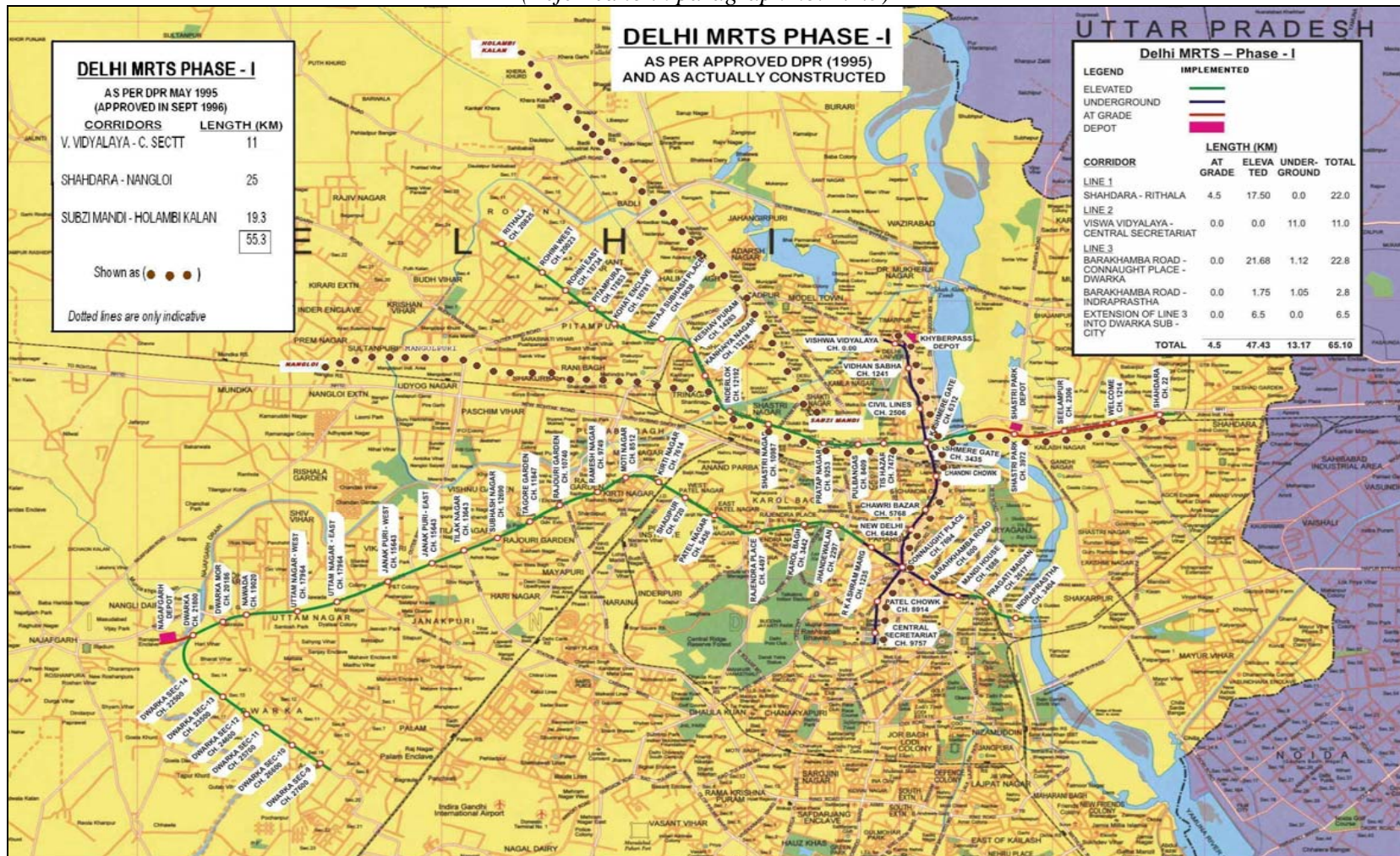


Annexure I
(Referred to in paragraph no. 1.2.3)



Annexure II

(Referred to in paragraph no. 3.2.3)

**Statement showing estimated increase in the capital cost of the Project
due to adoption of Broad Gauge**

Particulars	Amount (Rupees in crore)
Extra cost of coaches	50
Extra cost of viaduct	90
Extra cost of land for depots	20
Cost over run due to delay of six months	100
Total	260

Annexure III

(Referred to in paragraph no. 3.2.3)

**Statement showing expected additional energy consumption cost
for Broad Gauge Rolling Stock**

A: Assumptions made:

1. Train configuration: 4-Car trainset (DTC-MC-DTC)
2. Mileage earned per day: 360 kms approximately
3. Working days in a year (average): 350 days
4. Cost per unit of energy: Rs.5.00
5. Addition estimated energy consumption by Broad Gauge Rolling Stock as compared to Standard Gauge Rolling Stock on account of reduced weight and design: five *per cent* approximately

B : Calculation for Additional Estimated Energy Consumption cost:

1. Net Average Energy Consumed (total-regenerated energy) per Trainset Kilometer for 4- Car existing Broad Gauge train sets: 12.0 units approx.
2. Total Energy consumption per trainset *per annum*: $12.0 \times 360 \times 350 = 1,512,00$ units
3. Total Energy consumption per for 60 trainset (in Phase I) *per annum*: $1,512,00 \times 60 = 90,720,000$ units.
4. Additional Energy consumption *per annum* by Broad Gauge Rolling Stock: 5 *per cent* of $90,720,000 = 4,536,000$ units
5. Additional cost of Energy consumption *per annum*:
Rs. $4,536,000 \times 5 =$ Rs. $22,680,000 =$ Rs. 2.26 crore.

Annexure IV*(Referred to in paragraph no. 3.3.2.2)***Statement showing avoidable extra expenditure due to delay in taking decision on conversion of 1500 V DC TS to 25 kV AC TS***(Rupees in crore)*

Particulars	Amount
Average cost of indigenous manufacture of 25 kV train (4 coaches)	17.67
Average cost of indigenous manufacture of 1500 V DC train (4 coaches) including conversion cost of Rs. 2.36 crore (Rs.15.49 crore + Rs. 2.36 crore)	17.85
Extra cost	0.18
Total extra cost for 17 trains	3.06
Avoidable design cost	23.53
Total avoidable cost in respect of rolling stock	26.59

Annexure V*{Referred to in paragraph no. 3. 6.2 (a)}***Statement indicating standard vis-à-vis actual noise levels of rolling stock****A. Interior noise levels**

Train No.	Station	Permissible limit in decibels (dB)	Actual level measured in decibels (dB)
D 113	Kashmiri Gate	68	70.4
	Seelampur	68	72.5
	Welcome	68	68.9
	Shahdara	68	67.7
D 209	Rajiv Chowk	68	80.4
	Chawdi Bazar	68	69
	Chandni Chowk	68	73.9
M 341	Indraprastha	68	69.9
	Mandi house	68	69.8
D 113	Kashmiri Gate – Shahdara (elevated)	72	78.7
		72	70.8
	Shahdara-Seelampur (At-Grade)	72	71.2
		72	67
	Seelampur-Welcome (At-Grade)	72	77.3
		72	75.9
	Welcome–Shahdara (At-Grade)	72	78.9
		72	76.7
M 341	Indraprastha – Pragati Maidan	72	77.5
		72	81.2
	Pragati Maidan – Barakhamba Road	72	82.8
		72	86.7
	Barakhamba Road – Rajiv Chowk	72	80.9
		72	82.2

D 209	Rajiv Chowk – New Delhi	85	81.5
		85	74.5
	New Delhi – Chawadi Bazar	85	71.7
		85	84.7
	Chawadi Bazar – Chandni Chowk	85	74.8
		85	79.7
	Chandni Chowk – Kashmiri Gate	85	80.1
		85	81.1

B. Acceleration and deceleration noise on ballast track

Train No.	Station	Duration of measurement (Seconds)	Permissible limits (dB)	Observed levels (dB)
Acceleration	Sahadara – Welcome	12	72	72.4
	Welcome – Seelampur	12	72	--
	Seelampurm-Sashtri park	12	72	70.8
Deceleration	Sahadara – Welcome	20	72	71
	Welcome – Seelampur	20	72	72
	Seelampurm-Sashtri park	20	72	67.4

C. Cab noise level

Train No.	Description of activity	Duration of measurement (Seconds)	Permissible limits (dB)	Observed levels (dB)
D 119	Acceleration	5	70	71.8
		20	70	72.2
	Coasting	5	70	82.4
		20	70	73.9
	Braking	5	70	66.8

D. Door operating noise

Stations		Door opening(dB)	Door Closing(dB)	Permissible limits (dB)
SHD (D113)	1	63.9	77.8	72
	2	73.3	79.3	72
IND (M341)	1	76.9	76.2	72
	2		74.4	72

E. Exterior noise levels

Measuring points	Metro in shade (observed levels) (train no.D-102)		Metro outside shade (Observed levels)			Permissible limits in dB
	Depot ballast less	Depot ballast less				
Measuring time (Seconds)						
5	82.5	84.4	111.6	79.4	116.5	61
20	98.2	116.9	116.9	116.8	97.7	61

	Measurement Time Duration (Seconds)	L_{eq}	P_{max}	Permissible L_{Aeq} (dB)
Deceleration – Train Entering Station	7	86.5	116.5	72
	9	94.6	111.2	72
	21	88.0	116.5	72
Acceleration – Train leaving Station	10	85.7	116.9	72
	14	84.6	101.1	72
	20	84.4	106.8	72
Train Stationary	6	80.6	96.5	72

Annexure VI

(Referred to in paragraph no. 4.2)

Statement showing contracts selected for performance Audit

“Design and Construct” Contracts

Sl. No.	Contract No.	Description of work	Value of Award	Value of award (Rs. in crore)
1	3SO3	Signalling and Telecom line 3	Rs.59.91 crore + Euro 38.12 million	268.01
2	3SO3A	Signalling and Telecom line 3 extension-Dwarka subcity	Rs. 17.66 crore + Euro 8.403 million	61.91
3	3TO3	Turnouts	Euro 3.572 million	18.58
4	MC1A	Metro Corridor M1 (Vishwavidyalaya – ISBT)	Rs. 937.95 crore	937.95
5	MC1B	Metro Corridor M2 (ISBT – Central Sectt)	Rs. 1649.99 crore	1649.99
6	RS1	Rolling stock	Rs. 1456.30 crore	1456.30
7	SYS1	Signalling –Rail Corridor	Rs. 129.59 crore + Euro 68.218 million + \$ 19.309 million.	509.95
8	SYS2	Traction line 2	Rs 103.01 crore+Euro 16.30 million+US\$ 19.15 million	261.05
9	SYS4	Automatic Fare Collection for Rail Corridor	Rs 20.14 crore +Yen 1494.79 million	79.98
10	SYS5 lot 1	Lifts and Escalators line 1	Rs 4.29 crore+Euro 7.04 million	33.59
11	3E51 lot 1	Lifts and Escalators line 3	Rs. 3.25 crore + Euro 2.86 million	19.88
12	3SO2	Automatic Fare Collection for Line 3	Rs. 14.66 crore + Yen 1243.49 million	67.09
13	RC7A	Traction line 1	Rs.43.61 crore+ SEK 1430386/- + Euro 311930/- + \$ 1117717/-+ GBP 7718/-	51.01
Total of “Design and Construct” contracts: (A)				5415.29

“ Construct Only” Contracts

Sl. No.	Contract No.	Description of work	Value of Award	Value of award (Rs. in crore)
1	RC2B lot 4	Stations-line 1	Rs. 49.84 crore	49.84
2	RC2A lot 3	Viaduct-Line 1	Rs. 78.20 crore	78.20
3	RC2	Viaduct-Line 1	Rs. 36.20 crore	36.20
4	RC1	Yamuna Bridge	Rs. 37.60 crore	37.60
5	RC2B lot 2	Viaduct-Line 1	Rs. 80.48 crore	80.48
6	3C12B	Cut & Cover-Line 3	Rs. 17.85 crore	17.85
7	MC2A	Khyberpass depot	Rs. 67.67 crore	67.67
8	RC3	Track work Line 1 and Shastri Park Depot	Rs. 93.09 crore US\$ 1.63 crore less Rebate 2.75%	164.67
9	RC2B lot 5	Stations-line 1	Rs. 35.22 crore	35.22
10	RC2B lot 3	Station Line 1	Rs. 48.49 crore	48.49
11	3C51R	Fabrication and supply of Girders for Viaduct Line 3	Rs. 18.23 crore	18.23
12	3C52R	Fabrication and supply of Girders for Station Line 3	Rs. 41.96 crore	41.96
13	3TO1	Track work Line 3 and Nazafgarh Depot	Rs. 78.52 crore + Euro 1.06 million	84.33
14	3C22	Viaduct-Line 3	Rs. 150.71 crore	150.71
15	GC	Consultancy	Rs. 98.68 crore Yen 2471.753 million US\$ 9.622 million	213.29
Total of “Construct Only” contracts (B)				1124.74
Grand Total (A) + (B)				6540.03

Annexure VII

(Referred to in paragraph no. 4.6.3)

Factors not anticipated by the General Consultant while forecasting the requirements of Phase I

- (i) Requirement of trains was based on the frequency at which trains have to be run during peak of the peak hours and not on total traffic carried per day. In certain sections of Line 2 and Line 3, there was over crowding. To sustain ridership and to meet expectation of commuters during peak of the peak period, peak headway needed to be reduced.
- (ii) It was planned that during peak period there would be one traffic standby on each corridor, for introduction in case of any problem with train or its On Board Signalling system. Experience showed that traffic standbys were required at both ends of each corridor (three more trains).
- (iii) Certain modifications and improvements in trains were needed for which trains needed to be withdrawn for a longer period. Maintenance reserve of eight *per cent* considered during planning of Phase I did not envisage this requirement and one train was required for the same on continuous basis.
- (iv) Trains for Dwarka sub city extension of 6.5 km up to Sector-9 as DDA deposit works were to be provided by the Company. Earlier, no trains were procured for this extension, though five trains were required for commercial services in this section.

Annexure VIII

(Referred to in paragraph no. 4.7.1.1)

Statement showing details of estimates approved without obtaining financial concurrence

Sl. No.	Contract No.	Description of work	Date of financial bid opening	Date of approval of estimate by MD	Value of approved estimate (Rs. in crore)	Value of work awarded (Rs. in crore)
1	MC1A	Metro Corridor (M1)	31.03.2000	02.01.2001	1036.40	937.95
2	MC1B	Metro Corridor (M2)	15.04.2000	29.12.2000	1811.85	1649.99
3	SYS1	S&T- RC & MC	25.07.2000	05.01.2001	508.10	509.95
Total						3097.89

Annexure IX

(Referred to in paragraph no. 4.7.1.2)

Statement showing different stages of tendering and estimation process
MC 1 B

Sl. No.	Date	Tendering procedure	Estimation
1.	15.4.99 to 10.5.99	PQ applications on sale	DPR estimates available but amount not disclosed in the PQ document
2.	2.9.99	Completion of PQ and intimation to pre-qualified applicants	-do-
3.	15.10.99	Main tender put on sale	DPR provisions revised by GC but corresponding revision of estimates was not done at this stage. No mention of estimated cost of work in the tender documents.
4.	10.12.99	---	GC estimates received (Rs.1653 crore) which were not detailed estimates but contained monetary value of changes in DPR provisions incorporated in the main tender. These were not put in the process for approval by the Company.
5.	21.2.2000	Technical bid opening	--
6.	15.4.2000	Financial bid opening L1 – Dywidag - 2010.10 L2 – Kajima - 2180.9 L3 - Obayashi – 3383.3	GC asked to evaluate the bids on the basis of updated DPR estimates of Rs.1299 crore (without considering the additional monetary impact due to changes in DPR provisions)
7.	Till June 2000	Evaluation of financial bids. L1 stipulated deviations and the loading done by GC to bring L1 at par with other bidders changed the L1 status (<i>i.e.</i> , L2 became L1). GC evaluation was not agreed to by the tender committee which did its own loading at the end of which L1 status remained.	--
8.	14.6.2000	JBIC asked to give concurrence to negotiate with L1 bidder and reminded on 4 July 2000	--
9.	25.7.2000	JBIC did not concur with the loading practice adopted by the Company and advised the Company to seek clarifications from the bidder.	--
10.	Till August 2000	Clarifications sought from bidders and bids re-evaluated. L1 status remained same.	--
11.	17.8.2000	JBIC concurrence sought for negotiation with L1 bidder and it was also indicated that in order to reduce bid price, certain changes in ER would be required	--
12.	21.8.2000	JBIC informed that negotiations be conducted with lowest two bidders at the same time and in an impartial manner	--
13.	20.9.2000 to	Negotiation with the lowest two	Before going in for negotiations, the

	23.9.2000	bidders	Company asked GC to prepare possible areas of cost reduction (both technical and commercial), which was done by GC. However during negotiations (no authenticated record of which existed) certain other areas of reduction seemed to have come up. (as inferred from the unsigned minutes)
14.	23.9.2000	Issue of addendum to the tender incorporating changes in ER. (relaxation of commercial conditions and technical changes)	Anticipated savings (item-wise) not worked out at this stage. The Company's attempt was to secure a bid as close to the DPR estimate of Rs.1299 crore as possible.
15.	16.10.2000	Negotiated bid opened and L1 adjudged (Offer-1832)	-do-
16.	30.10.2000 to 10.11.2000	Negotiation with L1 bidder with a view to bring down the prices as much as possible. JBIC already told that further negotiation, after negotiated bid opening would be only with L1 bidder. JBIC agreed with the stand but stressed that, if any conditions/specification was relaxed, equal opportunity was to be given to the other bidder also.	-do-
17.	21.11.2000	--	CPM (Metro) sent GC estimates (Rs.1683 crore) (excluding items of electrical, tunnel, ventilation and air conditioning of stations, to Finance.
18.	28.11.2000	Revised offer from L1 bidder (Rs.1688 crore) who was asked to give another bid showing WCT separately.	-do-
19.	30.11.2000	--	Finance returned estimates file with queries.
20.	12.12.2000	Final offer from the L1 bidder (offer – Rs.1681 crore – Rs.1650 + WCT Rs.31 crore)	--
21.	18.12.2000	--	In response to finance queries, CPM (Metro) has recorded in the estimates file that the earlier estimates were for a different exercise which was no more required.
22.	19.12.2000	--	Fresh estimates of GC (detailed) sent to Finance for vetting
23.	22.12.2000	--	Finance returned file with queries
24.	23.12.2000	--	GC answered finance queries
25.	26.12.2000	--	Finance gave its further remarks on GC reply and marked certain items for GC's notice
26.	29.12.2000	--	File returned to CPM (Metro) who gave his reply to further remarks of Finance. File routed directly to Director (P) and thereafter to MD who approved the estimates.

MC1A

Sl. No.	Date	Tendering Procedure	Estimation																
1	15.4.1999 to 10.5.1999	P.Q. application on sale	DPR estimates available but amount not disclosed in the PQ document.																
2	27.07.1999	Completion of P.Q. and intimation to pre-qualified bidders	Do																
3	06.10.1999	Main tender put to Sale	Do																
4	07.02.2000	Technical Bids Opening	-----																
	28.03.2000	The Company wrote to JBIC seeking permission to negotiate with second lowest bidders simultaneously.																	
5	31.03.2000	JBIC did not agree with the Company view.																	
6	31.03.2000	Financial bid opening:- <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th></th> <th>M/s Dywidag Group</th> <th>M/s KUMAGAI Group</th> <th>Difference</th> </tr> </thead> <tbody> <tr> <td>Prices without change of employer requirement</td> <td>1002.44</td> <td>1392.94</td> <td>390.56</td> </tr> <tr> <td>Prices with change of employer requirement</td> <td>1047.90</td> <td>1399.10</td> <td>351.20</td> </tr> <tr> <td></td> <td>+ Conditions (Valuing Rs. 158.80 crore)</td> <td>+ Conditions (Valuing Rs.14.20 crore)</td> <td></td> </tr> </tbody> </table>		M/s Dywidag Group	M/s KUMAGAI Group	Difference	Prices without change of employer requirement	1002.44	1392.94	390.56	Prices with change of employer requirement	1047.90	1399.10	351.20		+ Conditions (Valuing Rs. 158.80 crore)	+ Conditions (Valuing Rs.14.20 crore)		(Rs. in crore) In letter dated 31 March 2000, the Company stated that DPR estimate (updated to the current price level) should be the basis of tender evaluation. GC prepared updated estimate (January 2000 prices) amounting to Rs.769.30 crore with average eight per cent increase for escalation during construction and submitted its Report on 25 April 2000.
	M/s Dywidag Group	M/s KUMAGAI Group	Difference																
Prices without change of employer requirement	1002.44	1392.94	390.56																
Prices with change of employer requirement	1047.90	1399.10	351.20																
	+ Conditions (Valuing Rs. 158.80 crore)	+ Conditions (Valuing Rs.14.20 crore)																	
7	07.04.2000	The Company again wrote to JBIC asking them to reconsider the decision communicated on 31 March 2000																	
8	25.04.2000																		
9	25.04.2000	G.C. submitted its financial Report with recommendation to negotiate with L ₁	The Company internally worked out the estimates amounting to Rs.653.60 crore and the same was vetted by Finance on 28 April 2000 for Rs.649.30 crore																
10	8.5.2000	The Company approached JBIC for their concurrence on the proposal for conducting negotiation with the lowest evaluated tender i.e., M/s Dywidag led JV.																	
11	21.8.2000	JBIC responded for negotiation with both tenderers at the same in an impartial manner.																	
12		Negotiation were held on 18, 19 ^h , & 23 September 2000																	
13	23.9.2000	Addendum No 6 was issued in respect of relaxation of Commercial as well as Technical Requirements.																	
14	29.9.2000	Addendum No 7 was issued stating that discount would be applicable separately for MC1A and MC1B.																	
15	3.10.2000	Addendum No 8 was issued in respect of not taking into account any condition that did not have financial impact.																	

16	13.10.2000	Both Bidders were called for negotiating financial bid on 23 September 2000 .The status at the time of opening of revised financial bid was as under: (Rs. in crore)			
17			M/s Dywidag Group	M/s KUMAGAI Group	Difference
		Gross Negotiated Prices	1109.27	1034.66	74.61
		Less:- Discount	24.97	29.56	
18		Net Price	1084.30	905.10	184.15
19			+ Conditions (Valuing Rs. 39.20 crore)	+ Conditions (Valuing Rs. 155.70 crore)	
20	25.10.2000	JBIC wrote to the Company about objections of M/s Dywidag Group.			
21	16.10.2000.	Clarifications were called for from M/s KUMAGAI Group			
22	20.10.2000	Clarifications were submitted by bidder.			
23	25.10.2000.	Clarifications were called for from M/s Dywidag Group.			
24	27.10.2000.	Further, clarifications were called for from M/s KUMAGAI Group.			
25	27.10.2000	Discussion with M/s KUMAGAI Group regarding negotiated Price Bid			
26	7.11.2000	Informed to JBIC regarding negotiation with M/s KUMAGAI Group.			
27	27.10.2000 to 22.12.2000	The Company finally negotiated the total price to Rs. 975.47 crore with M/s KUMAGAI led JV after withdrawal of the conditions having value of Rs.155.70 crore.			CPM referred (27 December2000) the final estimates of Rs. 1036.40 crore to Finance after finalisation of negotiation with L ₁ . Finance raised observations out of which certain important ones remained unanswered. M.D. approved these estimates on 2 January 2001 without the concurrence of Finance and termed it as academic exercise.

Annexure X*(Referred to in paragraph no. 4.7.4)***Details of relaxation in commercial terms and change in scope of work after bid opening**

Sl. No.	Contract No.	Details of relaxation in commercial terms after bid opening
1	RS 1	<ul style="list-style-type: none"> i) Reduction in warranty period ii) Increase in mobilisation advance iii) Reduction in maintenance period iv) Change in formula of LD v) Reduction in payment period from 56 days to 28 days
2	MC1A	<ul style="list-style-type: none"> i) Reduction in performance warranty period ii) Reduction in LD formula iii) Reduction in payment period from 56 days to 28 days iv) Advance payment increased to 15 <i>per cent</i>
3	MC1B	<ul style="list-style-type: none"> i) Advance payment increased to 15 <i>per cent</i> from 10 <i>per cent</i> ii) Defect liability period reduced to 52 weeks from 104 weeks iii) LD recovered at intermediate Key Dates to be refunded if no effect on subsequent Key Dates iv) Clause 33(ii) of SCC provided that the employer may during a period of three years from the date of taking over of the whole work, purchase as many parts as required by him, at the rates indicated in the schedule. Earlier this period was ten years. v) In Employer's risk following clause was added: "Any operation of the forces of nature against which an experienced contractor could not reasonably have been expected to take precautions".
4	SYS1	<ul style="list-style-type: none"> i) Reduction in Defect Liability period ii) Increase in foreign currency advance to 15 <i>per cent</i> of contract price (equivalent to Rs.12.00 crore). iii) The Company to be responsible for any cost arising from an increase in the rates of taxes/duty/cess except Income Tax with relevance to those stated in the tender. If the actual taxes were less than the amount quoted, the contractor would pass on benefit to the Company.

Sl. No.	Contract No.	Details of change in scope of work after bid opening
1	RS 1	i) Reduction in car body weight ii) Change in supply documents of the software, <i>i.e.</i> after expiry of warranty period iii) Change in door closing timing from 2.5-3 seconds to 2.5-3.5 seconds iv) Increase in gap between the door and leaf edges (from between 300mm and 10mm to 300mm and 50mm) v) Change in service life of the rubber springs from nine to six years vi) Change in brake service reservoir period from five to three years
2	MC1A	i) Provisional sum for utilities amended ii) Change in Design criteria for cross passages, station layouts, water chiller and concrete mix
3	MC1B	i) HQ/BCC Building deleted, scope amended to design only ii) Chiller installation for three minutes headway added iii) Provisional sum for utilities amended
4	SYS1	i) Deletion of BCC

Annexure XI*(Referred to in paragraph no. 4.8.1)***Statement showing payment of advances beyond contract provisions***(Amount: Rupees in crore)*

Sl. No.	Contract No.	Name of contract	Award value	Amount of advance released beyond contract provision	Whether interest bearing
1	RC 2A LOT 3	Construction of viaduct	78.20	6.12	Yes
2	RC 2B LOT 4	Construction of stations	49.84	3.00	Yes
3	RC 2B LOT 5	Construction of stations	35.22	1.50	Yes
4	MC 2A	Construction of Khyber pass depot	67.67	8.55	Yes
5	3C 22	Construction of viaduct	150.71	4.00	Yes
6	RS 1	Rolling stock	1456.30	15.55	No
TOTAL				38.72	

Annexure XII

(Referred to in paragraph no. 5.2.1)

Statement showing scaling down of testing requirements in some contracts

Sl. No.	Contract No.	Requirement	Actually done
1	3C51R	(i) Ultrasonic testing of steel plates was to be done by independent agency as per the approved Quality Assurance Plan. (ii) One sample per lot was to be tested	(i) Initially this was being done but when the contract was going behind schedule, the steel plates were accepted on manufacturer's certificate. (ii) One sample for the entire quantity received at site was taken.
2	3C52R	(i) 100 <i>per cent</i> radiography testing on welded joints was required to be done for curved portals (ii) One sample per lot was to be tested	(i) Radiography testing on welded joints was scaled down to 10 <i>per cent</i> for curved portals (ii) One sample for the entire quantity received at site was taken.
3	3C22	IS code 2911 (part 4), provided that routine load tests may generally be one-half <i>per cent</i> of total number of piles required and may be increased to two <i>per cent</i> depending upon nature, type of structure and strata conditions.	Out of 1105 piles cast under the contract, no pile was tested for routine lateral load. Even none of the eight test piles was tested for lateral load.
4	RC2A lot 3		Out of 762 working piles cast, vertical load test on two piles (0.27 <i>per cent</i>) and lateral load test on one pile (0.13 <i>per cent</i>) was carried out.

Annexure XIII

(Referred to in paragraph no. 6.2.2)

Statement showing acquisition of land more than that required for the project

(Area in square meter)

Sl. No.	Location	Area acquired	Area utilised / identified for development property	Area used for MRTS	Area acquired over MRTS requirement (per cent)
(1)	(2)	(3)	(4)	(5)=(3-4)	(6)=4/5*100
1	Welcome	91895	71638	20257	353.65
2	Seelampur				
3	Rithala	41330	*22620	18710	120.89
4	Khyber Pass	378000	108000	270000	40.0
5	Subhash Nagar	19774	6445	13329	48.35
6	Dwarka Morh	36930	21808	15122	144.21
7	Shahdra	37885	7704	30181	25.53
8	Pratap Nagar	3361	2000	1361	146.95
9	Inderlok	33045	3995	29050	13.75
	Total	642220	244210	398010	

*includes 10594 sqm identified for PD

Annexure XIV

(Referred to in paragraph no. 6.3.1)

Statement showing locations where Property Development has been completed

(Rs. per square meter)

Location	Basis of leasing	Area in sq.mt.	No. of qualified bids received	Date Of Award	Name of the Developer	Reserve Price (Rs)	Price at which the land allotted (Rs)	Variation over Reserve price (percentage)
Shahdara*	Bidding	7704	1	January 2005	PDL	18004	18627	3
Welcome*	Bidding	30604	2	March 2006	PDL	17666	24045	36
Seelampur*	Bidding	41034	1	June 2005	PDL	16104	16511	3
Pratap Nagar *	Bidding	2000	1	February 2005	PDL	17568	18011	2
Indeerlok *	Bidding	3995	1	July 2004	PDL	19699	19699	0
Rithala **	Auction	12026	14	October 2005	APRE	40000	45568	14
Khyber Pass *	Bidding	50000	2	July 2003	MGF	20 cr.+5%	20 cr. +5.1% + 5%	-
Khyber Pass **	Auction	58000	6	March 2004	PDL	14705	28529	94
Khyala *	Bidding	33951	2	January 2007	NBL	46003	60976	32
Subhash Nagar **	Auction	6445	15	November 2005	PDL	35000	68285	95
Dwarka Morh **	Auction	21808	7	November 2005	UHPL	35000	35006	1

*** Commercial ** Residential**