance of proposed outgo against this last mile connectivity to be placed by OSRTC with the DLC.
- xvi. The respective DLC / BLC shall be responsible for ensuring that the passengers are not financially exploited on any route. Accordingly, proper publicity / awareness can be made on fares to be paid among the target groups.
- xvii. In case of any conflict or issue on the matter, the BLC should attempt to resolve it at their level and bring to the notice of the DLC / Collector for further intervention.
- xviii. The respective RTOs would oversee & supervise the programme & take necessary action with intimation to Collector / DLC.

Figure-4: Process flow for engagement of Operators for First / Last mile Road Connectivity



4.4.2. Water Transport (Identification of Location, Route, Boats and Operators)

- i. In order to provide the last mile connectivity in the routes unreachable through LAccMI Bus services and where only boats/launches can be deployed as a mode of transportation, the concerned District Collector will identify such locations.
- ii. Once the location and routes are identified, the District Collector, with the help of BLC of LAccMI will assess the following:
 - o Whether there are any existing government/private boats/launches which are plying on the route
 - o The condition of the existing Jetties for plying the boats/launches
- iii. The existing government boats/launches, if any, shall be upgraded, checked as per the safety standards, and then will be operated. Prevailing charges/fares as required may be collected and existing procedures as followed by the District Administration, may be continued.
- iv. If the boats/launches run by the private entities are in operable condition as per the Odisha Boat Rules, 2004 and its subsequent amendments, those may be hired as per the prevailing charges/fares by BLCC/Collector.
- v. If required, the District Administration may refer the matter to the Director, Ports & IWT, with the details on the specification of boats/launches and routes, etc. soliciting the recommendation on charges which may be based on the distance or hourly hiring basis.
- vi. The District Collectors can onboard the private boats/launches with due process (a fair and transparent bidding process) with an assured fixed fare collection, assuming 40% to 60% passenger load from the selected operator for each trip depending on the demand.
 - o Illustration for Boat having 20 passenger capacity:

(C) Capacity: 20 persons

(H) Hiring Charges: Rs. 500/- per day

(F) Charges/Fare Collected: Rs. 5.00/- per passenger

(D) No. of days operated: 30 days

(P) Payable amount: **(H x D)**

= Rs. 500 x 30= Rs. 15,000/-

(L) Load Factor: 60% = 0.60

(Load factor is based on the local situation, it can vary from 30% to 60%)

(DC) Deductions: **(L x C x 2) x F x D**

= (0.60 x 20 x 2) x 5 x 30

= Rs. 3,600/-

Net Payable: **P- DC**

= 15,000 – 3,600 = Rs. 11,400/-

- vii. The private/government boats/launches have to be compliant with the Odisha Boat Rules, 2004 and its subsequent amendments. The safety standards are to be inspected and certified by the Directorate of Ports & IWT, Odisha officials.
- viii. The boat/launch drivers must have a competency certificate for operating the boat/launch as per the existing norms and guidelines.
- ix. If the private operators run the boats, the Operation and Maintenance shall be the operators' responsibility.
- x. The existing jetties/ferry ghats if any, to be upgraded utilising the resources from existing schemes and admissible funds.
- xi. If there is no existing jetty/ferry ghat. In that case, the District Collector will send the requisition to the Director, Ports & IWT for constructing them as per the required specifications.

- xii. The funding mechanism is as illustrated in the Chapter 5.
- xiii. The timings and frequency of first/last mile connectivity services from/to the nearby BQS or pick up/drop off point shall be worked out by the respective collectors with the help of DLC / DLC / BLC & technical support of Directorate of Ports & IWT. BQS can be located near the jetties so that the passengers can avail the services of LAccMI seamlessly.
- xiv. An undertaking as per Annexure-4 may be submitted by the Operator.
- xv. The Operator will raise the invoice to BLC, before 10th of the subsequent month.
- xvi. The BLC/BDO will forward the invoice to the DLC post verification within 7 days of the receipt of the invoice.
- xvii. DLC will make the payment out of the funds placed by OSRTC under LAccMI scheme.
- xviii. At least 3 months advance of proposed outgo against this last mile connectivity to be placed by OSRTC with the DLC for the first time.
- xix. In case of any conflict or issue on the matter, the BLC should attempt to resolve it at their level and bring to the notice of the DLC for further intervention.

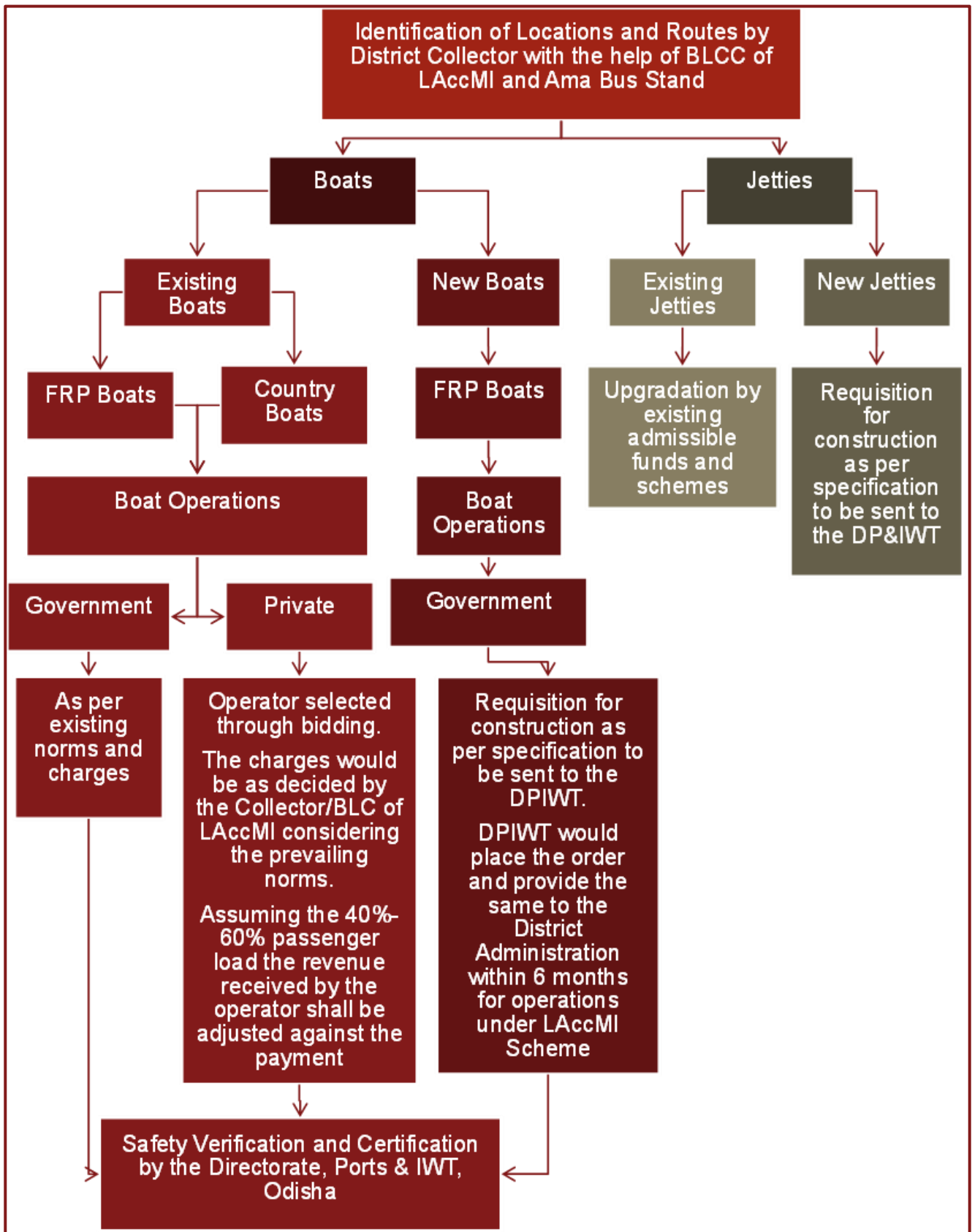


Figure-5: Process flow for engagement Operators for First / Last mile boat connectivity

4.4.3. Other Modes of Transport

- i. In certain areas, due to physical barriers or hilly terrain in remote areas, convenient transport facilities are rarely present. In such areas, adaptive modes of transportation are prevalent.
- ii. Such modes would be identified, and support will be extended by the respective District Administration in providing regular and dependable transport services to the public in these remote areas.
- iii. While the other adaptive modes of transport are predominant but short-lived, the District Administration should propose suitable alternative infrastructure requirements to the C&T Department.
- iv. C&T Department shall place the proposals before the Steering Committee for necessary screening and recommend the infrastructure requirements to the respective agency which would serve the purpose in long run.

4.4.4. Documentation & Evaluation

- i. The BLC / Block Supervisor (BS) / District Manager (DM) shall be responsible to record, document and maintain all decisions, papers and evidence copies that become part of the scheme implementation.
- ii. A knowledgebase would benefit the whole machinery in preserving the decisions taken and practices followed.
- iii. The first / last mile connectivity scenario of each district may be unique. It is encouraged to document the procedure adopted to establish or strengthen the first / last mile connectivity in the respective districts / regions.
- iv. M/s Delhi Integrated Multimodal Transit System Limited (DIMTS) has been appointed by the State Government as a Technical Consultant for the LAccMI scheme. Also M/s Urban Mass Transit Company Limited (UMTC) has been engaged by OSRTC to oversee the implementation to review the scheme implementation status during the implementation phase.
- v. The District Administration is advised to cooperate and extend support to the agencies / individuals in carrying out assessment of the scheme implementation and evaluation of the project.

5. Funding Mechanism

- i. Budgetary requirement has been projected for Three (03) years considering the medium-term estimation for FY 2023-24. However, the currency of the Scheme would be for a period of Twelve (12) years i.e., Ten (10) years from FY 2023-24 to FY 2033-34 with possible extension for further Two (02) years from FY 2033-34 to ensure the scale and sustainability of the Scheme.
- ii. The total project cost is estimated to be approximately ₹3,178 Crore for the first Three (03) years of bus operation i.e., from FY 2023-24 to FY 2025-26.
- iii. The cost outlay of the project was discussed at the level of Steering Committee and Expenditure Finance Committee (EFC).
- iv. In response to the financing/ payment of last mile connectivity services, the respective Block Level Committee through their District Admin can put up the costing to OSRTC for payment. Also, OSRTC would ensure at least 3 months advance in the respective Block Level Committee fund to streamline the payment process for hiring of vehicles / boats.

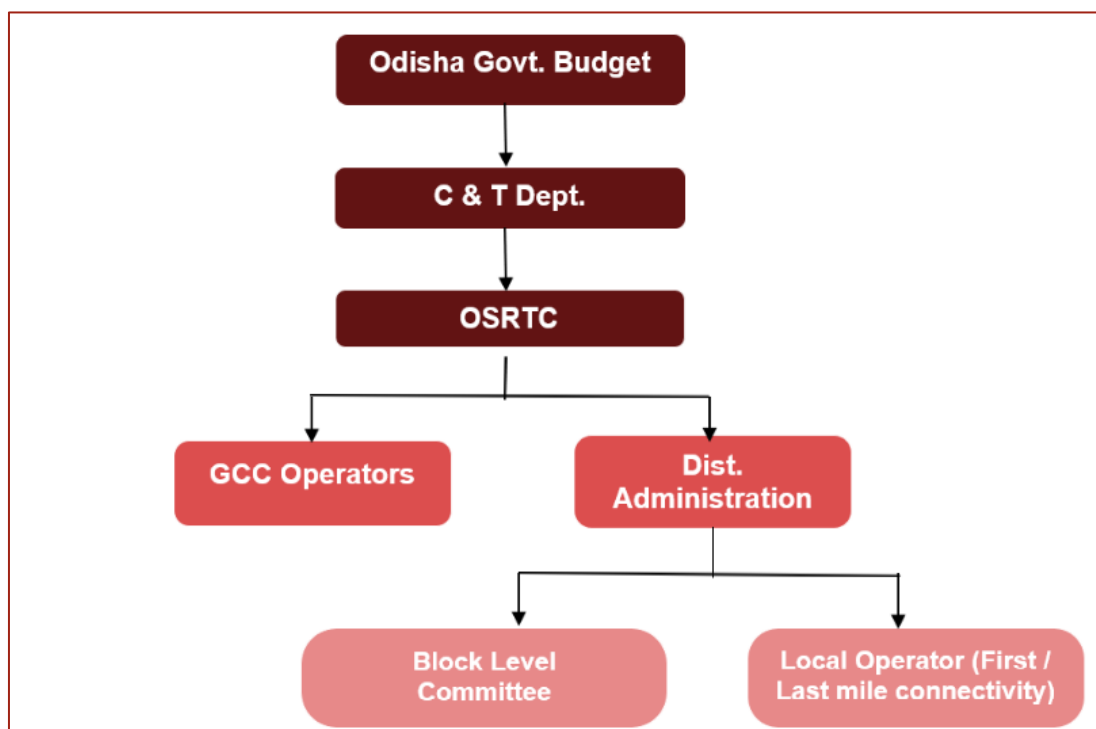


Figure-6: Flow of funds under LAccMI scheme

6. Annexure

6.1. Annexure-1: Resolution on LAccMI Scheme

The Odisha Gazette

EXTRAORDINARY
PUBLISHED BY AUTHORITY

No.2403, CUTTACK, MONDAY, OCTOBER 16, 2023/ ASWINA 24, 1945

[No. 11808—PT2-TRN-CORP-MISC/0008/2023/T.]

COMMERCE & TRANSPORT (TRANSPORT) DEPARTMENT

RESOLUTION

The 11th October, 2023

Subject: Implementation of the New Scheme "Location Accessible Multi-modal Initiative" (LAccMI) across Odisha.

The Government of Odisha has launched the new scheme, "Location Accessible Multi-modal Initiative (LAccMI)" Scheme with an aim to connect all Gram Panchayats of the State (GPs) with the State Capital through an integrated public transport system and hence increase the Service Level Benchmark of the Bus transport system in the State.

OBJECTIVES

The purpose of the scheme is to provide multimodal public transport connectivity for the GPs, Block Headquarters, District Headquarters along with major economic hubs, educational & medical hubs, and transport nodes across the State. The development of a robust and reliable public transport system across the entire State will undoubtedly result in an enhancement of the socio-economic well-being of the population. Considering the good road network, focus would be naturally on surface transportation. Other modes of transportation would be utilized as per the need.

As the State Government is working efficiently towards attaining various Sustainable Development Goals (SDG), public transport is one of the-major SDG Goal as on date. Odisha despite having 5th largest share of road connectivity in India, only 72% of the Gram Panchayats (GPs) are connected by means of public transport.

The connection of urban and rural areas through reliable and affordable public transport has been identified as a highly promising opportunity. This initiative has the potential to bridge the transportation gap between these regions, ensuring reliable mobility for residents from both urban and rural communities. Efficient public transport connectivity **is** expected to reduce the division between Urban and Rural communities. To attain this potential the State Government has envisaged the scheme known as 'Location Accessible Multimodal Initiative' (LAccMI) to develop a robust public transport system in the State of Odisha.

THE PLAN

Under the LAccMI Scheme the bus network planning has been undertaken in a hierarchical manner: (1) 'Block Connectivity' facilitating connectivity between GPs and their respective Block HQs, (2) 'District Connectivity' connecting Block HQs to their respective District HQs and (3) Jagannath Express connecting District HQs to Bhubaneswar or to Puri via Bhubaneswar; and (4) LAccMI Express providing connectivity between District HQs and/or major cities (inter-District & inter-cluster connectivity).

Under proposed 'Block Connectivity' services & 'District Connectivity' services buses will cover an optimum daily distance. On these routes buses will be operated through Public Private Partnership (PPP) under GCC (Gross Cost Contract) model. Furthermore, Super premium Buses for 'Jagannath Express' & 'LAccMI Express' routes will be procured and operated by Odisha State Road Transport Corporation (OSRTC) under Comprehensive Annual Maintenance Contract (AMC) model. Revenue Collection Agency (RCA) will be engaged on outsourcing basis (under PPP mode) for collection of bus fare. However, considering the dynamic nature of operation, the State-level Steering Committee formulated under the said Scheme would be authorized to decide the functionalities. The entire State has been divided into five clusters under this project for ease of operation. These five clusters are as follows.

Cluster — I (Six Districts) — Koraput, Nawarangapur, Rayagada, Malkangiri, Gajapati, Kandhamala.

Cluster — II (Five Districts) — Puri, Khurda, Nayagarh, Ganjam, Kandhamala.

Cluster — III (Eight Districts) — Cuttack, Dhenkanal, Jagatsinghpur, Kendrapara, Jajpur, Bhadrak, Balasore, Mayurbhanj.

Cluster — IV (Four Districts) — Keonjhar, Sundergarh, Deogarh, Angul.

Cluster — V (Seven Districts) — Sambalpur, Jharsuguda, Bargarh, Subarnapur, Bolangir, Boudh, Nuapada.

These clusters would be operationalized in phased manner. Accordingly, the State-level Steering Committee constituted for this purpose is authorized to take decisions on effective implementation of the Scheme with the help of the Executive Committee constituted under the Scheme.

Under the LAccMI Scheme, tandem collaboration of 3 major stakeholders is envisaged. The Commerce and Transport Department is the apex body responsible for formulation of all policies and guidelines. OSRTC will act as State-level aggregator, mainly responsible for project implementation, operational plan formulation, monitoring and evaluation. The PPP partner (bus operator) is responsible for O&M (Operation & Maintenance) of bus service and depot management.

To promote, inclusive development, the existing private players in the State would be encouraged to get into partnerships for various activities under the Scheme. Mission Shakti Self Help Groups (SHGs) would be involved in various operation and maintenance related activities. LAccMI Scheme would enable the platform for such involvements and collaborations wherever dimmed fit.

Implementation of state-of-the-art Intelligent Transport Management System (ITMS) is pivotal for successful and efficient operation of the overall service. System Integrator (SI) shall provide Vehicle Tracking System, Real Time Passenger Information System, Command and Control Centre, etc. Core technologies include Geographical Positioning System (GPS), Electronic Display Systems and Information & Communication Technologies. The implementation of ITMS shall provide benefits in terms of reduced waiting time and uncertainty, increased accessibility of the system and real time, information, increased safety of users, reduced fuel consumption and emissions, reduced operational costs, improved efficiency, and finally improved economic productivity. System Integrator (SI) shall be responsible for integration of buses on lease and rental basis. OSRTC is provided with budget to implement and maintain the ITMS for enabling efficient optimization of LAccMI Scheme.

JUSTIFICATION

The rationale behind the service planning is to establish a seamless public transport network across the State starting from GP level up to the State Capital to provide accessible, assured and affordable transport services. The planning of the proposed bus service has adopted a need-based approach, aiming to deliver both high-quality and affordable services to the residents in every corner of the State.

The successful implementation of this proposal will result in an equitable geographical distribution of public transport infrastructure and services across the State. People from all corners of the State will have better access to transportation, facilitating easier mobility and potentially fostering socio-economic growth and development. Further, the Scheme would be an opportunity to set high standard service level benchmarking in the State in terms of quality, punctuality and pricing with respect to the public transport.

Within the framework of the LAccMI Scheme, women's empowerment stands as a top priority, marked by the adoption of comprehensive mechanisms. By promoting gender-sensitive initiatives, women would be encouraged to participate actively in the workforce. In this regard, Mission Shakti Women Self Help Groups (SHGs) would be engaged in diverse operation and maintenance activities. Additionally, women's safety would be ensured in the overall system through implementation of various strategies such as several security measures, safe workspace, community support, etc.

Another major initiative under this Scheme would involve facilitating efficient means of transport of rural commodities from their production sites to appropriate destinations. This would encompass timely transportation of various agricultural and perishable produces from producers to nearby marketplaces, Mandis and similar commercial hubs. Through implementation of such measures, rural farmers, cultivators and producers would experience genuine empowerment. Thereby, socio-economic wellbeing and overall livelihood of the rural population would be enhanced by establishing of a reliable public transport network as well as by implementing numerous developmental endeavours under this Scheme.

This Scheme is also an imperative step towards replacing the existing outdated bus fleet with a new environmentally friendly fleet. The current bus fleet burdened with outdated technology significantly contributes towards operational inefficiency as well as pollution. By embracing the LAccMI Scheme, cities and transport authorities

would be facilitated with the transition to a modern fleet of low-emission and energy-efficient buses, thereby curbing sustainable transport system in the State. To make the Scheme more citizen centric, initiatives may be taken to restructure the existing operational framework of OSRTC.

CONSULTATION

The Detail Project Report (DPR) / Bus Operation Plan (BOP) has been developed in consultation with Panchayati Raj & Drinking Water Department, Housing & Urban Development Department, Mission Shakti Department of Govt. of Odisha. Furthermore, the GP and Block level bus routes have been finalized on recommendation of the respective District Administration. District Administration has involved Panchayati Raj Institution (PRI) and Block functionaries at the Sub-District levels. Views of PPP Cell, Finance Department is also consulted for their expert advice for RFPs, Agreements, etc. Likewise, procedures as laid by the Finance Department are to be followed. Steering Committee meetings constituted for this Department, represented by the related Departments provide their considered views to finalize the policy and implementation.

Urban Mass Transit Company (UMTC) as the transport domain expert has been consulted for their review and suggestions on various aspects of the project such as DPR/ BOP, bus operating model, financial model, etc. Also, Delhi Integrated Multi-Modal Transit System (DIMTS) has also been consulted to understand the best practices across the nation. Valuable suggestions and remarks from these Departments have diligently been sought and incorporated throughout the project as and when required.

FINANCIAL IMPLICATION

- a. Budgetary requirement has been projected for three (03) years considering the medium-term estimation for FY 2023-24. However, the currency of the Scheme would be for a period of twelve (12) years i.e., ten (10) years from FY 2023-24 to FY 2033-34 with possible extension for further two (02) years from FY 2033-34 to ensure the scale and sustainability of the Scheme.
- b. The total project cost is estimated to be approximately ₹3,178 Crore for the first Three (03) years of bus operation i.e., from FY 2023-24 to FY 2025-26. Year-wise project cost details is given in the Table below.

Sl. No.	Financial Year	Estimated Amount (In Crore)	Available in the Budget (In Crore)	Proposed Budget (In Crore)
1	2023-24	1450	100	556
2	2024-25	1291	---	1291
3	2025-26	1331		1331
Total		4072	100	3178

c. The cost outlay of the project is as per decision of Steering Committee and also Expenditure Finance Committee (EFC).

ORDER: Ordered that the Resolution be published in the Extraordinary Issue of the *Odisha Gazette* and copies of the Resolution be forwarded to all Departments, all Heads of Departments and Accountant General, Odisha.

By Order of the Governor
USHA PADHEE
Principal Secretary to Government

6.2. Annexure-2: LAccMI Bus Fare Slabs

The Odisha Gazette

EXTRAORDINARY
PUBLISHED BY AUTHORITY

No. 2404, CUTTACK, MONDAY, OCTOBER 16, 2023/ASWINA 24, 1945

COMMERCE & TRANSPORT (TRANSPORT) DEPARTMENT

NOTIFICATION

The 11th October, 2023

No. 11817–PT4-TRN-CORP-MISC-0008/2023/T.— In exercise of the powers conferred under sub-section (1) of Section 67 of the Motor Vehicles Act, 1988 (59 of 1988) and having regard to the provisions of clauses (a) to (d) of the said subsection, the State Government do hereby issue the following directions to the State Transport Authority, Odisha and the Regional Transport Authorities in the State.

DIRECTIONS

The Bus fares for Stage Carriages under Location Accessible Multi-modal Initiative (LAccMI) Scheme operating as Block Connectivity & District Connectivity services plying within the State of Odisha shall be fixed as specified in the Schedule below with effect from the date of issue of this Notification.

SCHEDULE

Type of Bus Services	Distance Slab	Bus Fare
Block Connectivity (Non-AC Bus Services)	0-10 Km	₹ 5.00
	11-20 Km	₹10.00
	21-40 Km	₹ 15.00
	41-60 Km	₹ 25.00
	61-80 Km	₹ 30.00
Type of Bus Services	Distance Slab	Bus Fare
District Connectivity (AC Bus Services)	0-10 Km	₹10.00
	11-20 Km	₹ 20.00
	21-40 Km	₹ 40.00
	41-60 Km	₹ 60.00
	61-80 Km	₹ 80.00

Provided that, concession in Bus fare, shall be allowed to the following categories of passengers as detailed below.

Sl. No.	Category of Passenger	Flat Bus Fare*	
		Block Connectivity Bus Services	District Connectivity Bus Services
1	Women	₹ 5.00	₹10.00
2	Student	₹5.00	₹ 10.00
3	Physically Disabled	₹ 5.00	₹ 10.00

* The Flat Bus Fare rates are applicable irrespective of the Distance travelled in the above-mentioned Bus services only.

The concession in Bus fare for Student Passengers shall be applicable in both Block Connectivity & District Connectivity Bus services under LAccMI Scheme, on production of valid School/ College Identity Card/ authenticated proof from the Competent Authority.

The concession in Bus fare for Physically Disabled Passengers shall be applicable in both Block Connectivity & District Connectivity Bus services under LAccMI Scheme, on production of Identity Card/ Authenticated proof from the competent Authority, i.e., concerned Block Development Officer, Commissioner/Executive Officer of the Municipal Corporation/Municipalities/ NACs or D.S.W.Os.

Commerce & Transport Department, Govt of Odisha reserves the right to revise the Bus fare/ concession in future as per uptrend of underline assets.

Every LAccMI Bus services shall display, at a conspicuous place inside the bus, its category i.e., Block Connectivity & District Connectivity Bus services, the Km slab-based Bus fare chargeable from the passengers alongwith the concessions available as stated above for information of the passengers.

By Order of the Governor
USHA PADHEE
Principal Secretary to Government

6.3. Annexure-3: Committees at Various Levels

6.3.1. Notification of State Level Committees

The Odisha Gazette

EXTRAORDINARY
PUBLISHED BY AUTHORITY

No.793, CUTTACK, THURSDAY, APRIL 13, 2023 / CHAITRA 23, 1945

COMMERCE & TRANSPORT (TRANSPORT) DEPARTMENT

NOTIFICATION

The 6th April, 2023

No.3935-PT4-TRN-CORP-BS-0005/2018 /T.- For efficient and timely implementation of the Location Accessible Multimodal Initiative (LAccMI) scheme & "Ama Bus Stand" scheme, a State-level Steering Committee with following members is constituted.

1.	Development Commissioner-cum-Additional Chief Secretary	Chairperson
2.	Secretary, Commerce & Transport Department	Member Convener
3.	Secretary, Mission Shakti Department	Member
4.	Secretary, Panchayati Raj Department	Member
5.	Secretary, Electronics & IT Department	Member
6.	Secretary, Works Department	Member
7.	Secretary, Housing & Urban Development Department	Member
8.	Secretary, Rural Development Department	Member
9.	Transport Commissioner, STA	Member
10.	Chairman & Managing Director, OSRTC	Member
11.	Chairman & Managing Director, Odisha State Police Housing & Welfare Corporation (OSPH&WC)	Member
12.	Nominated expert/s	Invitee/Member

The terms of reference of the committee shall be as under;

- Meet once every quarter or as and when required.

- ii. Finalise modification of provisions of applicable rules and acts for smooth operation of "LAccMI" & "Ama Bus Stand" schemes and larger benefit of the public.
- iii. Finalisation of budget related to Schemes.
- iv. Finalisation of aspects related to unified branding of "LAccMI" and "Ama Bus Stand" scheme
- v. Finalisation of PPP partners' and Master Concessionaire's mandates and deliverables
- vi. Any other Policy related aspects of "LAccMI" & "Ama Bus Stand" Schemes.

Executive Committee

For smooth and timely implementation, operation, monitoring and administration of Location Accessible Multimodal Initiative (LAccMI) & "Ama Bus Stand" scheme, an Executive Committee with following members is constituted.

1.	Secretary, Commerce & Transport Department	Chairperson
2.	Transport Commissioner and Chairman, STA	Member
3.	Chairman & Managing Director, OSRTC	Member
4.	Additional Secretary, Commerce & Transport (Transport) Department	Member Convener
5.	Nominated member from Panchayati Raj Department	Member
6.	Nominated member from Housing & Urban Development Department	Member
7.	Nominated member from Rural Development Department	Member
8.	Nominated member from Works Department	Member
9.	Nominated member from Mission Shakti Department	Member
10.	Nominated member from Odisha State Police Housing & Welfare Corporation (OSPH&WC)	Member
11.	Nominated members of PPP Partners engaged by OSRTC / CRUT / STA	Member
12.	Expert member/s	Invitees/ Member

The terms of reference of the committee shall be as under;

- i. Meet once every quarter or if required earlier.
- ii. Finalisation of routes catering to basic needs of regional populace proposed under the scheme
- iii. Segregation of regions / routes into urban and non-urban under the scheme
- iv. Suggest IT-based interventions for effective and impactful monitoring of various operational aspects namely location tracking, in-vehicle surveillance, global positioning system, integrated traffic management system and integrated command control centre etc.
- v. Engagement of independent party for socio-economic impact assessment of both the schemes
- vi. Fare regulation and concessions to various social groups viz. PWDs, Senior Citizens, Women for LAccMI scheme
- vii. Engagement of SHGs for commutation and transportation of group produces in LAccMI scheme
- viii. Monitoring of PPP partners'/ concessionaire mandates and deliverables of both the schemes
- ix. Engagement of SHGs for Ama Bus Stand
- x. Any other topic related to implementation of LAccMI & Ama Bus Stand not covered above
- xi. Nominated member shall not be below the rank of Joint Secretary.

By Order of the Governor
USHA PADHEE
Principal Secretary to Government

6.3.2. Notification of Field Level Committees

The Odisha Gazette

EXTRAORDINARY
PUBLISHED BY AUTHORITY

No.794, CUTTACK, THURSDAY, APRIL 13, 2023 / CHAITRA 23, 1945

COMMERCE & TRANSPORT (TRANSPORT) DEPARTMENT

NOTIFICATION

The 11th April, 2023

No.3991-TRN-CORP-BS-0005/2018 /T.- Government of Odisha has embraced and integrated the Sustainable Development Goals in all aspirations and actions for development and transformative change in Quality of life for the people of Odisha.

In this context, Government are emphasized on development in the field of rural connectivity, and the best amenities to the travelling public, drivers/staff.

Now therefore, Government in Commerce and Transport (Transport) Department announce "AMA BUS STAND" Scheme to construct modern and sustainable public transport infrastructure at each Block level.

Whereas, to make this more effective and to monitor development of Bus Stands in each Block, a District Level Committee, a Sub-Divisional Committee and a Block level Committee is constituted as below:

District Level Ama Bus Stand Nodal Committee

1. Collector and District Magistrate as Chairperson
2. Superintendent of Police as Vice-Chairperson
3. Chairpersons of Sub-Divisional and Block Committees
3. R.T.O. of the concerned District
4. Representative of OSRTC as Secretary/ Convenor
5. Two Members nominated by the Collector and District Magistrate
6. One Representative from Women SHGs/Federation.
7. One official representative of ULB.
8. One member of Pvt.Bus association.

Sub-Divisional Committee

1. Sub-Collector as Chairperson
2. Sub-Divisional Police officer as Vice-Chairperson

3. Representative of OSRTC as Secretary/ Convenor
4. Two Members nominated by the Sub-Collector
5. One Representative from Women SHGs/Federation.
6. One official representative of ULB/GP.

Block Level Committee(BLC)

1. Block Development Officer as Chairperson.
2. Inspector In Charge Police officer as Vice-Chairperson
3. Representative of OSRTC as Secretary/ Convenor
4. One Members nominated by BDO.
5. One Representative from Women SHGs/Federation.
6. One official representative of ULB/ GP.

Functions and responsibilities of the District Level Executive Committee :

- a. to aid and advise the Sub-Divisional Committee (SDC) and Block Level Committees (BLC) of the district.
- b. responsible for all the operational activities of the bus stands in the district.
- c. facilitate convergence mechanism between line agencies, ensure preparation of the Plan for each "Ama Bus Stand" as per requirement.
- d. The term of office of the nominated members shall be for two years commencing on the date of his/her selection unless removed earlier by the Chairperson.
- e. shall provide adequate administrative, technical and support staff for operation and maintenance of Ama Bus Stands.
- f. to inquire into specific complaints with respect to the safeguards of the Bus Stands.
- g. to finalize the planning process of the management and development of the Bus stands and to evaluate the progress of their further development.
- h. to prepare report, annually and at such other times as the Committee may deem fit, upon the working of those Bus stands
- i. to discharge such other functions in relation to the Management, monitoring, development, and advancement of the Bus stands, subject to the provisions of any scheme as and when required by the Department.
- j. District level Bus Stand Committee shall be the Nodal Committee for the operation and maintenance planning and for monetization of the designated areas of these bus stands for generating revenue.
- k. DLC should be responsible for on boarding FMS agencies at various Bus Stand types developed under "Ama Bus Stand Scheme" in their respective Districts.

- i. As a nodal Committee, District Committee will monitor and supervise all the Committees. Further, any nominated members of the Committee shall be incorporated with the approval of the Collector.

Functions and responsibilities of the Sub-Divisional Committee

- i. provide for the determination, co-ordination, management, maintenance of Ama Bus Stands in their Sub-Division.
- ii. Frame the responsibilities of the functionaries for management of Ama Bus Stands. .
- iii. Bring about an improvement in the general quality by promoting cleanliness, hygiene.
- iv. Encourage cost effective and appropriate technologies for ecologically safe and sustainable operation.
- v. Develop, wherever required, community managed systems focusing on scientific Management and holistic development of the habitat.

Functions and responsibilities of the Block Level Committee

- a. Shall provide adequate administrative, technical and support staff for operation and maintenance of Ama Bus Stands in the Block.
- b. To Manage, operate, and monitor all matters relating to the functioning of the Bus stands.
- c. To inquire into specific complaints with respect to the safeguards of the Bus Stands.
- d. To finalize the planning process of the management and development of the Bus stands and to evaluate the progress of their further development.
- e. To prepare report, annually and at such other times as the Committee may deem fit, upon the working of those Bus stands.
- f. To discharge such other functions in relation to the Management, monitoring, development, and advancement of the Bus stands, subject to the provisions of any scheme, policy, law, guidelines notified by the C&T Dept.
- g. Obtaining passenger feedback and satisfaction reports for submission to the Committee.
- h. Review the Operational activities of the Ama Bus Stand.
- i. Implement key decisions taken by the Committee at the Ama Bus Stand Meeting.
- j. The term of office of the nominated members shall be for two years commencing on the date of his/her selection unless removed earlier by the Chairperson.

Whereas, OSRTC shall be responsible for setting out service level benchmarks for Bus Stand management and shall supervise the quality of work of the Facility Management Service (FMS) agencies, in collaboration with the respective Dist. Collectors.

Detail Standard Operating Procedure and guidelines for effective management of Ama Bus Stands will be issued by the Department in due course.

By Order of the Governor
USHA PADHEE
Principal Secretary to Government

6.4. Annexure-4: Sample undertaking to be collected from First / Last Mile Connecting Operators

UNDERTAKING

I, Sri _____ hereby declare that my vehicle / boat / launch bearing registration number _____, of make _____ & model _____ with a capacity of _____ has been engaged by the District Administration of [District Name] to operate on the route/ reservoir/ ghat (vide permit no./boat license no. _____, Dt. DD/MM/YYYY) for operation between [location-1] & [location-2] under LAccMI Scheme as per the following Terms & Conditions.

Terms & Conditions:

1. I agree to operate the vehicle in accordance with the specific guidelines of the LAccMI scheme.
2. I acknowledge that my participation is subject to compliance with all applicable laws and regulations.
3. I understand that the Govt. or its representative/s reserves the right to inspect the vehicle at any time to ensure the compliance of the permit.
4. I will not charge more than the price accepted by the District Collector.
5. I understand that I may be disengaged if found non-compliant with the terms & conditions of the permit.

Declaration

I, hereby declare that all the all the information provided in this form is accurate & true to the best of my knowledge.

Place:

Full signature of the Operator

Date: