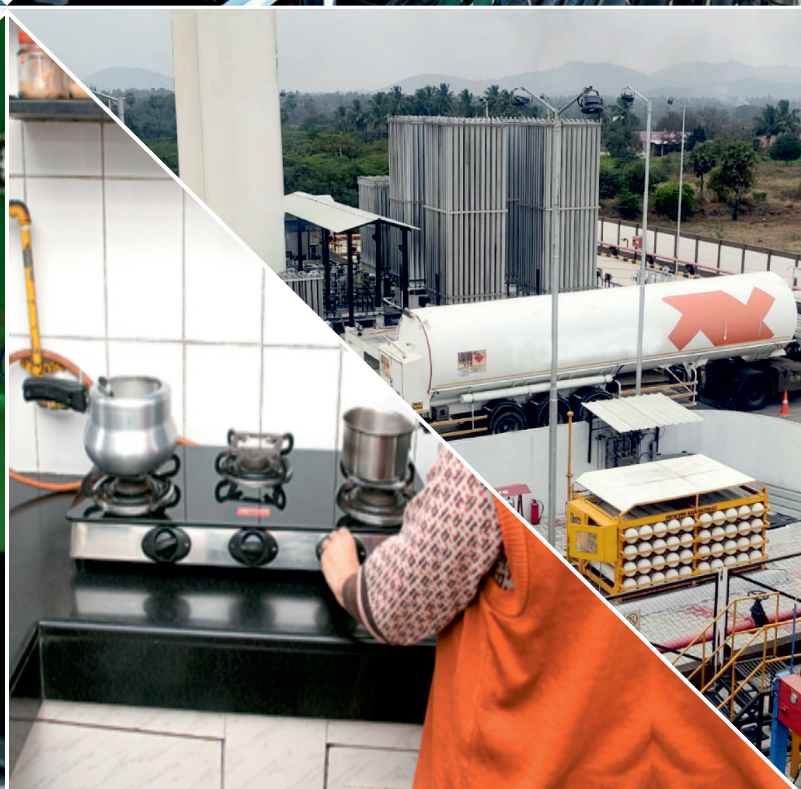
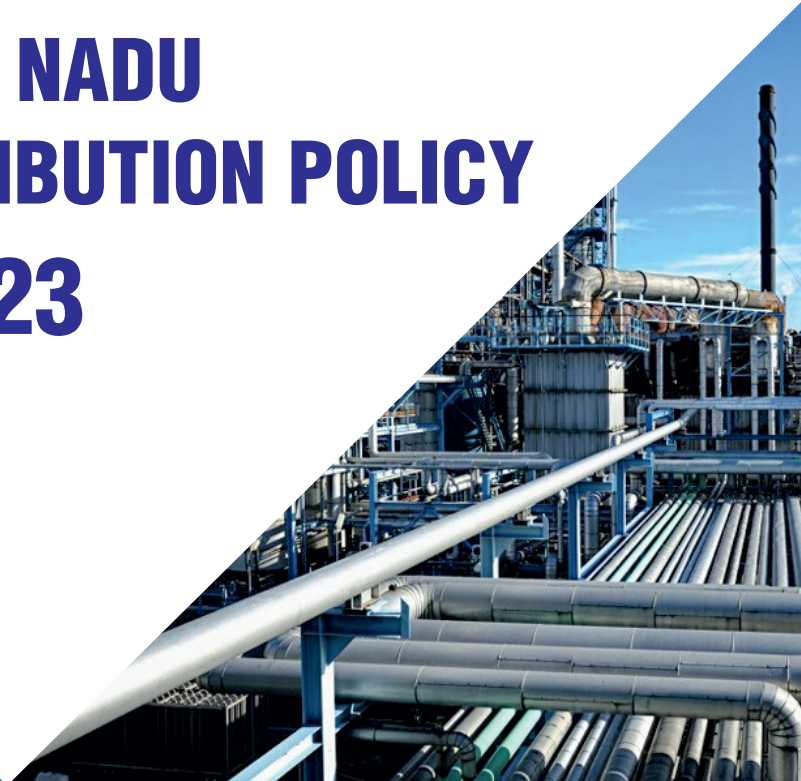




TAMIL NADU CITY GAS DISTRIBUTION POLICY 2023



**Industries, Investment Promotion
and Commerce Department**

Government of Tamil Nadu

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	G.O.(Ms)No.127,Industries(MIA.1)dept., dated 27.05.2020	

1 Introduction

1.1 Overview

India is an emerging economy with the world's second largest population, and our energy demand is growing swiftly. In order to meet the rising energy demand, it is crucial to enhance the share of clean energy resources in the fuel mix to ensure sustainable economic growth. In addition to renewable energy, natural gas, a relatively cleaner fossil fuel, will play a significant role in providing solutions to environmental challenges, besides meeting our growing energy demands sustainably. Increasing the share of natural gas in the energy mix to 15% is the topmost priority for the Government of India. In the past couple of years, there has been lot of impetus on downstream gas business development, especially on expanding gas demand and utilization across domestic households, commercial, industrial, and transport sectors covered under the City Gas

LNG has been and will continue to be competitive in the CGD segment, as it is often always cheaper than alternative fuels such as LPG, Diesel, and Petrol. Despite the fact that the overall share of Natural Gas in India is estimated to grow from the existing 6.71% to 15% by 2030, the CGD sector is projected to continue growing at a CAGR (cumulative average growth rate) of 10.7%, with its share in the gas demand expected to increase further in future. With this expansive CGD infrastructure planned for implementation over the next few years in India, the Government is on course to achieve the target of becoming a gas-based Economy. It will help India become less reliant on crude oil imports by substituting the use of oil products in industrial and residential applications. Led by impetus from the Government of India and the State Governments, natural gas is steadily emerging as a fuel of choice.

1.2 Definitions

In this policy, unless the context otherwise requires,

- a) **“Act”** means Petroleum and Natural Gas Regulatory Board Act, 2006.
- b) **“Board”** means the Petroleum and Natural Gas Regulatory Board established under sub-section (1) of section 3 of the Act.
- c) **“Regulations”** means regulations made by the Board under PNGRB Act, 2006.

- d) **“Authorised area”** means the specified geographical area for a city or local natural gas distribution network (herein referred to as CCD network) authorized under these regulations for laying, building, operating, or expanding the CGD network which may comprise of the following categories, either individually or in any combination thereof, depending upon the criteria of economic viability and contiguity as stated in Schedule A, namely (i). geographic area, in its entire entirety or in part thereof, within a Municipal Corporation or Municipality, any other urban area notified by the Central or State Government, village, block, tehsil, subdivision or district, or any combination thereof.
- e) **“Local distribution entity”** means an entity authorised by the Board under section 20 to lay, build, operate or expand a city or local natural gas distribution network.
- f) **“Natural Gas”** means gas obtained from boreholes and consisting primarily of hydrocarbons and includes (i) gas in a liquid state, namely liquefied natural gas and the regasified liquefied natural gas, (ii) compressed natural gas, (iii) gas imported through transnational pipelines, including CNG or liquefied natural gas, (iv) gas recovered from gas hydrates as natural gas, (v) methane obtained from coal seams namely coal bed methane, but does not include helium occurring in association with such hydrocarbons.
- g) **“City or local natural gas distribution network”** means an interconnected network of gas pipelines and the associated equipment used for transporting natural gas from a bulk supply high-pressure transmission main to the medium-pressure distribution grid and subsequently to the service pipes supplying natural gas to domestic, industrial or commercial premises and CNG Station situated in a specified geographical area.
- h) **“Development of a CGD network”** means laying, building operating or expanding a city or local natural gas distribution network.
- i) **“Piped natural gas”** (herein referred to as PNG) means natural gas transported through pipelines or cascades or any other permitted mode in a CGD network for consumption by any customer in the domestic, commercial or industrial segment, and includes natural gas supplied to an online CNG Station before its compressions.

- j) **“Compressed natural gas or CNG”** means natural gas used as fuel for vehicles, typically compressed to a pressure ranging from 200 to 250 bars in the gaseous state.
- k) **“CNG Station”** means a filling station where one or more dispensing units are provided for sale of compressed natural gas.
- l) **“Entity”** means a person, association of persons, firm, company, or cooperative society, by whatsoever name called or referred to, other than a dealer or distributor and engaged or intending to be engaged in refining, processing, storage, transportation, distribution, marketing, import and export of petroleum, petroleum products and natural gas, including laying of pipelines for transportation of petroleum, petroleum products, and natural gas, or laying, building, operating or expanding city or local natural gas distribution network or establishing and operating a liquefied natural gas terminal.
- m) **“Work Program”** until issuance of authorization letter, means the number of domestic PNG connections, number of CNG stations and inch-kilometer of steel pipeline network as quoted by the bidder in the bid and after such issue on means number of domestic PNG connections, number of CNG stations and inch-kilometer of steel pipeline network as mentioned in the authorization letter as per Schedule D of CGD Authorization Regulations.
- n) **“DRS/PRS/MRS”** means District Regulating Station/Pressure Regulating Station /Metering & Regulating Station for reducing the pressure of natural gas flowing through pipeline network from 49 barg to 5 barg approximately.
- o) **“MDPE Pipeline”** means Medium Density Poly Ethylene pipeline used for flow of medium/low pressure natural gas nearly 5 barg.
- p) **“PNGRB”** means Petroleum & Natural Gas Regulatory Board under the Ministry of Petroleum and Natural Gas, Government of India.
- q) **“SR”** means Service Regulator used for reducing pressure from 5 barg to 110 milli bar.
- r) **“City Gas Station (CGS)”** means the point where custody transfer of natural gas from the main natural gas transmission line to the CGD network takes place.

1.3

Initiatives taken by Government of India to promote the CGD sector.

- 1.3.1. The Government of India has set a target of increasing the share of natural gas in the country's primary energy mix from 6.7% to 15% by 2030. To make natural gas available to the public at large, the Government of India has strongly emphasised on the expansion of City Gas Distribution (CGD) network coverage across the country. The CGD network ensures supply of cleaner fuel through Piped Natural Gas (PNG) to households, industrial, and commercial units, as well as transportation fuel through Compressed Natural Gas (CNG) to vehicles. It was only in 1989 that a planned development of City Gas Distribution network took place in India.
- 1.3.2. In order to promote the expansion of City gas networks and enhance the usage of natural gas, the Government of India has allocated domestically produced natural gas, which is cheaper than imported natural gas obtained in the form of Liquefied Natural Gas (LNG), to meet the requirement of domestic (Piped Natural Gas) and transport (Compressed Natural Gas) segment of CGD sector. It has been kept under the no cut category. The Government of India also plans to develop one hundred "Smart Cities" through the expansion of City Gas infrastructure to semi-urban areas. Many other initiatives have been taken by the Government of India, which shall ensure significant growth in the utilization of green and clean fuel.

1.4

Recent developments in CGD sector.

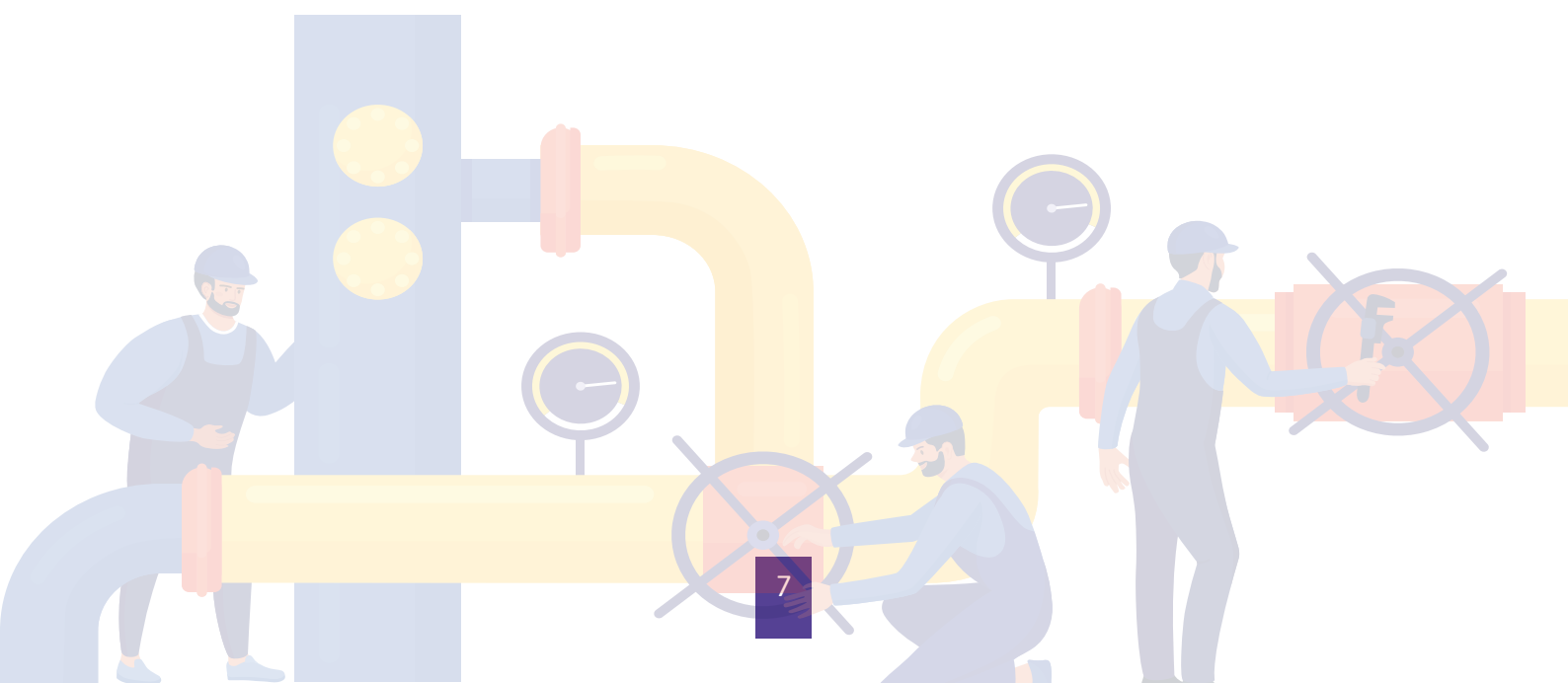
- 1.4.1 The Ministry of Petroleum and Natural Gas (MoPNG) along with the Petroleum and Natural Gas Regulatory Board (PNGRB) is focusing on the development of the natural gas infrastructure within the country. At present, the CGD network has been expanded to 232 Geographical Areas (GAs) spread over 407 districts, covering around 53% of the country's area and 71% of India's population. With this, over 27 States and Union territories will have CGD infrastructure in place. Under the recent CGD bidding round (9th and 10th), CGD entities have committed to providing 4.23 crore PNG connections to households, setting up 8,181 CNG stations, and laying 1.74 lakh inch-kilometre of steel pipeline over the period of next 8-10 years.

- 1.4.2 In the State of Tamil Nadu, the CGD is presently under implementation in 7 Geographical Areas (GAs) covering 15 districts (upto 9th & 10th bidding by PNGRB). In the 11th bidding, another 23 districts of Tamil Nadu have been authorized, thereby covering all 38 districts of the State. Nearly 2.28 crore PNG (Domestic) connections and around 2,785 CNG stations will be developed in the coming years, as per the commitment by various CGD entities. **It has an overall investment potential of around Rs.35,000 crore and an initial employment generation capacity of around 20,000 people, both under direct and indirect categories, due to the expansion of CGD infrastructure.** Further, value-added services have an investment potential of Rs 500 crore in the natural gas value chain.
- 1.4.3 The PNGRB has notified relevant regulations related to CGD infrastructure development, including service norms to provide new PNG connections under PNGRB (Code of Practice and the Quality of Service for CGD Networks) Regulations, 2010. The CGD entities are obligated to provide various services in compliance with the Service Level Agreements (SLA) executed with PNGRB, which include the **commissioning of new PNG domestic connections within 90 days from the date of registration**, including the resumption of gas supply in case of disruption in supplies and penalties for non-compliance, etc.
- 1.4.4 In addition, the CGD entity shall also ensure the Minimum Work Program (MWP) issued by PNGRB while authorizing the CGD entities, covering the span of 8 years from the start date approved by PNGRB, based on input natural gas availability.
- 1.4.5 There is a critical requirement to facilitate the development of CGD infrastructure in various States, considering the need for preserving the ecological balance across the globe and the commitment made by various countries to achieving "Zero Emission". **In general, timely permission from various departments, but not limited to land-owning agency/Civil agency /Municipal Corporation, District Magistrate (regarding no objection certificate for setting up CNG stations), Fire department, etc., are required in the execution**

1.4.6 CGD networks have been given the status of “public utility” under the Industrial Disputes Act 1947. The CGD network shall be supplying natural gas to domestic, commercial, industrial, and transport sectors and is its prime civic service, and hence, required to be provided at affordable rates. The CGD pipeline network is required to be laid along State Highways/ Village Roads / District Roads and other roads within the jurisdiction of Urban Local Bodies / Municipal / Panchayat. For faster development of CGD pipeline works, it is necessary that time-bound permissions are accorded for at least a one-year work program initially. In addition, there are varying charges that need to be rationalized. This involves standardization of the permission-issuing process and charges along with a work-friendly payment mechanism.

1.4.7 Ministry of Housing and Urban Affairs, Government of India, has issued an advisory to State Governments on the following:

- Standardising the road restoration/permission charges along with time bound permission in accordance with the local conditions.
- Earmarking of land/a plot for development of CNG stations at the planning stage of town/city and same being specified in the revised Master Plan.
- Modifying relevant building bylaws for providing gas pipeline infrastructure in residential and commercial buildings at the architectural design stage.



2 Objectives of the Policy

This State Level CGD policy aims to achieve the following objectives:

- 2.1. Promote the adoption of natural gas by the State as a Green and Clean fuel.
- 2.2. Ensure faster implementation of CGD infrastructure in the State.
- 2.3. Ensuring compliance with safe operations and reliable/uninterrupted supply of natural gas by maintaining their Asset Integrity by all the CGD entities;
- 2.4. Facilitate permissions/clearances/charges, standardized and uniform in a time-bound manner for all the CGD entities by providing a policy framework on the necessary support mechanism;
- 2.5. Develop applicable rules/regulations to encourage the use of natural gas for the industrial/commercial, transport, and household purposes in a phased manner
- 2.6. These Policy guidelines are issued to facilitate time-bound permissions by all State departments concerned, standardization of permission issuance mechanism, pipeline laying methodology, protection of existing underground utilities, issuance of CNG-Kit approval, safety measures required to be adopted, etc.
- 2.7. In regard to guidelines for encouraging CNG/LNG as a preferred transport fuel, LNG bunkering in fishing vessels and Inland waterways, Conversion of Diesel generators in Telecom service towers with Gas generators and Taxation & finance-related aspects shall be issued by the Government of Tamil Nadu from time to time, upon the readiness of CGD entities in establishing the CGD networks across the State, and ensuring uninterrupted supply of natural gas to all the customers.
- 2.8. **This policy will come into effect from the date of issuance of this policy by the Government of Tamil Nadu.**

3 State Level CGD Policy

The Government of Tamil Nadu accords priority to encourage the use of natural gas as a fuel for Piped Natural Gas (PNG) for the domestic, commercial, and industrial sectors; and Compressed Natural Gas (CNG) for the transportation sector. In order to increase the coverage of CGD infrastructure across the State and to derive benefits from value-added services and employment opportunities, the Government of Tamil Nadu hereby notifies guidelines for expeditious and safe implementation of CGD networks and value-added services across the State.

3.1 State-Level Committee on CGD Development

3.1.1 A State Level Committee is formed under the Chairmanship of the Chief Secretary, which will facilitate

- Creation of CGD Infrastructure and value-added services;
- Formulation of services and streamlining the process for various permissions;
- Make suitable mechanisms for permission from State Divisions of PESO (Petroleum & Explosive Safety Organization)/NHAI (National Highway Authority of India) / Railways/Ministry of Urban Development (MoUD) / Ministry of Road Transport & Highways (MoRTH) / Ministry of Environment, Forest & Climate Changes (MoEF & CC), etc.

3.1.2 **Periodicity of meetings:**

State Level Committee will meet at least once in three months for expeditious development of the CGD network and otherwise as per need.

3.1.3 **Key Functions:**

The committee will decide measures which may, inter alia include the following:

3.1.3.1 Development of CGD Infrastructure in all parts of the State in alignment with various Government initiatives.

3.1.3.2 Encouraging the usage of PNG and CNG through the conversion of Intra City State Transport Corporation buses to CNG and long-distance Inter-city transport systems to CNG/LNG.

- 3.1.3.3 Promote usage of PNG and CNG by all segments of consumers including Industrial and commercial as a preferred fuel.
- 3.1.3.4 Addressing the issues related to safe CGD operations and all interfaces with the Government arising out of safe operations and emergency management.
- 3.1.3.5 To deal with issues related to land rates, utility and infrastructure status, ease of rolling out CGD business in line with that of other Utility programs such as telecom, electricity, water, etc.,
- 3.1.3.6 To coordinate with all the stakeholders for faster implementation of the Policy objectives set out here.
- 3.1.3.7 To implement suitable modification in Building Plan Rules for providing gas pipeline infrastructure in residential & commercial buildings at the architectural design stage itself to facilitate readiness of the buildings for “Gas-In” at the end of their construction.
- 3.1.3.8 To develop suitable policy guidelines/framework for earmarking/ allotment of feasible Government lands to accommodate the District Regulating system (DRS) and Pressure Regulating system (PRS) for setting up of CNG stations, etc., by the CGD entities.
- 3.1.3.9 To consider matters of encouraging the development of “Biogas/ Compressed Biogas (CBG)” plants at all municipalities for usage in place of CNG (Transport sector) in line with recent guidelines issued by the Ministry of Petroleum & Natural Gas.
- 3.1.3.10 This is in furtherance of MoPNG guidelines, dated 03.02.2014 and 28.08.2014 (as amended), MoPNG vide letters no.L-16022/05/2020-GP1(E-3518), dated 09.04.2021, 23.07.2021 & 26.10. 2021 issued policy guidelines (in short “Approval”) for synchronization of CBG produced by plants under SATAT scheme in the CGD network, wherein GAIL has been mandated to operationalize CBG-CGD synchronization scheme and supply Bio Gas/CBG co-mingled with domestic at uniform base price across all CGD entities for CNG(T) and PNG(D) segments of CGD network.

3.2.1 To expedite the implementation of “Petroleum & Natural Gas Pipeline projects and City Gas Distribution network projects (CGD)”, the Government of Tamil Nadu has assigned these projects to Tamil Nadu Industrial Development Corporation Ltd (TIDCO) to act as Nodal agency.

3.2.2 **Periodicity of meetings:**

In order to achieve expeditious implementation of CGD projects at all Geographical Areas (GA) covering various districts, review meetings shall be organized on a monthly basis or on need basis, under the chairmanship of Chairman / Chairman & Managing Director / Managing Director, TIDCO along with nodal officers of all related State departments, District Collectors. The nodal officer from each CGD entity will also be present in the above review meetings.

3.2.3 **Key Functions:**

The endeavor of the nodal agency shall be on having regular coordination meetings and sustained follow-ups with State departments concerned and CGD entities facilitating timely issuance of permissions/clearance and related mechanisms, including coordinating with the concerned District Collectors for allotment of feasible Government land parcels for establishing DRS/PRS and SRS for faster implementation of CGD network by CGD entities. The nodal agency will suggest suitable measures which may, inter alia include the following:

3.2.3.1 Related State departments and other departments involved in granting permissions/clearance for implementation of the CGD network shall coordinate to nominate a senior level official as Nodal officer from the respective department for having continuous coordination with TIDCO and CGD entities apart from attending review meetings convened by TIDCO.

- 3.2.3.2 Coordination with the DLMC and CGD entities in ensuring obtaining of clearances by the CGD entities either through a single window system or till such time through a standardized mechanism referred in this policy document for submission of application in standard format along with requisite details for issuance of time-bounded permission.
- 3.2.3.3 Each State department shall update the status of issuance of permission/clearance for CGD projects, including pending clarifications/details from CGD entities to the office of TIDCO to ensure compliance with the timelines on the issuance of permissions/clearance and periodical update to State Level Committee.
- 3.2.3.4 All the matters relating to further suggestions received for improvement from nodal officers of various State departments for incorporation in the Policy rules/ regulations to facilitate ease of doing business shall be suitably reviewed and addressed to the State level Committee for final approval.

3.3

District Level Monitoring Committee (DLMC) for CGD development:

- 3.3.1 In line with G.O. (Ms.) No. 127, Industries (MIA.1) department, dated 27-05-2020, the DLMC under the chairmanship of the District Collector, will consist of the Superintendent of Police, Divisional Engineer(Highways), Assistant Director(Town Panchayat), Municipal Commissioners of the relevant town/cities and further shall also have the nodal officers from all related State departments at the district level, Urban local bodies, Rural local bodies, Joint Director (Agriculture), Director (Mining), Pollution Control Board and Regional Transport Officer, Panchayat Presidents, Ward Members/Councilors. Other senior officials concerned along with the representative of CGD entities operating in the district shall also be invited to the review meetings.

3.3.2 **Periodicity of meetings:**

The District Level Monitoring Committee shall be convened once in fortnight, or more frequently whenever needed, during the implementation of the project. In normal times, it may be conducted once a month. The status update on the review meeting shall be shared to TIDCO.

3.3.3 **Key Functions:**

The DLMC, headed by the District Collector concerned, will coordinate with nodal officers from all stakeholders departments and monitor the progress of CGD works implemented in their district and shall update the status to the State Nodal agency/TIDCO periodically. The key functions include:

- 3.3.3.1 The District Collector shall ensure the nodal officers / Senior officials from all stakeholders viz, all state departments, and CGD entities are nominated and duly conveyed. Also, it is suggested to include the representatives from local bodies urban/rural, along with the area-wise elected Ward Members/Councilors/Panchayat Presidents to bridge the gap between the public and the project proponents executing the project.
- 3.3.3.2 To facilitate allotment of feasible Government land parcels to the CGD entities for establishing the DRS/PRS/SRS stations, including the issuance of the enter-upon permissions as per prevailing Government norms.
- 3.3.3.3 To facilitate the provision of details on Government lands under various categories available for consideration in the pipeline alignment submitted by the CGD entities. For alienation of Government lands, the Government in Industry, Industrial Promotion & Commerce department, will initiate the needful action to recommend more powers to the District Collectors concerned in order to expedite both alienation and enter upon permission expeditiously.

- 3.3.3.4 To facilitate the issuance of permissions/clearances and NOCs related to establishing LCNG /CNG stations and laying pipelines in a time-bound manner.
- 3.3.3.5 The DLMC shall ensure establishment of a single window system at the District level and facilitate for the clearances through the Single Window Clearance mechanism for ease of doing business. The standardized mechanism referred in this policy document for submission of application & institutional mechanism for issuance of time bound permission shall be applicable in the meantime.
- 3.3.3.6 Standardizing permission issuance mechanisms with timelines, issuance of “In principle approvals” to facilitate immediate commencement of field activities, approval of work execution methodology as per site condition, levying of applicable charges, for issuing NOC, etc., from CGD entities for laying distribution steel pipelines, MDPE pipelines, last mile connectivity (LMC) along/across various categories of roads and other utilities to facilitate implementation of CGD infrastructure in a time bound manner.
- 3.3.3.7 DLMC shall provide a platform to the CGD entities to appeal against the decision of the initial permission issuing authority for establishing the CGD network.
- 3.3.3.8 To address the issues related to the seamless execution of CGD field works by CGD entities at different stretches in towns/cities.
- 3.3.3.9 To facilitate the issuance of requisite additional operational guidelines as and when felt necessary, to ensure uninterrupted work execution by the CGD entities.

- 3.3.3.10 To facilitate the provision of details covering various aspects viz. future road expansion, co-existence with other utilities, period of pipeline laying and public safety etc. in consultation with road-owning authorities concerned.
- 3.3.3.11 Standardizing permission issuance mechanisms with timelines, issuance of “In principle approvals” to facilitate immediate commencement of field activities, approval of work execution methodology as per site condition, levying of applicable charges, for issuing NOCs etc., from CGD entities for laying distribution steel pipelines, MDPE pipelines, last mile connectivity (LMC) along/across various categories of roads and other utilities to facilitate implementation of CGD infrastructure in a time bound manner.
- 3.3.3.12 To deal with matters related to the adoption of all safety norms/measures by the CGD entities during the execution of pipeline laying works at various stretches, preferably road cutting and restoration work. In case any suitable manpower required by the District administration for such supervision, the CGD entities shall assist in providing manpower at their cost.
- 3.3.3.13 Ensuring submission of ERDMP (Emergency Response Disaster Management Plan) by the CGD entities.
- 3.3.3.14 Considering the matters related to establishing suitable training institutes under CSR schemes of CGD entities, developing semi-skilled and skilled manpower is an essential factor in ensuring the safe operation and maintenance of the CGD network.

3.4 Statutory permission details:

S.N.	Details of Statutory permission	Permission issuing Authorities
1	Laying of pipelines along & across National Highways - cutting and restoration of Roads	Divisional Engineer, NHAI
2	Laying of pipelines along & across State Highways/Major District Road – cutting and restoration of Roads	Divisional Engineer, Highways
3	Laying of pipelines along & across Town Panchayat Roads/ Panchayat Roads/ Village Roads/Municipalities & Corporation Roads / other Road – cutting and restoration of Roads	Block Development Officers / Panchayat Presidents / Executive Officer / Assistant Director Panchayats / Commissioner / Chairman of local bodies / Concerned Road owning authorities for other roads
4	Laying of pipelines along & across water bodies - cutting and restoration of Roads	HoD/WRO, Engineer-in-Chief/Chief Engineer(G)/Executive Engineer, WRO
5	Laying of pipelines along & across Government lands - cutting and restoration of Roads	District Collector
6	Allocation of Government land for setting up DRS/CGS/LCNG/DCS/ SRS and NOC for setting up CGS & LCNG facilities	District Collector

S.N.	Details of Statutory permission	Permission issuing Authorities
7	Laying of pipelines along & across lands owned by TIDCO & its JVs/ SIPCOT/ SIDCO/ IIPC Department /TNHB/CMDA/TANGEDCO/CMRL & others - cutting and restoration of Roads	Managing Director, SIPCOT/ Managing Director, SIDCO/ IIPC & Revenue Department /Tamil Nadu Housing Board/CMDA/TANGEDCO/ Executive Engineer, CMRL / any other agencies responsible for maintaining public roads / water courses etc.
8	Laying of pipelines along & across Railways – cutting and restoration of lands	General Manager, Southern Railways
9	Approval for retrofitter agencies	Regional Transport Officer
10	Laying of pipelines along & across various utilities during cutting and restoration of Roads	Consent from concerned Utility owning agencies
11	Laying of pipelines along & across city water & sewage networks while executing cutting and restoration of Roads	Executive Engineer, CMWSSB
12	Prior to laying intimation and approval for work execution	Urban Local bodies / Fire & service/ TANGEDCO / Traffic police

- a. Though the above list of various permissions required for establishing the CGD network and the permission issuing authorities concerned are exhaustive, this CGD policy is applicable for other road/land/utilities owning agencies concerned, whose names are not mentioned above, but involved in this permission issuing process.
- b. As the prescribed format for issuing permission vary from case-to-case, based on the type of utilities along which the pipelines are laid, the concerned agencies shall issue the permission as per applicable format utilized by them in other cases, along with applicable terms and conditions, so as to ensure timely issuance of permission and also to ensure the quality of work executed by the CGD entities as per the guidelines issued to them in a safe manner, without causing any inconvenience to the general public.

3.5

Standardisation of Permission issuance mechanisms:

- 3.5.1. CGD infrastructure projects are currently under implementation in Tamil Nadu in 15 districts under 7 Geographical Areas (GAs) upto the 9th & 10th bidding stages by PNGRB. In the 11th bidding, further 23 districts have been added for the implementation of CGD Networks in Tamil Nadu. To facilitate grant of permissions / clearances time-bound by various State departments, the Government of Tamil Nadu vide G.O. (Ms.) No. 127, Industries (MIA.1) department, dated 27.05.2020, have already issued common guidelines/ instructions, with fixed upfront restoration charges for various categories of road cuts for expeditious implementation of the CGD network in Tamil Nadu. This G.O is currently operational and also forms part of this State Level CGD Policy. These restoration charges shall be applicable up to 31.03.2023. Thereafter, the restoration charges shall be as fixed by the Government, from 1st April of every year from 2023 with a percentile increase of 5% over the existing G.O (Ms) No. 127 Industries (MIA.1) department, dated 27.05.2020.

3.5.2. (A) CGD Infrastructure – Authorised Implementing Agencies

S.N.	Name of CGD entities	PNGRB Auth. Date	Districts covered
1	M/s. Torrent Gas Chennai Pvt. Ltd (TGCPL)	07/09/2018 & 28/09/2018	Chennai, Tiruvallur & Nagapattinam
2	M/s. AG&P LNG Mktg, Pvt. Ltd (AG&P)	29/09/2018 & 28/09/2018 & 24/04/2029	Kancheepuram, Ramanathapuram, Chengalpat and Vellore, Ranipet & Tirupathur
3	M/s. Adani Total Gas Ltd (ATGPL)	28/09/2018	Cuddalore, Mayiladuthurai, Tiruvarur and Tirupur
4	M/s. Indian Oil Corporation Ltd (IOCL)	12/09/2018 (for two districts) & Balance in March 2022	Coimbatore, Salem, Dharmapuri, Krishnagiri, Madurai, Theni, Virudhunagar, Thoothukudi, Tirunelveli, Thenkasi and Kanyakumari
5	M/s. Megha engineering (MEIL)	March 2022	Tiruvannamalai, Kallakurichi, Villupuram, Ariyalur, Perambalur, Pudukkottai, Sivagangai, Thanjavur, Dindugal and Karur
6	IRM Energy Ltd (IRM)	March 2022	Namakkal & Tiruchirappalli
7	M/s. Bharat Petroleum Corporation Limited (BPCL)	March 2022	Nilgiris and Erode

(B) CGD Infrastructure – Implementation Target

S.N.	Name of CGD entities	Districts covered	No. of CNG Retail Outlets	No of PNG domestic connections	Steel pipeline network
1	TGCPL	Chennai & Tiruvallur	222	33,00,000	6,666
2	TGCPL	Nagapattinam	27	1,66,644	495
3	AG&P	Kancheepuram & Chengalpat	111	1,15,111	668
4	AG&P	Ramanathapuram	11	41,311	251
5	AG&P	Vellore, Ranipet & Tirupathur	251	22,95,933	1,731
6	ATGPL	Cuddalore, Mayiladuthurai, Tiruvarur	40	3,89,000	839
7	ATGPL	Tiruppur	75	3,75,005	829
8	IOCL	Dharmapuri and Krishnagiri	201	16,19,227	1,201
9	IOCL	Madurai, Theni, Virudhunagar	201	28,46,696	2,001
10	IOCL	Kanyakumari, Tirunelveli, Thoothukudi & Thenkasi	251	29,39,842	2,001
11	MEIL	Pudukkottai, Sivagangai & Thanjavur	216	14,00,004	6,498
12	MEIL	Tiruvannamalai, Kallakurichi, Villupuram	99	13,23,000	2,520
13	MEIL	Ariyalur & Perambalur	63	4,19,400	1,530
14	IRM	Namakkal & Tiruchirappalli	290	17,74,000	1,450
15	BPCL	Nilgiris and Erode	201	8,84,777	1,316

- 3.5.3. Government finds it expedient and essential to formulate uniform policy/guidelines elaborating financial mechanisms, institutional mechanisms for faster permissions/approvals, technical parameters of trenching and restoration and liabilities of parties, etc., for timely execution of CGD projects in the public interest. Apart from the above targets viz-a-viz CGD entities, this policy applies to all further City Gas Distribution projects/entities also awarded through PNGRB.
- 3.5.4. The enforceability of permissions granted is restricted to the extent of provisions and scope of services defined in the license agreement with PNGRB executed by CGD entities.
- 3.5.5. CGD entities shall not claim any exclusive right on the RoW (Right of Way) on which the CGD network is established and subsequent user agencies shall be permitted to use the RoW, subject to the technical requirement being fulfilled.
- 3.5.6. Every application submitted by the CGD entities shall be supported with the following documents to expedite the permission issuance process by the departments concerned:
- Detailed description of Route & location details for the distribution pipeline alignments.
 - Work execution plan/phasing of the plan for uninterrupted work execution.
 - Details on the proposed methodology section-wise/area wise taking local factors into consideration.
 - Submission of alternate route plan in case of fouling with existing above or underground utilities recorded during the initial survey stage itself.
 - Requisite undertakings for protection of existing utilities and undertakings as sought by the concerned authorities for according the “In principle approval”.
 - Alignment maps & trench cross section /Bell hole details etc.
 - Surface-wise length of road cutting proposed and number of crossings etc.
 - Safety precautionary measures envisaged for adoption during execution of the work at the site.

3.5.7. High & Medium pressure steel pipelines will be laid predominantly along State Highways/MDR/Main city roads/ODR and other roads under Panchayats, Municipalities etc. The medium and low pressure MDPE pipeline will be laid predominantly in all by-lanes in addition to main roads as a last mile delivery point by the CGD entities

3.5.8. After careful consideration and deliberations with all stakeholders including the authorized CGD entities, the Government hereby issues the following guidelines/instructions in regard to uniform restoration charges based on the methodology proposed to be adopted by CGD entities as per the permission issued by the authorities concerned in line with the prevailing site conditions and safety requirements:

1. Detailed CGD network implementation proposal shall be submitted by CGD entities in advance to the Nodal agency/TIDCO comprising:
 - a) Route maps for the distribution pipelines alignment.
 - b) Year-wise MWP (Minimum Work Program).
 - c) Methodology (open cut/HDD) proposed to be adopted at various stretches.
 - d) Safety measures envisaged at different stages starting from material construction to connection at the consumer end.
 - e) Information on the number of land parcels with location details for establishing DRS/PRS/SV stations shall be initially surveyed by the CGD entities with the departments concerned prior to joint inspection and process of applications by the departments concerned.
2. CGD entities shall submit application forms in original along with requisite details to the concerned District Level Monitoring Committees and State Department/agencies concerned for steel and MDPE pipeline network along with the methodology of laying of pipelines & drawings for various stretches as per prevailing site conditions facilitating speedy scrutiny of applications and issuance of "in principle" approval for early commencement of work.

3. Steel and MDPE pipeline laying methodology and applicable charges levying mechanism:
- a) The choice of choosing methodology for laying the steel & MDPE pipelines shall be with the CGD entities concerned except for the roads under the Municipal Corporation area and shall seek permission from the road-owning authorities concerned. In other than Municipal corporation areas CGD entities shall choose either open cut or trenchless method as per prevailing site conditions under self-dig & restoration methodology.
 - b) At unavoidable critical stretches, the CGD entities shall also have the option of choosing a restoration mechanism by “Departmental restoration” (by the State department concerned) upon paying the upfront restoration charges based on the rates fixed in G.O (Ms) No. 127, Industries (MIA.1) department, dated 27.05.2020 and subsequent revision, if any or self-Dig & restoration by the CGD entities concerned themselves upon submission of requisite 100% Bank Guarantee (BG) for the total restoration charges.
 - c) In the event of road-owning authorities allowing “Self -Dig & restoration” by the CGD entity based on prevailing site conditions, the CGD entities, at their risk and cost shall restore the roads as per the technical specification specified by the permission issuing authority. In this case, the CGD entity shall also submit the security deposit for 12 months in the form of Bank Guarantee @100% of the total restoration charges calculated on the basis of cost per square meter rate in line with G.O. (Ms.) No. 127, Industries (MIA.1) department, dated 27.05.2020 for corresponding categories of roads before the commencement of the work. The Bank Guarantee submitted against Security Deposit shall subsequently act as Performance Bank Guarantee and shall be released by the concerned department only after the defect liability period of 12 months from date of completion of the work at site to the satisfaction of departments concerned.

- d) The Highway authorities shall allow for “Self-Dig & restoration” methodology for all roads with applicable Bank Guarantee @100% of total estimated restoration charges as per the G.O (Ms) 127, Industries department, dated 27.05.2020 (valid upto 31.03.2023), with an annual escalation @5% from 01.04.2023, as security deposit and retaining the same as performance Bank Guarantee for the defect liability period.
- e) For laying Steel/MDPE pipeline network through HDD (Horizontal Directional Drilling) trenchless method, the cost of restoration charges shall be limited to entry and exit pits on the actuals. The restoration methodology shall be on “self-dig & restoration” basis by the CGD entity. The restoration charges shall be limited to only entry and exit pits calculated @ 1.5 times of pit sizes. The CGD entity need not pay any upfront restoration charges separately for the undisturbed road stretch but shall have to submit the Security Deposit for 12 months in the form of a Bank Guarantee for 100% of the total actual restoration charges calculated on the basis of cost per square meter rate incurred for meeting the technical specifications as per the permission order before commencement of work. The basic conditions that necessitate the adoption of the trenchless method in various segments shall be issued by the Road owning authorities.
- f) The road cut restoration charges fixed vide G.O (Ms.) No. 127, Industries (MIA.1) department, dated 27.05.2020, shall be valid up to 31.03.2023 and annual escalation @5% from 01.04.2023. As the charges are on a fixed basis, no further additional charges & taxes are leviable by the State departments. Upon expiry of the validity of the G.O (Ms) No. 127, Industries (MIA.1) department, dated 27.05.2020 by 31.03.2023, the road-owning authorities may revise the restoration charges under intimation of the I, IP & C Department, State Nodal department TIDCO, and District Level Monitoring Committees for various category roads by 1st April of every year from 01.04.2023 onwards on a percentile basis of 5% over the existing unit rates as per G.O (Ms) No. 127, Industries (MIA.1) department, dated 27.05.2020.

- g) As per the directive of the Government, the road-owning agencies shall adopt the “rotational basis” concept in releasing of the Bank Guarantee submitted by the CGD entities against the defect liability period upon completion of the defect liability period.
- h) The unit of measurement for restoration charges shall be calculated for the area of the road in square meter basis only.
- i) During the monsoon period from September to December of every year, no road cutting works shall be undertaken by the CGD entities.
- j) Applicable track rent charges, if any, fixed and subsequent revisions by the Revenue and Disaster Management Department, Government of Tamil Nadu, shall apply as per Government norms to all the CGD entities.
- k) The CGD entities shall also explore the possibilities of laying their CGD pipeline network along the stretches of Chennai Metro rail and Chennai Metro water simultaneously when their works are in progress or utilizing their RoW (Right of way) stretches with proper planning & coordination with the departments concerned in order to eliminate duplication of works and ease of doing the work execution with the least inconvenience to the common public.
- l) As per the directive of the Government, the restoration through Self-Dig & restoration by the CGD entities on roads under various departments including State highways other than roads not under the jurisdiction of Municipal corporations shall be allowed to perform the self-dig & restoration upon submission of BG @ 100%. However, in the case of roads under Municipal corporations in various cities & towns, initial pilot stretches will be assigned to CGD entities for a period of one year with self-dig & restoration methodology by the road-owning agencies concerned under the Municipal Corporation area. Upon ascertaining the satisfactory quality of work meeting the specifications of the permitting authority, further stretches of road restoration shall be given to the CGD entities on self-dig & restoration methodology by taking applicable performance Bank Guarantee.

- m) All the CGD entities shall apply for the pilot stretches with the department concerned under Municipal Corporation limits along with the required details viz. work plan, stretches duly marked in the road maps, the proposed safety measures during execution of works at sites and with applicable Bank Guarantee @ 100% of total estimated restoration charges as per the G.O (Ms) 127, Industries (MIA.1) department , dated 27.05.2020 with an annual escalation @5% from 01.04.2023, as security deposit and retaining the same as performance Bank Guarantee for the defect liability period.
- n) The Government also agreed to the fact that self-dig & restoration modalities of roads under municipal corporations shall also be jointly discussed and executed in close coordination with the local bodies and the CGD entities.
- o) The Highways department along with the Greater Chennai Corporation and the Municipal Administration have framed a common Standard Operating Procedures (SOP) on self-dig & restoration methodology incorporating the required clauses to ensure the safety and quality of restoration works from the CGD entities. The SOP is given under clause 3.8 to this policy document.
- p) The CGD entities apart from executing the self-dig & restoration works longitudinally along the roads, shall also execute the stretches where the domestic pipelines are also proposed to be laid to the residences under self-dig & restoration mechanism or trenchless methodology basis as per prevailing site conditions.
- q) The CGD entities apart from executing the trench works limited a width of 600 mm approximately, shall execute actual restoration of the blacktop overlapping with the undisturbed stretches of roads as well and measurement shall be undertaken accordingly for arriving at actual restoration charges. Moreover, the departments concerned shall extend their assistance for the supervision of works on BT surface based on the request from the CGD entities.

- 3.6.1. It is the responsibility of all CGD entities to coordinate and collect the route map & associated details of underground Utilities/essential service water lines, sewage systems, telecommunication lines, other pipelines, and electricity supply lines, etc. along with site supervision required by CGD entity prior to commencement of work. Also, it is the responsibility of the CGD entity to intimate the concerned supervisory authority/department of such Utilities concerned before undertaking the digging work.
- 3.6.2. It is the responsibility of all CGD entities to submit the details of the work execution plan along with the route map & associated details of all the underground utilities / essential services like water lines, sewage systems, telecommunication lines, other pipelines, and electricity supply lines, etc., to the DLMC in advance, so as to facilitate the State department concerned to assess their existing underground utilities and advice the level of protection to be taken by the CGD entities during the execution of the fieldwork
- 3.6.3. CGD entity shall ensure the protection of existing above ground and underground Utilities. Necessary precautions are to be taken by the CGD entity for safeguarding and maintaining all other existing Utilities falling in the Pipeline alignment including to make good in case of any damage within 24 hours at their own risk and cost. It shall be the responsibility of the CGD entity to coordinate with other related agencies concerned whose utilities are falling in the pipeline alignment. The CGD entity shall indemnify the department concerned by all means including insurance against damage to already existing cables/underground installations/Utilities/facilities etc. during the execution of the work at the site.
- 3.6.4. The CGD entities shall carry out the works without interrupting the traffic and causing inconvenience to the general public and prior permission from the traffic department/ management and authorities concerned, shall be obtained in advance before the commencement of the work at the site.
- 3.6.5. CGD entity shall ensure strict adherence to all safety guidelines, special terms & conditions apart from general conditions issued along with permissions from the departments concerned. All precautionary measures, such as providing sign

boards, warning tapes, fencing, lights etc., shall be ensured at all the sites by the CGD Entity to prevent any accident, near miss incidents to pedestrians and vehicular traffic.

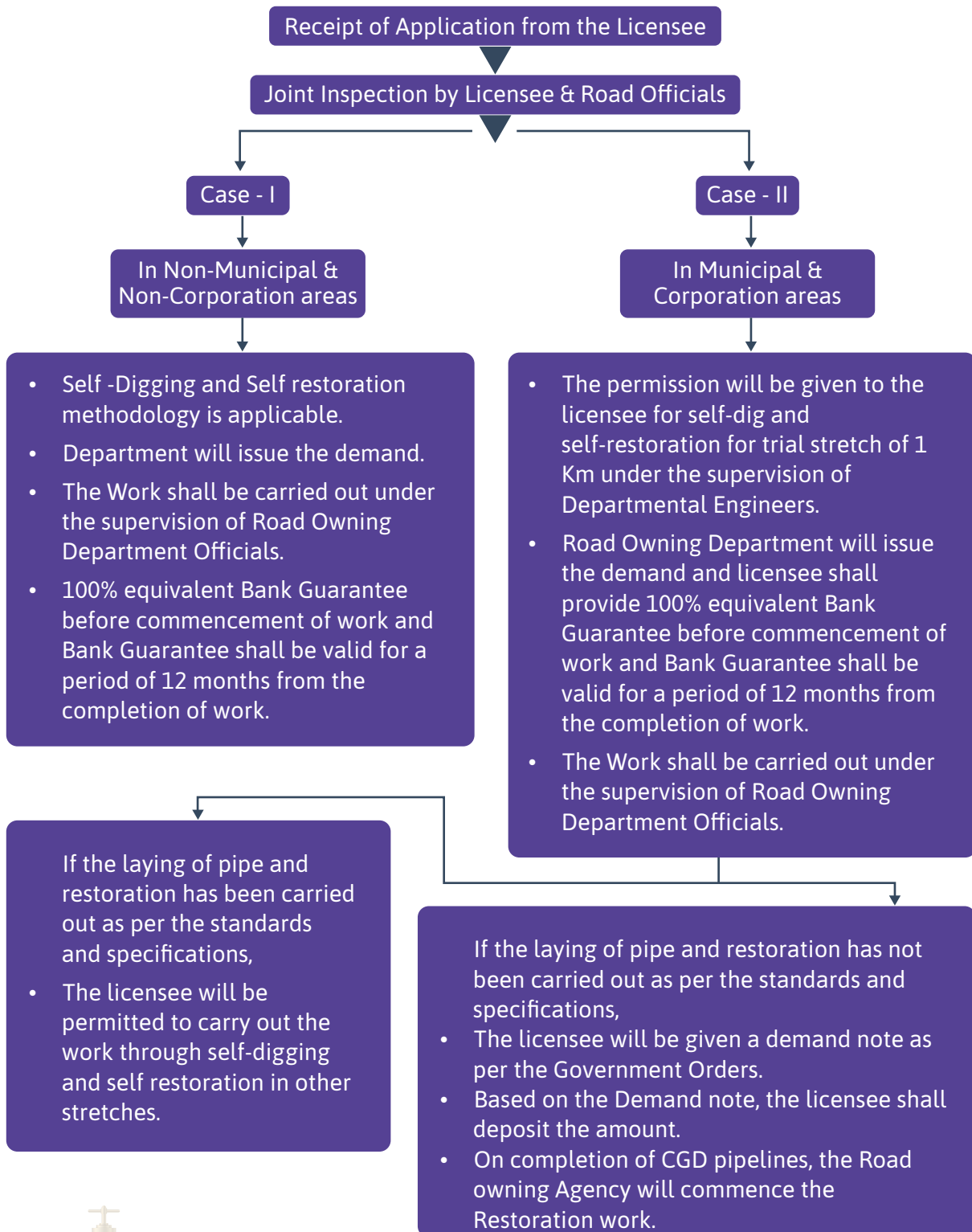
3.6.6. The CGD policy of Tamil Nadu Government and all its related guidelines/instructions/orders issued shall be applicable for all land and roads owning Departments concerned, but not limited to Rural Development & Panchayat Raj Department, Municipal Corporations, Municipalities, other local bodies, Highways Department, Public Works Department, SIPCOT, SIDCO, TANGEDCO etc., who own and maintain the roads and Highways and to the various other departments, owning utilities involved in the CGD related works, but not referred above, functioning under the Government of Tamil Nadu.

3.6.7. The minimum allowable depth of cover for CGD Steel Pipeline:

S.N.	Details of Location	Minimum cover of depth (in meters)
1	Normal/rocky terrain	1.0
2	Minor/ unlined canal/nala crossings, tidal areas and other water courses	1.5
3	Major river crossings	2.5
4	Rivers with Rocky bed	1.5
5	Drainage ditches at roadways and rail loads	1.0
6	Rocky areas	1.0
7	Cased /uncased road crossing	1.2
8	Cased railroad crossing	1.7

3.6.7.1. Cover shall be measured from the top of the coated pipe to the top of the undisturbed surface of the soil or the top of the graded working strip, whichever is lower. The fill material in the working strip shall not be considered in the depth of cover.

3.6.7.2. Clearance and casing requirements for buried Steel pipe lines and mains and clearance between pipelines or mains and other underground structures shall be in strict compliance to the corresponding clauses stipulated in PNGRB Notifications dated 27.08.2008 and its latest amendments G.S.R 612(E).



3.8.1 Procedure for processing application for granting permission for use of Right of Way (RoW)

- 3.8.1.1. Any organisation who has been authorised by Industries Department intends to obtain permission shall make an application in the prescribed form to the Road owning Department or an officer authorized by the concerned Administration on his behalf.
- 3.8.1.2. The concerned service departments/ service providers/public should apply for the road cut application to the concerned Road Owning Authority.
- 3.8.1.3. The following details and documents must be submitted with the application:
- 1) Name of the road
 - 2) Division of the road
 - 3) Type: road / footpath / CC road / Berms / Earthen Portion.
 - 4) Length, Width & Depth of the road cut required
 - 5) Nature of the road cut (open/trench less technology)
 - 6) Sketch and location of the road where the cut has to be made
 - 7) Self-restoration/ Departmental restoration
- 3.8.1.4. After a joint field survey, the Authority shall issue permission to the respective utility service provider with the conditions imposed by the Department, to ensure a safe and uninterrupted flow of traffic. The utility service provider shall be designated as a 'Licensee' for the purpose of this project and will be authorized to install and operate utility services within the RoW. However, utility services shall be made operational by the Licensee only after a completion certificate to the effect is issued by the department concerned.

3.8.2. Laying of Utility Services:

3.8.2.1. Laying of Utility Services along the Roads:

The utility services shall be located, beyond the toe line of the embankment and drains, as close to the extreme edge of the RoW as possible.

- a) Towards this, the top of the utility services shall be at least 2 metres below the ground level as per IRC 98-2011 (clause 3.3.3).
- b) No utility service shall be laid over existing culverts and bridges, except through the utility ducts where such provision exists. In case of absence of such provisions, the Licensee shall make his own arrangement for crossing of cross drainage structure, rivers, etc. below the bed.
- c) In exceptional cases, where RoW is restricted the utility services can be allowed beneath the carriageway (BT Surface), subject to the conditions as per IRC, which will be designed to carry traffic on top. In such cases, it also needs to be ensured that maintenance of the utility services shall not interfere with the safe and smooth flow of traffic. The cost of operation and maintenance will have to be borne by the Licensee.

3.8.2.2. Laying of Utility Services across the Roads:

- a) The utility services shall be permitted to cross the Roads preferably using Trenchless technology (Horizontal drilling method). The casing / conduit pipe should be a minimum extend from drain to drain in cuts and toe of slope to toe of slope in the fills and shall be designed in accordance with the provision of IRC and executed following the Specifications of the MoRTH.
- b) Existing drainage structures shall not be allowed to carry the lines across. The utility services shall cross the Roads preferably on a line normal to it or as nearly so as practicable.

- c) The casing/conduit pipe may be installed under the road embankment either by boring or digging a trench. Installation by boring method shall be preferred.
- d) In the case of trenching, the sides of the trench should be done as nearly vertical as possible. The trench width should be at least 30 cm wider (but not more than 60 cm wider), than the outer diameter of the utility pipe. Filling of the trench shall conform to the specifications contained here-in-below or as supplied by the Authority:
 - i. The bedding shall be to a depth not less than 30 cm. It shall consist of granular material, free of lumps, clods and cobbles, and graded to yield a firm surface without a sudden change in the bearing value. Unsuitable soil and rock edges should be excavated and replaced by selected material.
 - ii. The backfill shall be completed in two stages (1) Side-fill to the level of the top of the pipe (2) Overfill to the bottom of the road crust.
 - iii. The side fill shall consist of granular material laid in 15 cm. Layers each consolidated by mechanical tamping and controlled addition of moisture to 95% of the modified Proctor's density. Overfill shall be compacted to the same density as the material that had been removed.
 - iv. The road crust shall be built to the same strength as the existing crust on either side of the trench or to the thickness and specifications stipulated by the Authority.
- e) When utilities are allowed overhead, the horizontal and vertical clearance in accordance with the IRC shall be maintained.

3.8.3. Restoration Methods

3.8.3.1. Self-Restoration Methods

The following methodology is to be adopted for Self-restoration:

- i. Self-Dig and restoration mechanism is carried out at the risk and cost of the utility entities by meeting the technical specification specified by the permission issuing authority.
- ii. The utility entities should submit the security deposit for 12 months in the form of a Bank Guarantee at 100% of the total restoration charges calculated in line with G.O. (Ms). No.127, Industries department (MIA-1) dated.27.05.2020 with an annual escalation @5% from 01.04.2023, for corresponding categories of roads before the commencement of work.
- iii. Restoration shall be carried out under the supervision of the departmental officials to restore the original condition.
- iv. If the Licensee fails to comply with any condition to the satisfaction of the Authority, the same shall be executed by the Authority at the cost and risk of the Licensee.
- v. Grant of License is subject to the Licensee satisfying (a) minimum disruption of traffic and (b) least damage to the road.
- vi. As far as possible, the Licensee should avoid cutting of the road for crossing highway, and other roads and try to carry out the work by trenchless technology. In case any damage is caused to the road pavement in this process, the Licensee shall restore the road to the original condition at its cost.
- vii. If due to unavoidable reasons the road needs to be cut for crossing or laying utility services, the Licensee has to execute the work in a time-bound manner at its cost, either by itself or through its authorized representative in consultation with the Authority as per predetermined time schedule and quality standards.

- viii. All required restoration, and maintenance work subsequent to the laying of utility services shall be required to be undertaken by the Licensee at its cost either by itself or through its authorized representative in consultation with the Authority as per the predetermined time schedule and quality standards. To process for the granting of permission a Performance Bank Guarantee for an amount based on per route metre with a validity of one year initially, in the prescribed format (extendable if required till satisfactory completion of work) shall have to be furnished by the utility service provider/ Licensee, as security against the improper restoration of ground in terms of filling/unsatisfactory compaction damages caused to other underground installations/utility services, interference, interruption, disruption or failure caused thereof to any services, etc.;
- ix. In case the Licensee fails to discharge the obligation of making good of the excavated trench/other restoration work, the Authority shall have a right to make good the damages caused by the excavation at the cost of the Licensee, and recover the amount by forfeiture of the Bank Guarantee. In case, the Performance Bank Guarantee is invoked, as mentioned above, the Licensee shall be required to replenish and reinstate the required Performance Bank Guarantee within one month of such invoking.

3.8.3.2. **Departmental Restoration**

The following methodology is to be adopted for Departmental restoration:

- a. The Utility entities should pay the upfront restoration charges based on the rates fixed in G.O.(Ms). No.127, Industries department (MIA-1) dated. 27.05.2020, with an annual escalation @5% from 01.04.2023.

3.8.4. Methodology for granting of Permission

The Licensee shall apply in the prescribed format to the Competent Authority for usage of RoW for laying CGD Networks. On receipt of application from the licensee, joint inspection will be carried out.

3.8.4.1. Case 1 - Road lies in Non-Municipal & Non-Corporation areas:

- a. Self-Dig and restoration methodology is applicable.
- b. Road Owning Department will issue the demand and licensee shall provide 100% equivalent Bank Guarantee before commencement of work and Bank Guarantee shall be valid for a period of 12 months from the completion of work.
- c. The Work shall be carried out under the supervision of Road Owning Department Officials and on getting completion certificate, the defect liability period of 12 months will commence.
- d. Self-Dig and restoration methodology is applicable for BT surface also provided the restoration works are carried out through qualified contractors and as per the specified standards and specifications.
- e. Self-Dig and restoration methodology is applicable for the roads in Town Panchayat also.

3.8.4.2. Case 2 - Road lies in the Municipal and Corporation areas:

- a. On receiving the application from the licensee, a trial stretch comprising of atleast 1 km with main line and Household distribution line will be identified. The permission will be given to the licensee for self-digging and self-restoration under the supervision of Departmental Engineers. On completion of restoration work, Joint inspection will be made by the licensee and road owning agency.
- b. Road Owning Department will issue the demand and the licence shall provide a 100% equivalent Bank Guarantee before the commencement of work and Bank Guarantee shall be valid for a period of 12 months from the completion of work.

- c. The Work shall be carried out under the supervision of Road Owing Department Officials and on getting completion certificate, the defect liability period of 12 months will commence.
- d. Self-Dig and Self-restoration methodology is applicable for BT surface also provided the restoration works are carried out through qualified contractors and as per the standards and specifications.
- e. If the laying of pipe and restoration has been carried out as per the specified standards and specifications, the licensee will be permitted to carry out the work through self-digging and self-restoration in other stretches.
- f. If the laying of pipe and restoration has not been carried out as per the standards and specifications, the licensee will be requested to pay as per the demand note raised by the Road owning Agency.
 - i. The licensee will be given a demand note as per the Government Order G.O (Ms) No- 127, Industries (MIA-I) Dept, Dt:27.05.2020 and other orders in force.
 - ii. Based on the Demand note, the licensee shall deposit the amount and on getting the clearance, the licensee shall commence the work.
 - iii. On completion of CGD pipelines, the Road Owing Department will commence the Restoration work.
 - iv. On assessment of the field conditions, the licensee may have to take additional deposits if any damages caused to the property, Other Utilities.


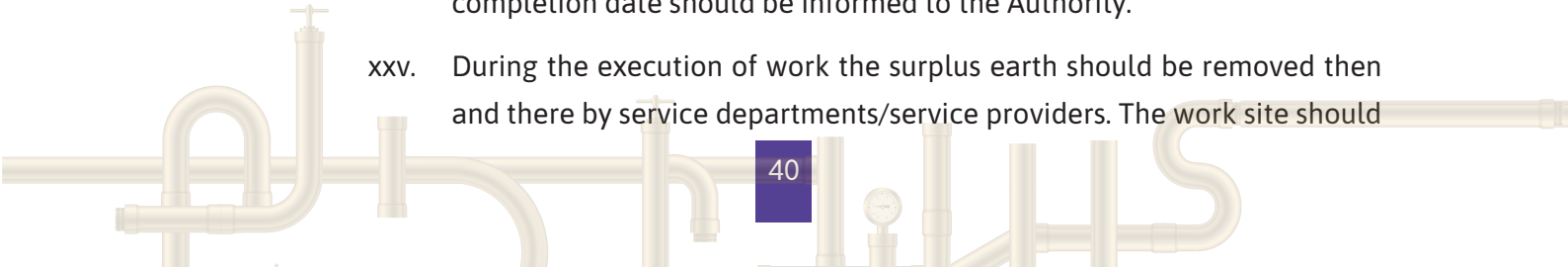
3.8.5. The following guidelines norms shall be followed during and after the execution of the road cuts:

Licensee to lay utility services after obtaining permission are subject to the following conditions, namely:

- i. RoW permissions are only enabling in nature. The purpose of extending the way leave facility on the RoW is not for enhancing the scope of activity of a utility service provider, either by content or by intent. Further, enforceability of the permission so granted shall be restricted only to the extent of provisions/ scope of activities for the purpose for which it is granted.
- ii. No Licensee shall claim exclusive right on the RoW and any subsequent user will be permitted to use the RoW, either above or below, or by the side of the utilities laid by the first user, subject to technical requirements being fulfilled. The decision of the Authority in relation to fulfilment of technical requirements shall be final and binding on all concerned parties. In case any disruption/ damage is caused to any existing user by the subsequent user, the Authority shall not be held accountable or liable in any manner.
- iii. The Licensee shall be responsible for undertaking all activities including, but not limited to site identification, survey, design, engineering, arranging finance, project management, obtaining regulatory approvals & necessary clearances, supply of equipment, material, construction, erection, testing and commissioning, maintenance and operation and all other activities essential or required for efficient functioning of their own utility/ industrial infrastructure facilities.
- iv. The utility services shall be laid at the edge of the RoW. In case of restricted width of RoW, which may be adequate only to accommodate the carriageway, central verge, shoulders, slopes of embankment, drains, other road side furniture etc; the utility services shall be laid beyond the toe line of the embankments and clear of the drain.
- v. The Licensee shall make his own arrangement for the crossing of cross drainage structures, rivers, etc. below the bed. In case, this is not feasible, the utility services may be carried outside the railings/parapets and the bridge superstructure. The fixing and supporting arrangement with all details shall be required to be approved in advance from the concerned Administration. Additional cost on account of fixing and supporting arrangement as assessed by the Authority shall be payable by the Licensee.

- vi. The road crust shall be built to the same strength as the existing crust on either side of the trench or to thickness and specifications stipulated by the Authority.
- vii. The Licensee shall ensure making good the excavated trench for laying utility services by proper filling and compaction, clearing debris/ loose earth produced due to execution of trenching at least 50m away from the edge of the right of way.
- viii. All work subsequent to the laying of the cable shall be required to be undertaken by the Licensee at its cost either by itself or through its authorized representative in consultation with the Authority as per the predetermined time schedule and quality standards.
- ix. The Licensee shall shift the utility services within 90 days (or as specified by the respective Authority) from the date of issue of the notice by the concerned Authority to shift/ relocate the utility services, in case it is so required for the purpose of improvement/widening of the road/route/highway or construction of flyover/ bridge and restore the road/ land to its original condition at his own cost and risk.
- x. The Licensee shall be responsible to ascertain from the respective agency in co-ordination with Authority, regarding the location of other utilities/underground installations/ facilities etc. The Licensee shall ensure the safety and security of already existing underground installations/ utilities/facilities, etc. before commencement of the excavation/using the existing cable ducts. The Licensee shall procure insurance from a reputed insurance company against damages to already existing underground installations/utilities/ facilities etc.
- xi. The Licensee shall be solely responsible/liable for full compensation / indemnification of concerned agency/aggrieved Authority for any direct, indirect, or consequential damage caused to them/ claims or replacements sought for, at the cost and risk of the Licensee. The concerned agency in co-ordination with Authority shall also have a right make good such damages/ recover the claims by forfeiture of Bank Guarantee.

- xii. The Licensee shall inform/give a notice to the agency concerned designated by the Authority at least 15 days in advance with the route details prior to digging trenches for fresh or maintenance/repair works.
- xiii. The extent of digging the trenches should be strictly regulated so that utility services is laid and trenches filled up before the start of the next stretch. Filling should be completed to the satisfaction of the officials concerned designated by the Authority.
- xiv. The licensee shall indemnify the agency concerned in co-ordination with Authority, against all damages and claims, if any due to the digging of trenches for laying cables/ducts.
- xv. The Authority also has a right to terminate the permission or to extend the period.
- xvi. That the Licensee shall not undertake any work of shifting, repairs, or alterations to the utility services without prior written permission of the Authority.
- xvii. The permission granted shall not in any way be deemed to convey to the Licensee any ownership right or any interest in route/road/highway land/property, other than what is herein expressly granted. No use of RoW will be permitted for any purpose other than that specified.
- xviii. The utility services located in RoW/property shall be deemed to have been constructed and continued only by the consent and permission of the Authority so that the right of the Licensee to the use thereof shall not become absolute and indefeasible by lapse of time.
- xix. Three copies of 'as laid drawings' of utilities (hard and soft copies) with geo-tagged photographs of laying of cables in the trench (with respect to the roads) and after restoration shall be submitted to the Authority for verification and record within a month of completion of works.

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- xx. The utility services shall not be made operational by the Licensee unless a completion certificate to the effect that the utility services has been laid in accordance with the approved specifications and drawings and the trenches have been filled up to the satisfaction of the concerned agency in co-ordination with the Authority has been obtained. Notwithstanding anything contained herein, this permission may be cancelled at any time by Authority for breach of any condition of the same and the Licensee shall neither be entitled to any compensation for any loss caused to it by such cancellation, nor shall it be absolved from any liability already incurred.
- xxi. The Licensee shall ensure adherence to relevant Indian standards and follow best industry practices, methods, and standards for the purpose of ensuring safe, efficient and economic design, construction, commissioning, operation, repair and maintenance of any part of the utility lines/industrial infrastructure facilities and which practices, methods, and standards shall be adjusted as necessary, to take account of:
- a. operation, repair, and maintenance guidelines given by the manufacturers;
 - b. the requirements of Law;
 - c. the physical conditions at the Site, and;
 - d. The safety of operating personnel and human beings.
- xxii. The Licensee shall have to provide safety measures like barricading, danger lighting, and other necessary caution boards while executing the work.
- xxiii. While laying utility services, at least one lane of road shall be kept open to traffic at all times. If any traffic diversion works are found necessary during the working period, it shall be provided at the cost of Licensee.
- xxiv. Traffic police should be informed in advance and necessary permission has to be obtained from the traffic point of view, wherever required. After getting police permission, the probable date of commencement and completion date should be informed to the Authority.
- xxv. During the execution of work the surplus earth should be removed then and there by service departments/service providers. The work site should

- xxvi. If chambers are constructed while laying of utilities in the road, the chamber should be at the road level to avoid accidents. It shall not be above or below road level surface.
- xxvii. After the permission, if the applicant fails to start the work and complete within the permitted period, the permission granted will automatically get cancelled. The work can be commenced only after revalidation of the permission by the competent authority
- xxviii. Notwithstanding this, the Licensee shall be liable to pay full compensation to the aggrieved Authority/ its designated agency for any damage sustained by them by reason of the exercise of the RoW facility.
- xxix. Within 24 hours of completion, the service departments / service providers have to inform the Authority
- xxx. After the completion of road cut work, the photos and completion certificate have to be submitted to the authority by the service departments/ service providers.

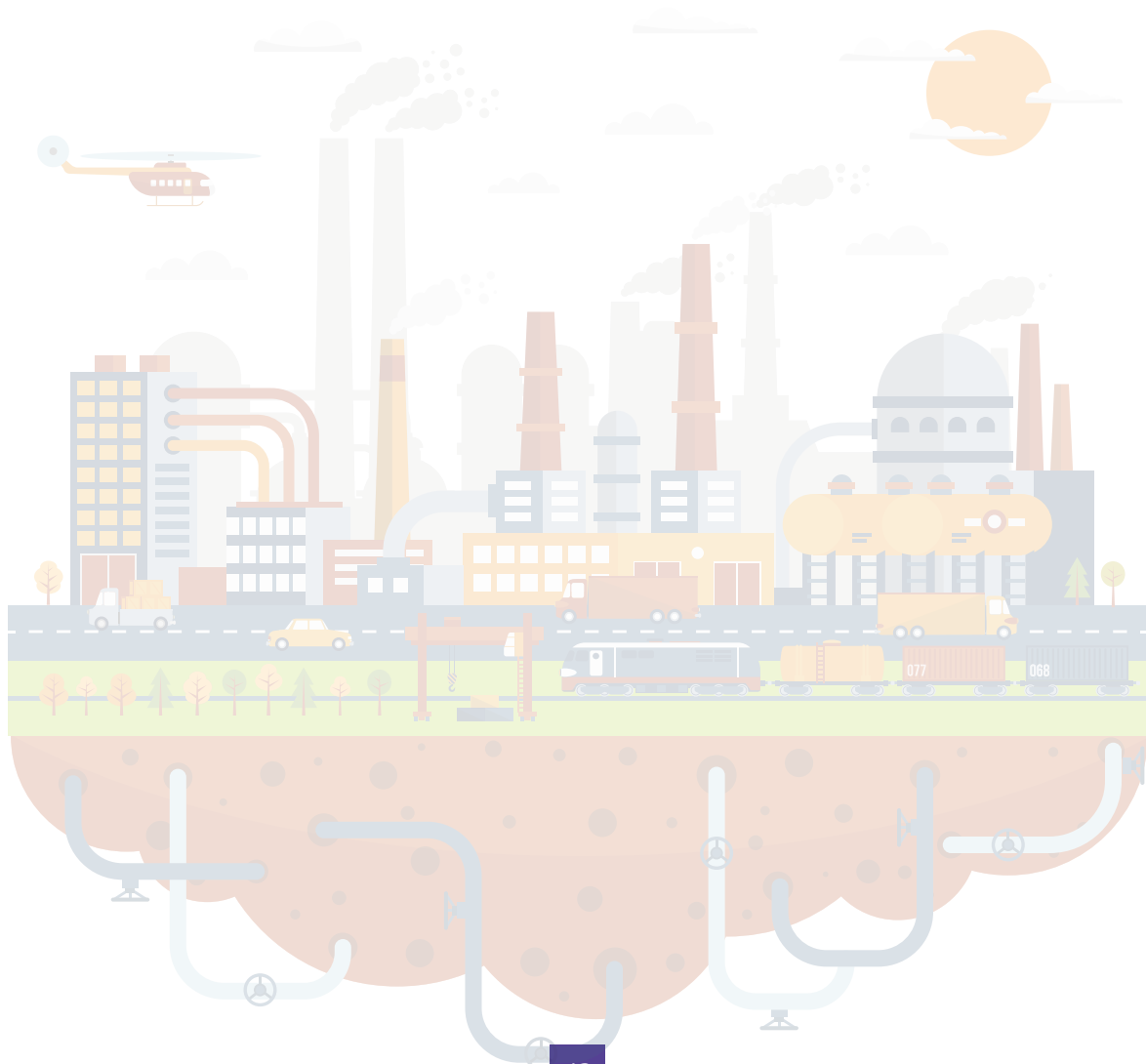
3.9

Timelines for issuance of permissions/clearances:

- 3.9.1. Scrutiny of applications submitted by the CGD entities for seeking clarifications, joint inspection, and additional inputs if any, within 10 days of receipt of the application with requisite details by the department concerned.
- 3.9.2. The State Department shall ensure issuance of “In principle approval” for early work commencement within 15 days of receipt of the application with details, and taking requisite undertakings from CGD entities pending final permission. The final permission shall be accorded within 30 days from receipt of the application and payment of the applicable restoration charges or Bank Guarantee from the CGD entities. However, the final permission in case of roads under the jurisdiction of GCC (Greater Chennai Corporation) and Metro water area shall be accorded within 45 days from receipt of the application and payment of applicable restoration charges or Bank Guarantee from the CGD entities.

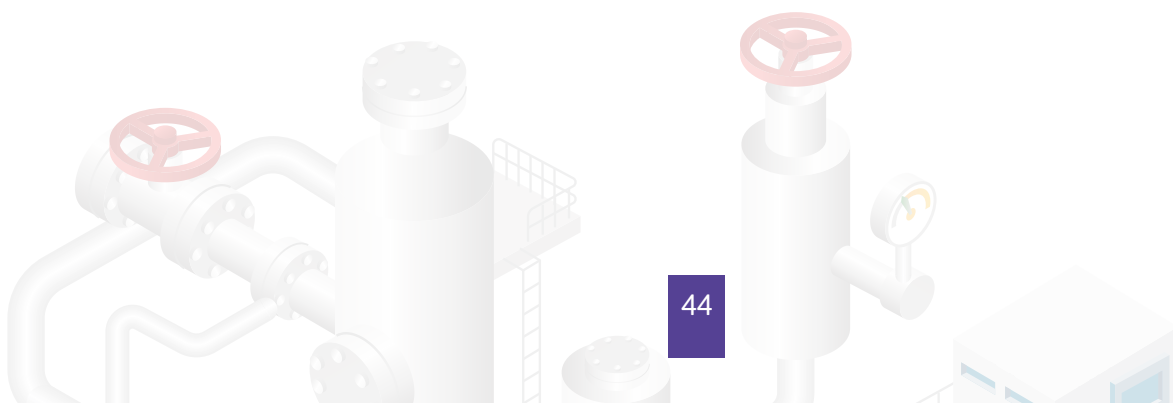
- 3.9.3. Adequate time-period for work execution shall be given considering the quantum of works involved, the length of stretches, and the criticality of the site conditions involved. Needful extension of the work execution time-period without any penalty may be given on a case-to-case basis. The decision of the Officer-in-charge of the department concerned is final and binding on the CGD entities.
- 3.9.4. Upon satisfactory completion of the field works in compliance with the terms & conditions and specifications of the permission order, NOC may be issued to entities within 10 days of receipt of complete details and joint inspection by the competent authority.
- 3.9.5. It shall be obligatory upon the CGD entities to make the road motorable – good and safe for movement within 48 hours after related road works are completed and the full restoration of the road shall be completed within 30 days of the work completed to the satisfaction of the authority concerned.
- 3.9.6. Alienation / lease of land parcel for CGD equipment (DRS/PRS/SV station) erection.
- 3.9.7. As a step towards facilitating early work commencement for DRS/PRS/SV stations in the Government lands under the process of allotment/alienation, the district authorities shall exercise the option of issuance of the “enter upon permission” for early commencement of work in the station by the CGD entities upon receipt of requisite details and refundable caution deposit of 10% of the total estimated cost of land in the form of Bank Guarantee, which shall be refunded or adjusted at the time of issuance of final allotment/alienation.
- 3.9.7.1. In consideration of the requirement of a land parcel of size around 10 cents to CGD entities for installation of DRS (District regulating Stations, PRS (pressure regulating stations), SV (sectionalising valve) stations, and other safety-related systems, the concerned State department shall have the permissive sanction from Government to lease feasible Government lands to CGD entities for 30 years. The annual lease rent in such cases shall be payable by the CGD entities as per the new lease policy of the Government.

- 3.9.7.2. Under the OSR category, the Government can allot the requisite OSR land to the CGD entity provided that the CGD entities can identify and purchase of an equal area of saleable lands nearby locations and acceptable to the District administration concerned and convert the same to OSR by changing the layout conversion with conversion cost borne by the CGD entities.
- 3.9.7.3. For the Geographical areas (GA) falling under hilly terrain like Nilgiris, the Government shall assist the CGD entity concerned in allotting Government lands suitably identified by the CGD entity for setting up LCNG stations upon fulfilling all requisite criteria by the CGD entity including the applicable statutory provisions.



4 CNG KIT approval

- 4.1. Fixing of the CNG Kits into a vehicle is predominantly done in two ways namely factory-fitted kits for new vehicles by Vehicle manufacturers/OEMs and retrofitted kits fitted in the existing vehicles currently utilizing gasoline fuel.
- 4.2. For the retrofitted vehicles, all vehicles shall have a CNG Kit and a cylinder fitted which is type approved in accordance with the guidelines of the Ministry of Surface Transport, Government of India, and installed and tested by a retrofitter agency authorized by the Transport commissioner/Regional Transport Office (RTO) of the State Government and get issued a fitness certificate for its suitability for CNG use. A vehicle once retrofitted also would require an RTO approval/endorsement on the Registration document before it is permitted to ply on the roads. These certificates are essential to be shown to the CNG station operator before each refill of the cylinder. The cylinder with stainless steel valves and connected facilities fitted in the vehicle shall be in accordance with Gas Cylinder Rules. These Cylinders should be subjected to a hydro test at least once every three years.
- 4.3. It is essential that qualified people/agencies duly trained by the CNG kit manufacturers shall have to be developed sufficiently in Tamil Nadu. The CNG kit and its accessories viz., stainless steel safety valve & pipes shall be tested by the Automotive Research Association of India (ARAI)/International Centre for Automotive Technology (ICAT) and other testing agencies for new vehicles fitted along with these CNG kits. For retrofitting the CNG Kit, agencies with expertise need to be developed in the State for which needful initiatives shall come from the CGD entities. Necessary amendments in “The Central Motor Vehicles Rules” are being framed through the Standing Technical Committee formed under the Ministry of Surface Transport for registering agencies with expertise in monitoring the installation of CNG kits. Sufficient qualified CNG kit manufacturing and retrofit agencies shall also be developed by the CGD entities in converting Diesel vehicles/buses.

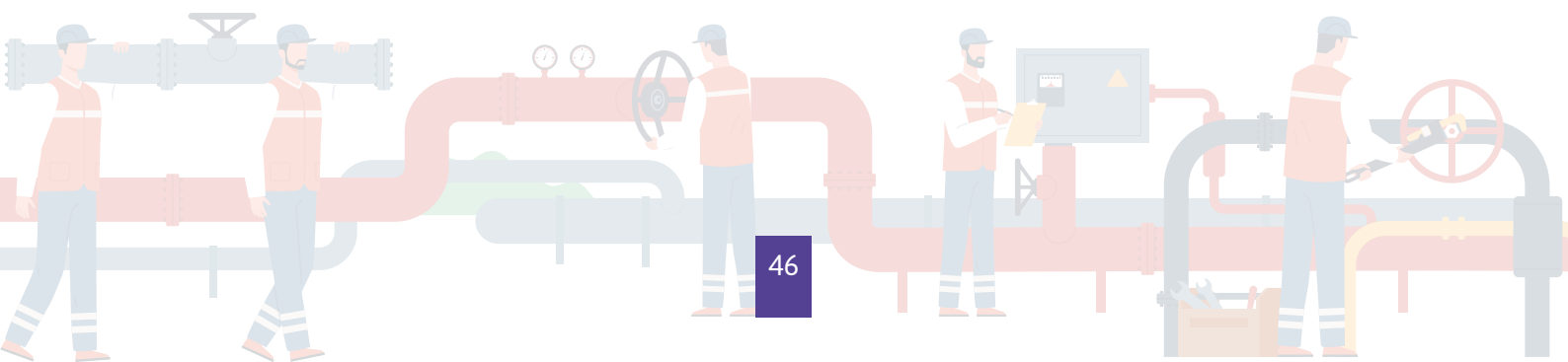


- 4.4 Effective inspection system shall be introduced, as already a large number of CNG Buses are currently operating in this country and numerous such buses are expected to be converted in the next few years due to the stringent statutory regulations and also a rapid proliferation of CNG by CGD entities to meet the minimum work program as prescribed by PNGRB. The Ministry of Road Transport and Highways (MoRTH) is already in the process of issuing notification for expeditious authorization of conversion workshops.
- 4.5 CGD entities shall collaborate & coordinate with CNG Kit manufacturers, Cylinder & fittings manufacturers and explore and train sufficient retrofitter agencies area wise through the training institutes developed under the guidance of the State Government. The issuance of type approval & RTO endorsement shall be within 3 months from the date of issuance of permission for usage of the CNG Kits.

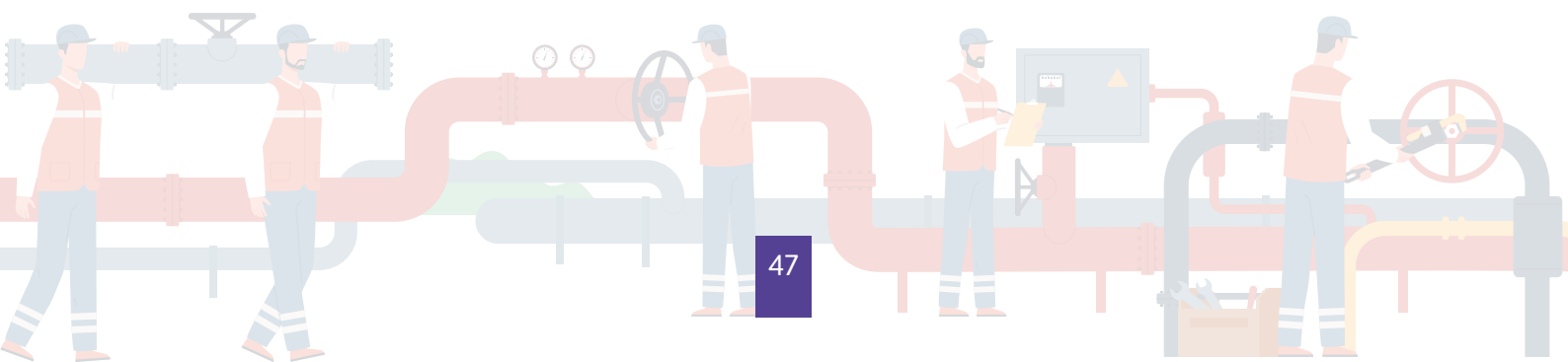


5 Implementation of Safety Measures

- 5.1. Design of the transmission pipelines and associated facilities involved in implementing the CGD network shall be in accordance with PNGRB-T4S, ASME, ANSI, AGA, API, IGE/TD standards & recommendations, etc, and supported by the relevant international standards. The material specifications shall follow API, ASTM, ANSI, AGA ASME, IS, MSS-SP, NACE, and DIN standards or as specified by PNGRB and supported by the relevant international standards. Anticipated future development shall be taken into account for the determination of the final location class.
- 5.2. The location of the Pipeline should be indicated at suitable intervals by using markers installed above ground at field boundaries, at all the crossings, and wherever the direction of the Pipeline alignment changes. These markers shall be installed after the mechanical completion of works prior to the pre-commissioning of the CGD network in accordance with API RP 1109.
- 5.3. Suitable Cathodic Protection system, Odourisation system, efficient maintenance practices for sub-transmissions, Primary steel network pipelines, MDPE Pipeline networks, Pipeline Patrolling, Leakage survey and establishment of Network control centres, etc., shall be in place prior to full-fledged commissioning of the CGD network by the CGD entities.
- 5.4. All CGD entities shall have an **“emergency service Group/emergency response team”** positioned at strategic locations. It is very much an essential and critical requirement for all the CGD entities to have a dedicated **Emergency Response and Disaster Management Plan (ERDMP)** formulated through approved PNGRB agencies and shall form a part of the overall Disaster Management Plan under the Chairmanship of the respective District Collector.



- 5.5 All the CGD entities shall have following location wise contingency plan for their proposed CGD network implementation:
- Third Party damage prevention plan covering Pipeline markers, Dial before dig, creating safety awareness, effective advertisement and training, etc.
 - Action plan-Monsoon focussed.
 - Developing effective leak detection system and carrying out mobile leak detection surveys.
 - Action plan for periodical surveys on vegetation, pressure drop, public building, and green house.
- 5.6. All the CGD entities to formulate an effective & efficient “Asset Integrity Plan” with an Asset Integrity Management system & Integrated Management Plan etc., for their CGD networks to ensure the safety of the established CGD network to protect the personnel property, public and environment through requisite provisions / resources for prevention, detection and mitigation activities.
- 5.7 All the CGD entities shall ensure stages wise pre Audit/Inspection of their CGD network covering all existing and new CGD networks including Sub transmission pipelines, CGS, Distribution mains, piping facilities downstream of inlet isolation valve of CGS (inclusive of Primary, Secondary and Tertiary networks) including customer meter for commercial and Industrial customer upto the final isolation valve including connecting hose to the Gas appliances for the domestic customer as per applicable Statutory norms viz., T4S Audit, Oil Industry Safety Directorate (OISD) audit, auditing/evaluation of Asset Integrity Management system, and other provisions made as necessary including statutory approvals from PESO department.



6 Adoption of CNG/LNG as preferred fuel

- 6.1 To promote the usage of Clean and Green fuel, CNG/LNG in the transportation sector, the thrust shall be made to make CNG / LNG a preferred transportation fuel in public transportation. The CGD entities shall evolve suitable mechanisms in organising the Public/Industries awareness campaign in consultation with the District authorities.
- 6.2 Needful guidelines shall be issued for the State transport corporation to encourage the possibilities of CNG/LNG buses while purchasing new buses and retrofitting the present alternative fuel fleet (which is viable), in order to actively promote the usage of the CNG/LNG public transport in a phased manner, based on the CGD infrastructure developed by concerned the CGD entities for the respective GAs.
- 6.3 Needful guidelines will be issued to encourage the possibilities of converting vehicles being utilized/engaged by the Government Departments (Cars, Buses, Ambulances, Delivery Vans, Goods Carriers, etc) to CNG vehicles in a phased manner, wherever the CNG infrastructure is made available by the CGD entities.
- 6.4 New Industries along with its allied facilities shall be encouraged to use Natural Gas instead of the liquid / solid fuels through the departments concerned based on the establishment of requisite CGD infrastructure and ensuring uninterrupted Gas supply to the industries by the CGD entities concerned.
- 6.5 To encourage the adoption of Natural Gas as Green and Clean fuel by State Government departments/Urban local bodies/State authorities, requisite guidelines shall be issued for wider usage of the environment friendly Natural Gas by all the segments of consumers, i.e., residential, industrial and commercial establishments, based on the establishment of the requisite CGD infrastructure, and ensuring the uninterrupted Gas supply to the Industries by the CGD entities concerned.
- 6.6 The right to a clean & healthy environment is a part of the Right to life enshrined in the Indian Constitution. It also requires sustained efforts and result-oriented strategic actions by all the departments concerned in the effective implementation of the CGD network in this State.

6.7 Applicable policy guidelines in this regard shall be issued for the effective implementation of this fuel conversion process in phased manner based on the readiness of the CGD infrastructure by the CGD entities.

6.8 Adoption of LNG bunkering in Fishing Vessels and Inland Waterways.

6.8.1 LNG has the potential to address persistent requirements of a clean and environment-friendly fuel because of its low level of harmful emissions. LNG is approximately 15% to 25% cheaper than diesel, which will lead to savings in the operational cost for shipping companies and Fishing vessels. The State Level Committee will make efforts to facilitate the creation of the LNG bunkering facility at appropriate places under the conversion of fishing vessels to LNG by providing the suitable incentives.

6.8.2 CGD entities shall submit the requisite details to facilitate the provision of LNG bunkering facilities covering the volume of usage in the coastal area along with proposed pipeline connectivity for supply of CNG/LNG to those areas. Upon receipt of requisite proposals from the CGD entities, the applicable policy document in this regard shall be released.

6.9 **Conversion of Diesel Generator in Telecom Service Towers in the Authorised area with Gas generators:**

Telecom towers are located all over the State and draw primary and back up energy from a myriad of conventional source. With the implementation of CGD networks, the State Government shall be bringing in appropriate rules/regulations and initiate measures to facilitate the usage of Natural Gas based generators by all telecom operators, especially in urban areas, for an environment friendly alternative, at a lower cost. The State-Level Committee shall facilitate conversion of diesel sets to CNG generators by bringing in appropriate rules / regulations. The CGD entities shall submit the required details to facilitate the facility by furnishing the detailed mechanisms proposed for supply of natural Gas to these segments spread all over the areas. Upon receipt of the requisite proposals from CGD entities, applicable policy guidelines in this regard, shall be issued.

7 Abbreviations

S.N.	Abb.	Description
1	AGA	American Gas Association
2	API	American Petroleum Institute
3	ANSI	American National Standard Institute
4	ARAI	Automotive Research Association of India
5	ASME	American Society of Mechanical Engineers
6	ASTM	American Society for Testing & Materials
7	BDO	Block Development Officer
8	CAGR	Cumulative Average Growth Rate
9	CBG	Compressed Bio Gas
10	CGD	City Gas Distribution
11	CGS	City Gas Station
12	CMDA	Chennai Metropolitan Development Authority
13	CMRL	Chennai Metro Rail Limited
14	CMWSSB	Chennai Metropolitan Water Supply & Sewerage Board
15	CNG	Compress Natural Gas
16	CSR	Corporate Social Responsibility
17	DCS	Decompressed Skid
18	DIN	Deutshces Institute for Nornung (German Institute for Standardization)
19	DLMC	District Level Monitory Committee
20	DRS	District Regulating Station
21	DTCP	Directorate of Town & Country Planning
22	ERDMP	Emergency Response Disaster Management Plan
23	GA	Geographical Area
24	GCC	Greater Chennai Corporation
25	GoI	Government of India
26	HDD	Horizontal Directional Drilling
27	ICAT	International Centre for Automotive Technology
28	ICF	International Code Safety for Ships using Gases
29	IS	Indian Standards
30	IIPC	Industries, Investment Promotion & Commerce

S.N.	Abb.	Description
31	LCNG	Liquified Compressed Natural Gas
32	LNG	Liquified Natural Gas
33	MDPE	Medium Density Poly Ethylene
34	MDR	Major District Roads
35	MoEF & CC	Ministry of Environmental Forest and Climate Change
36	MoPNG	Ministry of Petroleum and Natural Gas
37	MoRTH	Ministry of Road Transport and Highways
38	MoUD	Ministry of Urban Development
39	MRS	Metering Regulating System
40	MSS-SP	Manufacturers Standardization Society of Standard Practise
41	MWP	Minimum Work Programme
42	NACE	National Association of Corrosion Engineers
43	NHAI	National Highways Authority of India
44	NOC	No Objection Certificate
45	OEM	Original Equipment Manufacturer
46	OISD	Oil Industry Safety Directorate
47	PESO	Petroleum and Explosive Safety Organisation
48	PNG	Pipeline Natural Gas
49	PNGRB	Petroleum & Natural Gas Regulatory Board
50	PRS	Pressure Regulating Station
51	RTO	Regional Transport Officer
52	SH	State Highways
53	SIDCO	Small Industries Development Corporations
54	SIPCOT	State Industries Promotion Corporation of Tamilnadu Ltd.
55	SLA	Service Level Agreement
56	SV	Sectionalised Valve
57	SR	Service Regulator
58	SOP	Standard Operating Procedure
59	TANGEDCO	Tamil Nadu Generation and Distribution Corporation Limited
60	TNHB	Tamil Nadu Housing Board
61	WRO	Water Resource Organisation



ABSTRACT

Industries – City Gas Distribution Projects (CGD) – General guidelines for grant of permission – Orders – Issued.

Industries (MIA.1) Department

G.O.(Ms)No.127

Dated 27.05.2020

சார்வரி வருடம், வைகாசி 14
திருவள்ளூர் ஆண்டு 2051,

Read:

1. From the Head – Technical Services, AG&P CGD India Pvt Ltd, Letter No.AGPCGD/TS/2019 – 21 / 016, Dated 03.10.2019.
2. From the Project Co-ordinator, Torrent Gas Private Limited, Letter No. TGPL/NGT/CGD/2019-20/047, Dated 14.10.2019
3. From the Director of Rural Development and Panchayat Raj Department, Letter Rc.No.67316/2019/PRI-3.1, Dated 29.02.2020.
4. From the Commissioner of Municipal Administration, Letter R.C.No.529/2020/E.3, Dated 10.03.2020
5. From the Chief Engineer(C&M) Highways Department, Letter No.2020/Salai/2020, dated: 11.03.2020

ORDER:-

The Ministry of Petroleum and Natural Gas Department, Government of India has authorised City Gas Distribution Projects in the following 9 Geographical Areas in Tamil Nadu

S.No	Geographical Area(GA)	Authorized Entity
1.	Nagapattinam District	Torrent Gas Private Limited
2.	Kanchipuram District	Consortium of AG & P LNG Marketing PTE Limited & Atlantic Gulf & Pacific

3.	Chennai & Tiruvallur Districts	Torrent Gas Private Limited
4.	Coimbatore District	Indian Oil Corporation Limited
5.	Cuddalore Nagapattinam & Tiruvarur Districts	Adani Gas Limited
6.	Ramanathapuram District	Consortium of AG & P LNG Marketing PTE Limited & Atlantic Gulf & Pacific
7.	Salem District	Indian Oil Corporation Limited
8.	Tiruppur District	Adani Gas Limited
9.	Vellore District	Consortium of AG & P LNG Marketing PTE Ltd. & Atlantic Gulf & Pacific

2. In the letters first and second read above, the AG & P CGD India Pvt. Ltd and Torrent Gas Private Ltd had requested facilitation for implementation of City Gas Distribution Network Projects in the State of Tamil Nadu.

3. Subsequently, it was decided in the meeting convened under the chairmanship of Chief Secretary to Government held on 5.11.2019 and 13.2.2020 to frame a Common guidelines / instructions for implementation of City Gas Distribution Projects in Tamil Nadu.

4. In the letters third to fifth read above, Director of Rural Development and Panchayat Raj Department, the Commissioner of Municipal Administration and the Chief Engineer (C&M), Highways Department have furnished restoration charges for the Rural Development and Panchayat Raj Department Roads, Municipal Roads and Highways Roads respectively.

5. After careful consideration and deliberations the Government hereby issue the following common guidelines / instructions for grant of permission to lay city Gas Distribution Projects and to fix the restoration charges as follows:

I. Restoration charges for Roads under the Rural Development and Panchayat Raj Department

Sl. No.	Types of Surface	Cost per KM (Rs.)
1.	Road shoulders	2,86,000
2.	BT Roads	14,63,000

3.	WBM Roads	11,73,000
4.	CC Roads	21,75,000

II. Restoration charges for Municipal Roads

Sl.No.	Types of Surface	Cost per KM (Rs.)
1.	BT Roads	20,00,000
2.	CC Roads	21,75,000
3.	Paver Block Roads	17,00,000
4.	Earthern Roads	3,10,000
5.	WBM Roads	4,40,000

III. Restoration charges for Highways Roads

Sl.No.	Types of Surface	Cost per KM (Rs.)
1.	BT Roads	20.11 lakhs
2.	Berms	6.07 lakhs
3.	Paver block roads	17.50 lakhs

IV. General

- a) All departments of State Government and local bodies shall extend full co-operation for laying City Gas Pipelines.
- b) For road cuts, upfront restoration charges will be collected from City Gas Distribution Companies by the department / local body owning the road at rates fixed above.
- c) The road cut restoration charges fixed above shall be valid for a period of three financial years from 2020-2021 onwards.
- d) The cost of shifting of utilities, if involved, will be met by the City Gas Distribution Company.
- e) Once an application for road cut is submitted to Divisional Engineer (Highways) or the concerned local body with payment at the rate per kilometer fixed above, if any further payment is required from the City Gas Distribution Company on account of shifting of utilities, the amount must be informed to the City Gas Distribution Company within 10 days of application.
- f) Once all payments are made by the City Gas Distribution Company, requisite permission for road cut must be issued within 10 days of receipt of payment.

- g) Track rent charges fixed and revised from time to time by Government in Revenue and Disaster Management Department shall be applicable.
- h) Land required for ancillary infrastructure will be allotted on lease, for such number of years as requested by companies as per existing rules.
- i) A District Level Monitoring Committee (DLMC) headed by the District Collector will monitor the progress of City Gas Distribution works. The District Level Monitoring Committee shall consist of the Superintendent of Police, Divisional Engineer (Highways), Assistant Director (Panchayat) and all the Municipal Commissioners of the relevant towns/cities. The District Level Monitoring Committee must meet once in two months and the representative of the City Gas Distribution Company / Companies operating in the District must be invited for this meeting.
- j) Highways and Minor Ports Department, Rural Development and Panchayat Raj Department and Municipal Administration and Water Supply Departments may issue additional operational guidelines if necessary, in addition to the guidelines prescribed above on the aspects like future road expansion, co-existence with other utilities, period of pipeline laying and public safety. However no City Gas Distribution Pipeline laying permission shall be withheld solely an account of absence of issue of such guidelines.
- k) The City Gas Distribution Companies while laying and maintaining gas pipelines, shall comply with all applicable national norms.
- l) The above fixed rates and guidelines will be applicable to all future City Gas Distribution projects also.

(BY ORDER OF THE GOVERNOR)

**N.MURUGANANDAM,
PRINCIPAL SECRETARY TO GOVERNMENT.**

To

The Additional Chief Secretary to Government,
Rural Development and Panchayat Raj Department,
Secretariat, Chennai – 600 009.

The Additional Chief Secretary to Government,
Municipal Administration and Water Supply Department,
Secretariat, Chennai – 600 009.

The Additional Chief Secretary to Government,
Revenue and Disaster Management Department,
Secretariat, Chennai – 600 009.

The Principal Secretary to Government,
Highways and Minor Ports Department,
Secretariat, Chennai – 600 009.

The Director of Rural Development and
Panchayat Raj Department,
Panagal Building, Saidapet, Chennai -600 015.

The Commissioner of Municipal Administration,
75, Santhom Road, R.A.Puram, Chennai – 600 028.

The Chief Engineer (C&M), Highways Department,
Guindy, Chennai – 600 025.

Copy to:

The O/o Hon'ble Chief Minister,
Secretariat, Chennai – 600 009.

AG&P CGD India Pvt Ltd,
No.23, Rajiv Gandhi Salai (OMR),
1st Floor, Building No Core 2,
Pacifica Tech Park, Navalur, Chennai – 600 130.

Torrent Gas Private Limited,
"Global Towers" 1st Floor,
No.42, Jawaharlal Nehru Street,
Karaikal - 609 605.

Industries (OP.II) Department, Secretariat, Chennai – 600 009.

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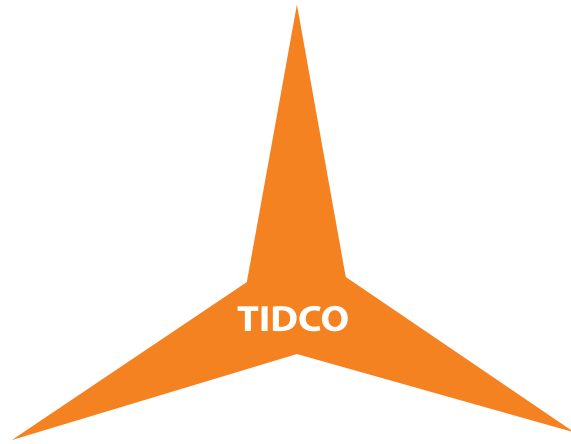
// Forwarded / By Order //

S.M. Pandey
27/5/2020

SECTION OFFICER

District Wise CGD Entities





Tamilnadu Industrial Development Corporation Ltd.,
(A Government of Tamil Nadu Enterprise)
www.tidco.com